

Free energy?

I do not claim to know exactly what is going on with this issue. Neither do I claim to know all the details of how it works; but this much I am sure of: we are being taken for a ride.

There have been a number of inventions and patents over the last 50 years, which offer free, or almost free, energy. Many of these are verifiable via US patent numbers. These have all been subverted, bought out, or their inventors “suicided” by powerful corporate interests and oil companies. In fact, the “oil as fossil fuel” hoax had been hatched more than a century ago.

As a matter of fact, the whole “fossil fuel” and oil crisis story was a deliberate lie to enslave mankind. Here is the testimony of one of the top experts in the world: <https://www.youtube.com/watch?v=2cUg3lDgJ20>

Water as fuel?

There have been a number of variants of the HHO generator – a device that permits a normal internal combustion engine to run on hydrogen directly converted from water upon demand. In other words, filling up with water, instead of petroleum. The patent has been bought out by “big oil” and shelved. There are individuals to this day who build for themselves crude working concepts of this, and run their personal vehicles on water, but nobody is allowed to build and sell such vehicles. Here are two examples of this:

1. Putting an end to the Great Gasoline Hoax:

<https://www.youtube.com/watch?v=z1EzOB3sfg4&t=17s>

2. Stan Meyer, the man who invented a spark plug replacement part that converts water into hydrogen fuel on the go: <https://www.youtube.com/watch?v=r66xKJ0l9kY> ... he refused offers to buy out his patent.... he was found dead a bit later...

The bottom line is; *they* do not want us to have free energy, they want us to slave at paying for it, it gives them a means to control us, and paying to finance their system. Eventually, they want to be able to control how much energy we have, and use. It is ultimately part of Agenda21.

So with the above established, let’s move on to other forms of energy:

There are some very interesting forms of free energy, eg. Magnetism – any permanent magnet is a source of free energy, because it permanently exerts a pulling or pushing force (depending on polarity), which can be harnessed to generate other forms of energy. I am not going to elaborate on all these, the purpose of this is to open people’s minds to the fact that we have been duped into energy slavery, and to believe there is no such thing as unlimited or free energy.

Atmospheric electricity:

Another form of free energy is atmospheric electricity. Here is a video demo on how it works:

<https://www.youtube.com/watch?v=2rVdEhyMR6A&t=18s>

Now, let us go on to more well known formats:

Turbochargers

How can a turbo make an engine both more powerful, or more fuel efficient, or both?

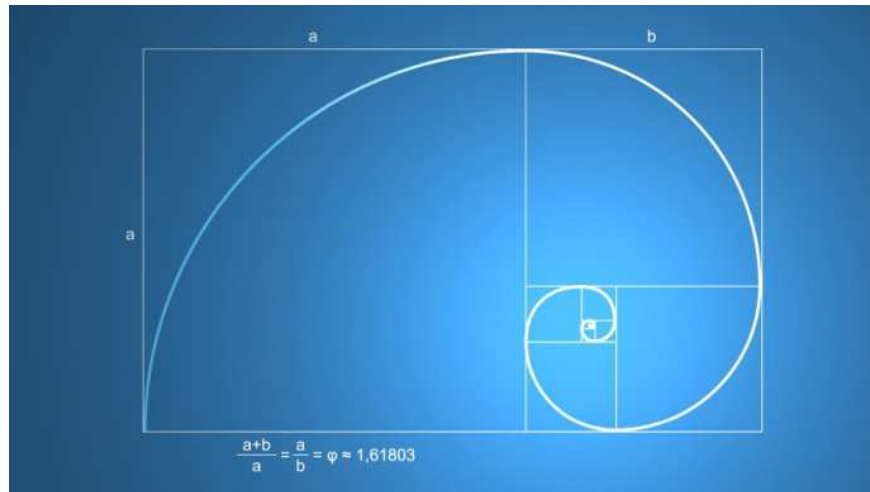
Ponder this concept, and start some critical thinking...

More power means more energy...but with less (or the same amount of) fuel?

Where then does the extra energy come from?

Air...

The design of a turbo has a lot to do with it... it is based on a very specific sequential compression ratio of the air that is forced into it. Just any old design will not work...it has to be very exact. The motivational basis for this design is the Fibonacci spiral, or “golden ratio”.



If air is forced into an intake duct thus shaped, it not only accelerates greatly, but builds harmonic resonance and vortex accelerative properties. This produces more energy, which is then tapped to drive a forced air induction system, thus providing more compressed air. Above certain revolutions this system produces more energy than it consumes (called *over unity*)...turbo lag is experienced in the rev range below that point (the system drains energy at low revs because it has not come to a stage of harmonic resonance. In other words, above a certain rev line the system produces its own energy, and more, and power is limited by the amount of pressure the engine can stand (called boost). Now this turbine concept produces its boost...the more air is fed into it, the more pressure it generates to feed more air. It is thus somewhat akin to a runaway fire that feeds itself, and the means to control it is via a “gate valve” that lets off unwanted pressure. Too much pressure and something will go “pop”. “Turning up the boost” on a turbo is nothing more than adjusting the gate valve to permit more pressure build-up before it starts venting.

Coupled to a normal gasoline engine a turbo can enhance power without using more fuel, or it can use somewhat more fuel, but with greatly enhanced power... all depending on design and boost settings. It thus adds some “free energy” to a regular energy consuming system. That’s about as much as the public will be allowed to possess, albeit at the extra cost of a turbo model. Only the elite and billionaires can possess the models that run on super power and comparatively little fuel (Bugatti, Koenigsegg etc). These higher performance models are just built with larger/more turbos, and large engines that can operate at higher pressures and revolutions, so more power can be utilized before the “excess release” gate valve opens. These vehicles need gasoline, because to start and run smoothly at low revs and in traffic will not work on just air. But the more power is used, the more it relies on the multiple turbines (“turbos”) forcing huge amounts of compressed air through the engine.

Here is a video primer for a new car to be released later in next year, called the “DEVEL SIXTEEN” (Devil...?). This car is said to produce a whopping **5000Hp**, and to shatter all previous records. It is simply not possible to extract that amount of energy out of the gasoline, even with added oxygen. <https://www.youtube.com/watch?v=VSVXhc5LIII>

Here is the engine Dyno test. <https://www.youtube.com/watch?v=uKaCFU81SZE>

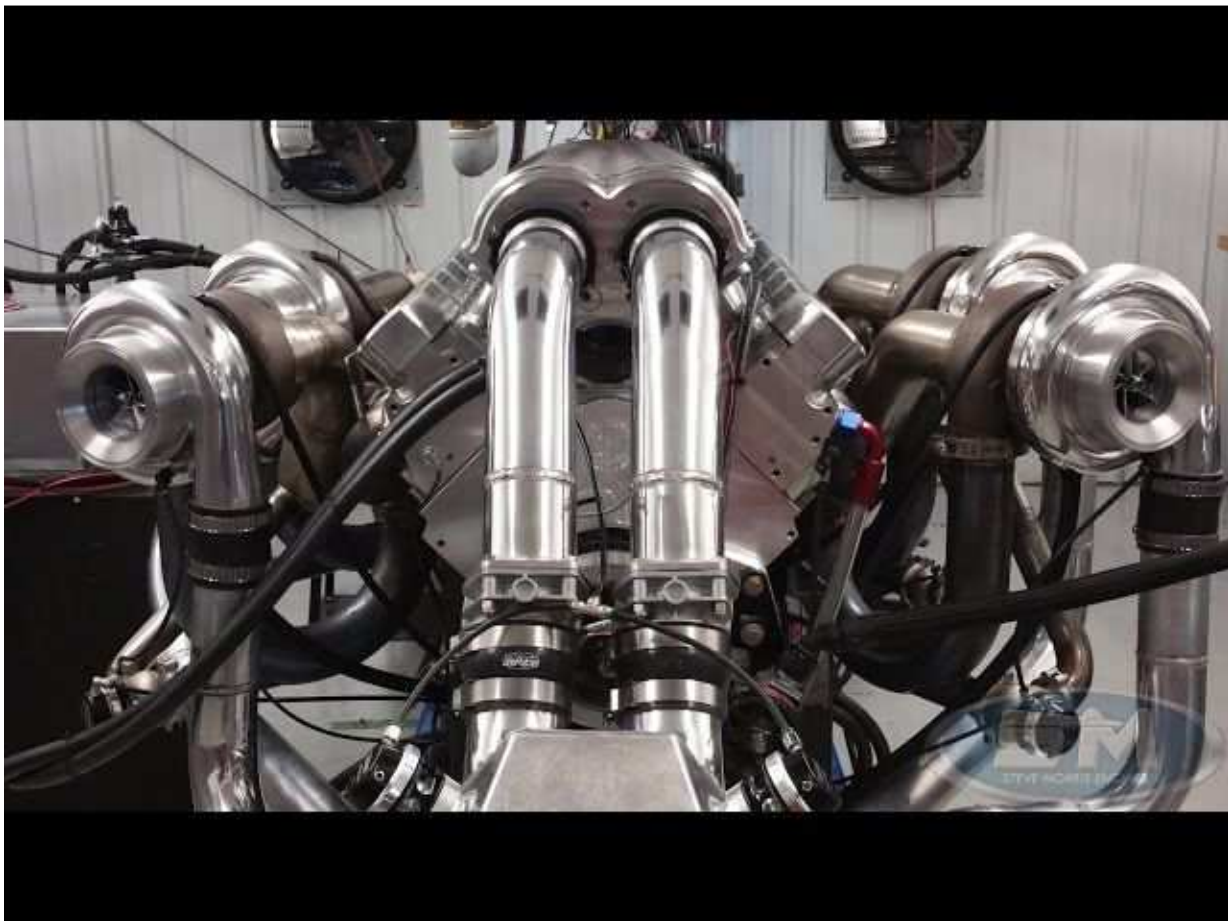
We are told that it is the extra pressurized air (oxygen) that so greatly increases combustive power, but that is only partly true. Historically, combustive power has been boosted by adding pressurized oxygen (Nitrox) to engines, and it makes a big difference, but adding that has never given this much power, and comes at the penalty of enormous

heat, so that such oxygenating systems can only be run for less than a minute before melting temperatures are reached in the engine. So, it is not simply the burning of loads of added pressurized oxygen. It is the pressure and harmonics of the air itself that is being used as a driving force.

Note that it is one massive turbo-compressed air system. And exhausts that look like jet engine rears...



With four massive turbochargers forcing an astonishing volume of compressed air at **36 psi** through this engine, are you still wondering where all this energy comes from?



Jet engines:

Now, the same exact induction and compression ratio can be achieved in other forms, eg in a linear vortex, instead of an inwards spiralled one. The sequential reduction ratio just has to be the same, to produce the same volumetric resonance and harmonics. This is what a modern turbofan jet engine represents...a linear Fibonacci sequence. They even show us in plain sight....



I believe these things run on air. Let us look at this statement a bit closer:

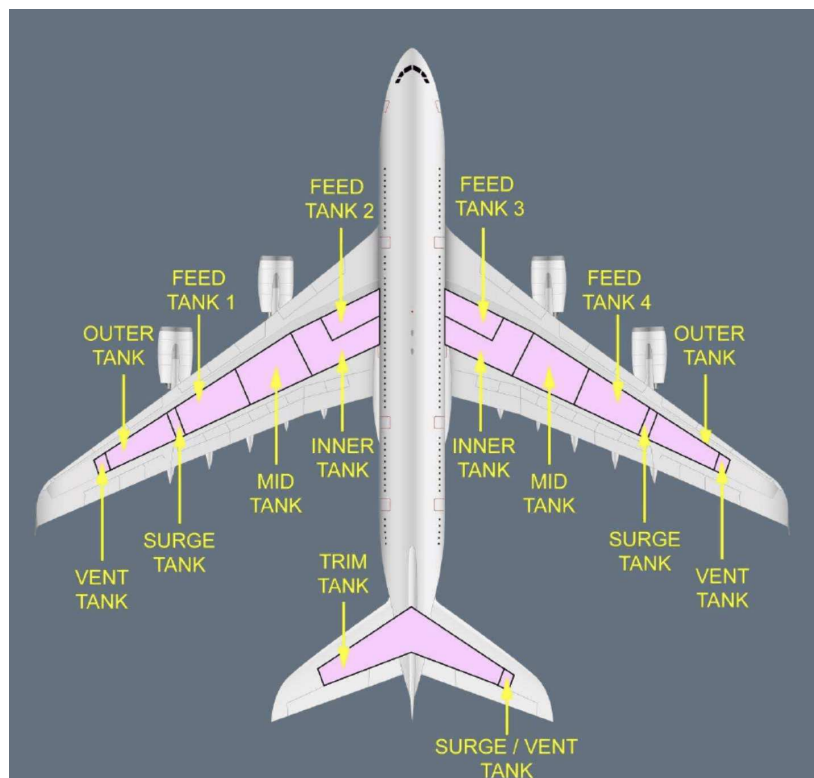
Airbus claims the maximum take-off weight for their A380 is 560 **Metric** Tons...

Airbus A380 Spec sheet:

<http://www.modernairliners.com/airbus-a380/airbus-a380-specs/>

Weights	
Maximum Ramp Weight	562 tonnes
Maximum Take-off Weight	560,000kg (1,234,600lb)
Maximum Landing Weight	386,000kg (850,984lb)
Maximum Zero Fuel Weight	361,000kg (795,869lb)
Maximum Fuel Capacity	320,000 Litres
Typical Operating Empty Weight	277,000kg (610,700lb)
Typical Volume Payload	664,000kg (1,463,869lb)

Supposedly the fuel is stored in these tanks in the wings:



Look at this next diagram denoting structural problems that were encountered in A380 wing construction... oh, but wait, is that not where the fuel tanks supposedly are?? Were the fuel tanks cracking up and nobody noticed? There are 60 ribs per wing that span the thickness of the wing, and connect directly to the wing's aluminium skin. So where are the supposed fuel tanks?

Safety agency calls for A380 wing checks

The European Aviation Safety Agency is calling on airlines to inspect their A380 jets after Airbus found hairline cracks in the metal brackets inside the wings of two superjumbos owned by Emirates Airlines

Airbus A380
68 currently in service

Passenger capacity up to 850

Aluminium skin

Wing ribs: Cracks found in limited number of "non-critical" brackets which connect structural ribs to wing's aluminium skin

Main spar

Front spar

Rear spar

Detail of typical wing rib

Rib feet
Each wing has around 2,000 L-shaped brackets (30-40 per rib, with 60 ribs per wing)

Cracks: Less than 1cm long, extending from bolt hole in bracket

Bracket height 23cm

First cracks: Found late last year on wing of **Qantas Airways** A380 that was being refurbished following mid-air engine explosion in 2010. Similar flaws found in early January in five A380s, flown by Qantas and **Singapore Airlines**

Sources: Airbus, wire agencies

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And his, supposedly is a man working inside one of the fuel tanks...



In the next picture, please note carefully the thickness of the wing, as compared to the man in the lift for scale: there is no way that a man can sit inside, and crawl around inside this wing – except maybe the thicker part where it directly joins to the body. The rest is very slim.



In all honesty, if you believe you could fit half an Olympic swimming pool worth of liquid inside those designated areas of the wings, you are mistaken. If you believe those two slim wings and can carry over 300 metric tonnes of fuel weight, plus that of the four engines, you are again mistaken. If you believe that landing gear can handle a total of 560 metric tonnes...you are gain mistaken... Let's put that in perspective...

This is the landing gear of an A380 (claimed capable of safely carrying 560 metric tons):



...Do you see any problem with that?



So...in other words...the landing gear of an A380 can handle two of these.....trucks included:



To conclude the A380 issue: this aircraft does not weigh half of what they claim, because it does not carry the fuel they claim. The laws of physics and common sense contradict these claims. These things run on air, and that is why they can afford to keep so many jet aircraft airborne, spraying us with aerosols (aka chemtrails) every day on a worldwide scale.

A racing motor bike that runs on air?

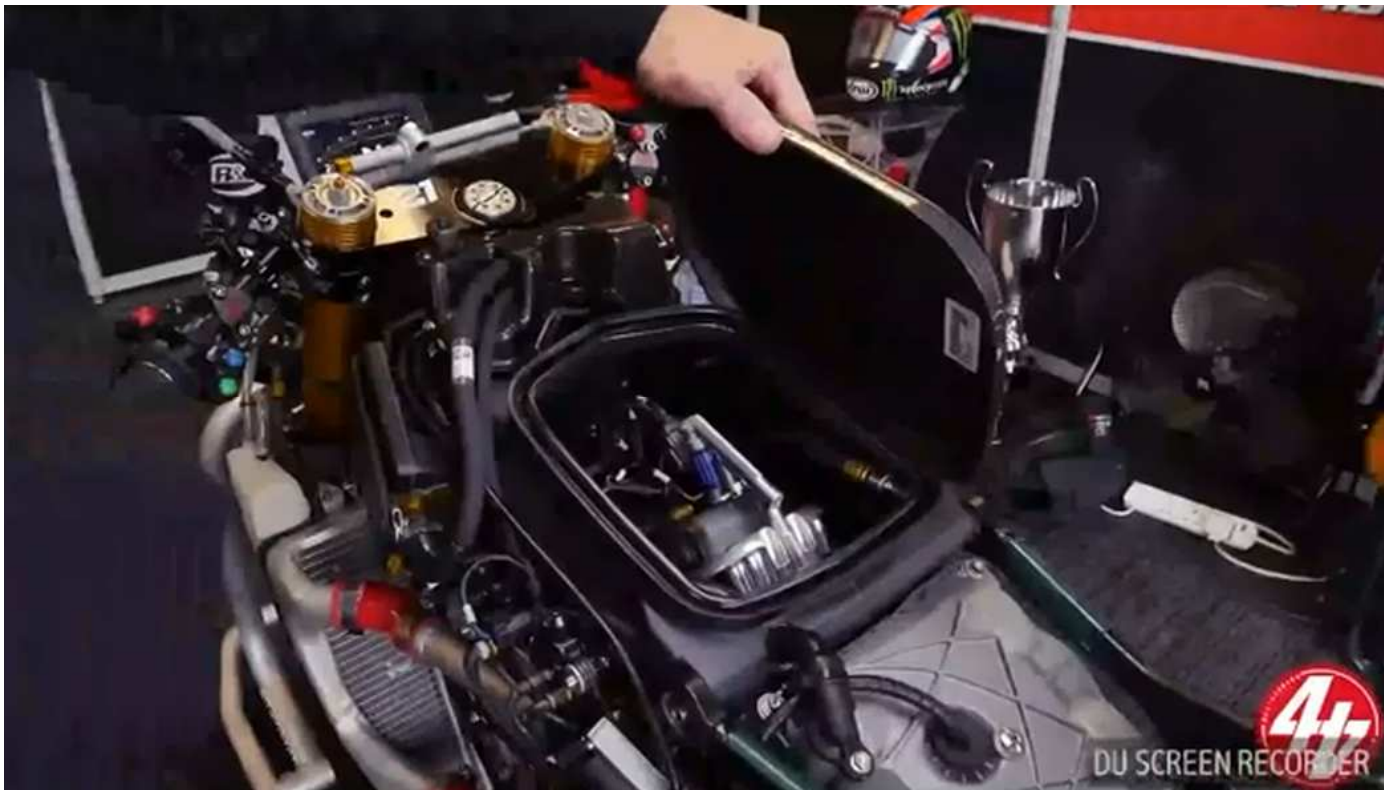
Any normal internal combustion engine can be made to run on just compressed air. Here is a short video of a “backyard mechanic” that strapped a pressurised air tank onto his little bike: <https://www.youtube.com/watch?v=iUbH4LEv77I>

Because top racing bikes run on air, they need to be “spun up” to some revs before the engine will generate enough airflow to keep going. Therefore they have to start these bikes with a separate starter unit that spins the engine up to considerable revolutions before the engine can kick in and run by itself. Here is a video of the starting of a racing Ducati, and once started it must be kept revving to keep it above the over unity point, below which the engine will stall: <https://www.youtube.com/watch?v=OBMaHIKjZJY>

Exposing this, there was a YouTuber (channel named *Jones SenoJ*) whose channel has been terminated by YouTube, because he showed clear video evidence of a motor bike that does not run on liquid fuel. He showed an extract from a video that was posted by an Isle of Man TT racing team, in which the evidence is clear. This video has been redacted since, and from just past the 8 minute mark (just before the fuel tank is opened) it now just shows somebody talking. This is the redacted video that was re-posted by that racing team <https://www.youtube.com/watch?v=MZcUN8jbadc&t=211s> . Fortunately I saved a copy of the original, which I will upload if I can figure out how to upload a video directly onto this forum. That is the last half of this video, but fortunately contains the latter part which has since been edited out.

In that part it is quite evident that the bike has a dummy fuel tank, and the technicians still joke about “filling it up”, and then the fuel tank’s “top” is taken off, and one can clearly see it holds no fuel, the “fuel tank is just a dummy, and when the top is removed the engine is all that is seen. The fuel tank is a ruse. That is the part of the original video which has since been edited out, and the person who exposed it had his channel terminated. It is actually quite telling that, not only was the exposers’ YouTube channel terminated, but going further, getting the TT racing team to edit their video to remove that part of it, and replace it with something innocuous, tacked onto the video much later. This clearly shows a deliberate post-facto cover up.

On the following page are some screenshots from that edited out section in the video, showing the “fuel tank” opened:



is Run on Air (JACKPoT) this we can use!!! - YouTube



Also note, that in the below screenshot of a different bike, the removed “fuel cap” reveals some mechanical parts underneath...



And lastly, a final video: <https://www.youtube.com/watch?v=TzHr4xcVF9Q>

Conclusion:

This is by no means a detailed documented expose, it is simply some tidbits scraped together to draw attention to the fact that we have been duped with lies on so many levels, that it is difficult to grasp the scope thereof. I cannot explain how all this technology works, but I have seen enough to know that it does not work the way we are being told. The elites, luciferians, whatever you want to call them, have access to unlimited free energy, but through their lies they are enslaving mankind by controlling all our available energy and making us pay dearly for it. Do your own research.

I am not of the school that consider all this technology as good; in fact I believe it is part of the technology derived from the fallen ones. But it is being used to give the luciferians an advantage over the rest of mankind, whilst they offer to us limited, expensive, regulated energy, and then to boot accuse us that our use of “fossil fuel energy” it is causing global warming, and they would have to restrict our use and curb our lifestyles!

Finally, what had originally sparked this rabbit hole detour, was the subject of satellites, and how they could remain up there almost indefinitely. In the light of the above it is easy to conceive that a whole army of tech equipped drones, of various shapes and sizes, running on this type of technology could very well be up there.