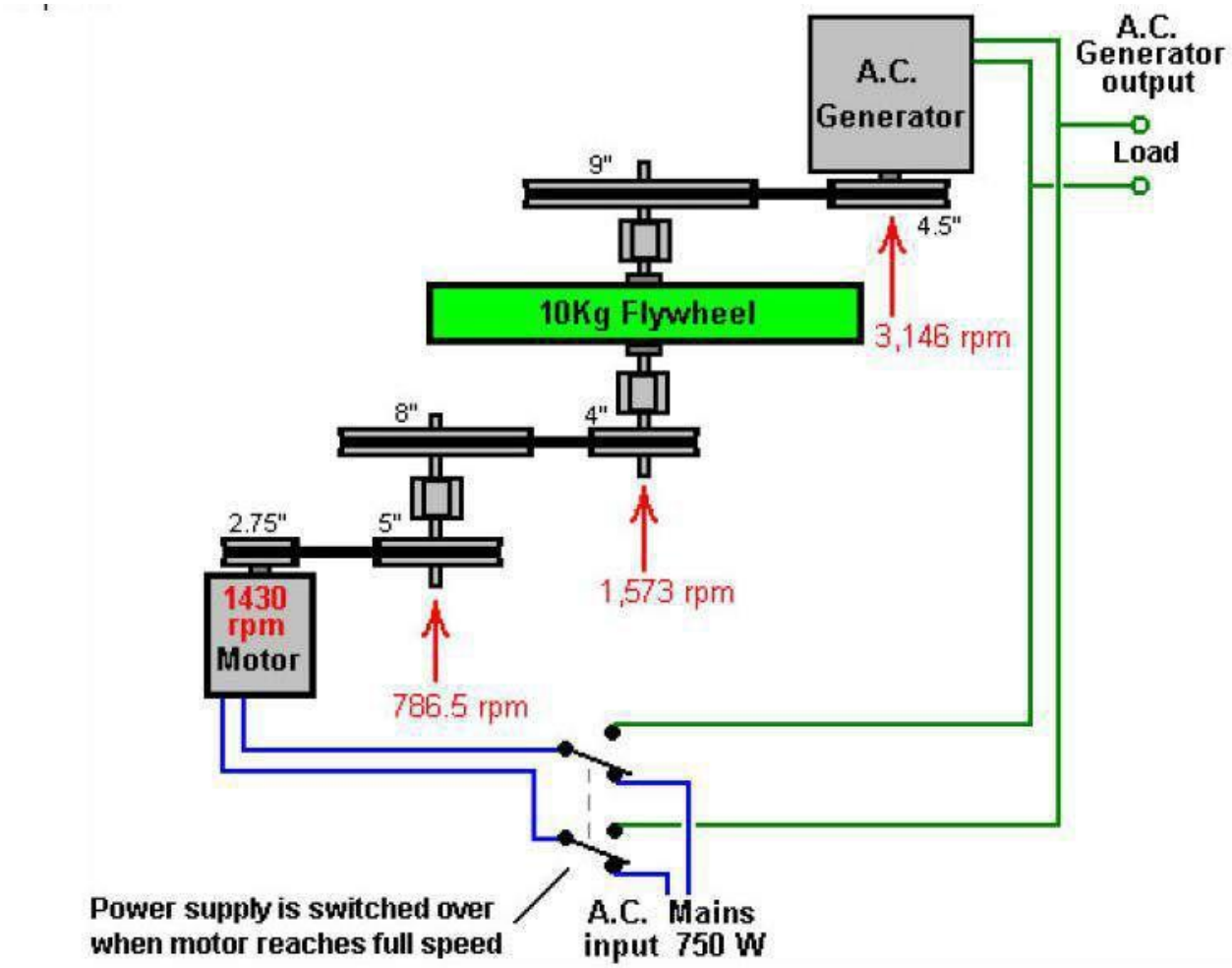
PHOENIX GENERATOR

I will start by presenting what the history of this great generator, at the bottom of the page you will find instructions on how I've build my version of this motor.

PHOENIX REBIRTH ENGINE

Recently, Mr. Chas Campbell of Australia demonstrated electrical power gain with a flywheel system which he developed:



But what this diagram does not show, is that a couple of the drive belts are left with excessive slack. This causes a rapid series of jerks in the drive between the mains motor and the flywheel. These occur so rapidly that they do not appear noticeable when looking at the system operating. However, this stream of very short pulses in the drive chain, generates a considerable amount of excess energy drawn from the gravitational field. Chas has now confirmed the excess energy by getting the flywheel up to speed and then switching the drive motor input to the output generator. The result is a self-powered system capable of running extra loads.

Let me explain the overall system. A mains motor of 750 watt capacity (1 horsepower) is used to drive a series of belts and pulleys which form a gear-train which produces over twice the rotational speed at the shaft of an electrical generator. The intriguing thing about this system is that greater electrical power can be drawn from the output generator than appears to be drawn from the input drive to the motor. How can that be? Well, Mr Tseung's gravity theory explains that if a energy pulse is applied to a flywheel, then during the instant of that pulse, excess energy equal

to 2mgr is fed into the flywheel, where “m” is the mass (weight) of the flywheel, “g” is the gravitational constant and “r” is the radius of the centre of mass of the flywheel, that is, the distance from the axle to the point at which the weight of the wheel appears to act.

If all of the flywheel weight is at the rim of the wheel, the “r” would be the radius of the wheel itself. This means that if the flywheel (which is red in the following photographs) is driven smoothly at constant speed, then there is no energy gain.

However, if the drive is not smooth, then excess energy is drawn from the gravitational field. That energy increases as the diameter of the flywheel increases. It also increases as the weight of the flywheel increases. It also increases if the flywheel weight is concentrated as far out towards the rim of the flywheel as is possible. It also increases, the faster the impulses are applied to the system.

However, Jacob Bitsadze points out that another mechanism comes into play even if all of the belts are correctly tensioned. The effect is caused by the perpetual inward acceleration of the material of the flywheel due to the fact that it rotates in a fixed position. He refers to it as being ‘the rule of shoulder of Archimedes’ which is not something with which I am familiar. The important point is that PHOENIX REBIRTH ENGINE is selfpowered and can power other equipment.

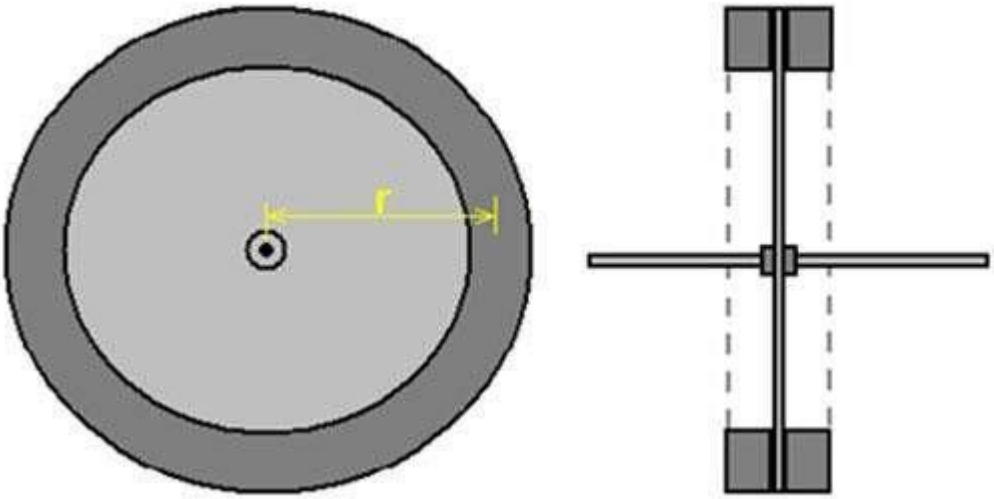
Now take a look at the construction which Chas has used:

You notice that not only does he have a heavy flywheel of a fair size, but that there are three or four other large diameter discs mounted where they also rotate at the intermediate speeds of rotation. While these discs may well not have been placed there as flywheels, nevertheless, they do act as flywheels, and each one of them will be contributing to the free-energy gain of the system as a whole.

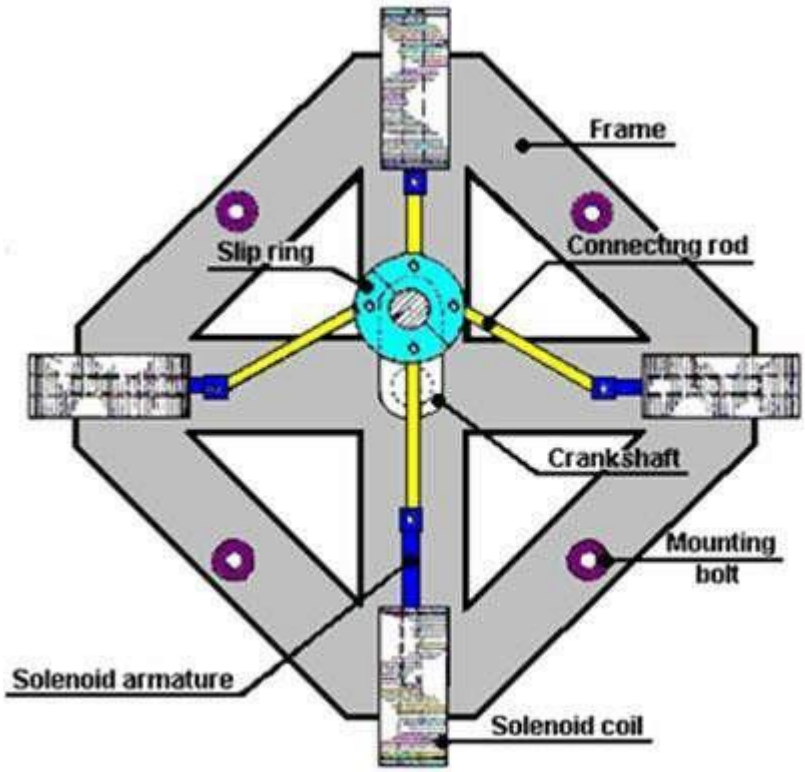
If the drive motor were a DC motor which is deliberately pulsed by a special power supply, then the effect is likely to be even greater. Chas’ system produces excess energy, and although it is by no means obvious to everybody, that excess energy is being drawn from gravity.

Ok, so what are the requirements for an effective system? Firstly, there needs to be a suitable flywheel with as large a diameter as is practical, say 4 feet or 1.2 metres. The vast majority of the weight needs to be close to the rim. The

construction needs to be robust and secure as ideally, the rate of rotation will be high, and of course, the wheel needs to be exactly at right angles to the axle on which it rotates and exactly centred on the axle:

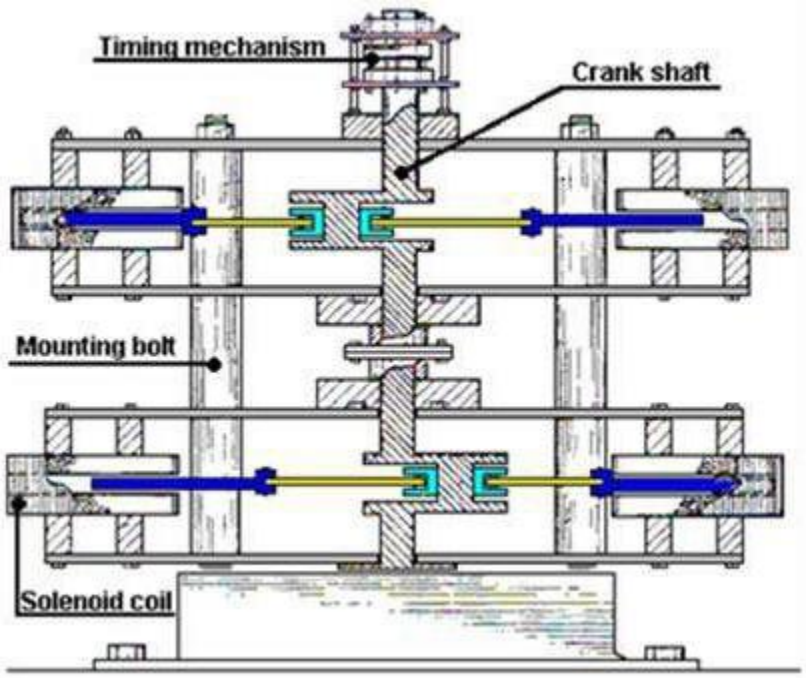


Next, you need a motor drive which gives a rapid pulsed drive to the shaft. This could be one of many different types. For example, the original motor design of Ben Teal where very simple mechanical contacts power simple solenoids which operate a conventional crankshaft with normal connecting rods:



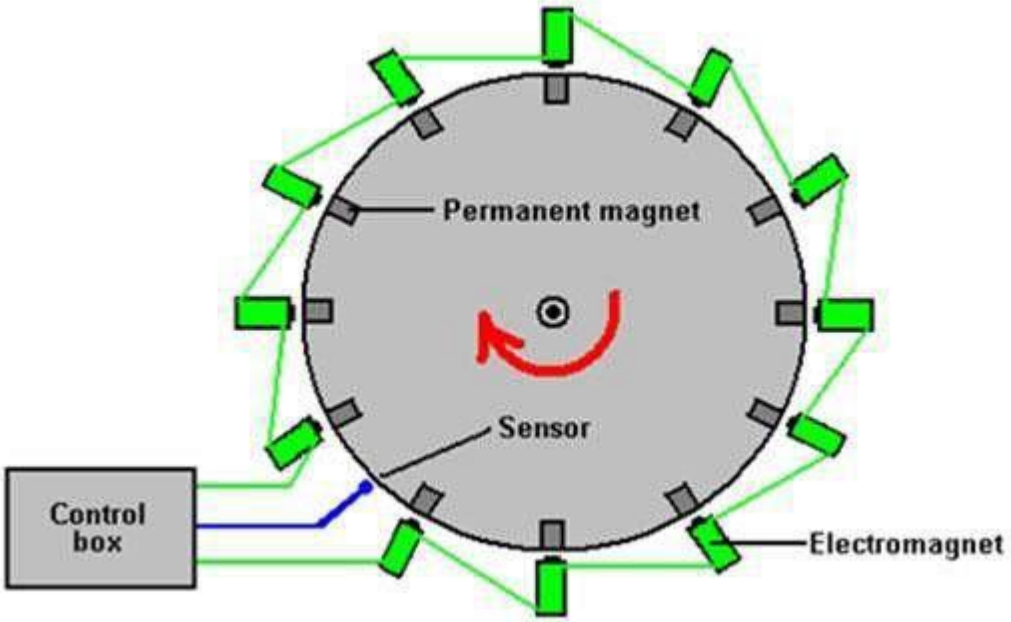
This style of motor is simple to construct and yet very powerful. The switch for each solenoid can be a very simple mechanical switch which is pushed closed by a cam when the crankshaft is in the position where the

solenoid should pull, and opens again when the crankshaft reaches the position where the solenoid should stop pulling. This motor also meets the requirement for rapidly repeated impulses to the axle of the flywheel. The motor power can be increased to any level necessary by stacking additional solenoid layers along the length of the crankshaft:



This style of motor looks very simple and its operation is indeed very simple, but it is surprising how powerful the resulting drive is, and it is a very definite contender for a serious free gravitic energy device in spite of its simplicity.

An alternative suitable drive system could be produced by using the same style of permanent magnet and electromagnet drive utilised by the Adams motor, where electromagnets positioned just clear of the edge of the rotor disc are pulsed to provide an impulse to the drive shaft, in the case shown below, every 30 degrees of shaft rotation.

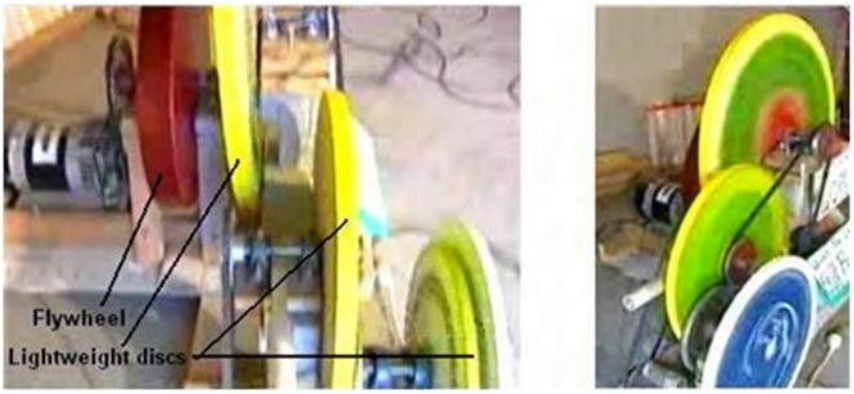


Here, the sensor generates a signal every time that one of the permanent magnets embedded in the rotor passes it. The control box circuitry allows adjustment of the time between the arrival of the sensor signal and the generation of a powerful drive pulse to the electromagnets, pushing the rotor onwards in its rotation. The control box can also provide control over the duration of the pulse as well, so that the operation can be fully controlled and tuned for optimum operation.

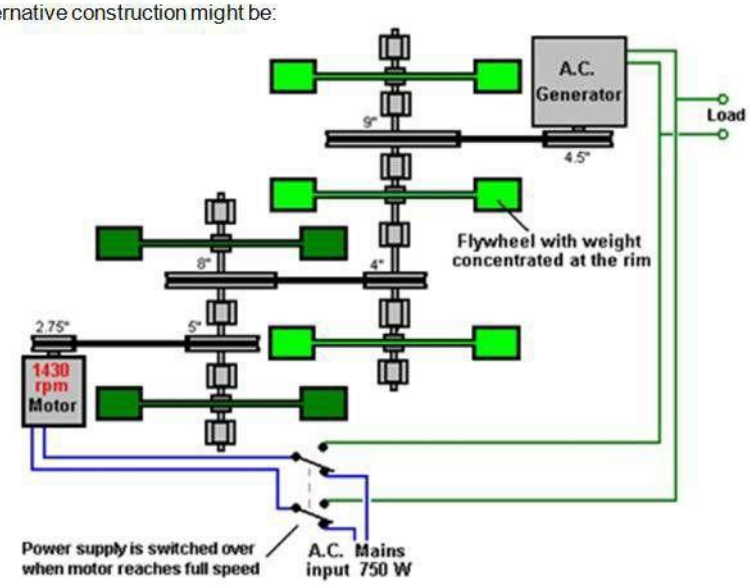
Any ordinary DC motor driven by a low-rate DC motor "speed controller" would also work in this situation, as it will generate a stream of impulses which are transmitted to the flywheel. The shaft of the flywheel will, of course, be coupled to an automotive alternator for generation of a low voltage output, or alternatively a mains voltage generator. It should be stressed that having several flywheels as part of the drive gearing, as Chas Campbell does, is a particularly efficient way of leading-out excess gravitational energy. Part of the electrical output can be used to provide a stabilised power supply to operate the drive for the flywheel.

It is possible to make the Chas Campbell arrangement into a more compact construction by reducing the size of the flywheel and introducing more than one flywheel into the design. It is perfectly possible to have more than one flywheel on a single axle shaft. The construction of the flywheels can be efficient if a central steel disc is used and two cast lead collars are attached to the rim on both sides of the web disc. This produces a flywheel which is as cheap and effective as can conveniently be made.

Although it is not shown on the diagram shown above, Chas does use additional discs. These are not particularly heavy, but they will have some flywheel effect. Ideally, these discs should be beefed up and given considerable weight so that they contribute substantially to the overall power gain of the device. This is what Chas' present build looks like:

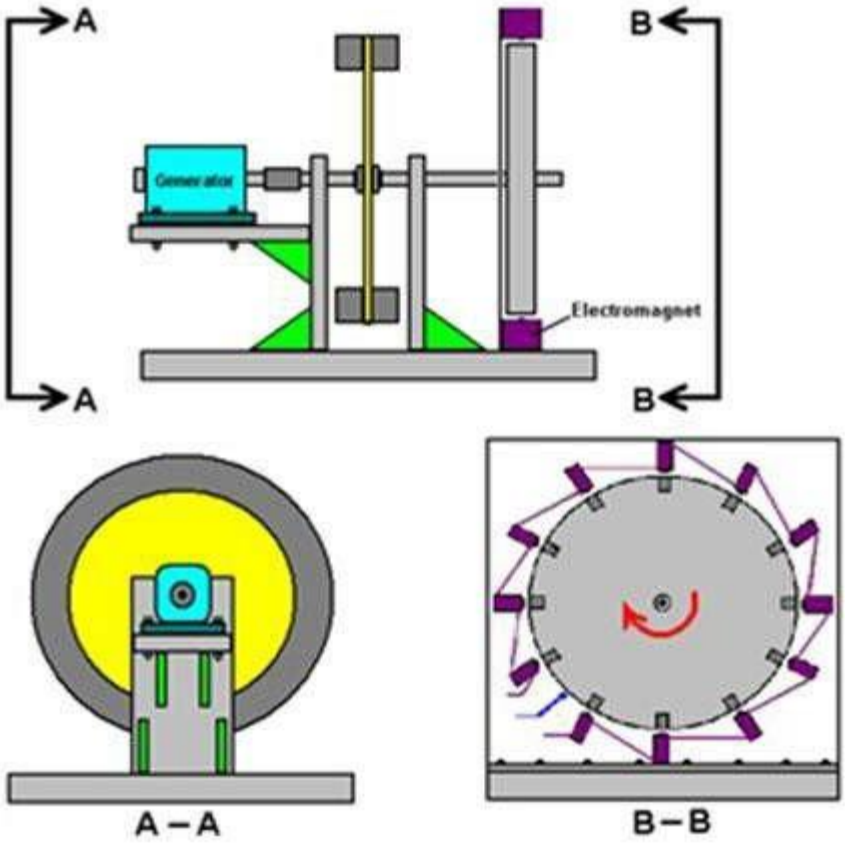


A possible alternative construction might be:



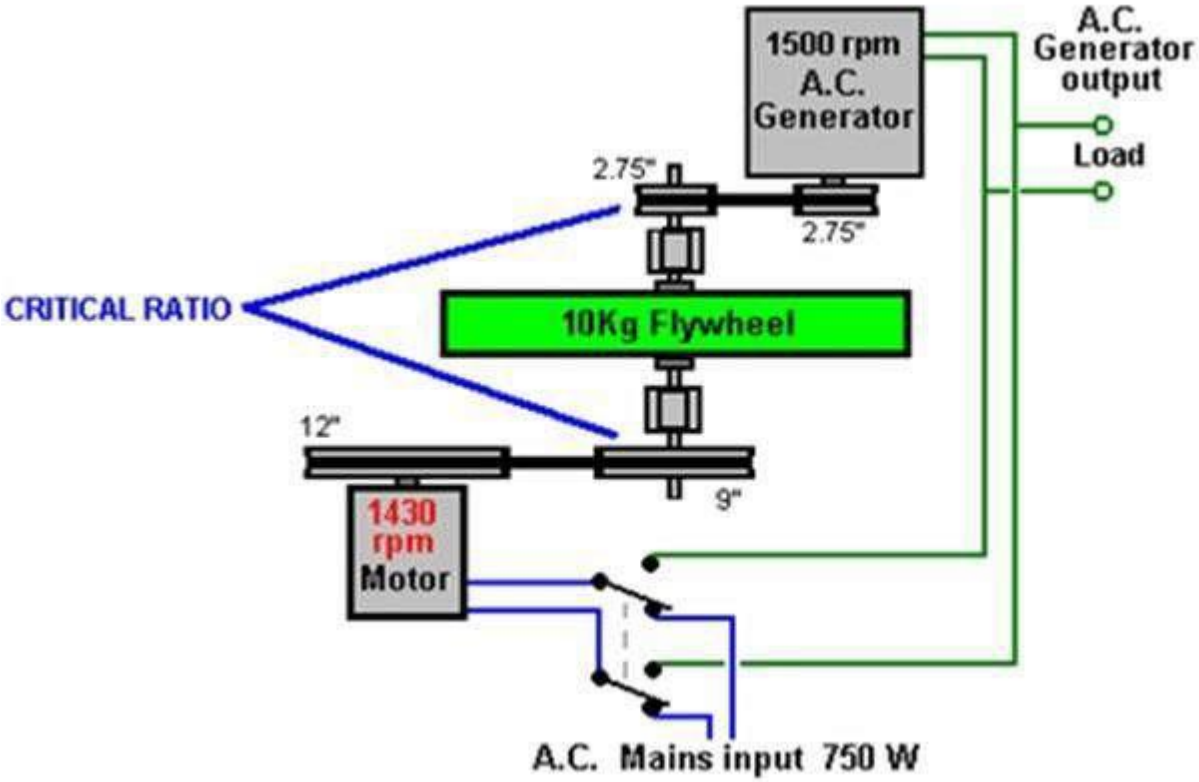
Here, there are five heavy flywheels mounted on two heavily supported strong axles, and while the two shown in dark green are only rotating at half the speed of the other three, the energy gain will be equal for each flywheel as each receives the same train of drive pulses. However, the pulley sizes might be better chosen in accordance with Jacob's observations mentioned below.

The drive impulses can be from a DC motor fed with electrical pulses, perhaps via a standard "DC motor speed controller" or using electrical pulses to drive a series of permanent magnets spaced out around the edge of a circular rotor. In this instance, the electrical generation can be via a standard commercial generator, or it can be produced by using the electromagnet driving coils alternately to drive and to capture electrical energy. The following sketch shows a possible arrangement for this concept:



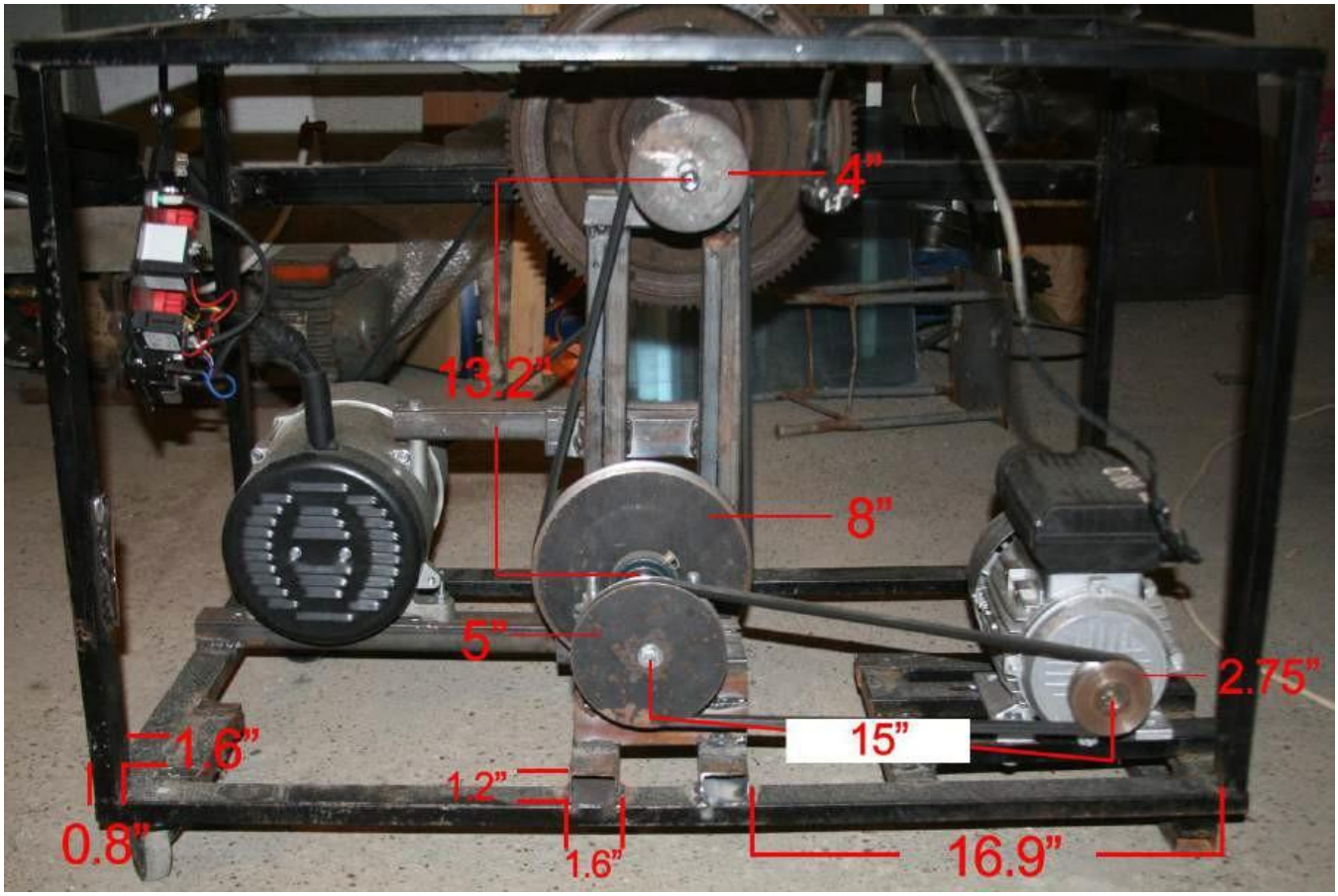
Jacob Byzehr's Analysis.

In 1998, Jacob lodged a patent application for a design of the type shown by Chas Campbell. Jacob has analysed the operation and he draws attention to a key design factor:

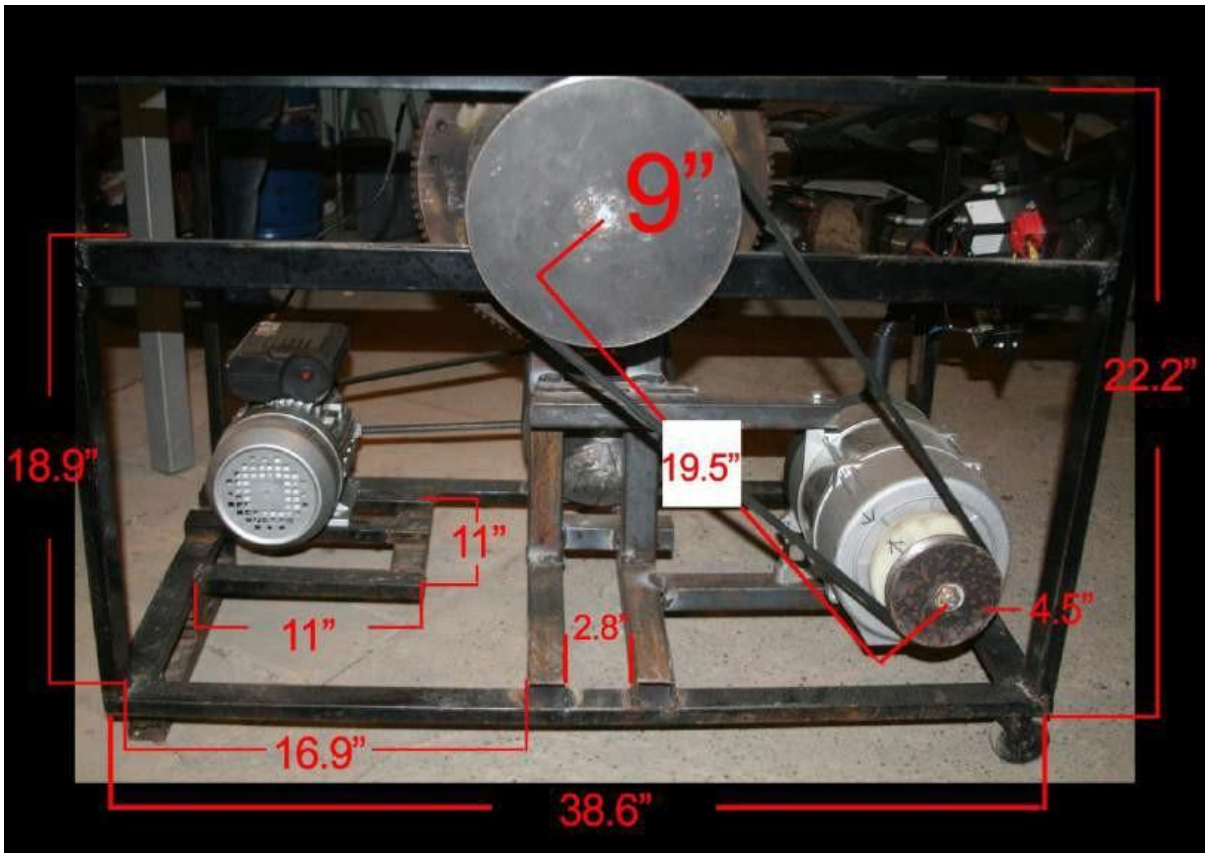


Jacob states that a very important feature for high performance with a system of this kind is the ratio of the diameters of the driving and take-off pulleys on the shaft which contains the flywheel, especially with systems where the flywheel rotates at high speed. The driving pulley needs to be three or four times larger than the power take-off pulley. Using Chas' 1430 rpm motor and a commonly available 1500 rpm generator, the 12:9 step-up to the shaft of the flywheel gives a satisfactory generator speed while providing a 3.27 ratio between the 9-inch diameter driving pulley and the 2.75" diameter power take-off pulley. If a generator which has been designed for wind-generator use and which has it's peak output power at just 600 rpm is used, then an even better pulley diameter ratio can be achieved.

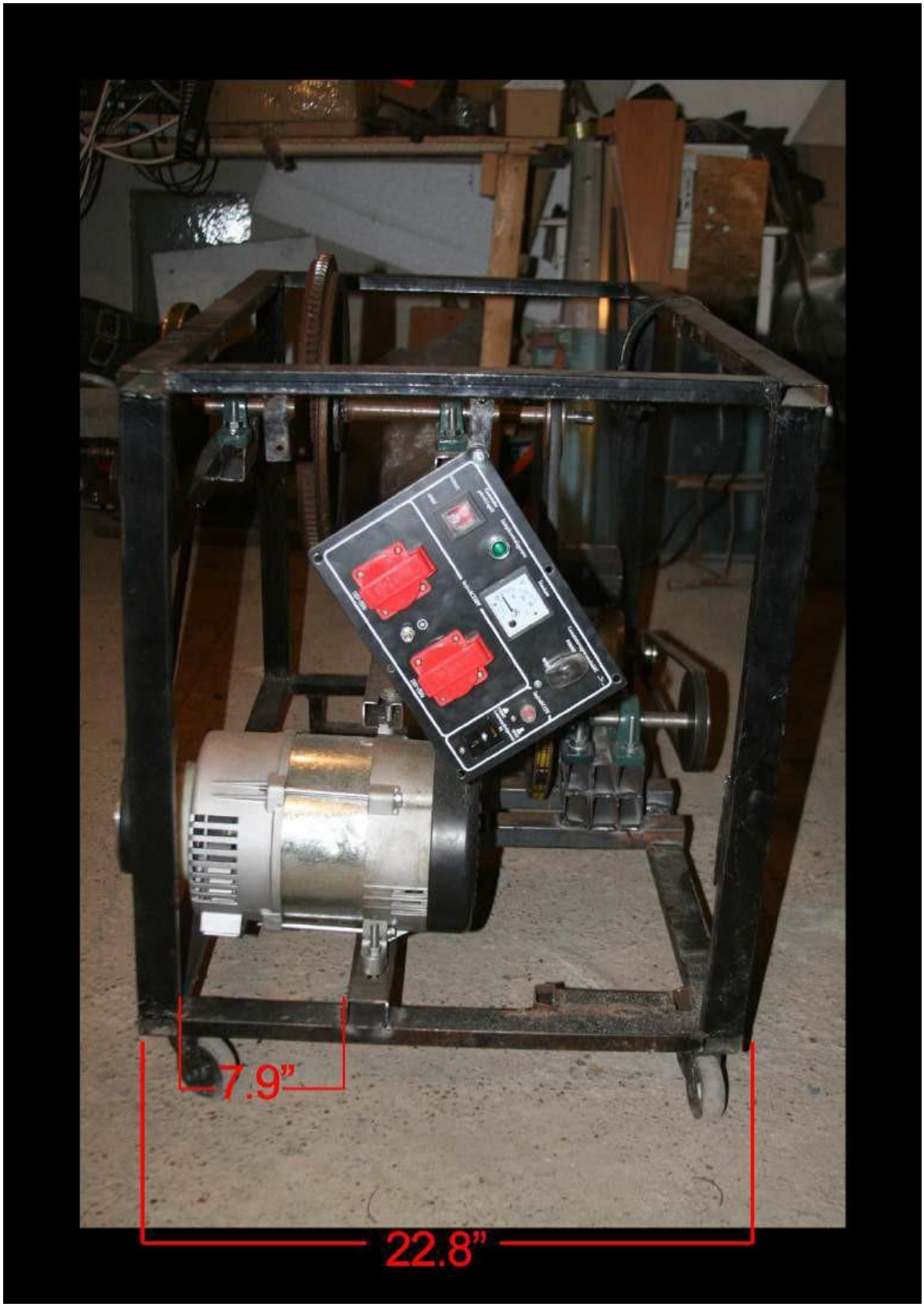
This is my version of this motor, I've simplified things so everyone can build it. I will try to build an advanced version later and see what kind of power it generates. But the version I built, everyone can build it.



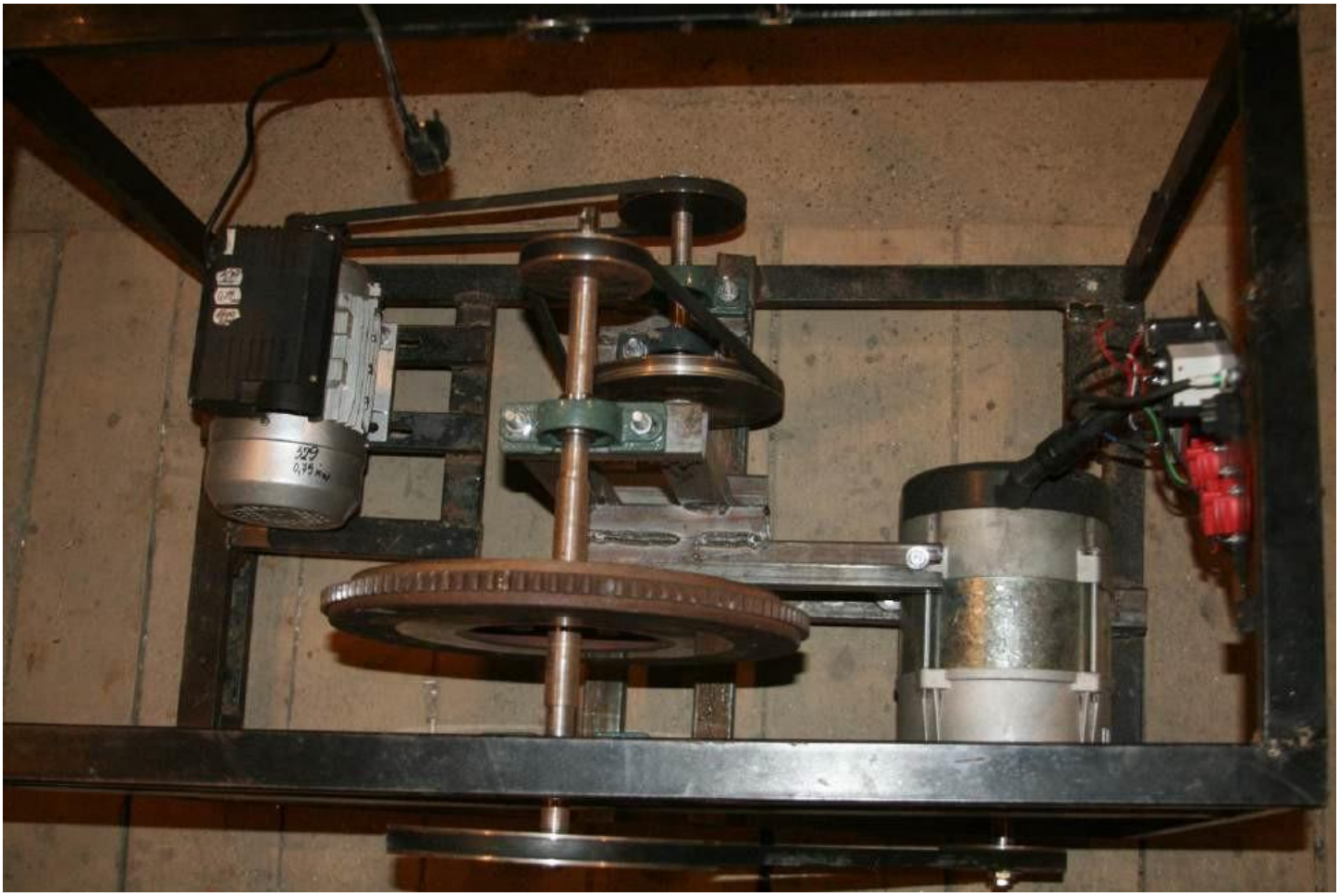
Dimensions for the front side of the generator.



Dimensions for the back side of the generator.

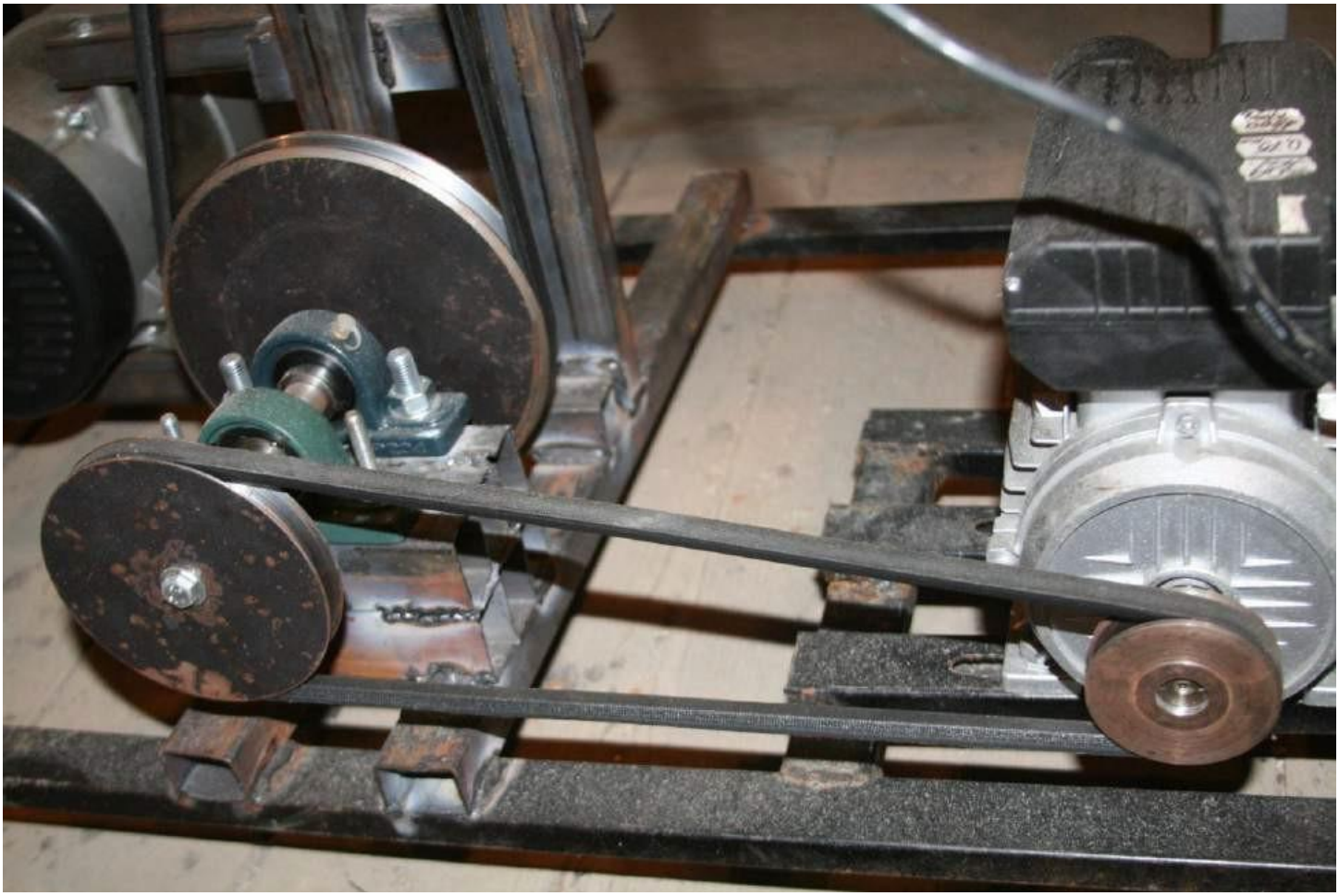


Side View

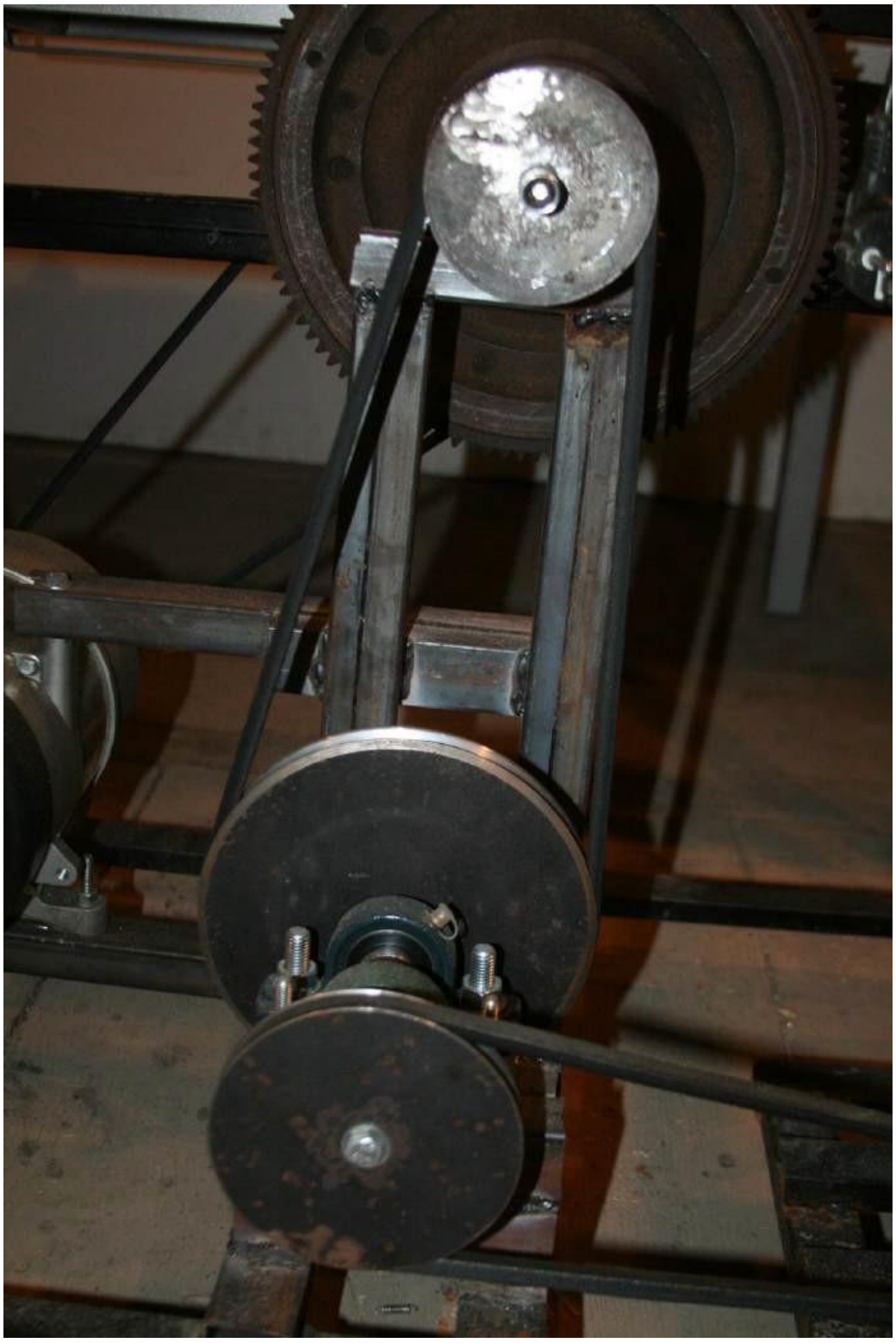


Top View

Motor Spec



Motor Close-up



Pulleys Close-up

Generator Close-up

Video Transcript

I've bought a new 3.3Kw generator and now I am going to disassemble all the necessary parts for completing this project.

I won't use the gas engine, I will get just the generator and the electric parts.

Now, it doesn't matter what type of generator you will have, it's important to generate more than 3Kw of power. I won't get in a lot of details on how to disassemble the generator because there are hundreds of models that you can choose and I can't cover all of them.

I will get quickly from one step to another so you don't get bored.

I am going to take some photos with the wire positions so when I get to assemble the panel back I will know where to insert them.

The wires had some sort of blocking system to stay attached. I've found out that I need to put pressure with my fingers on the wire before pulling.

Now I will unscrew the nuts that are keeping the generator in place.

I am going to take out the back lid and the stator. It will remain just the rotor and the front lid which is attached to the gas engine.

It was a bit difficult to figure out how to detach them, but I've found out that the rotor was fixed to the gas generator with a long screw which has to be unscrewed after the back lid was taken out.

This is the rotor and the front lid and this is the stator.

The rotor is fixed to the gas engine shaft on a cone shape, so I had to use the hammer in order to get the rotor out. Again, many generators may not be built in the same way, or you can even find an already disassembled generator that you can use. The important part of this video is how to build the Chas Chambell Generator.

This is the 750Watt motor that I've bought for this project, it was around $100 because I've bought it new, but you can find one for less than $20 if it's used. You can even use a motor from a washing machine as long as it has around 1500 RPM.

Mine has 1400 RPM and the motor that Chas Chambell used had 1430 RPM.

The frame you see in the video has been built for another project that I've done a couple of years ago and I can use it again. You will find detailed dimensions in the PDF book or in the printed hand book.

This is the 3.3Kwh generator that will be used to generate electricity.

My generator had just one bearing on the back lid so I had to mount a piece on the front to hold a bearing in order to make the rotor spin properly. You will find detailed pictures on the book as well.

I need to weld some steel pieces to complete the frame of the PHOENIX REBIRTH ENGINE.

I've mounted one bearing at first, I thought that it will be enough, but when I installed the shaft and tighten the belt, I saw that the bearing was moving inside the case, so later on I installed another bearing to keep the shaft in place. You will see later in the video what I am talking about.

The pulley should enter pressed in order to stay centered on the shaft.

Also, because I've left the pulleys with all of their weight, they will accumulate more kinetic energy.

The bearings I am using have a blocking system to secure the shaft in place.

This is the shaft which will hold another two pulleys and in the middle I will mount the Flywheel.

I will put the bearing in place before hammering the pulley. There is no other way of getting the bearing on the shaft if the pulley is already installed.

Now I tighten the screw which will keep the pulley secured.

Make sure you study all the dimensions of this device before starting to work so you know exactly how to build it.

I have made a cut on one side of the rectangular pipe in order to align properly with the other.

I have a perfect 90 degree angle and I can proceed to complete the weld.

I already weld another parallel piece and now I weld the top part as well.

I fix the bearings in place which will secure the shaft with the flywheel.

I am marking the spot where the bolts will be welded.

The bolts are now in place and I can mount the flywheel.

This is a flywheel that I've got from a ford focus. I've found the car damaged on a junkyard and I've paid $5 for it.

I had to make an adaption piece in order to install it on the shaft.

You will also see detailed pictures in the book. There are hundreds of methods on how to attach the flywheel on a shaft, I've tried to find an easy and safe solution.

The reason that I used this flywheel is that is coming from a car and it's properly balanced, it's perfect for high RPM. If you will use an unbalanced flywheel, when you start the generator it may vibrate very a lot, and if the welds are not strong enough, it may damage your device.

I am now building the support to fix the generator in place.

Now I will install the bigger pulley.

You can see how long the wheels spin because of the flywheel. It's accumulating a lot of kinetic energy and I think that this is making the device to generate over unity.

I marked the approximately place of the generator and now I make the holes for the screws.

I enlarge the holes to have some leeway to tighten the belt.

I do the same thing for the other side of the rectangular pipe.

Now I am tightening the nuts to secure the generator to the frame.

Two sustaining points are not enough from my point of view so I've found that the generator's case had room for another screw on the top and I will weld a new rectangular pipe with some spacers to secure the generator on the 3rd point as well.

You can also observe that I've added another bearing on the lower set of pulleys.

Now I am trying to figure how I will weld the pieces to secure the generator on the 3rd point.

This is the system I came up with.

I've installed the belts and connected the wires on the back of the panel, and it's ready for a test.

I've made a test panel where I will screw in 100Watt light bulbs to see how this device is working.

My friend will help me to start this device. Because the motor doesn't have enough torque, I need to use the drill to start the generator. After it's running at 1400 RPM I can detach the drill.

Now It's time to test the device and see if Mr. Chas Champbell of Australia was right with his design.

I will screw in the light bulbs one by one until I hear that the generator is starting to loose RPM's.

I managed to screw in 25 light bulbs and the generator is running perfectly. I've added a device which is measuring how much power the load is consuming. You can see that it's coming right from the generator socket.

A strange thing is that the digital volt meter is showing 216 V and the analogic one from the generator it's showing around 230 V. I think it's because the volt meter from the generator is measuring the current including the excitation energy that's being used by the generator for the electromagnets.

Whatsoever, I see that the generator is running perfectly and I think it's a huge step in improving the energy efficiency.

I will film around the device to see that there are no hidden wires or stuff like that so you won't have any doubts that the Chas Champbell's Device is a true master piece.

Thank you for watching and I hope you enjoyed this video.