PRESENTING A WRITTEN AND DIAGRAM DISCRIPTION OF A FREE ENERGY ELECTRIC MOTOR

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] "NOT APPLICABLE"

STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH OR DEVELOPMENT

[0002] "NOT APPLICABLE"

REFERENCE TO SEQUENCE LISTING, A TABLE, OR A COMPUTER PROGRAM LISTING COMPACT DISC APPENDIX

[0003] "NOT APPLICABLE"

BACKGROUND OF INVENTION

[0004] Field of endeavor pertaining to electric motors.

[0005] Classification definition under FREE ENERGY MOTORS.

[0006] Relating references "NOT APPLICABLE"

[0007] Invention drawn toward eliminating electro magnetic

[0008] Resistance on the armature.

BRIEF SUMMARY OF THE INVENTION

[0009] A free energy motor meaning that it's delivery of power versus the input supply power is greater in value. This is achieved by eliminating electro magnetic resistance on the motors armature, by having the armature solely comprised of common magnetic iron laminates or solid iron and having no magnetic coil wire windings. The common practice being iron laminates because it produces greater efficiency. Thus I will refer the armature as being made of iron laminates only in the following text.

[0010] Because the said armature having no magnetic coil windings renders it having no ability to electrically gererate while being motored thus having no resistance. Having a timed sequence of intermitting electrical excitation of the stator coils. It arrives at motoring the armature to an ultimate potential speed of its outside perimeter to reach light speed, being **186,000** miles per second, because this is the known constant speed of electron travel. Naturally this could only be achieved in a non gravitational field do to enormous centrifugal forces on the armature that iron laminate nor any known material could sustain. However the motors speed can be regulated and in a gravitational field such as here on earth the motor will still be capable of reaching great enough speed to deliver free energy power levels. The potential power being the magnetic force times velocity squared.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS.

[0011] (Diagram **FIG. 1**) Is an overall general profile of the motor and showing a mechanical cam switch No. **5** for the stator coils and a mechanical starter No. **7**.

[0012] (Diagram **FIG. 2**) Indicating the interior only and showing a laser switch No. **5** and its counter part No. **6**.

[0013] (Diagram **FIG. 3**) Indicating the detail of the mechanical cam operated switch type.

[0014] (Diagram **FIG. 4**) Indicating detail of a commutator design switch.

[0015] (Diagram **FIG. 5**) And

[0016] **FIG. 6** indicating two different mechanical starters.

[0017] (Diagram **FIG. 7**) Indicating cross sectional view of the armature No. **1**, Having two opposed stator field cores No. **3**, and their coil wire winding placement No. **2**.

[0018] (Diagram **FIG. 8**) Indicating a claimed dual opposing stator and coil profile and configuration with the claimed armature.

[0019] Diagram **FIG. 9**) Indicating a claimed centralized singular stator and dual opposing armature motor configuration, synchronously joined by gear, chain or other.

DETAILED DESCRIPTION OF THE INVENTION

[0020] In the diagrams presented in **FIG. 1** No. **1** and **FIG. 7** shows the motor armature No. **1** comprised of iron laminates seated between two stator coils No. **2** and the iron laminate stator fields No. **3**.

[0021] By way of a switching method the stator coils are excited with electric current in a timing sequence of on and off. When the armature is in position the switch excites the stator coils thus creating and electro magnetic force through the stator laminat cores No. **3** thus causing a pull of magnetic attraction on the armature, torqueing it towards the stator cores radial center. This position indicated in (Diagram **FIG. 7**). After reaching said center the stator coils are switched off and the armature continues to rotate through momentum of acceleration until it reaches the position for the next power cycle. Thus motoring is acquired.

[0022] Starting with (Diagram **FIG. 2**) in an interior view showing the armature No. **1** between two stators fields No. **3** having two laser switches No. **5** and No. **6** that would be affixed on each end inside the motor housing, not shown. (Housing indicated on (Diagram **FIG. 1**) No. **6**) positioned for the armature timing where the laser beam (Diagram **FIG. 2**) No. **7** emitting from sender No. **6** passes across to the mating receiver end No. **5** as the armature moves into position for the power cycle it obstructs the laser beam and the receiver No. **5** is switched on making the connection for the supply current to pass into the stator coils, thus creating the magnetic force and driving the armature. When the armature has reached full travel of the power cycle the laser beam is cleared where the sender No. **6** contacts the receiver No. **5** and the current is switched off. Thus the cycle is repeated and motoring is acquired.

[0023] In (Diagram **FIG. 3**) indicates a mechanical momentary switch that is controlled by an offset cam lobe No. **1** affixed to the motor shaft No. **2** (see also Diagram **FIG. 1** No. **5** of assembly view) A cam follower roller (Diagram **FIG. 3**) No. **3** that is pushed upon by the cam lobe No. **1** and being connected to a bar member No. **9** thus connecting to the throw switch No. **4** pushing it between to metal contact bars No. **5** thus bridging the coil wires No. **6** and **7** that are affixed to said bars. The bars being separated by nonconductive members No. **8** and the assembly affixed