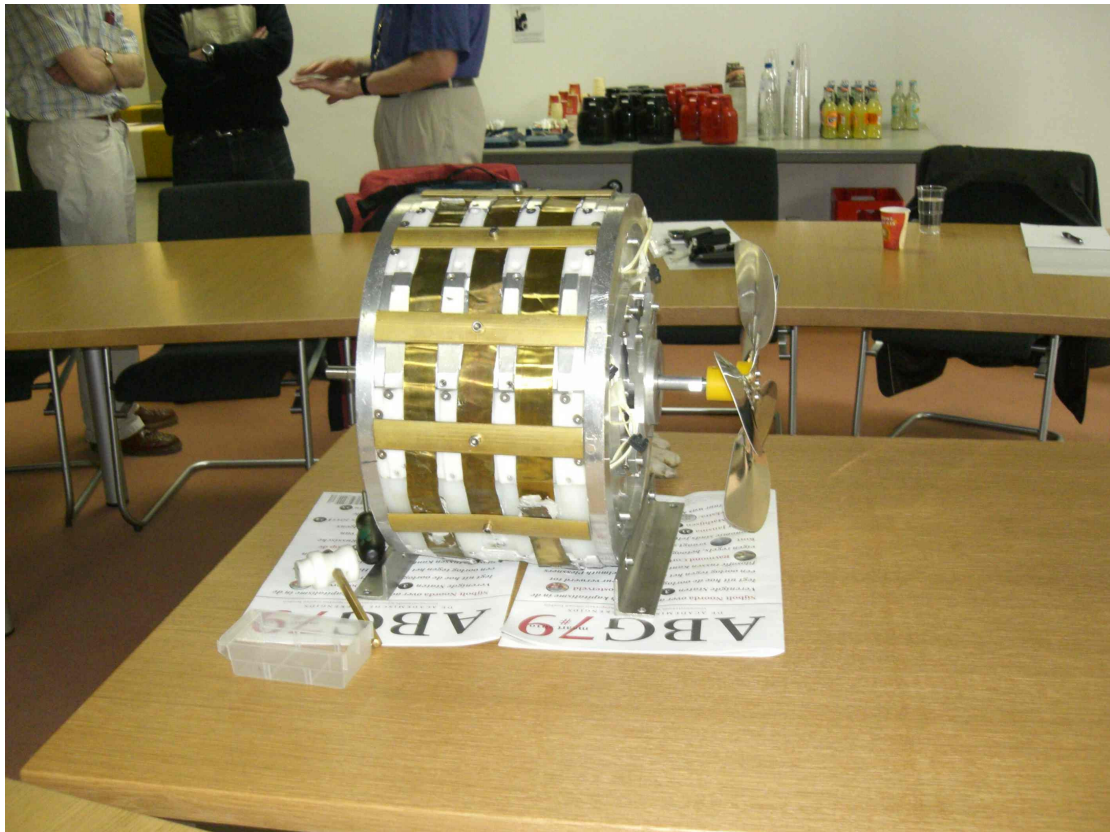


Report on Demonstration of Yildiz Magnetic Motor at TU Delft, Holland as witnessed by Cyril Smith for Chava Energy.

I attended the demonstration of Muammer Yildiz's magnetic motor at the Technical University, Delft on 20th April 2010. A video of the event is already on youtube at <http://www.youtube.com/watch?v=mI3227d5C5s>

Before the event I met the inventor Muammer Yildiz who doesn't speak English. I also met his partner Murat Selcuk Taluy who does speak English. I also spent some time with Dr. Jorge Duarte who had with Hans Vriezen arranged the demo. Dr Duarte was intent on demonstrating the motor delivering some measurable power over a time period such that the total energy output exceeded the known magnetic energy within the magnets. To this end the motor would drive a fan blade (about 12 inch diameter) which would push air through a length of tube. Using a small anemometer the air velocity in the tube would be measured, then knowing the volume and mass-density a power could be deduced from the classical $\frac{1}{2}mv^2$ formula. I took some photographs of the motor before the demo got underway.



Side view of the motor

Note some white wires protruding from holes in the front face and connected via choc-blocks. Wires also protruded from the rear face as seen in the next photo.



Perspective view

In the above photo you can see a brass box extending from the face of the motor with a brass rod protruding. This is shown in close-up in the next picture.



Close-up of Starting Mechanism

The brass rod slides within brass box but is held in position by a clamp bolt. The starting procedure involved loosening the clamp bolt, hitting the brass rod with the small hammer wherein the rod jumps to a new inner position, then tightening the clamp bolt. I got the impression that the rod acted like a mechanical toggle, the

hammer blow was necessary to overcome the toggle force whereupon the rod then jumped to its new inner static position, there was certainly a metallic clunk with that movement. Of course I immediately thought of a magnetic latch.

The starting was most impressive, there was no long wind-up of revolutions. As soon as the hammer had done its work the motor was almost immediately at full revs, about 2000 rpm. The same applied to the stopping procedure, when the rod was tapped to move back to its original position the motor revs stopped almost immediately. Because the other end of the rod did not protrude from the brass box, the stop procedure was loosen clamp screw, using the hammer tap the sunken end of the rod via a screwdriver then tighten the clap screw. The next photo shows the motor just after start-up with the inventor Muammer Yildiz. The paper, which was there to prevent the highly-polished conference-table from being scratched, can be seen drawn toward the fan blade. It had to be removed and the table did get damaged!



Motor just started.

The next picture shows the tube being placed near the fan blade. At this stage of the proceedings there were many questions about the accuracy of the air flow measurements and the validity of Dr. Duarte's calculations which rather missed the point that we were witnessing a self running magnetic motor generating significant power which classical science says is impossible.



Motor engaging air tube.

Members of the audience were invited to feel the torque generated by applying friction to the rotating shaft. Leather gloves were provided. It was possible to slow the motor down a little by this, but no-one succeeded in getting the motor anywhere near to stall.



Attempting to stall the motor



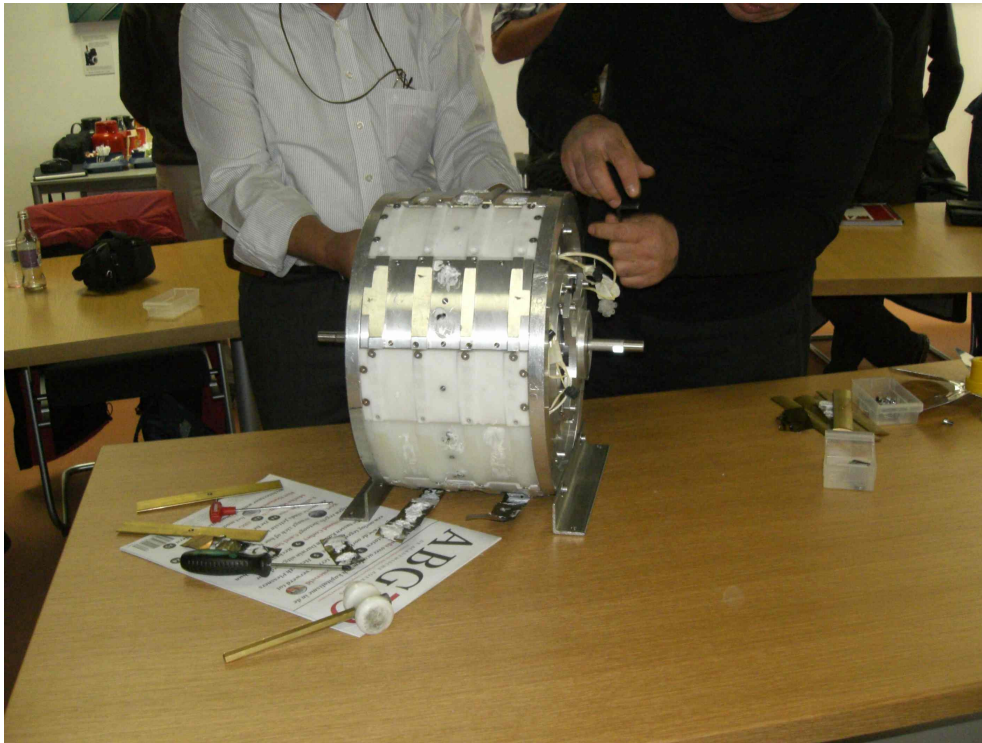
The stopping procedure

The above picture shows Mr Yildiz tapping the screwdriver to stop the machine. He and an assistant then began to take the machine apart. First the clamp straps running axially were removed. These straps were held only by a single screw, and their sole purpose seemed to be to hold in place the copper strips running circumferentially. The two outer copper strips formed a full circle while the inner one did not, but both were made from overlapping sections. There seemed to be some adhesive used on the overlap of the outer strips, which would mitigate against them carrying current.



Taking the motor apart

The next picture shows the copper strips removed except for some remaining sections at the bottom of the machine. You can see the white glue on the inner surface of the strips. The two men are about to remove the first arc-segment.



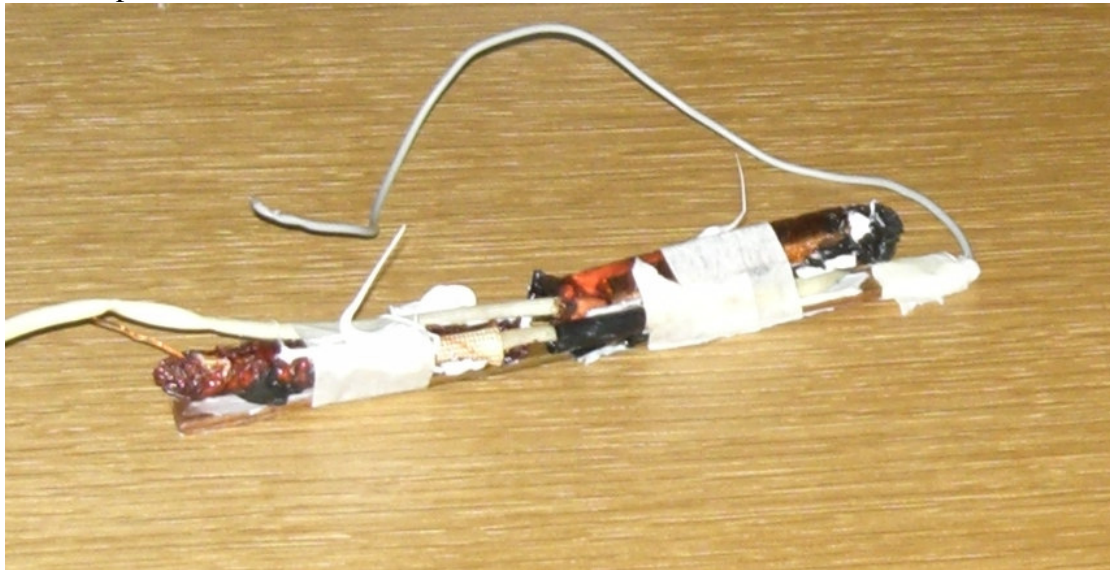
Copper strips removed

The next picture shows Dr. Duarte holding the arc-segment which is a trapezoidal shaped block of aluminum with numerous holes on each face. Some of the holes contained magnets. Some of the empty holes had brass sleeves. The motor had a number of segments of this form but they were not identical in regard to the magnet dispositions.



Dr Duarte holding stator segment

The mystery of the wires protruding from holes in the front and rear faces of the machine was revealed when they were disconnected from each other and coil assemblies were pulled out of each hole (four in total). A coil assembly is shown in the next picture



Coil assembly

This consists of two coils crudely mounted onto a brass strip. Each coil is angled slightly. Not clear in the picture is the direction of winding of the coils, see the sketch below.



These coils were claimed to be brakes to prevent the motor from running away and destroying itself.

The next picture shows a second stator segment which appears to consist of two bar magnets of rectangular or square cross section mounted end to end within a plastic box, slightly inset from the face that would be closest to the rotor. I didn't have the chance to investigate the magnetization axes, I assume they are magnetized as bar magnets but I could be wrong.



Second Stator segment

The third form of stator arc-segment is shown in the next picture. There are bar magnets with pole faces protruding from the face that would be facing the rotor. There were also two more magnets inset into one of the sloping faces as shown in the following picture



Third stator segment



Another view of third segment

Mr Yildiz had some magnetic viewing film which he placed over the seven protruding magnets



Third segment under viewing film

The next picture show the motor with all the stator segments removed, clearly showing the plastic lined pockets, some with tapered sides and some with parallel sides.



View with all segments removed

This was as far as the inventor was prepared to go, the rotor was hidden beneath a plastic separator. However that plastic was rather thin, and it was just possible to see through it to discern a pattern on the rotor which was presumably the rotor magnets. This is just visible in the next image, which shows Mr Yildiz about to remove one stator segment. If you look to the bottom of the pocket of the segment above the one being removed, you can just discern some dark circular shadows through the plastic.



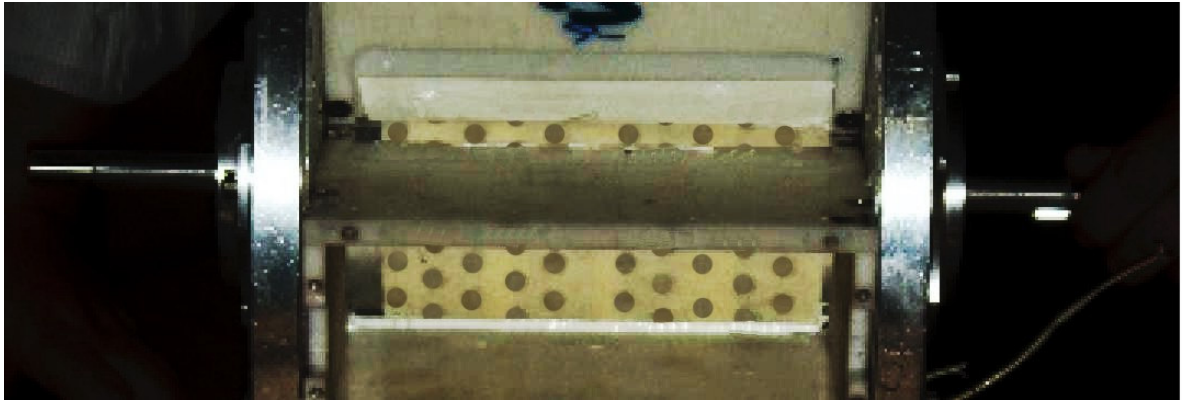
A segment being removed. Note rotor pattern just visible in the next pocket

The following image is a close-up of that view with the contrast adjusted to enhance the shadows.



Enhanced close-up showing rotor magnets seen through plastic

Someone has since posted another close-up picture viewed from a better angle on overunity.com, and has also enhanced the contrast so as to show this more clearly.



Better view of rotor magnets, image taken from overunity.com

Dr Duarte was at pains to make clear that if an investor comes forward he would be given full disclosure of the hidden parts before any money exchanged hands. With that covenant in place it is hard to see how this could be a scam since any hidden energy source would then be obvious and the contract would be void.