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United States Patent

Gonzalez

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(54)	POWER SYSTEM FOR ELECTRICALLY POWERED LAND VEHICLE	4,554,989 A	11/1985	Gruich	180/65.4
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(76)	Inventor: Encarnacion H. Gonzalez, P.O. Box 1321, Alice, TX (US) 78332	5,185,541 A	2/1993	Jensen	310/11
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(65)	Prior Publication Data	
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	Related U.S. Application Data		FOREIGN PATENT DOCUMENTS
(63)	Continuation-in-part of application No. 10/765,110, filed on Jan. 28, 2004, now Pat. No. 7,347,294.	GB	2 225 059 A 5/1990
(60)	Provisional application No. 60/472,085, filed on May 21, 2003, provisional application No. 60/688,756, filed on Jun. 9, 2005.		

(51)	Int. Cl.		
	B60K 1/00	(2006.01)	
	B60K 6/00	(2007.10)	
(52)	U.S. Cl.	180/65.1; 180/65.3	
(58)	Field of Classification Search	180/65.1, 180/65.2, 65.3, 65.4, 65.6, 65.8; 60/671, 60/202; 165/167, 133, 166	
	See application file for complete search history.		

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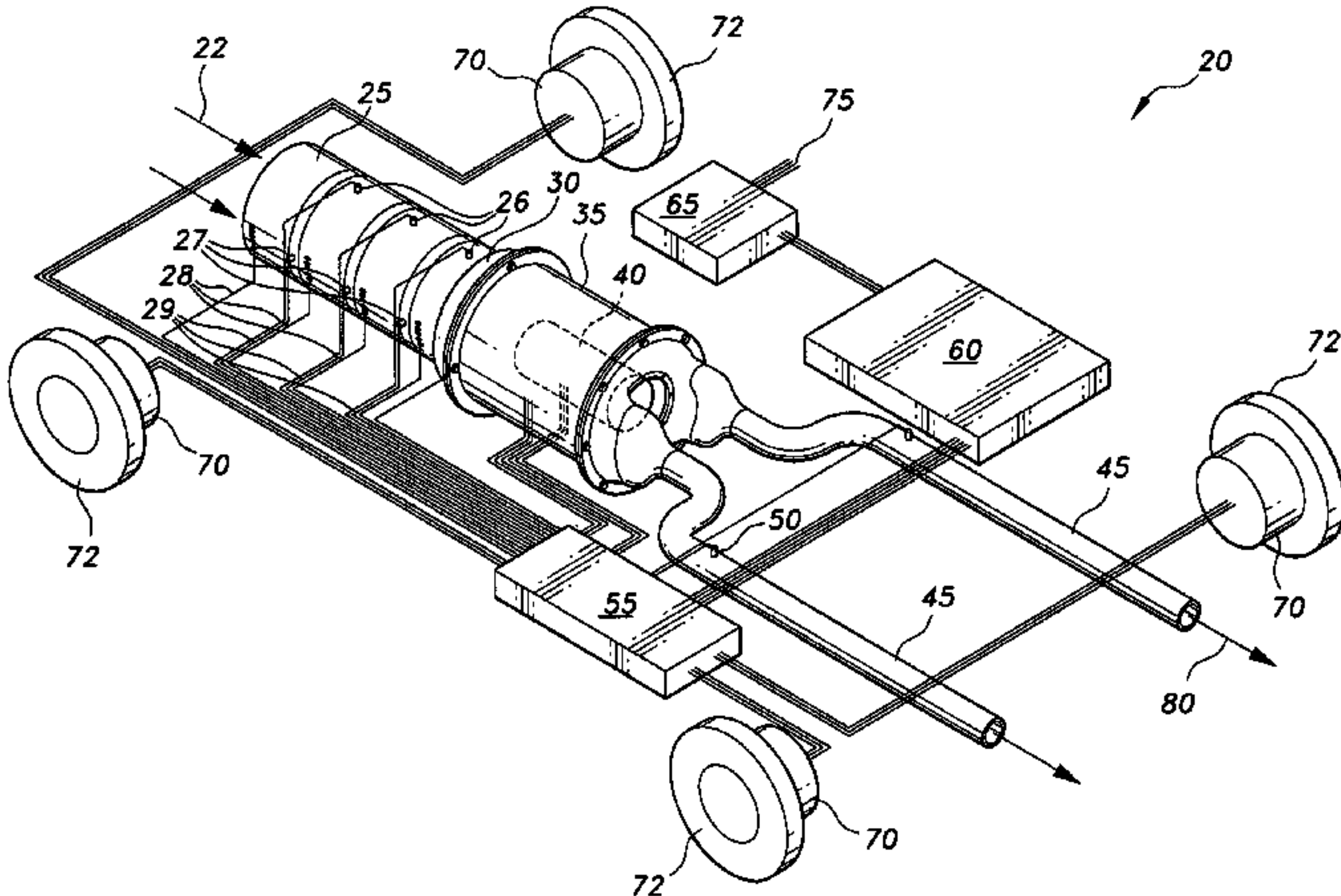
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(57) ABSTRACT

A power system for an electrically powered land vehicle extracts electrons from ambient air to generate electrical power to operate the land vehicle electrical energy production and propulsion system. The extracted electrons generate electrical power to run electrical systems of the land vehicle. The power system includes an abutting series of tubular sections defining an airflow path with heating plates in the airflow path and variable positive voltage grids to extract charged particles from the heated air. Air is drawn into the airflow path by a centrifugal impeller. The ionized air not used to generate electric power is neutralized in an ionized gas neutralizing chamber and then exhausted.

137 Claims, 25 Drawing Sheets



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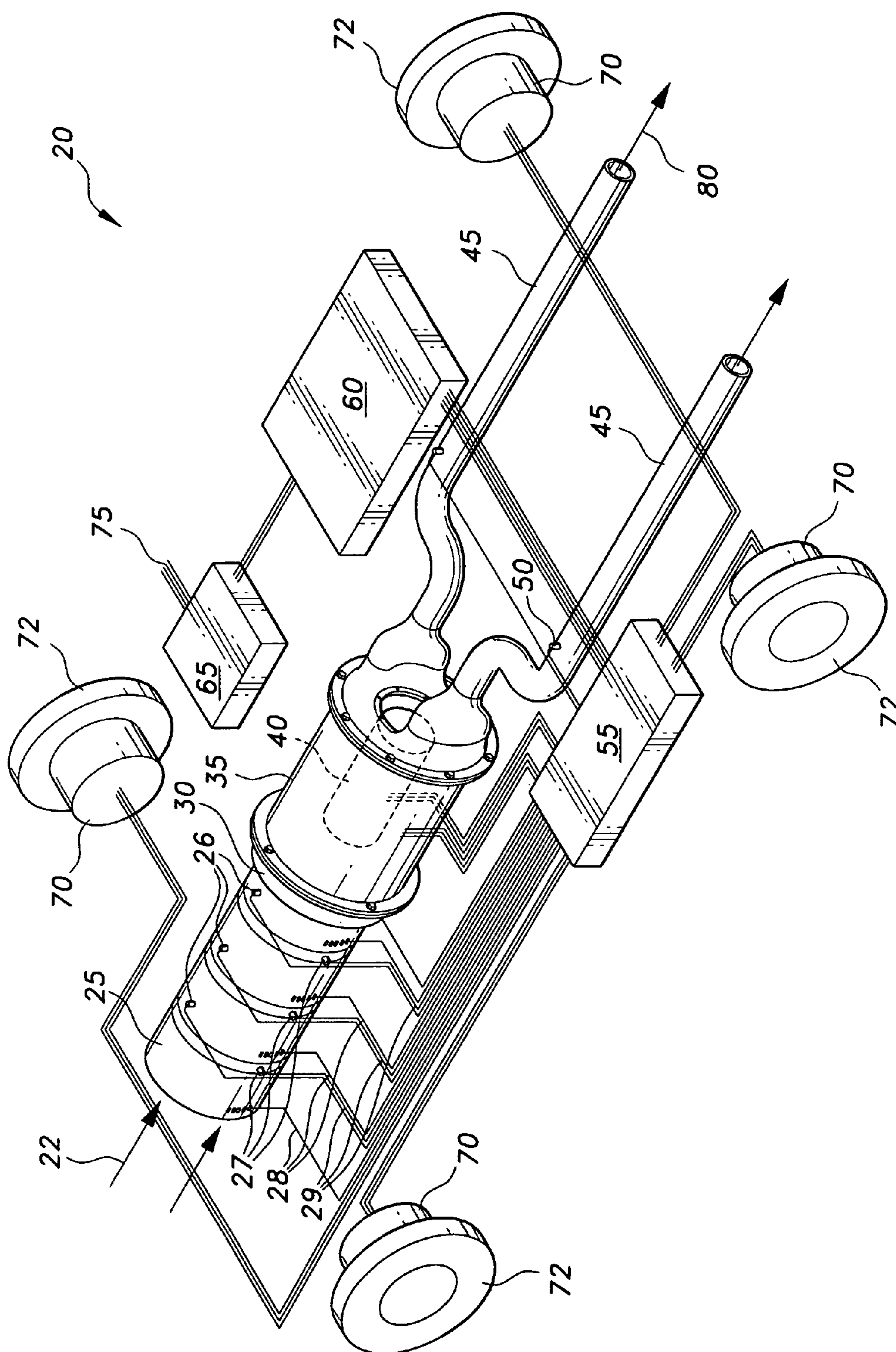


FIG. 1

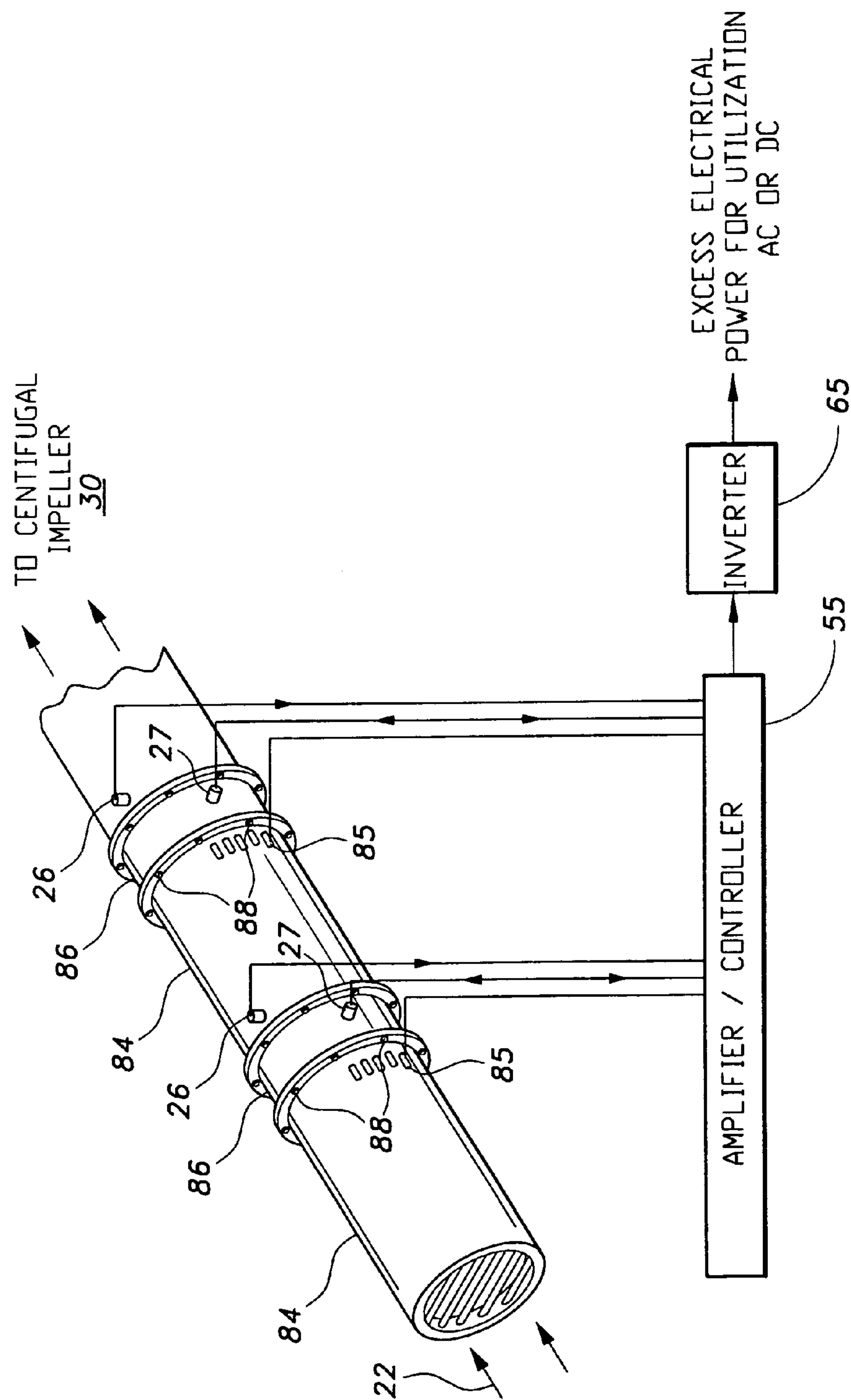


FIG. 2

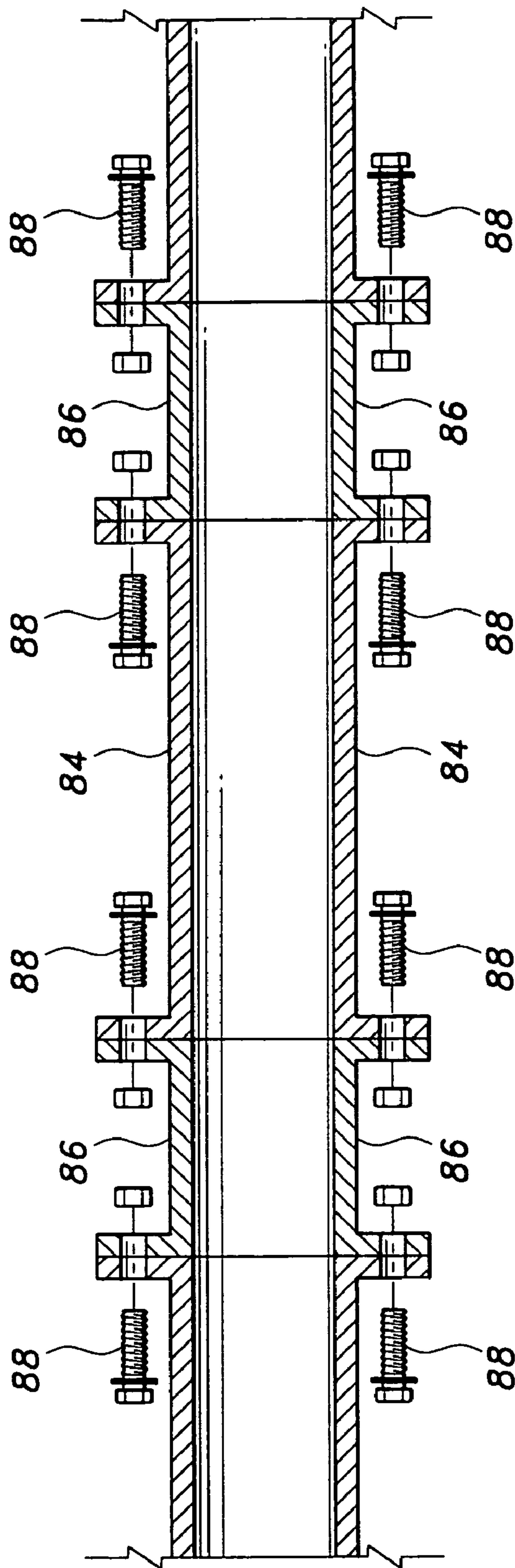


FIG. 3

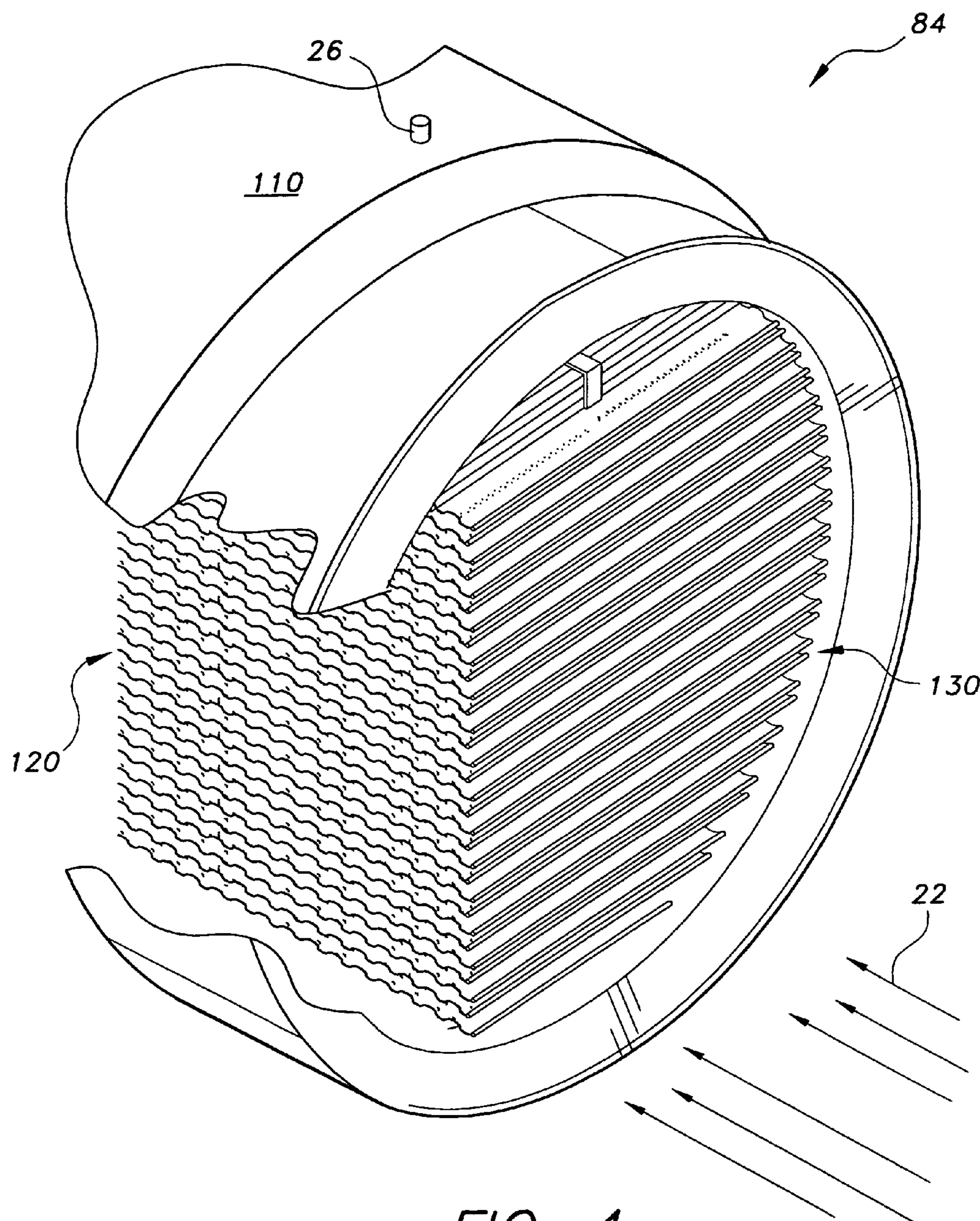


FIG. 4

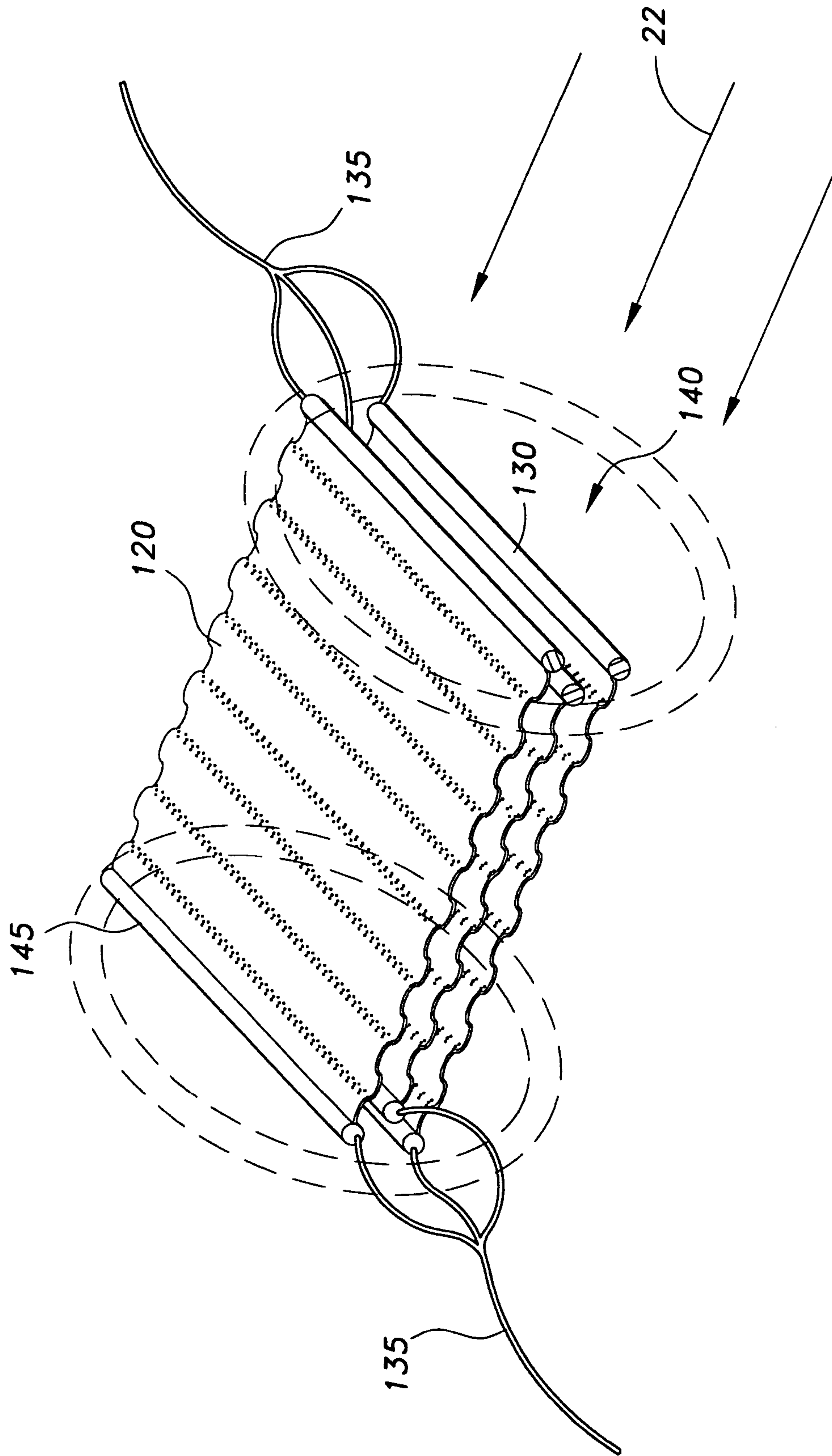


FIG. 5

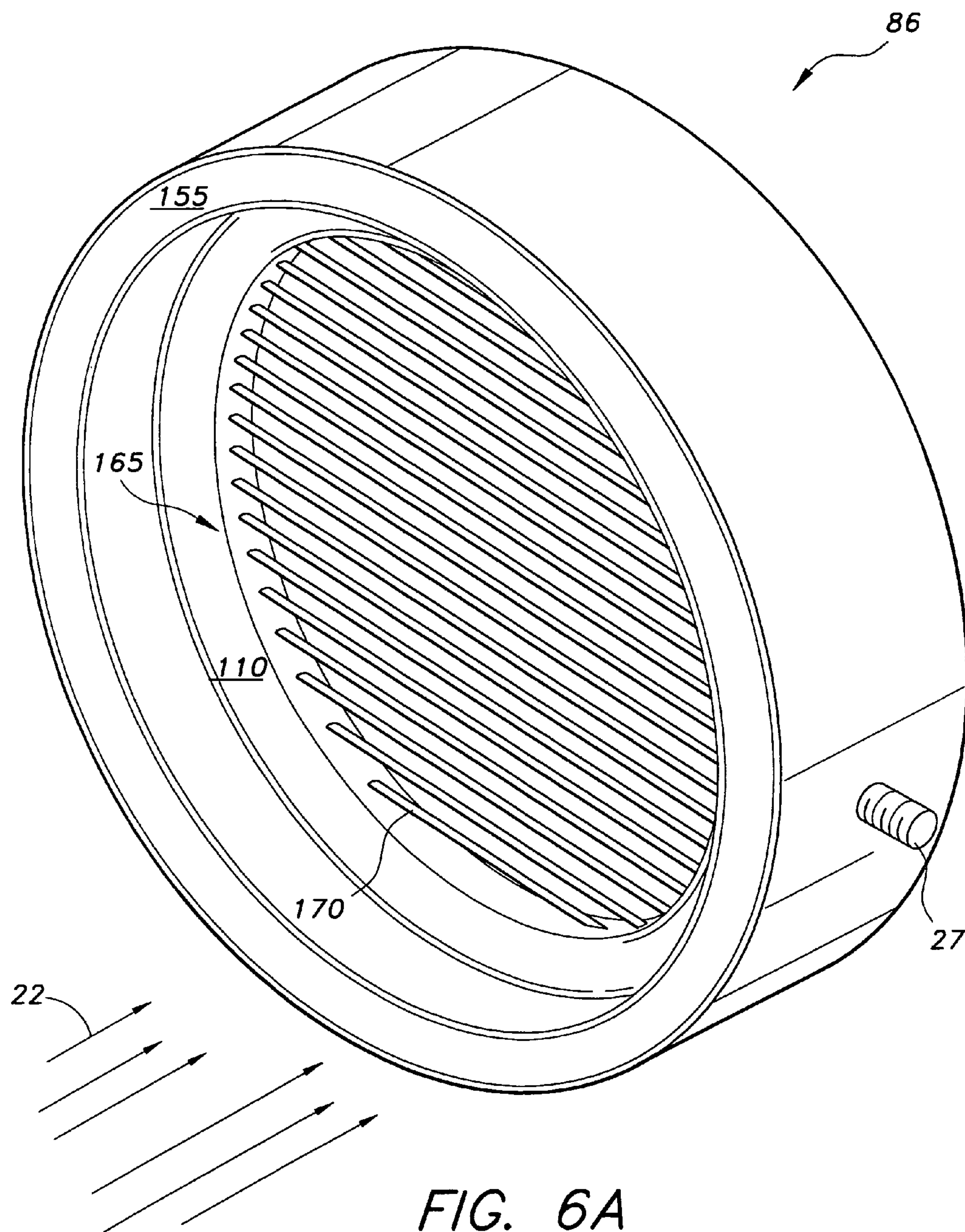
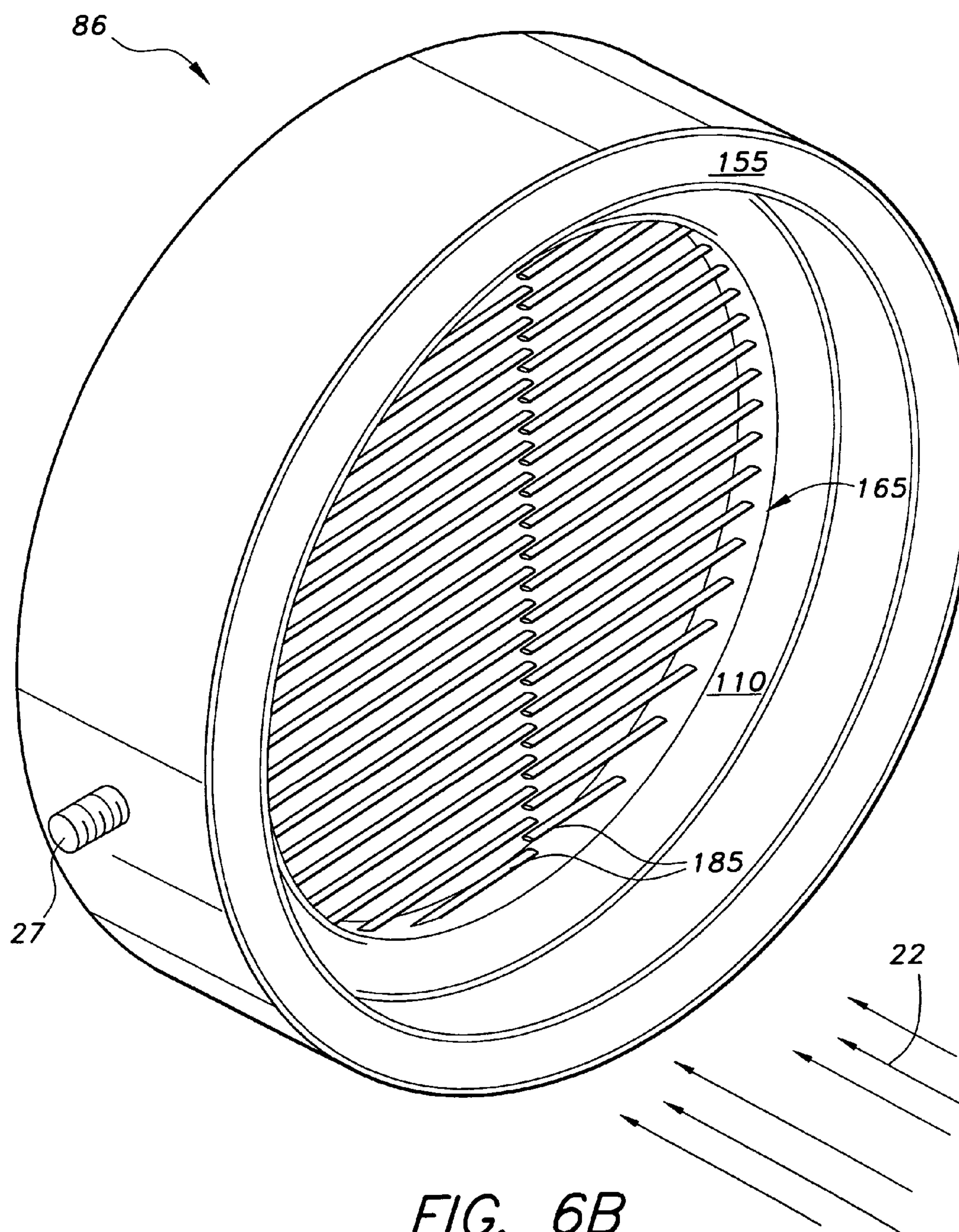


FIG. 6A



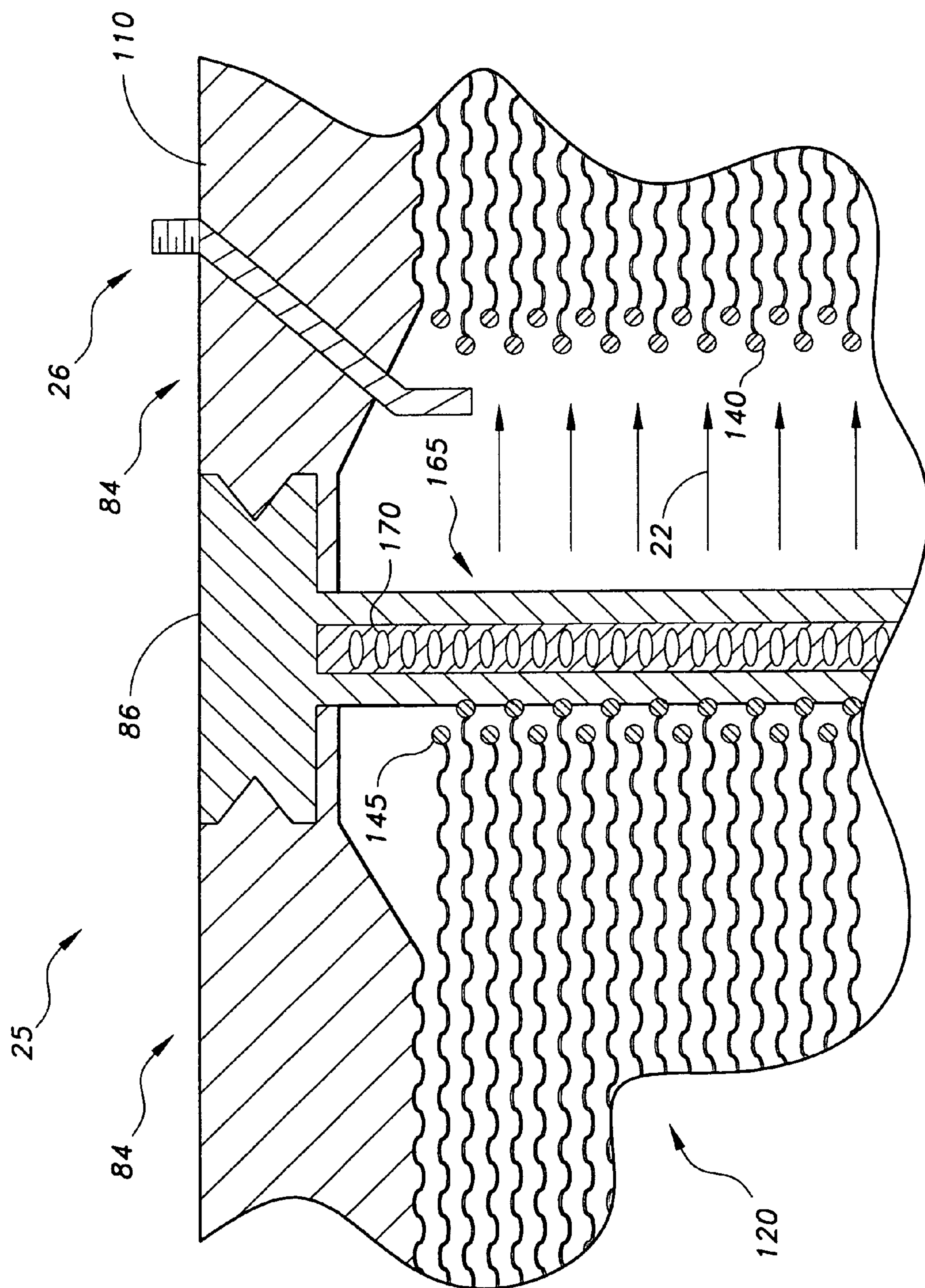


FIG. 7

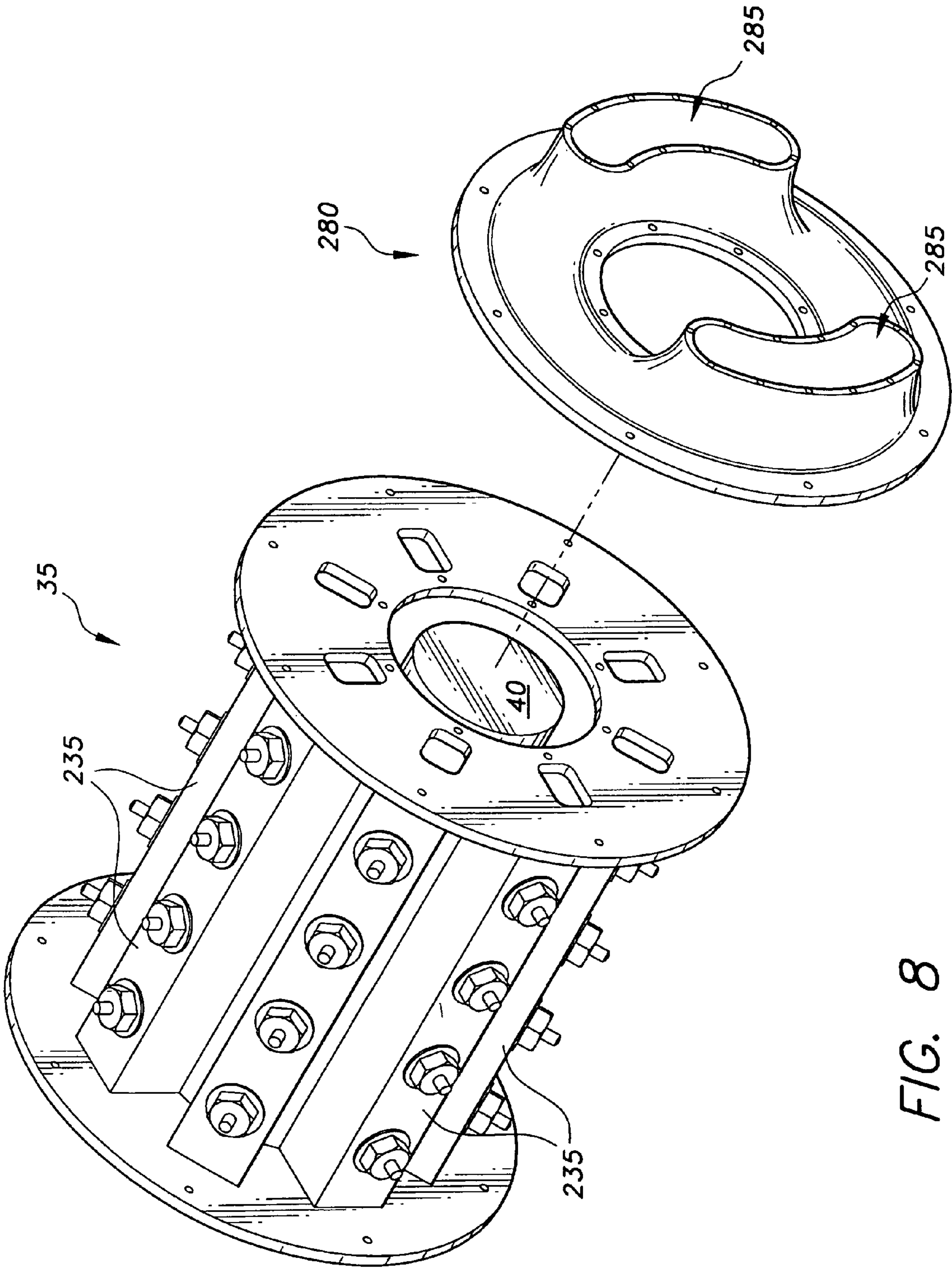


FIG. 8

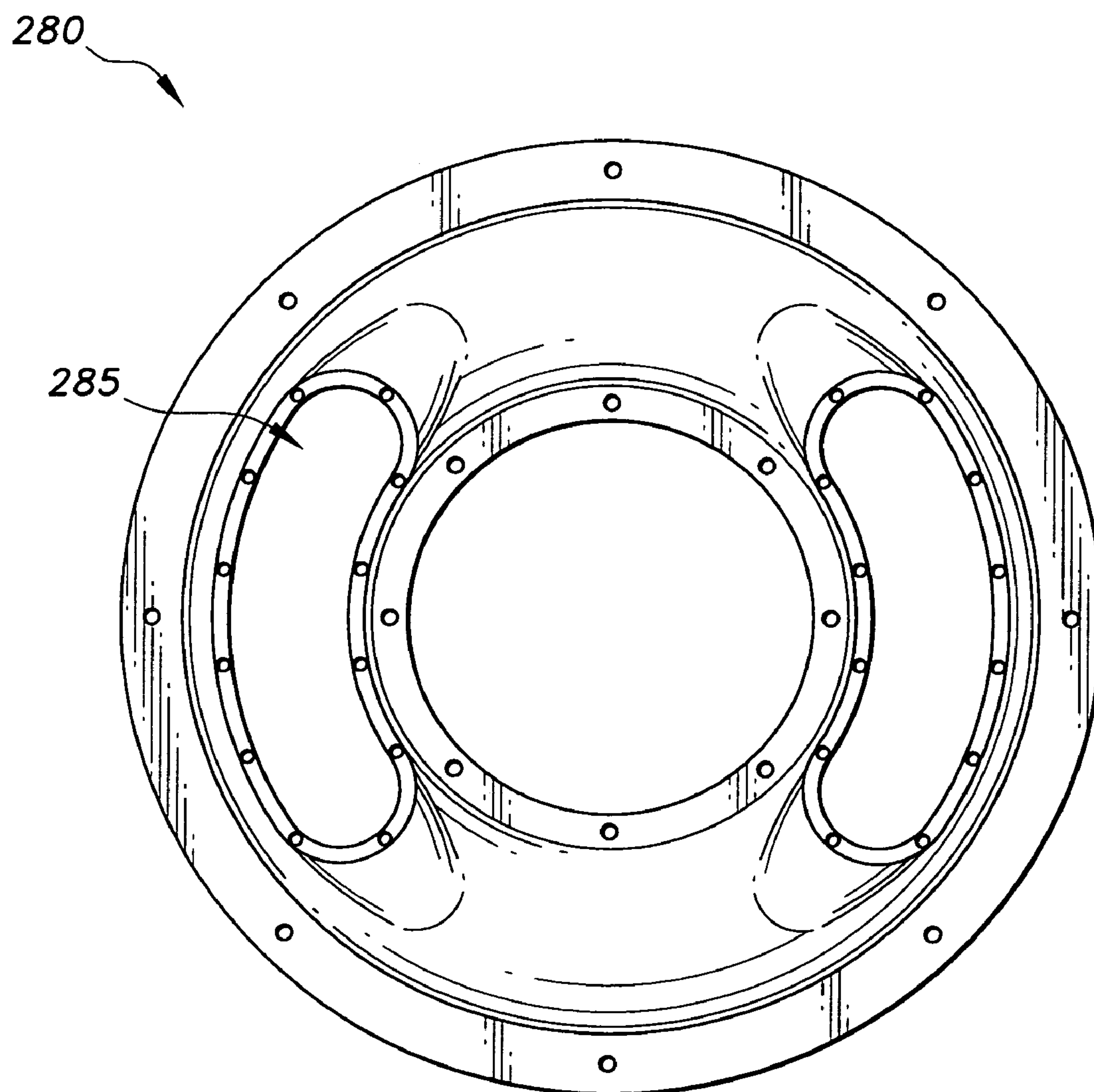


FIG. 9

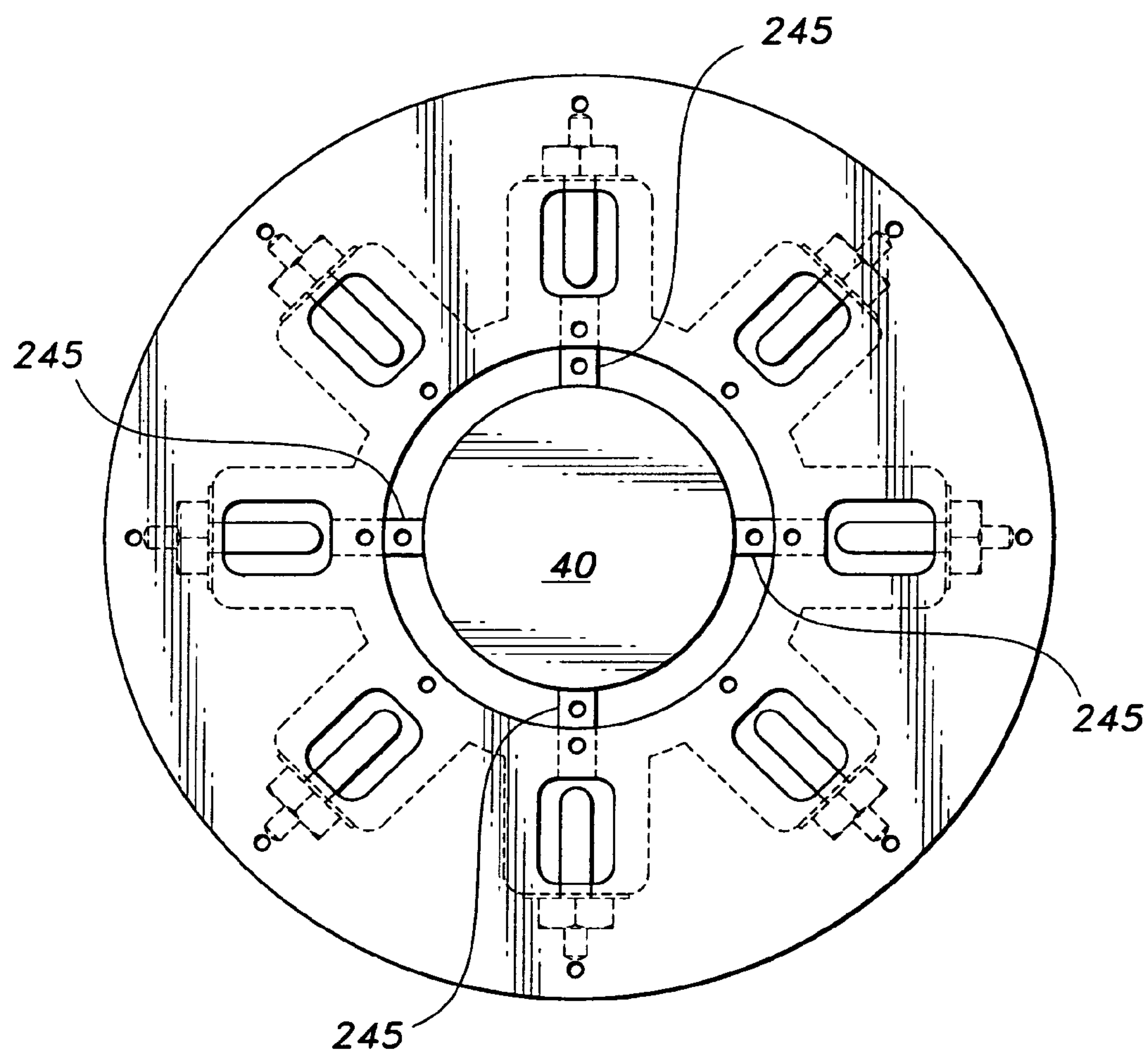
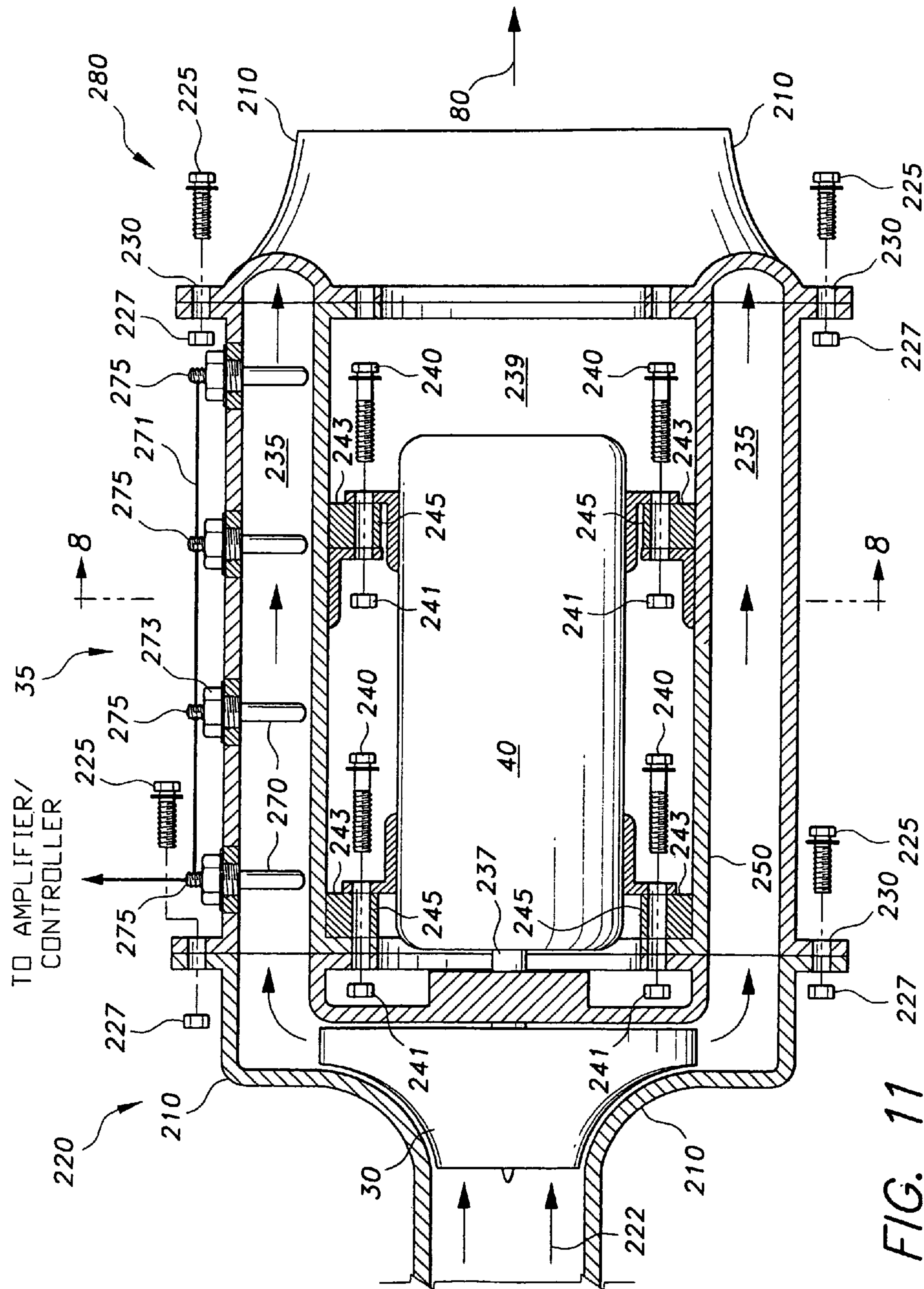


FIG. 10



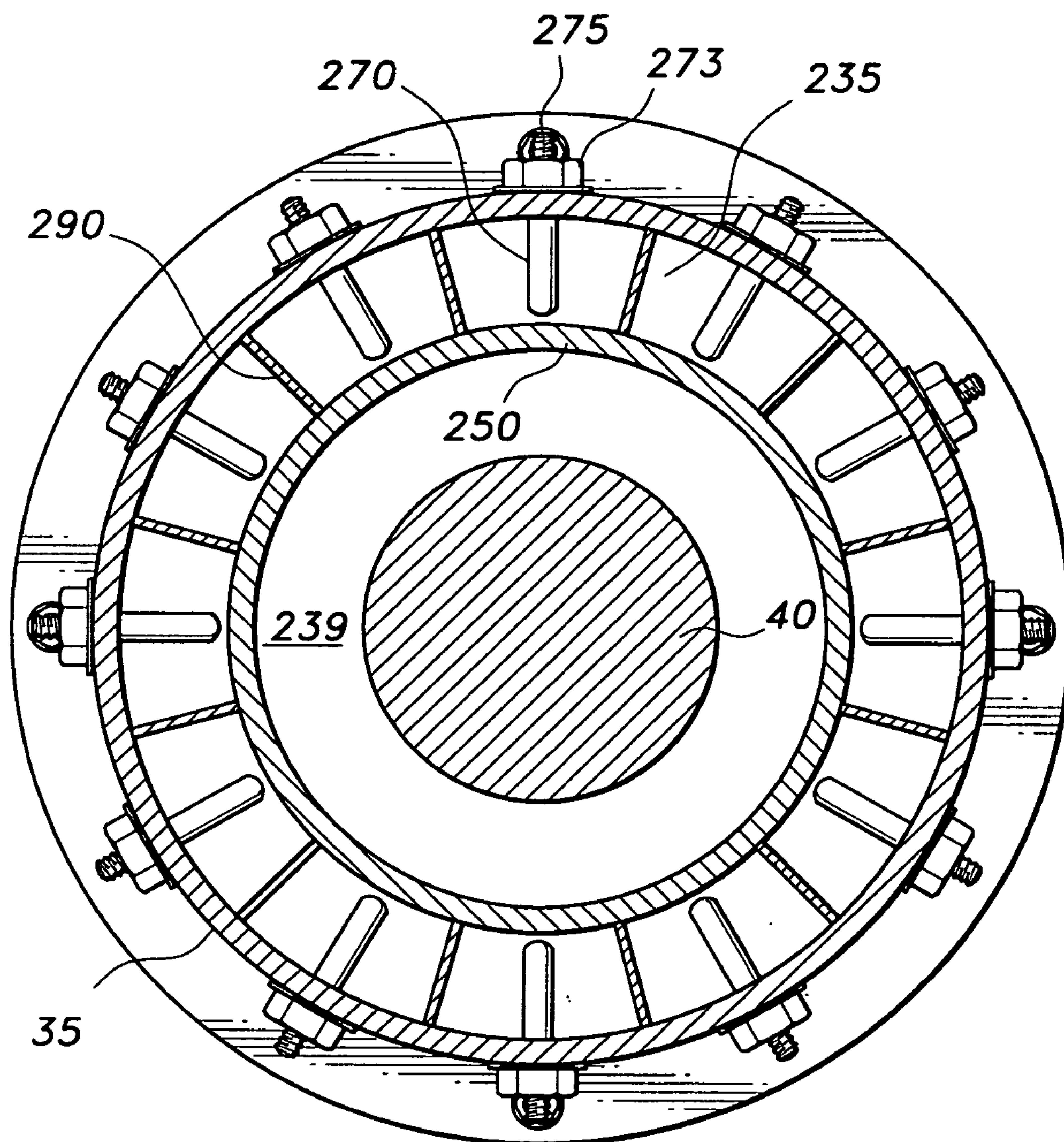


FIG. 12

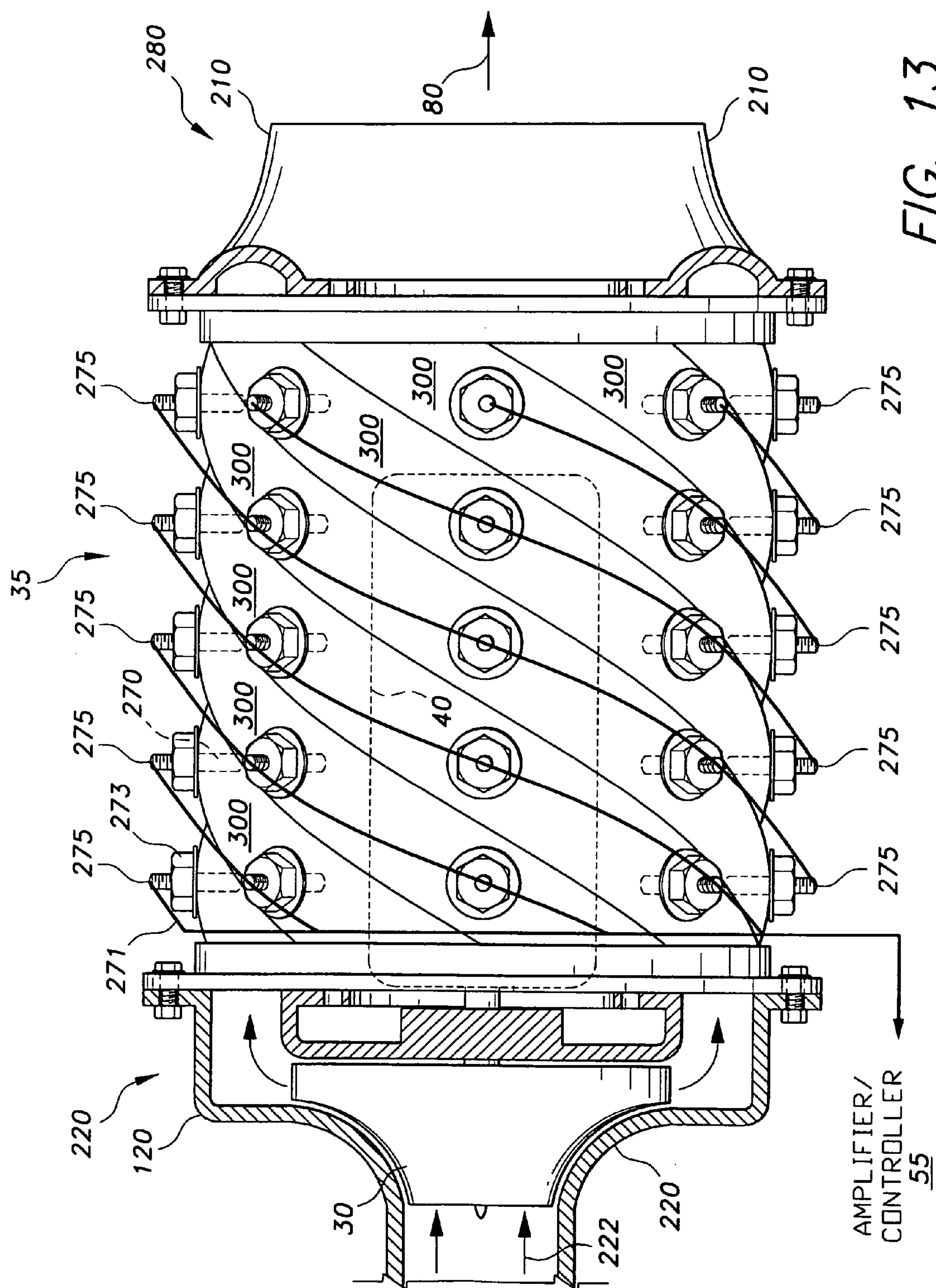
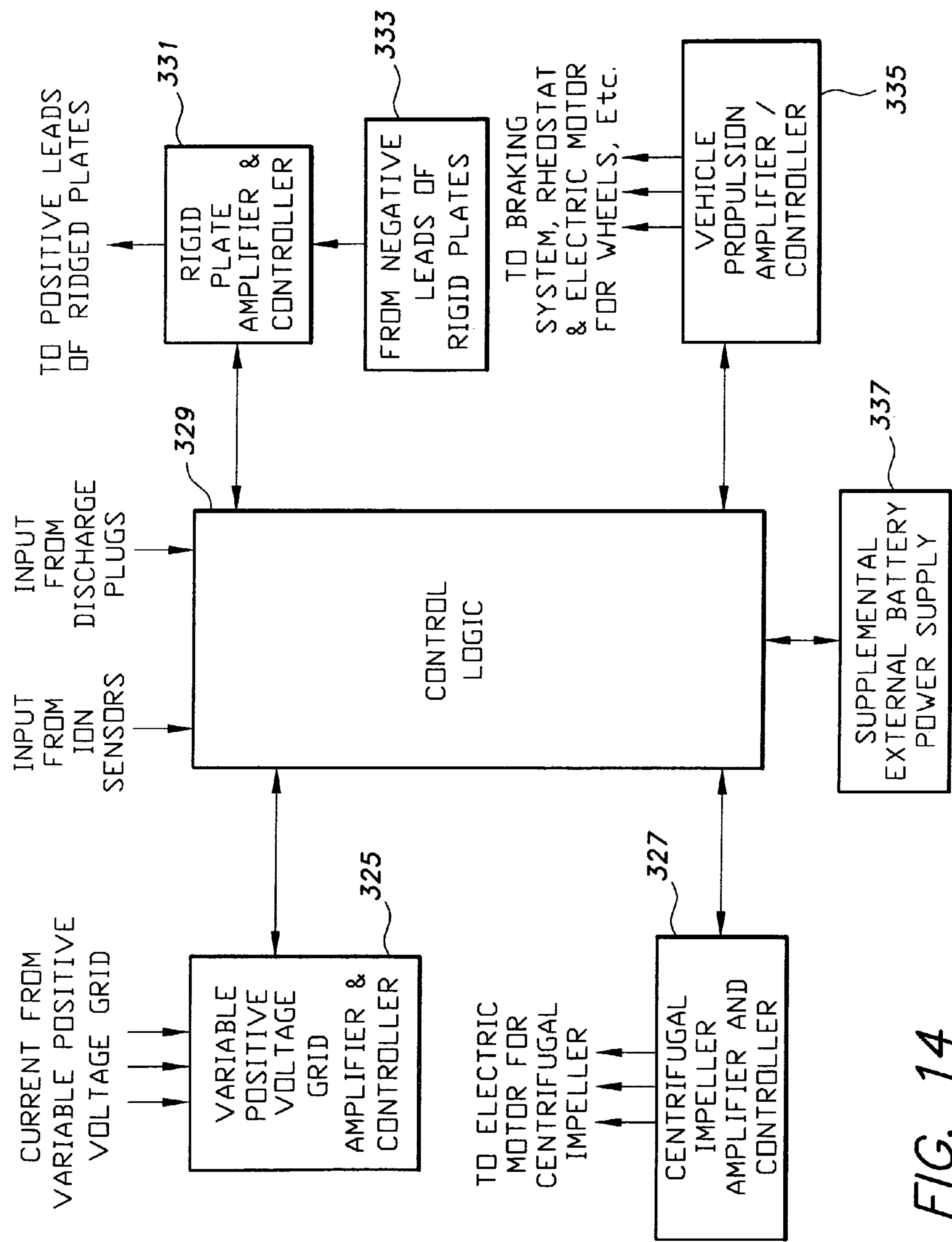


FIG. 13



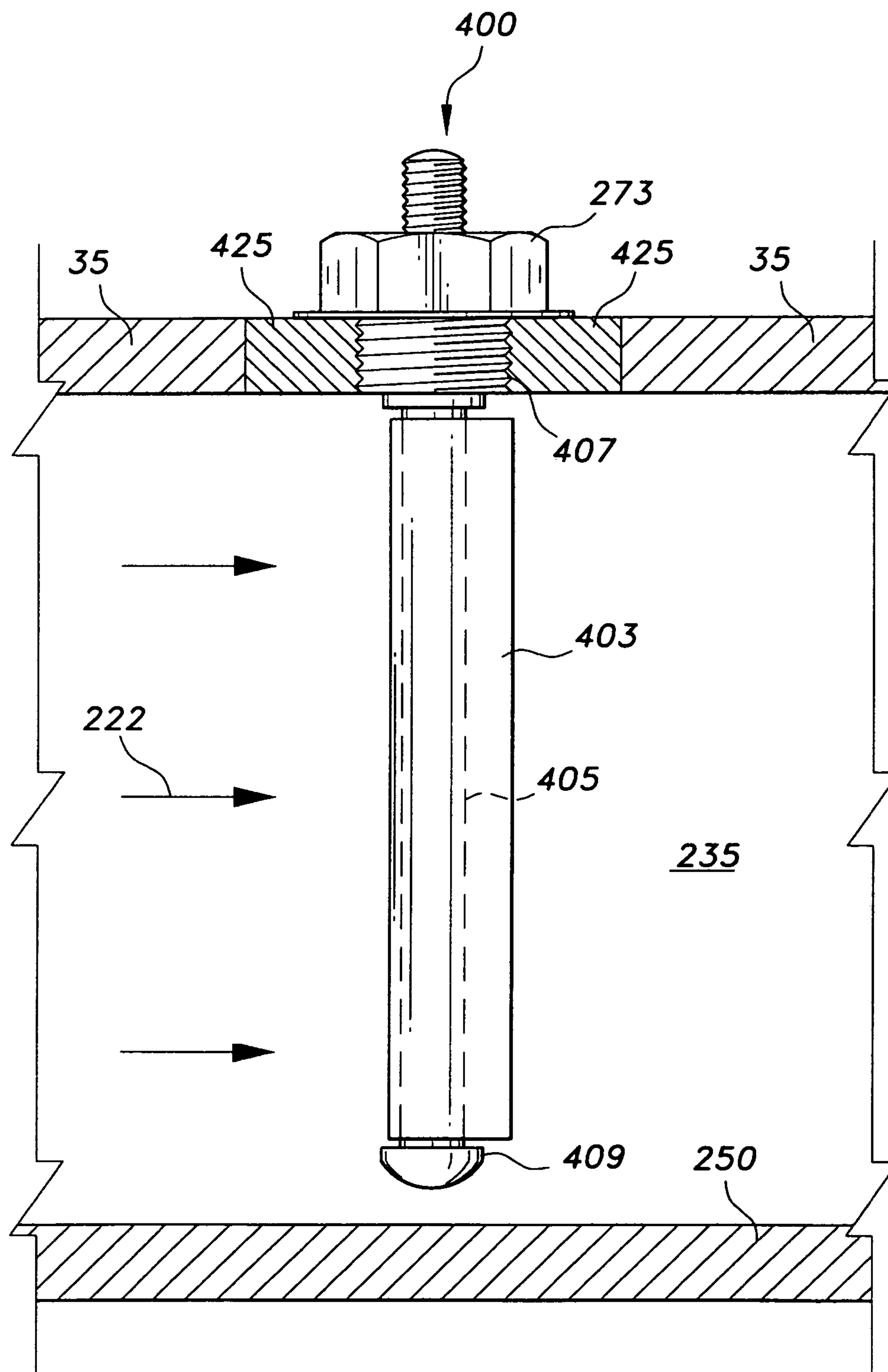


FIG. 15A

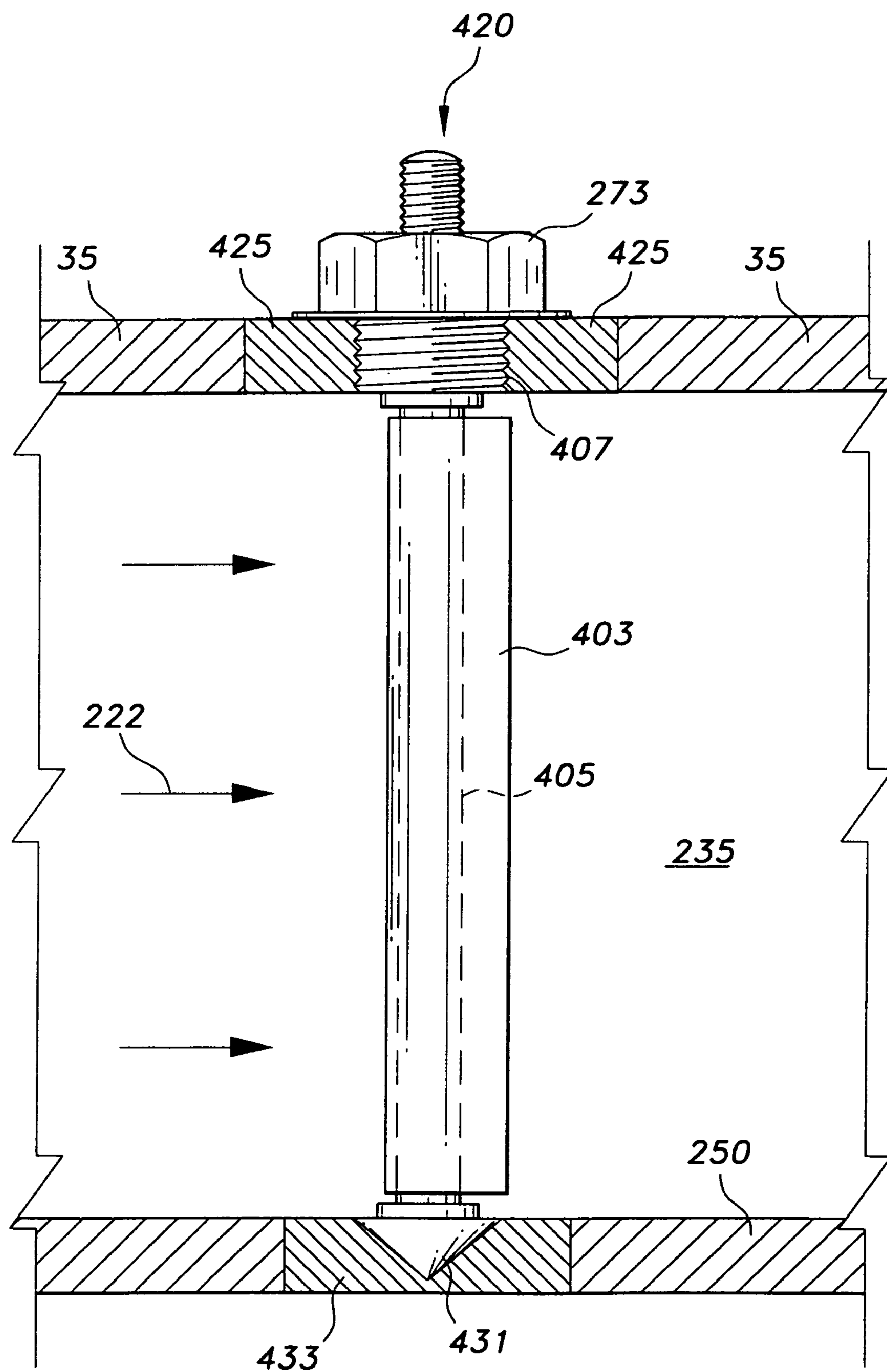


FIG. 15B

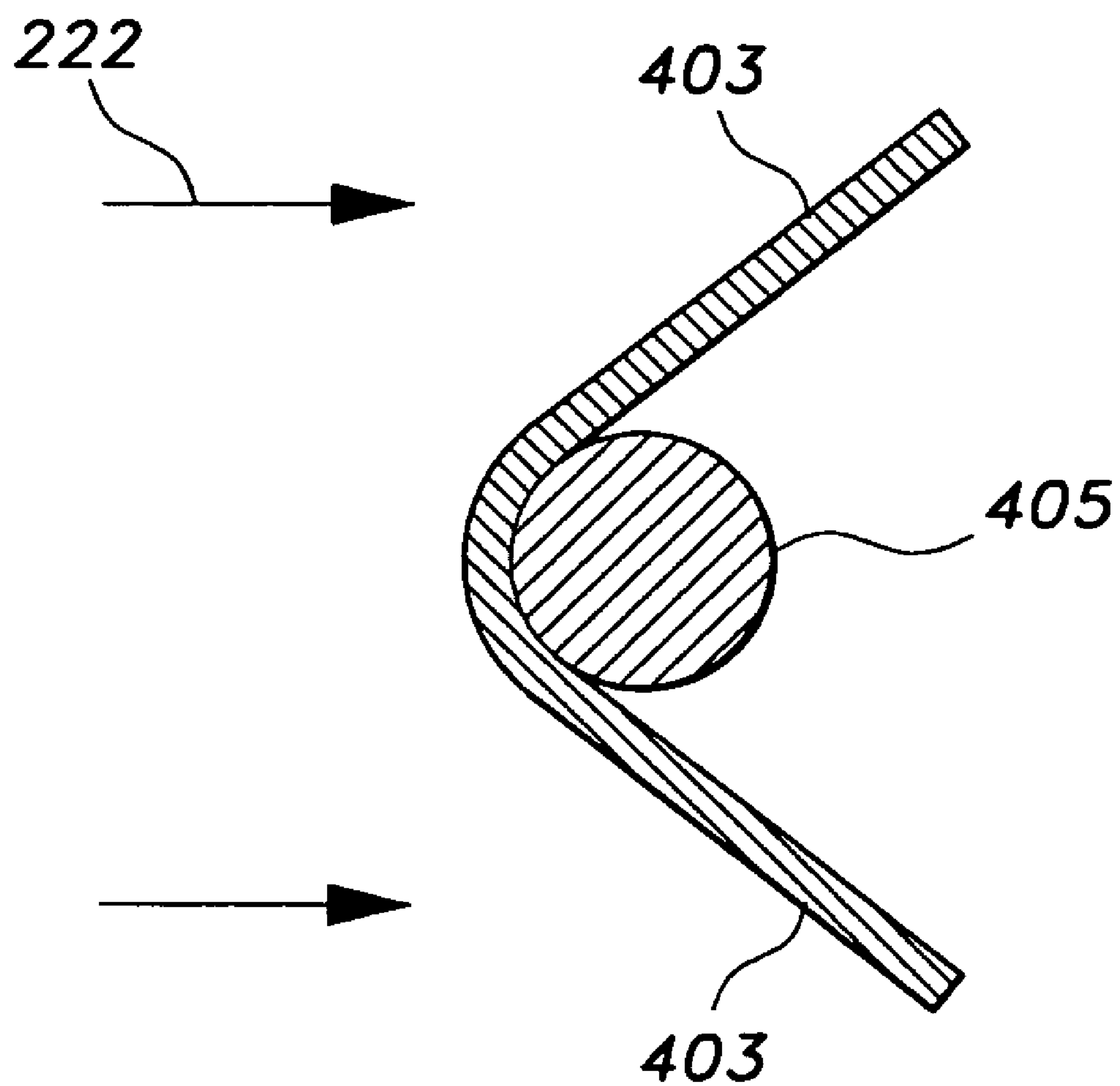


FIG. 15C

480

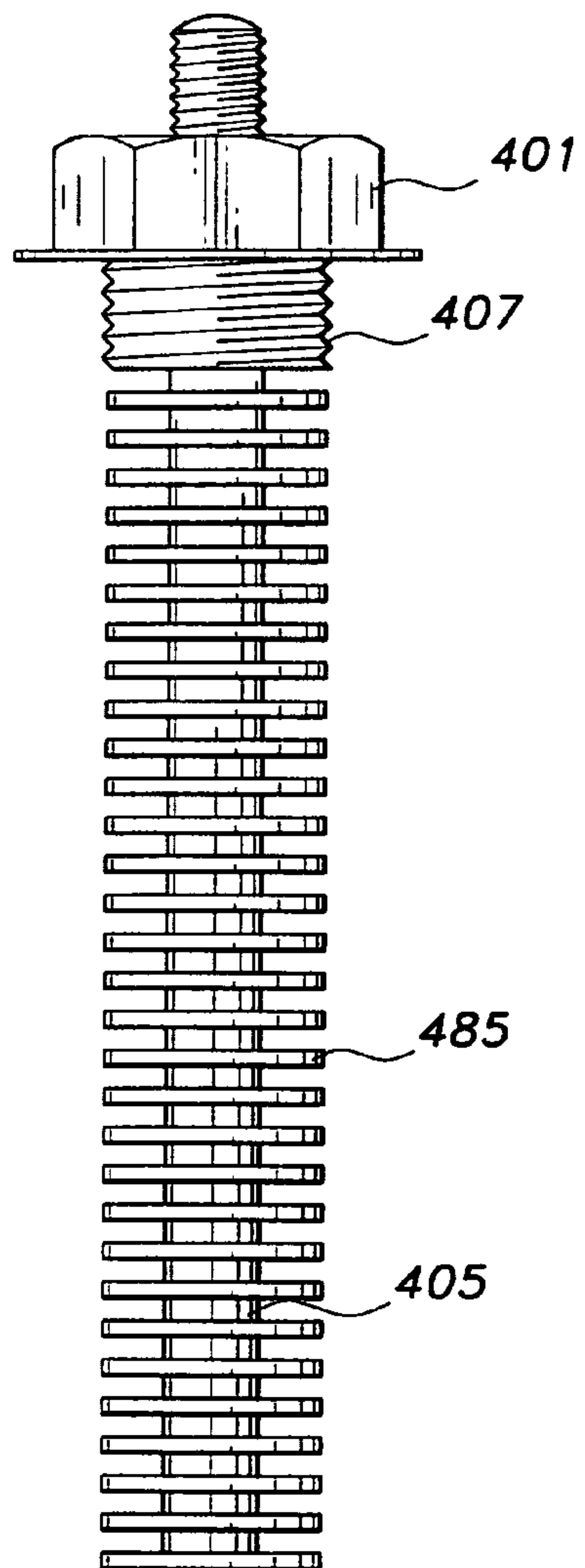


FIG. 15D

490

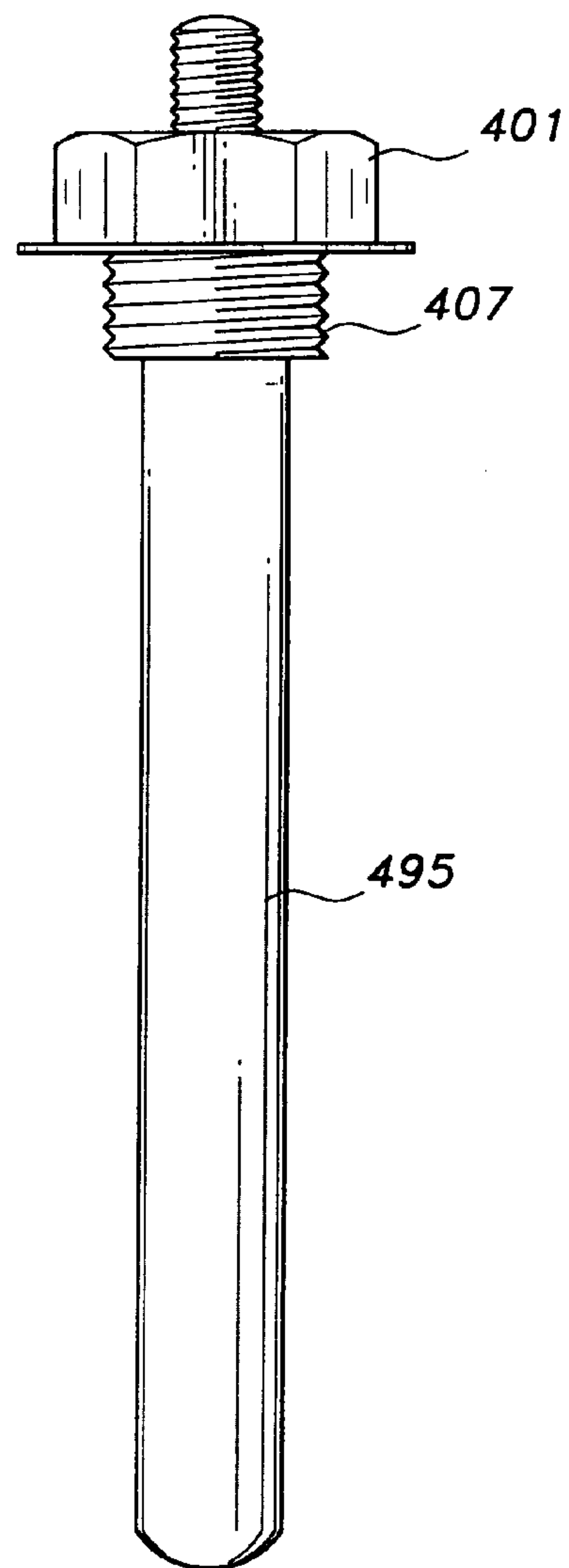


FIG. 15E

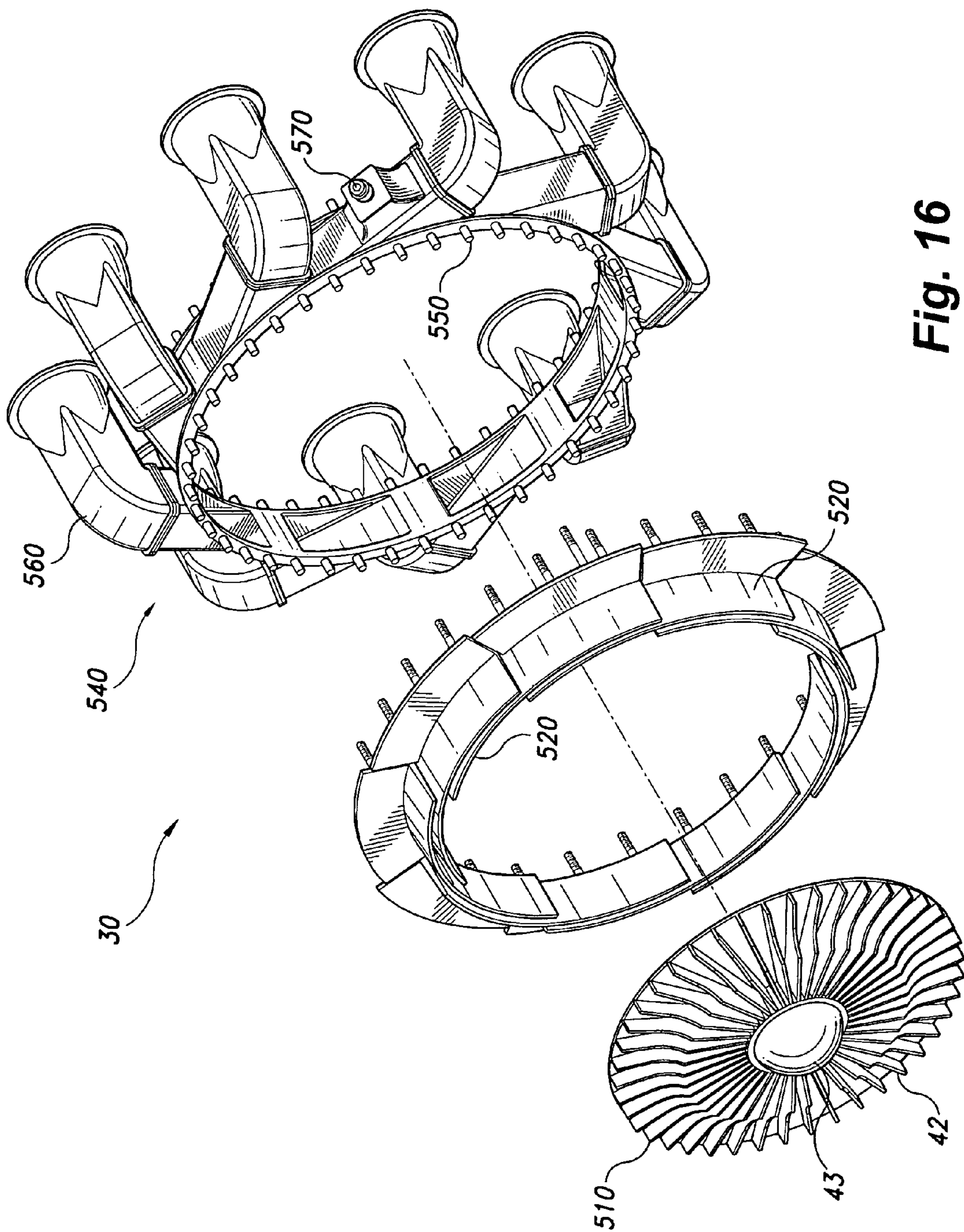


Fig. 16

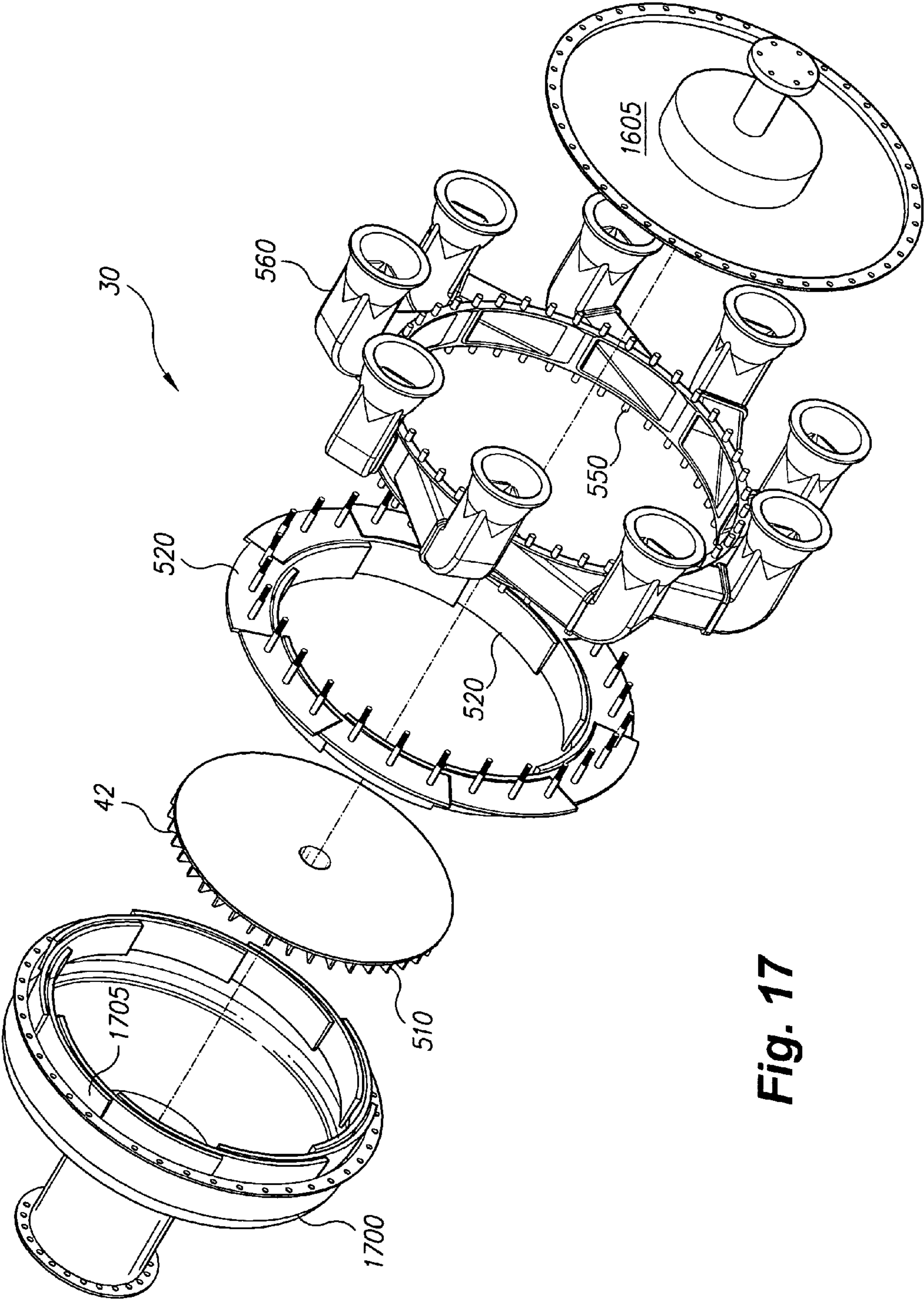


Fig. 17

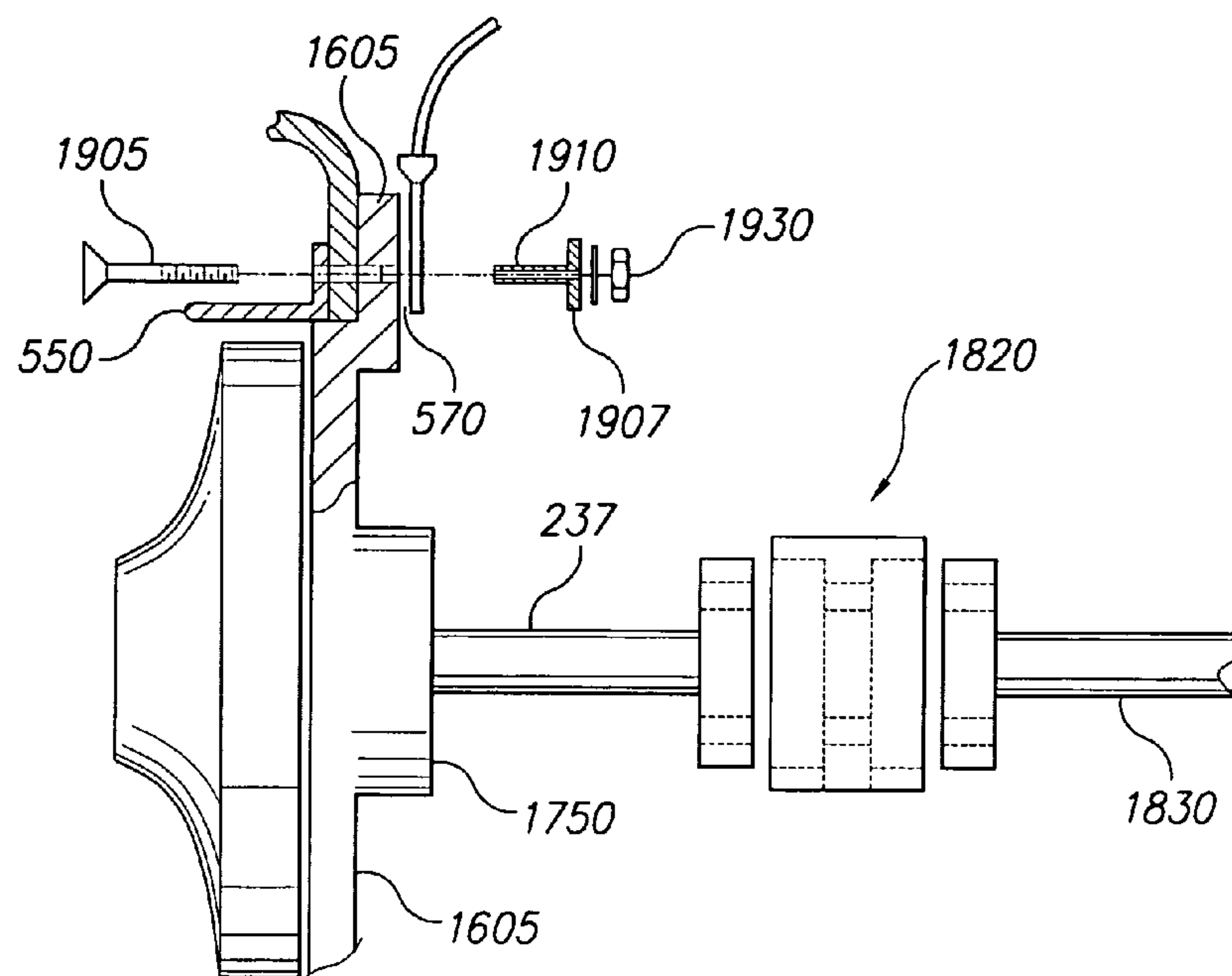


Fig. 18

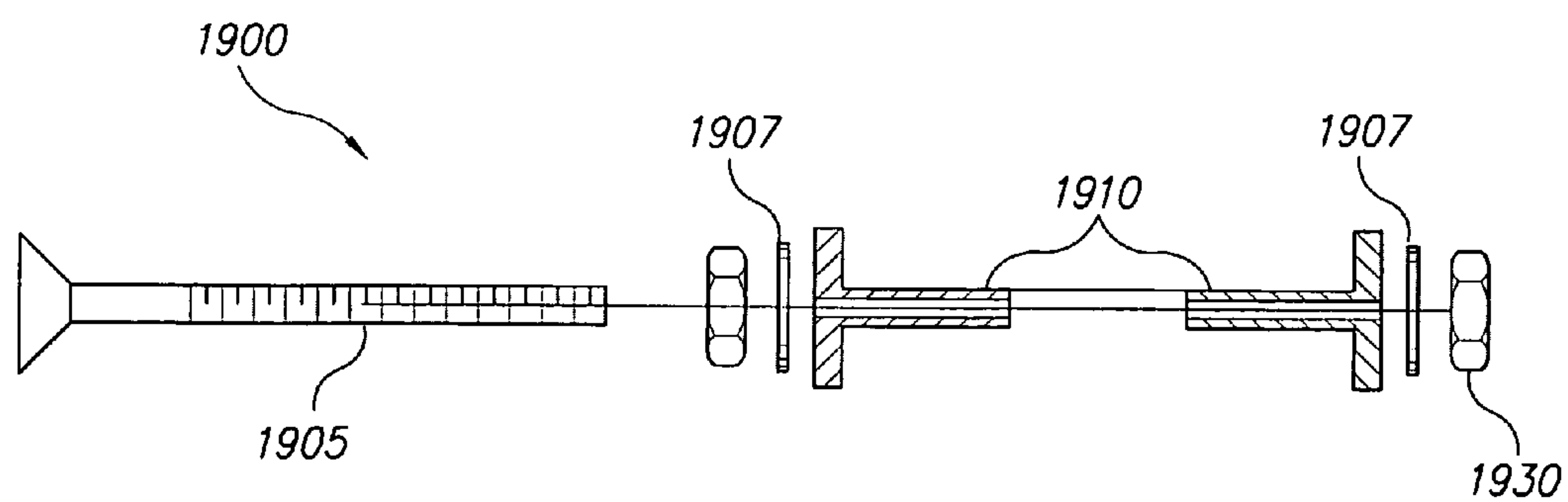


Fig. 19

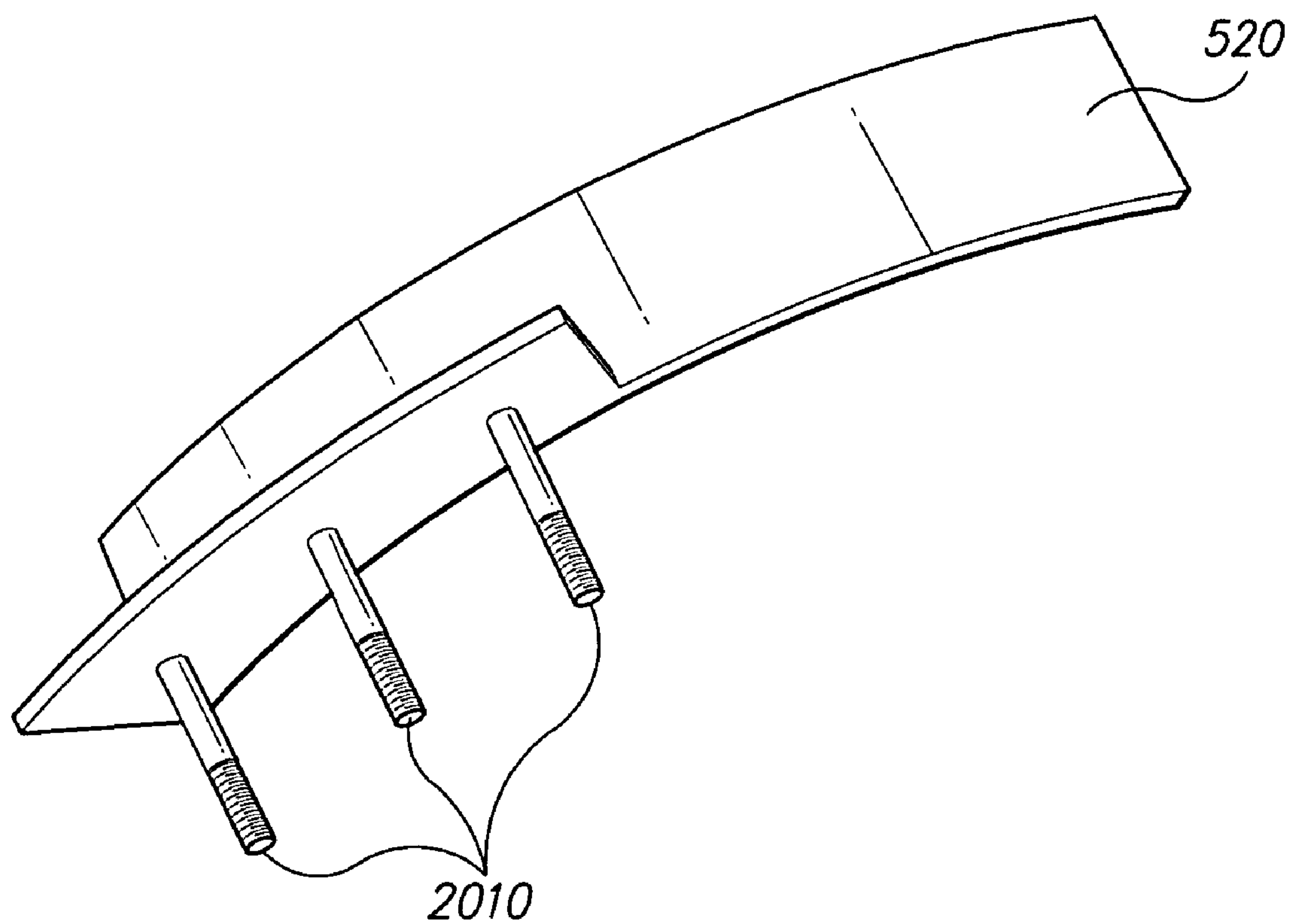


Fig. 20

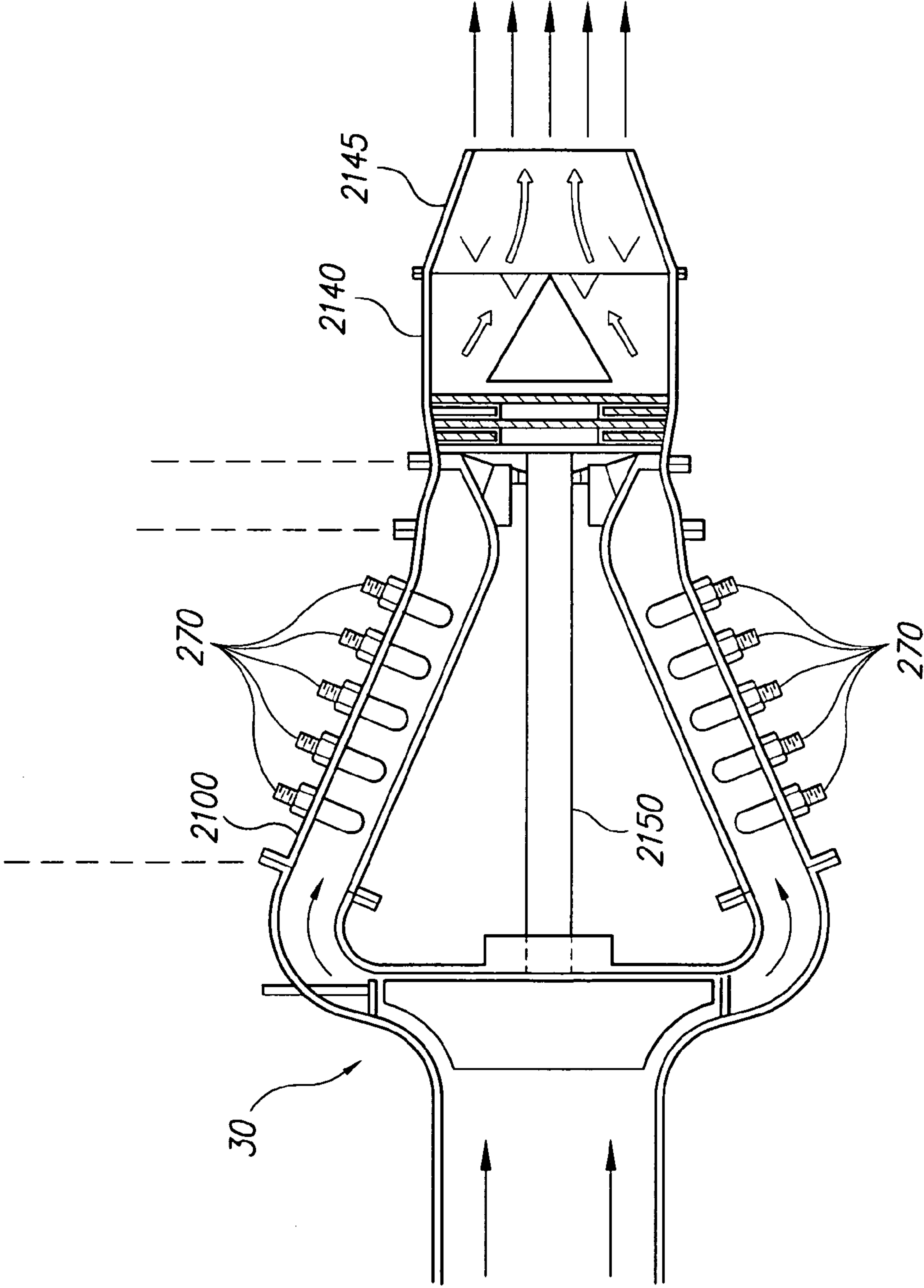


Fig. 21

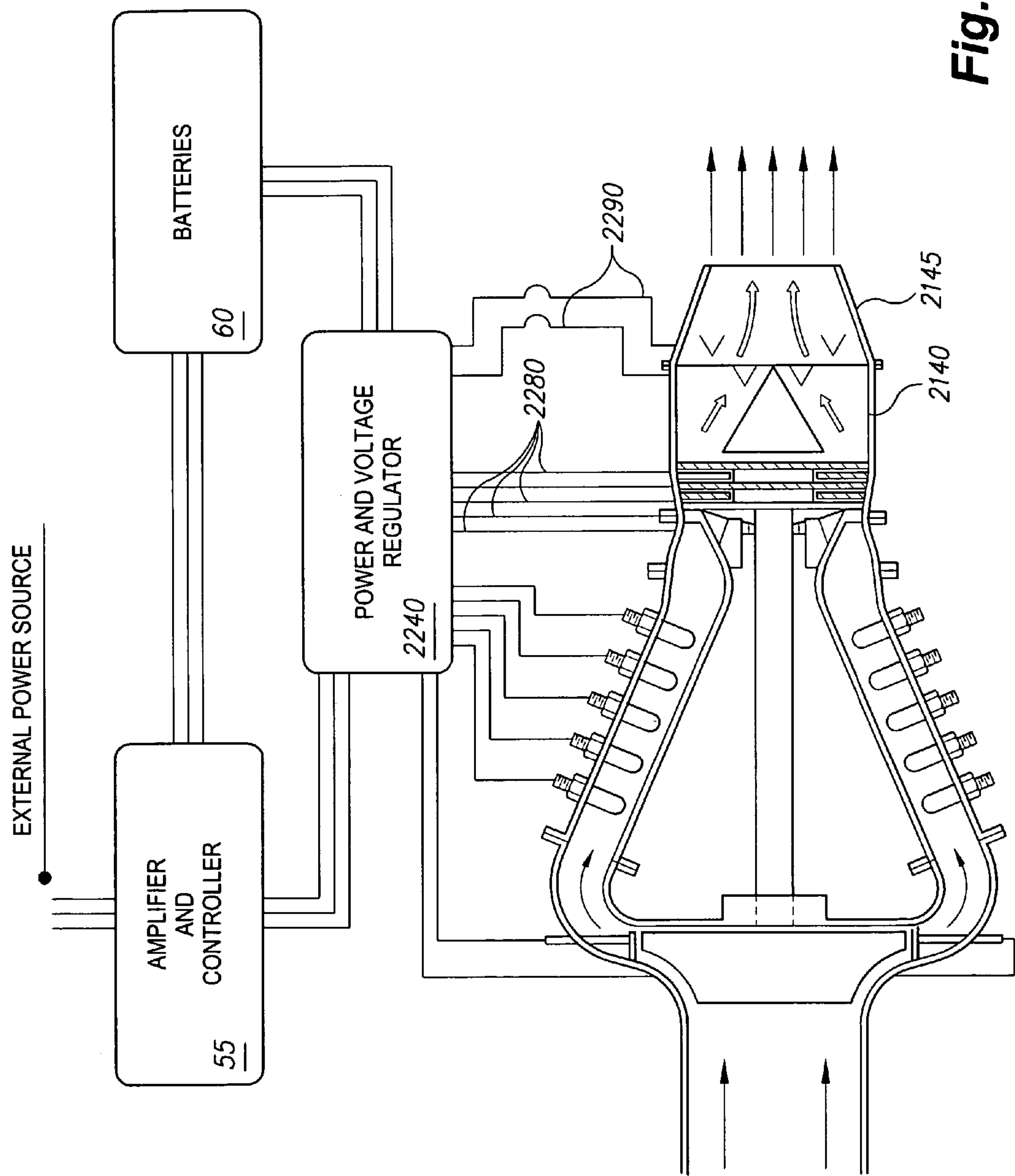


Fig. 22

POWER SYSTEM FOR ELECTRICALLY POWERED LAND VEHICLE

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation-in-part of U.S. patent application Ser. No. 10/765,110, filed Jan. 28, 2004, now U.S. Pat. No. 7,347,294 which claims the benefit of U.S. Provisional Patent Application Ser. No. 60/472,085, filed May 21, 2003, each of which is incorporated herein by reference. This application also claims the benefit of U.S. Provisional Patent Application Ser. No. 60/688,756, filed Jun. 9, 2005.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to electrically powered land vehicles, and particularly to a power system which produces electrical energy by extracting electrons from the ambient air to provide power to power and propel a wheeled, electrically powered land vehicle.

2. Description of the Related Art

A variety of electrical energy production systems have been proposed to operate and propel vehicles. However, electrostatic forces have never been utilized in conventional electrical energy production systems as an energy source to operate and/or propel a vehicle. For instance, U.S. Pat. No. 4,109,743, issued to Giampiero Brusaglino et al. on Aug. 29, 1978, describes a propulsion system for a vehicle having a turbine unit with two electric generators that drive two electric motors connected to the wheels of the vehicle. Similarly, U.S. Pat. No. 6,044,922, issued to Bruce F. Field in Apr. 4, 2000, shows an electric hybrid vehicle that combines a battery pack, electrically powered engine, and an internal combustion engine to provide a more efficient use of the battery pack while operating the vehicle. U.S. Pat. No. 5,947,421, issued to John R. Beattie et al. on Sep. 7, 1999, discloses an electrostatic propulsion system for a spacecraft using the interaction of electrostatic fields on charged propellant particles, such as ions.

U.S. Pat. No. 6,357,700 B1, issued to Anthony I. Provitola on Mar. 19, 2002, discloses an electrical vehicle propulsion system whereby electrical energy is generated by a turbine alternator during vehicle motion to charge the batteries, thereby improving the performance of the vehicles.

U.S. Pat. No. 3,119,233, issued to Frank L. Wattendorf et al. on Jan. 28, 1964, shows a multiple electrode arrangement for producing a diffused electrical discharge. The device includes a high velocity expansion nozzle, an assembly for providing high-pressure gas, a central electrode, a plurality of sharply pointed electrodes, a source of cooling gas, and a source for applying a high alternating voltage. Electrical energy may be generated either as a direct or alternating current output.

U.S. Pat. No. 6,121,569, issued to George H. Miley et al. on Sep. 19, 2000, shows an electrostatic propulsion system using an inertial electrostatic confinement design having discharge plasma for generating ions that provide thrust when accelerated and expelled from propulsion system.

U.S. Pat. No. 3,303,650, issued to Oliver C. Yonts on Feb. 14, 1967, describes an ion propulsion system for space vehicles wherein A.C. power is utilized for ion acceleration, thereby reducing the size and weight of required power supply components. The Yonts patent discloses a space charged neutralized beam for the ionic propulsion of a space vehicle having at least one pair of ion sources. Each of the sources includes a plurality of elongated cavities, a charge material

disposed within the cavities, an A.C. heater mounted adjacent to the charge material in each cavity for heating and substantially completely ionizing the charge material, a source of A.C. power connected to each of the heaters, and an ion exit slit disposed in one wall of each of the cavities.

U.S. Pat. No. 5,005,361, issued to Phillips in April 1991, discloses a turbine power plant that produces power from a high temperature plasma and high voltage electricity. A plurality of ion repulsion discharge chambers are situated along the perimeter of the turbine to accelerate the ions, and a condenser and pump are used to return the condensed gases to a plasma generator.

U.S. Pat. No. 6,486,483, issued to the present inventor, E. H. Gonzalez, on Nov. 26, 2002 and hereby incorporated by reference in its entirety in the current patent application, has offered some of the most significant advances in the field of electric energy production that generate energy from electrostatic forces.

None of the above inventions and patents, taken either singly or in combination, is seen to describe the instant invention as claimed. Thus, a power system for an electrically powered land vehicle solving the aforementioned problems is desired.

SUMMARY OF THE INVENTION

The present invention is a power system for an electrically powered land vehicle that extracts electrons from, ambient air to generate electrical power to be used by a wheeled electrically powered land vehicle. Power generation through the extracted electrons may be used to supplement power requirements of accessory electrical systems of the wheeled land vehicle. The extracted electrons used to generate electric power are ultimately routed to electron discharge electrodes at the ion gas-neutralizing chamber to electrically neutralize positive charge ion plasma, before the plasma is exhausted.

The electrical energy production system includes a multi-stage electrical energy production section, a centrifugal impeller, an electrically conductive diffuser, an ionized gas neutralizing chamber, rechargeable batteries, an inverter, an amplifier/controller, an electric motor or generator, and an exhaust section to operate an all-electric drive vehicle. The apparatus of the present invention is designed to produce electrical energy through a multi-stage electrical energy production section that uses a centrifugal impeller to draw large volumes of ambient air through a series of tubular sections made up of repeated combinations of heating assemblies and variable positive voltage grids. The tube sections cause the molecules to undergo loss of electrons through mechanically induced atomic and molecular impacts and thermal excitation, the free electrons then being collected by the voltage grids and stored in an external battery, or routed to an amplifier/controller that controls one or more electric motors or electrical generators coupled to one or more ground-engaging wheels.

The centrifugal impeller, driven by an electric motor, may be securely attached at the rear of the gas ionization section. Rotation of the centrifugal impeller draws high velocity ambient airflow through the gas ionization section to create electrical power. The gas ionization section comprises electrically conductive diffusers to compress the air while simultaneously creating molecular dissociation. Varying potentials of positive voltage are applied to the diffusers to attract and extract electrons from the air. The electrical power is routed to a combination amplifier/controller and is used to power electric motors on each wheel of a basic land vehicle. The electrical power also is used to charge the batteries of the vehicle.

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An inverter may be electrically connected to the batteries in order to provide A.C. power or an A.C. output as required. The ionized gas exiting the centrifugal impeller immediately enters the ion gas neutralizing chamber, wherein discharge plugs are used to discharge sufficient electrons back into the air to neutralize any ionic charge. Exhaust gas charge sensors, located on each tail pipe, monitor the electric charge of the exhaust gas to verify electric neutralization before expulsion.

Accordingly, it is a principal object of the invention to provide a power system for an electrically powered land vehicle that produces electrical energy by ionizing ambient air in order to power and propel a land vehicle.

It is another object of the invention to provide a power system for an electrically powered land vehicle that includes a centrifugal impeller that draws high velocity air through a gas ionization section to create electrical power.

It is a further object of the invention to provide a power system for an electrically powered land vehicle that provides an ionic propulsion system capable of being used in a land vehicle.

Still another object of the invention is to provide a power system for an electrically powered land vehicle having an ion gas neutralizing chamber for neutralizing ionized gas exiting the gas ionization section of the power system.

It is an object of the invention to provide improved elements and arrangements thereof in a power system for an electrically powered land vehicle for the purposes described that is inexpensive, dependable, and fully effective in accomplishing its intended purposes.

These and other objects of the present invention will become readily apparent upon further review of the following specification and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a diagrammatic view of a power system for an electrically powered land vehicle according to the present invention.

FIG. 2 is a diagrammatic perspective view of the gas ionization and electric energy production section of the power system for an electrically powered land vehicle according to the present invention.

FIG. 3 is a cross sectional view of the gas ionization and electric, energy production section shown in FIG. 2.

FIG. 4 is a fragmented perspective view of a ridged plate tube of the gas ionization and electric energy production section of the power system of the present invention, partially broken away to show the plate structure.

FIG. 5 is a perspective view of the ridged plates of the gas ionization and electric energy production section of the power system of the present invention.

FIG. 6A is a perspective view of the variable positive voltage grid section of the gas ionization and electric energy production section of the power system of the present invention.

FIG. 6B is a perspective view of the variable positive voltage grid section of the gas ionization and electric energy production section of the power system of the present invention having two positive grid sections.

FIG. 7 is a sectional view of the union of two ridged plate tube sections onto a variable positive voltage grid section of the power system of the present invention.

FIG. 8 is an exploded view of an ion gas neutralizing chamber section of the present invention.

FIG. 9 is a rear view of the exhaust duct of the ion gas neutralizing chamber section shown in FIG. 8.

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FIG. 10 is a rear view of the ion gas neutralizing chamber section shown in FIG. 8.

FIG. 11 is a section view of the ion gas neutralizing chamber shown in FIG. 1.

FIG. 12 is a section view along lines 8-8 of FIG. 11.

FIG. 13 is a section view of an alternate embodiment of an ion gas neutralizing chamber section of the power system of the present invention.

FIG. 14 is a block diagram of the control logic for the gas ionization and electric energy production section of the power system of the present invention.

FIG. 15A is a fragmented, section view of an electron discharge plug screwed into a duct in the power system of the present invention.

FIG. 15B is a fragmented, section view of another embodiment of the of an electron discharge plug of the power system of the present invention.

FIG. 15C is a top section view through the discharge plug of FIG. 15B.

FIG. 15D is an elevation view of another embodiment of a discharge plug of the power system of the present invention, having increased surface area.

FIG. 15E is an elevation view of still another embodiment of a discharge plug of the power system of the present invention, also having an increased surface area.

FIG. 16 is an exploded view of the impeller assembly with conductive diffusers, according to the present invention.

FIG. 17 is an exploded view of the impeller assembly, including the impeller assembly housing, according to the present invention.

FIG. 18 is a cutaway side view of the impeller diffuser assembly attached to a bulkhead, according to the present invention.

FIG. 19 is an exploded side view of fastening means with electrically insulated insert tubes, according to the present invention.

FIG. 20 is a perspective view of an electrically conductive diffuser plate, according to the present invention.

FIG. 21 is a side view of a thrust producing embodiment, according to the present invention.

FIG. 22 is a side and diagrammatic view of the thrust producing embodiment, according to the present invention.

Similar reference characters denote corresponding features consistently throughout the attached drawings.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The present invention is a power system for an electrically powered land vehicle. The invention disclosed herein is, of course, susceptible of embodiment in many different forms. Shown in the drawings and described herein below in detail are preferred embodiments of the invention. It is to be understood, however, that the present disclosure is an exemplification of the principles of the invention and does not limit the invention to the illustrated embodiments.

The present invention is directed to a power system for an electrically powered land vehicle, generally designated as 20 in the drawings. The power system 20 of the present invention provides an alternate energy source for wheeled land vehicles. The power system 20 uses electrons extracted from the ambient air to generate electrical power that may be used by other systems in an electric vehicle.

FIG. 1 shows a diagrammatic view of the basic components required for ambient air production of electrical power that may be used by a wheeled land vehicle. The power system 20 includes a gas ionization and energy production section 25,

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similar to the electrical energy production system disclosed in the inventor's prior U.S. Pat. No. 6,486,483, which is incorporated herein by reference in its entirety.

The basic operation of the present invention uses an electric motor **40** to rotate a centrifugal impeller **30** to draw high velocity ambient air flow through the gas ionization and energy production section **25** to create electrical power using electrons extracted from the ambient air flow **22**. The electrical power is routed to amplifier/controller **55** and used to power electric wheel motors **70** on each wheel **72** of a basic wheeled land vehicle. The electrical power also is used to charge the batteries **60** of the vehicle. A power inverter **65** and/or a power converter may be electrically connected to batteries **60** in order to provide alternating current power output **75** and/or direct current power output as desired.

The positively charged, ionized air particles, which are not converted into electrical power, exit the centrifugal impeller **30** in the form of ionized gas and immediately enter the ionized gas neutralizing chamber **35**. The ionized gas neutralizing chamber **35** uses discharge plugs **275** to discharge sufficient electrons back into the ionized gas to neutralize the electrostatic charge. Exhaust gas ion gas sensors **50**, located on each tail pipe **45**, monitor the electric charge of exhaust gas **80** to verify electric neutralization before expulsion. The power system **20** of the present invention is preferably an electrically closed system. All electrons being extracted from the ambient airflow **22** are reintroduced back into the air after utilization.

FIGS. **2** and **3** show a detailed view and a cross sectional view, respectively, of the gas ionization and electric energy production section **25** of the power system **20**. The gas ionization and electric energy production section **25** has multiple stages, with each stage including ridged plate tube section **84** mechanically attached, e.g., via fastening bolts **88**, to a variable positive voltage grid section **86**. Positive voltage grid section **86** may be constructed of a variety of compositions, which may include either alternatively or in combination, titanium diboride, tantalum carbide, niobium carbide, or zirconium carbide. Ion sensors **26**, generally located forward of the ridged plate tube sections **84**, detect the charge of the ions at each stage and may automatically increase or decrease the potential of the variable positive voltage grids **86** to a higher or lower positive potential. Each ion charge sensor **26** controls the variable positive voltage grid **86** immediately downstream from the ion charge sensor **26**. Ion charge sensors **26** may be constructed of a variety of compositions, which may include alternatively or in combination, titanium diboride, tantalum, carbide, niobium carbide, or zirconium carbide.

Thus, each variable positive voltage grid section **86** downstream has a greater potential than the preceding variable positive voltage grid **86** to help in the acceleration of the airflow **22** and the dissociation of electrons from within the airflow **22**. There are protruding studs **85** for each plate to accommodate a negative electrical connection at the rear of each plate. Wiring harnesses **28** facilitate electrical connection of the protruding studs **85** to amplifier/controller **55**. The centrifugal impeller **30** draws large volumes of ambient airflow **22** through the ridged plate tube sections **84** and the positive voltage grid sections **86**, causing the molecules to undergo loss of electrons through mechanically induced atomic and molecular impacts and thermal excitation.

The free electrons are collected using the positive voltage grids **86** and routed to the amplifier/controller **55** for charging batteries **60** or driving electric wheel motors **70**, as described above. The gas ionization and electrical energy production section **25** may further include a filtration system positioned

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directly before the first ridged plate tube section **84** to filter the air before it enters the ridged plate tube sections **84**.

Turning now to FIG. **4**, it can be seen that each ridged plate tube section **84** includes a plurality of metal alloy or conductive ceramic ridged plates **120** held in spaced-apart, parallel relationship to each other and which are embedded in an electrical insulating casing material **110**, such as, but not limited to, a ceramic composition. The ridged plates **120** are preferably made of an electrically conductive material having excellent heat radiative properties, but able to withstand subsonic and supersonic shock wave pressures, produced by high velocity airflows. The ridged plates **120** may be constructed of a variety of compositions, which may include alternatively or in combination, titanium diboride, tantalum, carbide, niobium carbide, or zirconium carbide. The casing **110** is preferably constructed of electrical insulating material also capable of withstanding subsonic and supersonic shock wave pressures produced by high velocity airflows. Such electrical insulating material is also preferably configured to withstand high temperatures, high pressures, high vibration forces, and is preferably configured with a minimum weight, e.g., with the lowest possible weight. The leading and trailing edges of each ridged plate **120** have an elongated rod or cylindrical end portion **130** disposed along the free edge thereof, substantially as shown, in order to maximize shock wave control. The cylindrical end portion **130** of each plate **120** protrudes through the casing **110**.

Turning to FIG. **5**, it can be seen that electrical wires **135** may be disposed on opposite ends of each plate **120** for the purpose of electrically heating the plates **120**. As shown, the same construction is on each heating plate **120** on both the leading **140** and the trailing **145** edges, but extends to opposite sides of the casing to provide a more thorough heat distribution on each plate **120**. It should be understood that the greater the heat to each ridged plate **120**, the greater the excitation of molecules, which increases the number of electrons available to be converted into electrical power. The amplifier/controller **55** controls the amount of current to the electric wires **135** to either increase or decrease the heat radiation of each ridged plate **120**. The amplifier/controller **55** varies the quantity of electrons collected based on the electrical power needs of the power system **20**.

Again referring to FIG. **4**, it should be noted that the structure shown is only one of a number of possible designs that may be used to excite atoms and molecules to dissociation through high velocity airflows. Preferably, the ridged plates **120** each include ridges and valleys that are configured to enable the power system to create elastic, high pressure vortices at every valley of each ridged plate, thereby raising the kinetic energy of high velocity gases flowing therethrough. The ridged plates **120** are positioned substantially parallel to one another and may vary in number. The number of ridged plates **120** contained within a particular tube section **84** may also vary, dependent on the size of the power system **20** and the velocity of airflow **22**. The sizes of the respective component parts vary depending on the application.

Furthermore, the power system **20** is not limited regarding the number of repetitions of alternating variable positive voltage grids **86** and ridged plate sections **84**. The length of the ridged plate sections **84** may be reduced to minimize airflow resistance, but still retain a sufficient length to excite the air or cause molecular disassociation. Structural members may support the ridged plates **120** in order to help prevent an implosion from high velocity airflows. It should be understood that this specification embraces any structural support elements for the individual plates **120**, whether located between a pair of plates **120**, adjacent the plates **120**, or

otherwise located with respect thereto for improving resistance to material or structural degradation secondary to the effects of airflow **22**.

Again referring to FIG. **5**, it can now be clearly appreciated how the ridged plates **120** are preferably constructed to define a wavy pattern in cross-section, which, along with the characteristics of the metallic or ceramic material that give the plates **120** excellent conductivity and heat radiating properties, makes them strong enough to withstand subsonic and supersonic shockwave pressures produced by high velocity air flows. FIG. **4** also more clearly shows the cylindrical end portions **130** of the leading **140** and trailing **145** edges. The cylindrical end portions **130** may vary in size as compared to the gauge of the plate **120**. The cylindrical end portions **130** also strengthen each plate **120**. In the preferred embodiment, leading edge **140** provides a positive electrical lead and trailing edge **145** provides a negative electrical lead for heating the plates **120**. The leading and trailing edges of each ridged plate **120** may have sharp edges to minimize airflow restrictions. However, electrical connections may still be retained for heating the plates **120**.

The spacing between each plate **120** is sufficient to allow supersonic airflow, if necessary, to attain atomic and molecular dissociation. The leading **140** and trailing **145** cylindrical end portions **130** of each plate **120** are further preferably staggered fore and aft with respect to each other and spaced-apart, substantially as shown, improving shock wave control.

FIG. **6A** illustrates the variable positive voltage grid section **86** in greater detail. Made up of a rim-shaped structure **155** and an integral component of the casing **110**, the variable positive voltage grid section **86** preferably includes an alloy grid **165** having high electrical conductivity, and having aerodynamic parallel vanes **170**, both sides of each vane **170** being affixed to grid **165** as a single, integral piece and designed to withstand high velocity airflows. In the present embodiment, grid **165** is a single integral piece, which includes stud **27** that protrudes through casing **110**, as embedded in the casing. Connecting wiring **29** connects the stud **27** to amplifier/controller **55**.

Casing **110** may be constructed of electrically insulating material capable of preventing passage of high electrical voltages and/or currents, and withstanding high temperatures, pressures, and vibrations. For example, without limitation, casing **110** may be constructed of a variety of compositions, which may include either alternatively, or in combination, boron nitride, alumina, sapphire, or zirconium. Casing **110** is preferably configured with a minimum weight, e.g., with the lowest possible weight. The grid **165** and the vanes **170** attached thereto are of a construction sufficiently strong to withstand vibration, high temperatures and pressures caused by supersonic and hypersonic airflows. The protruding stud **27**, of which there is one for each variable positive voltage section **86**, is connected to a variable positive voltage potential, controlled by the circuit components diagrammatically indicated in FIG. **14**, discussed below. This variable positive voltage potential extracts the free electrons and helps accelerate the ions as they move through the gas ionization and energy production section **25**. The positive voltage potential of each grid section **86** progressively increases to continue the process of ionization of the atoms and molecules, and helps to accelerate the ions.

In FIG. **6B**, an alternate embodiment of the variable positive voltage section **86** is shown. This alternate embodiment is also made up of a generally rim-shaped structure **155** and an integral component of the casing **110**. However, the variable positive voltage section **86** includes two separate highly electrically conductive alloy grids, each designated **165**. The indi-

vidual vanes **185** and each grid **165** are embedded in the casing **110** and designed to withstand extreme high velocity flows, and each grid **165** may be commonly electrically connected as a single integral piece, which includes a stud **27** that protrudes through the casing **110** on the respective same side. Each vane **185** is constructed broader at the base and is tapered as the tip is approached, to provide additional structural strength. There are preferably two protruding studs **27** for each variable positive voltage section **86**. The variable positive voltage potential extracts the free electrons and helps accelerate the ions as they move through the ridged plate tube section **84** and positive variable voltage sections **86**. The protruding studs **27** of each variable positive voltage grid **86** are preferably connected to a one-way diode to prevent electrons from flowing back onto the grid section **86**.

FIG. **7** illustrates two ridged plate tube sections **84** separated by a variable voltage positive grid section **86**. FIG. **7** further illustrates an ion charge sensor **26** mounted through casing **110**, the sensor **26** detecting the charge of the ions as they flow through the gas ionization and energy production section **25**. The ion charge sensors **26** are connected to the amplifier/controller **55** and operate to keep the variable positive voltage grids **86** downstream at a greater positive potential as compared to the charge on the ions in the airflow to help accelerate the flow and dissociation process. The ion charge sensors **26** are preferably configured to be aerodynamic and able to withstand supersonic airflows.

Conventionally, ion detectors include a sensing electrode, an evaluating circuit, and an indicator means. In the preferred embodiment of the invention, the ion charge sensor **26** controls the variable positive grid **86** to its immediate rear. The heat radiating ridged plates **120** progressively increase the temperature of the air in each succeeding ridged plate tube section **84**, thereby continuing the ionization process. As the air molecules start to loose electrons and become more positive, ion charge sensors **26** monitor the ionization of the air as it passes through each stage of ionic excitation. Based upon input from the ion sensors **26**, the amplifier/controller **55** shown in FIG. **1** automatically increases the positive voltage potential on the next succeeding variable positive voltage grid **86** in the line of airflow **22** to continue the electron extraction process, thereby maintaining a constant flow of free electrons originating from the variable positive voltage grids **86** to the electrical studs **27** protruding from each variable positive voltage grid section **86**. Variable positive voltage generation circuits are known to those skilled in the art and typically generate a positive voltage that increases or decreases in accordance with an increase or decrease in the entered high-frequency power.

Again referring to FIG. **7**, the cylindrical trailing edge **145** of each ridged plate section **84** should be in close proximity to the variable positive voltage grid **86** to immediately attract and extract the free electrons. The variable positive voltage potential, as well as the radiating heat of the ridged plates **120** may progressively increase from the front to the rear sections to continue the ionization and dissociation process. In one embodiment of the invention, the vanes **170** of the variable positive grid **165** may be parallel to the ridged plates **120** to maximize extraction of free electrons. Ion sensors **26** generally located foreword of the ridged plate tube sections **84** detect the charge of the ions at each stage and may automatically increase the potential of the variable positive voltage grids **165** to a higher positive potential as compared to the ions to help accelerate the velocity, increase dissociation, and have a greater potential for extracting electrons.

The gas ionization and energy production section **25** preferably starts with a ridged plate tube section **84** at its respec-

tive front to start the molecular dissociation process, and ends with a variable positive voltage grid section **86** at its respective rear so as to continue the extraction of free electrons as much as possible. The process of extreme high velocity air flow through a repeated combination of ridged plate tube sections **84** and variable positive voltage grid sections **86** may create atomic and molecular dissociation, and eject electrons from their normal orbits. These free electrons are attracted to the variable positive voltage grid **86** and extracted, thus creating a positive charge ion plasma, both of which are utilized to create voltage potentials, and current flow.

Now turning to FIGS. **8-11**, a detailed discussion of the ionized gas neutralizing chamber **35** is provided. The ion gas neutralizing chamber **35** may be constructed of a longitudinal tubular shaped member connected between a front centrifugal front impeller manifold **220** and a rear exhaust manifold **280**. Both front centrifugal front impeller manifold **220** and rear exhaust manifold **280** may be constructed of a variety of compositions which may include, without limitation, either alternatively or in combination, boron nitride, alumina, sapphire, or zirconium. The front manifold **220** and rear manifold **280** are attached to neutralizing chamber **35** by mating male connectors **225** to female connectors **227** at annular flanges or lugs **230**. The ionized gas neutralizing chamber **35**, the front centrifugal impeller manifold **220** and the rear exhaust manifold **280** all have an outer casing **210** made of an electrical insulating material capable of withstanding high pressures, high vibration forces, and high temperatures. Such electrical insulating material is also preferably configured with a minimum weight, e.g., with the lowest possible weight. The centrifugal impeller manifold **220** houses a centrifugal impeller **30**. The centrifugal impeller **30** may be constructed of material capable of withstanding high temperatures and high rotational stress. For example without limitation, the centrifugal impeller **30** may be constructed of a variety of compositions which may include either alternatively or in combination, boron nitride, alumina, sapphire, or zirconium. Additionally, the centrifugal impeller may be electrodeposited with an electrical insulating material, such as, but not limited to, alternatively or in combination, boron nitride, alumina, sapphire, or zirconium, the electrical insulating material being capable of withstanding high temperatures, high velocity particle impacts, and high rotational stress. The centrifugal impeller **30** is also preferably configured with a minimum weight, e.g., with the lowest possible weight.

The ionized gas neutralizing chamber **35** has electric discharge plugs **275** threaded into outer casing **210**. Each electric discharge plug **275** is secured to the outer casing **210** using a nut **273**, as an integral part of the discharge electrode. The discharge plug probe, i.e., discharge electrode **270** of the discharge plug **275** is positioned in an air path **235** to discharge the extracted electron and to neutralize the positively charged ions in the ionized airflow **222**. The discharge plug probe, i.e., discharge electrode **270** may be constructed of a variety of compositions which may include either alternatively or in combination, titanium diboride, tantalum, carbide, niobium carbide, or zirconium carbide. The ionized gas neutralizing chamber **35** includes an electric motor **40** mounted therein to drive the centrifugal impeller **30**.

The circumferentially spaced apart arrangement of air paths **235** is shown in FIGS. **8** and **11**. This arrangement of air paths **235** allows ample space between each individual duct to allow ambient air cooling to the motor **40**, and also allows access to the motor **40** for electrical connections. Each air path is configured in the form of a straight duct arrangement. However, the air path **235** may be configured with a spiral design as shown in FIG. **13**, but still spaced apart from one

another to allow ambient air cooling to the motor **40**. The total pathway volume of the neutralizing chamber **35**, the exhaust duct **280**, **285**, and the exhaust tail pipes **45** connected thereto, is preferably not less than the total volume of ionization and energy production section **25**, so as not to create any back pressure.

The rear view of the neutralizing chamber **35** is shown in FIG. **10** without the exhaust duct **280** attached. As illustrated, the inner circumference attaching bolts, as well as the mounting brackets **243**, **245** and associated hardware **240**, and anchor nuts **241**, are accessible from the open rear area of the neutralizing chamber **35** before attaching the exhaust duct **280**. After the exhaust duct **280** is attached, the central rear area remains open to provide access to the motor **40** and all associated mounting hardware.

The rear view of the exhaust duct **280** is shown in FIG. **10**. As illustrated, the open rear area of the exhaust duct **280** provides access to the motor **40** and all associated mounting hardware. The electrical connections may also be routed in between the individual air paths **235**. Note the inner and outer circumference flange design, as well as flanges on the tail pipe attaching ducts **285**.

The electric motor **40** may optionally be an electrical generator combination. The electric motor **40** is mounted on mounting brackets **245**. The electric motor **40** is secured to the mounting brackets **245** by mating the male connectors **240** with the female anchor connectors **241** through the mounting bracket **245**. The mounting brackets **245** and the connectors **240** and **241** are of sufficient size and strength to secure the electric motor within the ionized gas neutralizing chamber **35**. Mounting brackets **245** may additionally include a heat insulating spacing material **243** to minimize heat transfer.

The electric motor **40** is shielded within an electrically insulating and electromagnetically isolating material **250** that is capable of withstanding high pressures, high vibrations, and high temperatures so that the heat and electrical charges resulting from operation of the ionized gas neutralizing chamber **35** has a negligible effect on the operation of the electric motor **40**. An air gap **239** is provided to allow the electric motor **40** space to be cooled. In addition, a plurality of individual air paths **235** are formed completely around the electric motor **40**, but independently from one another in order to let ambient air flow in between the ducts **235** for cooling the electric motor **40**. The rear manifold **280** provides an exhaust system for exhaust **80** to exit the neutralized gas neutralizing chamber **35**. The exhaust **80** exits the rear manifold **280** through duct **285**, as shown in FIG. **9**.

Ionized gas neutralizing section **35** works as follows. Electric motor **40** is mechanically connected to a centrifugal impeller **30** via connecting shaft **237**. Connecting shaft **237** may be constructed of a variety of compositions, which may include alternatively or in combination, boron nitride, alumina, sapphire, or zirconium. Additionally, the connecting shaft **237** may be electrodeposited with an electrical insulating material, such as, but not limited to, alternatively or in combination, boron nitride, alumina, sapphire, zirconium, or other ceramic, the connecting shaft **237** being configured to withstand high temperatures and high friction wear. The electric motor **40** is used to cause centrifugal impeller **30** to rotate to draw high velocity ambient airflow **22** through gas ionization and energy production section **25**, causing the ambient airflow **22** to become positively charged due to electron extraction by the positive voltage grids **86**. Thus, the gas ionization and energy production section **25** converts the ambient airflow **22** into a positively charge ionized airflow

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222. As shown in FIG. 18, shaft 237 may be coupled to electrical motor shaft 1830 by electrically insulated joint material 1820.

The centrifugal impeller 30 draws the ionized airflow 222 exiting the gas ionization and energy production section 25 into a plurality of ducts 235 of the ion gas-neutralizing chamber 35 so that the positively charged ions within the ionized air flow 222 may be discharged or neutralized. As shown in FIG. 17, the centrifugal impeller 30 comprises a housing 1700, an impeller blade assembly 510 having a plurality of blades 42 and blade retaining cone nut 43, a plurality of electrically conductive diffuser plates 520 having threaded retaining shafts 530, and an annular base 999 comprising an exhaust gas manifold 540 having a plurality of exhaust air passages (individual ducts) 560, housing retaining pins 550, diffuser voltage terminal 570, the entire impeller assembly 30 being attached to a rear bulkhead 1605.

The impeller cone nut 43 secures the impeller 510 onto an axially disposed impeller shaft (not shown). The impeller 510 and cone nut 43 may be constructed of lightweight materials capable of withstanding high temperatures and high rotational stress and vibration.

The electrically conductive diffusers 520 may be secured onto the manifold 540 and rear bulkhead 1605 via electrically conductive studs, bolts, screws, and/or rivets, or as shown in FIGS. 16 and 20, via integrated electrically conductive threaded studs 2010.

The individually ducted manifold 540 may include integrated pressure and heat sensor mounts (not shown). The individual ducts 560, i.e., exhaust air passages may be of sufficient length, and separated from one another to provide access to electrically conductive diffuser mounting studs and/or securing devices behind rear bulkhead 1605. Additionally, the manifold 540 may have an annular design, attaching onto individual ducts of ion neutralizing chamber 35. The ducts 560 may be sufficiently separated from one another to allow access to main shaft flange joint assembly 1810 as shown in FIGS. 16 and 18. As shown in FIGS. 17 and 18, the bulkhead 1605 houses a bearing apparatus 1750 for the main shaft assembly 1810. The bearing housing 1750 may be constructed of silicone nitride, and/or ceramic. The main shaft 1810 may be constructed of metal alloys able to withstand high temperatures, pressures, and high torque. The shaft 1810 may be thermal sprayed and/or coated with ceramics that have electrical insulating properties. The shaft 1810 may be a single piece, protruding from the electric motor 40 or may have one or more joint connections between the motor 40 and impeller 510 and rear bulkhead 1605. The joints may incorporate electrical insulating fasteners 1900 as shown in FIG. 19 to prevent electrostatic discharge onto the motor 40. The fasteners 1900 may comprise a threaded device 1905 that can be inserted through washers 1907, electrically insulated insert tubes 1910, and threaded onto nut 1930.

As shown in FIG. 18, electrically conductive diffusers 520 are connected to exterior electrical wiring and/or cables via terminal 570. As shown in FIG. 17, the housing 1700 may include a plurality of integrated arcuate slot bearings 1705 which are disposed so as to create slots through which leading edge of electrically conductive diffusers 520 may precisely fit for added integrity. The housing 1700 may be constructed of metal alloys or other material that can withstand high temperatures and pressures, and thermal sprayed and/or coated with ceramics that have electrical insulating properties.

Referring to FIGS. 16 and 20, the electrically conductive diffuser plates 520 have integrated electrically conductive securing studs 2010. The diffusers 520 may be constructed of an electrically conductive material that can withstand high

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temperatures and pressures. Diffusers 520 that are constructed of a metal alloy may also be thermal sprayed and/or coated with ceramics that have electrically conductive properties. The integrated studs 2010 secure the diffusers 520 and manifold 540 onto rear bulkhead 1605. Through electrical connection 570 varying potentials of positive voltage may be applied to the electrically conductive diffusers 520 so that electrons may be attracted and extracted from high kinetic energy gases. One-way diodes (not shown) may prevent the extracted electrons from flowing back onto the diffusers 520, thus forming a positive charge plasma directly proportional in charge to the amount of electrons extracted. As shown in FIG. 11, positive charged plasma may impose a positive charge on the electron discharge electrodes 270 in the ion neutralizing chamber 35 to draw the extracted electrons back into the positive charged plasma, which may create current flow. It should be noted that all components in direct contact with the positive charged ion plasma may be constructed of, but not limited to, boron nitride, sapphire, zirconium, or alumina.

The cone nut 43, impeller blade assembly 510, bulkhead 1605, housing 1700, and connecting shafts may be constructed of, but not limited to boron nitride, alumina, sapphire, or zirconium. The electrically conductive diffusers 520 may be constructed of, but not limited to, titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide.

Each individual duct 235 includes a plurality of electron discharge plugs 275 that can electrically discharge the extracted electrons to neutralize the positively charged ions contained within ionized airflow 222. As shown in FIGS. 15A and 15I, the discharge plugs 275 are securely threaded into each individual duct 235 and electrically connected in series and/or parallel via conducting wire/cable 271 to amplifier/controller 55.

The positively charged ion air flow 222 acting on the electron discharge plug probe 270 of electron discharge plug 275 establishes a positive electrical potential signal to the amplifier/controller 55 to draw the extracted electrons onto the discharge probes 270 and electrically neutralize the positively charged ions in ionized air flow 222. After the ionized air flow 222 has passed the discharge plugs probes 270 and the positively charged ions are neutralized, the ionized air flow 222 is converted into an exhaust gas 80 and exits the ion gas neutralizing chamber 35 via duct 285. Duct 285 routes the exhaust gas 80 to tail pipes 45 where the exhaust gas 80 is monitored by ion gas sensors 50 to detect whether the positively charged ions within the exhaust gas 80 have been properly neutralized before entering the atmosphere.

The individual ducts 235 are illustrated in greater detail in FIG. 13. The ionized gas neutralizing chamber 35 is comprised of a plurality of individual straight ducts 235 surrounding the electric motor 40, the ducts being separated by radially extending partition walls 290. The ionized gas neutralizing chamber 35 includes air gap 239 to help cool electric motor 40 of centrifugal impeller 30. Electric circuitry connected to each electron discharge electrode 270 may be designed to evenly distribute the extracted electrons among the discharge electrodes 270 to prevent electrode overheating. Electron discharge plug probes 270 are constructed of high electrically conductive material able to withstand high velocity airflow and high temperatures. All electron discharge electrodes 270 may be constructed of electrically conductive ceramic. After the exhaust 80 passes the sensors 50, the exhaust 80 exits the tailpipes 45 and is expelled back into the atmosphere.

FIG. 13 shows an alternate embodiment of the ionized gas neutralizing chamber 35 of FIGS. 8-11 that operates in the same manner as the ionized gas neutralizing chamber 35 of FIGS. 8-11. After the airflow 222 containing positively

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charged ions plasma has passed the discharge plugs **270** and the positively charged ions are neutralized, air flow **222** exits the ion gas neutralizing chamber **35** via ducts **285**. Ducts **285** route the airflow **222** to tail pipes **45** (shown in FIG. **1**) where the exhaust **80** is expelled back into the atmosphere. The individual ducts **300** differ from ducts **235** in that ducts **300** extend in a spiral or helical formation to allow addition of more electron discharge plugs to each duct **300** to more effectively neutralize the ionized plasma and cool the system than the individual ducts **235** of FIGS. **7-8**. The electron discharge plugs **275** are electrically connected in series and/or parallel, and are connected to the amplifier/controller **55**.

The operation of the power system **20** is regulated by an amplifier/controller **55**. The amplifier/controller comprehends a plurality of devices, or a single device performing a plurality of functions under the direction of a microprocessor or microcontroller control logic **329**, as reflected in FIG. **14**. The control logic **329** monitors the charge on the ionized airflow as it passes through the ridged plate tubular sections **84** and regulates the voltage to the positive voltage grid sections **86**. The amplifier/controller **55** is also responsible for controlling the current to the plates **120**, thereby guaranteeing increased ionization as the ionized air flow progresses through the energy production section **25**, as well as controlling the neutralization of the charge on the exhaust **80**, which is discussed in later in greater detail.

Specifically, input from the ion sensors **26**, ion sensors **50**, and discharge plugs **275** are monitored by the control logic **329**. The control logic **329**, in turn, electronically communicates with the ridged plate amplifier and controller logic **331** that regulates current to the ridged plates **120** for heating the tubular sections **84**. The ridged plate amplifier and controller logic **331** accepts inputs **333** from negative leads of the ridged plates **120**. Under control of control logic **329** and the variable positive voltage grid amplifier and controller **325**, the voltage applied to the variable positive voltage grid **86** is adjusted and the current drawn off from the grid **86** is regulated.

Moreover, under control of control logic **329**, a centrifugal impeller amplifier and controller **327** applies power and control signals to the centrifugal impeller motor **40**.

Under the control of control logic **329**, vehicle propulsion amplifier and controller **335** may provide electrical power to assist operation of an electrically powered vehicle propulsion system, including a conventional rheostat, a braking system, and electric wheel motors **70**. Voltage and current is applied to the vehicle propulsion system to aid in propulsion or braking the wheeled land vehicle as desired. A source of supplemental power **337** provides backup power and serves as a means for bootstrapping the device until electric energy is produced in sufficient quantity to operate the control logic. The supplemental power **337** provides sufficient electric power to a conventional electric vehicle propulsion system to run all accessory electric systems, including air conditioning, stereo/radio, electric heating, AC output from inverter, windshield-wiping systems, etc.

A conventional electric vehicle propulsion system may include an electric rheostat, a cruise control switch, a multi-position electric switch, a braking system, and drive wheel electric motors to propel the vehicle. A conventional electric rheostat on a dash panel may vary the electric signal sent to the drive wheel electric motors **70** to control the speed of vehicle, but only after determining that a separate cruise control switch is in the off position. The electric rheostat may also be used to control the speed of electric motor **40** that drives centrifugal impeller **30**, and to increase electrical power to inverter as required.

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A foot pedal controlled rheostat electric signal controls the speed of the vehicle via amplifier/controller **55**, but only when the cruise control switch is in the off position. A separate multi-position electric switch on the dash panel gives the driver the option of rear wheel drive, front wheel drive, or all wheel drive. The multi-position electric switch is easily within the drivers reach, with indicators for reverse, neutral, drive, D1 low, and D2 low. The electric switch may be rotary, or linear type.

In the reverse position, the electric signal being sent to the drive motors would be of opposite polarity, as compared to the electric signals for the forward position. In the neutral position, no electric signals are sent to the drive motors, but only rotate the electric motor **40** on centrifugal impeller **30** to produce electric power, via electric rheostat on foot pedal, or electric rheostat on dash panel. In the drive position, an electric signal is sent to the drive motors of opposite polarity as compared to the electric signal in the reverse position. Depending on application and size of vehicle, D1 low and D2 low positions are optional.

D1 low position sends an electric signal to drive motors of the same polarity as the drive position, but are amplified to double the torque produced by the drive motors. D2 low position progressively amplifies the electric signal to maximize torque and speed. The braking system on the vehicle may include a conventional electric disk, hydraulic disk, shoe and drum, or any combination thereof, described in the prior art. Manual foot, or hand braking systems may also be employed, also described in the prior art.

FIGS. **15A-15E** show various embodiments of the discharge plugs **275** in greater detail. FIG. **15A** shows a first discharge plug **400** screwed into an optional metal alloy insert material **425** molded into individual air duct **235** for securely tightening discharge plug **400** into the air duct **235**. The discharge plug **400** has a threaded metallic or ceramic casing **407** for screwing the discharge plug **400** into the air duct **235**. In the embodiment shown, each discharge plug **400** utilizes a "V" shaped leaf **403** that snugly fits around a center shaft **405**, but also rotates about the center shaft **405** and configures itself into ionized airflow **222** so that the impact of the ionized airflow **222** contacting the "V" shaped leaf **403** causes eddies to form and slow the velocity of the ionized airflow **222** to more effectively neutralize positively charged ion within the ionized airflow **222**. The center shaft **405** and leaf **403** may be molded and/or sintered as a single integral piece, and properly configured in ionized gas flow to reduce gas velocity when the electrode is tightly and properly threaded into the duct **235**. The base **409** of the discharge plug **400** is not anchored to the insulating material **250** encapsulating motor **40**. Thus, the plug **400** is constructed to withstand high velocity airflow and high temperatures.

FIG. **15B** shows an alternate embodiment of a discharge plug **420** inserted into a duct **235** which also has a metallic base **431** molded into electrical insulating casing **433** in encapsulating material **250** that anchors and secures discharge plug **420**. The anchored discharge plug **420** relies on its metallic base **431** anchored in casing **433** to withstand high velocity airflow and high temperatures.

FIG. **15C** shows a top view of the shaft **405** and "V" shaped leaf **403** of a discharge plug. The shaft **405** and leaf **403** are made of metallic material. Alternatively, shaft **405** may be composed of, for example without limitation, a variety of compositions which may include either alternatively or in combination, boron nitride, alumina, sapphire, or zirconium. Once the V-shaped leaf **403** configures itself in the ionized

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airflow **222** to cause eddies, its grip on the center shaft **405** increases more efficiently discharges electrons to neutralize ionized airflow **222**.

FIG. **15D** shows another variation of the discharge plug. Discharge plug **480** has an integrated head, e.g., hex head **401**, and includes a stacked washer design **485**, preferably being lathed and/or molded as a single integral piece. The stacked washer design **485** provides an increased surface area to more effectively discharge electrons into positive charged ion plasma.

FIG. **15E** shows another embodiment of the discharge plug. Discharge plug **490** has a central shaft **495** with an increased surface area to more effectively discharge electrons into positive charged ion plasma. The discharge plug **490** is made of high electrical conductivity, but able to withstand high velocity and high temperatures.

The power system **20** may produce electric power that can be used by other systems, e.g., the propulsion system of an electric vehicle.

The power system **20** may incorporate magnetic bearings, mechanical silicon nitride, and/or ceramic bearings. These types of bearings require no maintenance and never require lubrication. These bearings also have a very high reliability due to silicon nitride or ceramic bearings and a low vibration characteristics. According to the present invention, all ceramic materials used to manufacture power system components may be molded, sintered, and precision machined in order to achieve required properties and/or operational characteristics.

A variation to the four electric drive motors would be to have only two drive motors. Each of the two motors would drive a front and rear differential and axle assembly with positive traction to ensure synchronization. This type of vehicle may optionally employ a transmission, and utilize a manual braking system sufficient to hold the vehicle on steep grades when parked. The vehicle drive system may also employ any combination of electric drive systems known in the prior art.

The power system may also be utilized as a residential/industrial power system. After electrons are extracted and utilized, they are electrically routed back to the ionized gas neutralizing chamber, to neutralize all positive ion gas before being expelled back out into the atmosphere. The power system preferably includes means for distributing and regulating an electrical potential to the electrical inverter/converter section, to each ridged plate section, to each variable positive voltage grid, to each sensor, and to the ionization sensor at the output end of the airflow path. The power system may include means for containment of electrical and electromagnetic effects of electrically charged particles and high velocity ionized gases.

In an alternative embodiment of the power system **20** as shown in FIGS. **21** and **22**, the rotational kinetic energy applied to the impeller **30** may be provided by a gas turbine design whereby exhaust gases are concentrated in ion neutralizing chamber **2100** being modified to have a teardrop form that tapers rearward to provide an attachment to exhaust turbine **2140**. The gas turbine shaft **2150** is connected to the centrifugal impeller **30**. The proposed aircraft power plant engine may be started the same as conventional jet aircraft engines, but at a higher rpm, by auxiliary high pressure air source. The centrifugal impeller **30** may draw in high velocity ambient air, as the electrically conductive diffusers **520** may compress the air while simultaneously creating molecular dissociation.

The diffusers **520**, shown in FIG. **16** may be applied with varying potentials of positive voltage to attract and extract

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electrons from the air. The level of positive voltage potential applied to the diffusers **520** may in part determine the amount of electrons extracted in conjunction with mass kinetic energy and molecular dissociation. The diffusers **520** may also be constructed of a material that is both electrically conductive and has a catalytic reaction on atmospheric gases, to include but not limited to titanium diboride. The diffuser configuration shown in FIG. **16** may create a positive charge ion plasma directly proportional in charge to the amount of electrons extracted. The plasma may now be susceptible to greater compression. The process described may also possibly create "POLYMERIC NITROGEN". As is known, when polymeric nitrogen reverts back to its atmospheric form, it has an expansion rate five times greater than TNT. The electron discharge electrodes **270**, positioned in the flow path may have the capability to discharge the extracted electrons back into the compressed plasma. The electron discharge back into the compressed plasma may cause a re-heat reaction and rapid but controlled expansion of the compressed gases that can drive the exhaust turbines **2140**. The amount of electrons re-introduced at the discharge electrodes may control the rate of expansion and RPM of exhaust turbines **2140**. If full or maximum power for thrust is required, the extracted electrons may be dumped at an electrically conductive discharge assembly, similar to neutralizing chamber **2100**, in a transfer tube **2140** to create an afterburner effect for maximum thrust through thrust nozzle **2145**.

The process, including electron extraction may both create expansion for thrust and electrically neutralize positive charge ion plasma. Ultimately, all the electrons extracted may be re-introduced back into the plasma to prevent electrostatic discharge from exhaust nozzle **2145**. The process may also create positive and negative voltage potentials and modified current flows, to be utilized by a vehicle under propulsion, e.g., and aircraft, land vehicle, and the like. The engine shown in FIGS. **21** and **22** may operate at higher temperatures, therefore materials such as boron nitride, sapphire, zirconium, and or alumina may be required to construct the housings, casings, manifolds, centrifugal impeller, exhaust turbines, common shafts, associated hardware, and surfaces in direct contact with the plasma. Components may also function in a ram-scam jet engine configuration, however the addition of electrically conductive diffusers to extract electrons, and an electron discharge system to re-introduce the extracted electrons back into the compressed plasmas to create expansion and thrust may be required. Axial flow engines may also be modified by electrically isolating and constructing stator vanes of electrically conductive materials and applying a positive voltage potential to the vanes to attract and extract electrons. All precautions to control and contain electrostatic forces as stated may be applied.

Moreover, in the thrust producing embodiment shown in FIG. **21**, the centrifugal impeller **30**, being attached to the ion neutralizing chambers **2100** may be sized to provide exhaust turbines with a predetermined, preferably sufficient, mass for proper operation. The chambers **2100** have individual pathways that flare out from a respective front end to connect to the manifold **540** shown in FIG. **16**. The chambers **2100** may have a plurality of electron discharge electrodes **270** inserted or threaded into each individual pathway to discharge the extracted electrons back into compressed ionized gases and or plasma, thus causing a re-heat reaction and expansion to drive exhaust turbines. The discharge electrodes **270** may also be designed to be positioned longitudinally in the pathways with sharp trailing edges to more efficiently discharge the extracted electrons. Exhaust turbine **2140** has a rear frame assembly that includes concentric V shaped structures.

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As shown in FIG. 22, basic electrical components and electrical connections comprise electrical wiring and/or cables immediately connected to electrically conductive diffusers 520 (shown in FIG. 16) inside the centrifugal impeller assembly 30, electron discharge electrodes 270, and electrically conductive electron discharge assembly in transfer tube 2245. The aforementioned immediately connected components, including the immediately connected wiring/cables, may be constructed of electrically conductive ceramics such as, but not limited to titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide. The amplifier/controller 55 has an external power source and is connected to the power and voltage regulator 2240 and batteries 60. The power and voltage regulator 2240 is also connected to batteries 60. Additionally, the power and voltage regulator 2240 has electrical connections 2280 to discharge electrodes and electrical connections 2290 to V shaped concentric structures in the transfer tube 2140. All electrical connections to the components may be completely hermetically sealed to prevent ambient air arcing and/or corona. Electrically conductive ceramics are insulated with ceramics that have electrical insulating properties.

It is to be understood that the present invention is not limited to the embodiments described above, but encompasses any and all embodiments within the scope of the following claims.

I claim:

1. A power system for an electrically powered land vehicle, comprising:

a gas ionization and energy production section including a plurality of abutting tubular members defining an airflow path having an input end and an output end, each of the tubular members having:

a ridged plate section having a plurality of heating plates for exciting air to an elevated energy level, the heating plates being disposed in spaced-apart relationship to allow the flow of air through the section;

a variable positive voltage grid for collecting charged particles;

at least one sensor for detecting the charge of said charged particles; and

a casing being made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces;

means for drawing air into the input end of the airflow path in order to establish an airflow through the gas ionization and energy production section;

means for distributing the charged particles to the land vehicle's battery and propulsion system; and

means for regulating a potential of the variable positive voltage grid.

2. The power system according to claim 1, wherein said means for drawing air comprises means for drawing filtered air into the input end.

3. The power system according to claim 1, wherein said means for drawing air comprises a centrifugal impeller disposed in said airflow path.

4. The power system according to claim 3, wherein said centrifugal impeller is made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces.

5. The power system according to claim 4, wherein said means for drawing air further comprises an electric motor coupled to said centrifugal impeller.

6. The power system according to claim 5, further comprising means for distributing and regulating an electrical potential to the electric motor.

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7. The power system according to claim 1, further comprising an ionized gas neutralizing chamber at the output end of said airflow path.

8. The power system according to claim 7, further comprising a plurality of discharge electrodes extending into said neutralizing chamber for discharging charged particles into the airflow path in order to neutralize ionized gases in the airflow path.

9. The power system according to claim 8, wherein each said discharge electrode further comprises a shaft and a V-shaped leaf rotatable around the shaft in order to slow airflow through said neutralizing chamber.

10. The power system according to claim 8, wherein the discharge electrodes have sharp trailing edges disposed longitudinally in the air flow path.

11. The power system according to claim 7, wherein said ionized gas neutralizing chamber further comprises a casing and manifolds, wherein the casing and manifolds are made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces.

12. The power system according to claim 7, wherein said ionized gas neutralizing chamber comprises a plurality of individual pathways configured to channel ionized gases onto discharge electrodes to electrically neutralize ionized gases in an efficient manner.

13. The power system according to claim 12, wherein said ionized gas neutralizing chamber is configured with a spiral to increase length of said individual pathways, to accommodate an increased number of discharge electrodes per pathway, and to neutralize gases in a more efficient manner.

14. The power system according to claim 1, wherein said means for drawing air comprises a centrifugal impeller disposed in the airflow path and an electric motor coupled to the impeller, the system further comprising an ionized gas neutralizing chamber surrounding the electric motor.

15. The power system according to claim 1, further comprising means for controlling said heating plates in order to vary the heat supplied to each said ridged plate section.

16. The power system according to claim 1, further comprising an ionization sensor at the output end of the airflow path for detecting an ionization potential of air exiting the energy production system.

17. The power system according to claim 16, wherein the ionization sensor is aerodynamically configured to optimize strength, inhibit sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

18. The power system according to claim 16, further comprising means for distributing and regulating an electrical potential to each sensor.

19. The power system according to claim 16, further comprising means for distributing and regulating an electrical potential to the ionization sensor at the output end of the airflow path.

20. The power system according to claim 1, wherein each heating plate comprises ridges and valleys, and said power system further comprises means for creating elastic, high pressure vortices at every valley of each ridged plate, thereby raising the kinetic energy of high velocity gases flowing therethrough.

21. The power system according to claim 20, wherein each heating plate is made of material configured to maximize heat when an electrical current is applied to the plate.

22. The power system according to claim 21, wherein each heating plate is made of material configured to withstand high temperatures, high pressures, and high vibration forces.

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23. The power system according to claim 20, wherein valleys of each heating plate are optimally configured with a depth, length, and shape to form and hold a type of high pressure vortex that optimally creates molecular dissociation of high velocity gases flowing therethrough.

24. The power system according to claim 20, further comprising an electric engine, wherein each heating plate is configured with a length sufficient to cause molecular dissociation of high velocity gases flowing therethrough to minimize overall airflow restrictions, and minimize power consumption of the electric engine.

25. The power system according to claim 20, wherein the heating plates are integrally and electrically connected to one another.

26. The power system according to claim 1, further comprising means for ionizing large volumes of gases and extracting electrical energy from said gases.

27. The power system according to claim 1, further comprising means for raising the kinetic energy of gases to create molecular dissociation.

28. The power system according to claim 1, further comprising means for creating molecular dissociation, thus freeing electrons from their normal orbits.

29. The power system according to claim 1, further comprising means for extracting maximum electron energy potentials from ionized gases.

30. The power system according to claim 1, further comprising means for creating high voltage potentials and current flow from ionized gases.

31. The power system according to claim 1, further comprising an electrical inverter/converter system, and means for creating utilizable alternating current and direct current through the electrical inverter/converter system.

32. The power system according to claim 31, further comprising means for distributing and regulating an electrical potential to the electrical inverter/converter section.

33. The power system according to claim 1, further comprising means for distributing and regulating an electrical potential to each ridged plate section.

34. The power system according to claim 1, further comprising means for distributing and regulating an electrical potential to each variable positive voltage grid.

35. The power system according to claim 1, further comprising means for distributing and regulating an electrical potential to each sensor.

36. The power system according to claim 1, further comprising means for containment of electrical and electromagnetic effects of electrically charged particles and high velocity ionized gases.

37. The power system according to claim 1, wherein said casing is formed by molding onto the ridged plates during a casing manufacturing process.

38. The power system according to claim 1, wherein said casing is formed by molding onto the variable positive voltage grid during a casing manufacturing process.

39. The power system according to claim 1, wherein said casing has inner walls and said variable positive voltage grid has inner walls, wherein the inner walls of the casing are flush and seamless with the inner walls of the variable positive voltage grid.

40. The power system according to claim 1, further comprising a protruding stud on an exterior of said casing, a lock washer, and a locknut, wherein said variable positive voltage grid may be configured to be secured to the casing.

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41. The power system according to claim 1, wherein said positive voltage grid is made of electrically conductive material configured to withstand high temperatures, high pressures, high vibration forces.

42. The power system according to claim 1, wherein said positive voltage grid further comprises vanes aerodynamically configured to optimize strength, inhibit vane vibration, and inhibit turbulent airflows.

43. The power system according to claim 42, wherein said vanes are selected from the group consisting of multiple integrated vane assemblies and a single vane assembly per stage.

44. The power system according to claim 42, wherein said vanes are integrally connected to a protruding stud.

45. The power system according to claim 1, further comprising at least one ion charge sensor located between each ridged plate section and each variable positive voltage grid in a path of ionized gases to detect electrical charge of the gases.

46. The power system according to claim 45, wherein each ion charge sensor is aerodynamically configured to optimize strength, inhibit ion charge sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

47. The power system according to claim 1, further comprising at least one ion charge sensor located in a path of gases at the output end of the production section, said at least one ion charge sensor being configured to detect electrical charge of gases before the gases are expelled from the production section.

48. The power system according to claim 47, wherein each ion charge sensor is aerodynamically configured to optimize strength, inhibit ion charge sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

49. The power system according to claim 1, further comprising discharge electrodes made of electrically conductive material configured to withstand high temperatures, high pressures, and high vibration forces, with minimal carbon buildup.

50. The power system according to claim 1, further comprising discharge electrodes electrically connected to one another in any combination of parallel and/or series circuits.

51. The power system according to claim 50, wherein said discharge electrodes further comprise a surface area configured to discharge charged particles into ionized gases to electrically neutralize gases in an optimally efficient manner.

52. The power system according to claim 1, wherein said centrifugal impeller is electrodeposited with an electrical insulating material capable of withstanding high temperatures, high velocity particle impacts, high rotational stress.

53. The power system according to claim 52, further comprising an electric motor and a common shaft for the centrifugal impeller and the electric motor, wherein the common shaft is electrodeposited with an electrical insulating material configured to withstand high temperatures and high friction wear.

54. The power system according to claim 52, further comprising a neutralizing chamber concentric to said electric motor and said centrifugal impeller, wherein said common shaft is configured with a length to position said electric motor further rearward of said concentric ion neutralizing chamber.

55. The power system according to claim 52, wherein said electric motor is secured to said ion neutralizing chamber.

56. The power system according to claim 52, wherein said electric motor has a coating to provide electrical insulation

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and electromagnetic isolation from effects of electrically charged particles and high velocity ionized gases.

57. The power system according to claim 52, wherein said electric motor has ventilating ducts to inhibit overheating.

58. A power system for an electrically powered land vehicle, the land vehicle having at least one ground-engaging wheel, the system comprising:

a gas ionization and energy production section including a plurality of abutting tubular members defining an airflow path having an input end and an output end, each of the tubular members having:

a ridged plate section having a plurality of heating plates for exciting air to an elevated energy level, the heating plates being disposed in spaced-apart relationship to allow the flow of air through the section;

a variable positive voltage grid for collecting charged particles;

at least one sensor for detecting the charge of said charged particles; and

a casing made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces;

means for drawing air into the input end of the airflow path in order to establish an airflow through the gas ionization and energy production section;

means for regulating a potential of the variable positive voltage grid;

a combination amplifier and controller electrically connected to each of the variable positive voltage grids;

a battery electrically connected to said combination amplifier and controller;

a drive motor coupled to the at least one ground-engaging wheel, the drive motor being electrically connected to said battery and said combination amplifier and controller;

wherein said combination amplifier and controller distributes the charged particles to the battery and the drive motor.

59. The power system according to claim 58, wherein said means for drawing air comprises a centrifugal impeller disposed in said airflow path.

60. The power system according to claim 59, further comprising electrically conductive diffusers coaxially disposed around the centrifugal impeller, the diffusers having an application of varying potentials of positive voltage to attract and extract electrons from high kinetic energy gases in the airflow path.

61. The power system according to claim 58, wherein said means for drawing air further comprises an electric motor coupled to said centrifugal impeller.

62. The power system according to claim 58, further comprising an ionized gas neutralizing chamber at the output end of said airflow path.

63. The power system according to claim 62, further comprising a plurality of discharge electrodes extending into said neutralizing chamber for discharging charged particles into the airflow path in order to neutralize ionized gases in the airflow path.

64. The power system according to claim 63, wherein each said discharge electrode further comprises a shall and a V-shaped leaf rotatable around the shaft in order to slow airflow through said neutralizing chamber.

65. The power system according to claim 62, wherein said ionized gas neutralizing chamber further comprises a casing and manifolds, wherein the casing and manifolds are made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces.

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66. The power system according to claim 65, wherein the electrical insulating material of the casing and manifolds comprises electrically insulating ceramic material.

67. The power system according to claim 66, wherein the electrically insulating ceramic material of the casing and manifolds is selected from the group consisting of boron nitride, alumina, sapphire, and zirconium.

68. The power system according to claim 63, further comprising: the plurality of discharge electrodes being made from electrically conductive ceramic material.

69. The power system according to claim 68, wherein the electrically conductive ceramic material of the plurality of discharge electrodes is selected from the group consisting of titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide.

70. The power system according to claim 62, wherein said ionized gas neutralizing chamber comprises a plurality of individual pathways configured to channel ionized gases onto discharge electrodes to electrically neutralize ionized gases in an efficient manner.

71. The power system according to claim 70, wherein said ionized gas neutralizing chamber is configured with a spiral to increase length of said individual pathways, to accommodate an increased number of discharge electrodes per pathway, and to neutralize gases in a more efficient manner.

72. The power system according to claim 62, wherein the heating plates are integrally and electrically connected to one another.

73. The power system according to claim 58, wherein said means for drawing air comprises a centrifugal impeller disposed in the airflow path and an electric motor coupled to the impeller, the system further comprising an ionized gas neutralizing chamber surrounding the electric motor.

74. The power system according to claim 58, further comprising means for controlling said heating plates in order to vary the heat supplied to each said ridged plate section.

75. The power system according to claim 58, further comprising an ionization sensor at the output end of the airflow path for detecting an ionization potential of air exiting the energy production system.

76. The power system according to claim 58, wherein said means for drawing air comprises means for drawing filtered air into the input end.

77. The power system according to claim 58, wherein said centrifugal impeller is made of electrical insulating material configured to withstand high temperatures, high pressures, and high vibration forces.

78. The power system according to claim 77, wherein said means for drawing air further comprises an electric motor coupled to said centrifugal impeller.

79. The power system according to claim 78, further comprising means for distributing and regulating an electrical potential to the electric motor.

80. The power system according to claim 77, wherein the electrical insulating material of the centrifugal impeller comprises electrically insulating ceramic material.

81. The power system according to claim 80, wherein the electrically insulating ceramic material of the centrifugal impeller is selected from the group consisting of boron nitride, alumina, sapphire, and zirconium.

82. The power system according to claim 58, further comprising an ionized gas neutralizing chamber at the output end of said airflow path.

83. The power system according to claim 82, further comprising a plurality of discharge electrodes extending into said

neutralizing chamber for discharging charged particles into the airflow path in order to neutralize ionized gases in the airflow path.

84. The power system according to claim **83**, wherein each said discharge electrode further comprises a shaft and a V-shaped leaf rotatable around the shaft in order to slow airflow through said neutralizing chamber.

85. The power system according to claim **58**, wherein said means for drawing air comprises a centrifugal impeller disposed in the airflow path and an electric motor coupled to the impeller, the system further comprising an ionized gas neutralizing chamber surrounding the electric motor.

86. The power system according to claim **58**, further comprising means for controlling said heating plates in order to vary the heat supplied to each said ridged plate section.

87. The power system according to claim **58**, further comprising an ionization sensor at the output end of the airflow path for detecting an ionization potential of air exiting the energy production system.

88. The power system according to claim **87**, wherein each ionization sensor is aerodynamically configured to optimize strength, inhibit sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

89. The power system according to claim **87**, further comprising means for distributing and regulating an electrical potential to the ionization sensor at the output end of the airflow path.

90. The power system according to claim **87**, wherein each ionization sensor is aerodynamically configured to optimize strength, inhibit sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

91. The power system according to claim **58**, wherein each heating plate comprises ridges and valleys, and said power system further comprises means for creating elastic, high pressure vortices at every valley of each ridged plate, thereby raising the kinetic energy of high velocity gases flowing therethrough.

92. The power system according to claim **58**, further comprising means for ionizing large volumes of gases and extracting electrical energy from said gases.

93. The power system according to claim **58**, further comprising means for raising the kinetic energy of gases to create molecular dissociation.

94. The power system according to claim **58**, further comprising means for creating molecular dissociation, thus freeing electrons from their normal orbits.

95. The power system according to claim **58**, further comprising means for extracting maximum electron energy potentials from ionized gases.

96. The power system according to claim **58**, further comprising means for creating high voltage potentials and current flow from ionized gases.

97. The power system according to claim **58**, further comprising an electrical inverter/converter system, and means for creating utilizable alternating current and direct current through the electrical inverter/converter system.

98. The power system according to claim **97**, further comprising means for distributing and regulating an electrical potential to the electrical inverter/converter section.

99. The power system according to claim **58**, further comprising means for distributing and regulating an electrical potential to each ridged plate section.

100. The power system according to claim **58**, further comprising means for distributing and regulating an electrical potential to each variable positive voltage grid.

101. The power system according to claim **58**, further comprising means for distributing and regulating an electrical potential to each sensor.

102. The power system according to claim **58**, further comprising means for distributing and regulating an electrical potential to the ionization sensor.

103. The power system according to claim **58**, further comprising means for containment of electrical and electromagnetic effects of electrically charged particles and high velocity ionized gases.

104. The power system according to claim **58**, wherein each heating plate is made of material configured to maximize heat when an electrical current is applied to the plate.

105. The power system according to claim **104**, wherein each heating plate is made of material configured to withstand high temperatures, high pressures, and high vibration forces.

106. The power system according to claim **105**, wherein valleys of each heating plate are optimally configured with a depth, length, and shape to form and hold a type of high pressure vortex that optimally creates molecular dissociation of high velocity gases flowing therethrough.

107. The power system according to claim **105**, further comprising an electric engine, wherein each heating plate is configured with a length sufficient to cause molecular dissociation of high velocity gases flowing therethrough to minimize overall airflow restrictions, and minimize power consumption of the electric engine.

108. The power system according to claim **58**, wherein said casing is formed by molding onto the ridged plate section during a casing manufacturing process.

109. The power system according to claim **58**, wherein said casing is formed by molding onto the variable positive voltage grid during a casing manufacturing process.

110. The power system according to claim **58**, wherein said casing has inner walls and said variable positive voltage grid has inner walls, wherein the inner walls of the casing are flush and seamless with the inner walls of the variable positive voltage grid.

111. The power system according to claim **58**, further comprising a protruding stud on an exterior of said casing, a lock washer, and a locknut, wherein said variable positive voltage grid may be configured to be secured to the casing by the lock washer and the lock nut.

112. The power system according to claim **58**, further comprising at least one ion charge sensor located between each ridged plate section and each variable positive voltage grid in a path of ionized gases to detect electrical charge of the gases.

113. The power system according to claim **112**, wherein each ion charge sensor is aerodynamically configured to optimize strength, inhibit ion charge sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

114. The power system according to claim **112**, further comprising: the at least one ion charge sensor being made from electrically conductive ceramic material.

115. The power system according to claim **114**, wherein the electrically conductive ceramic material of the ion charge sensor is selected from the group consisting of titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide.

116. The power system according to claim **58**, further comprising at least one ion charge sensor located in a path of gases at the output end of the production section, said at least one ion charge sensor being configured to detect electrical charge of gases before the gases are expelled from the production section.

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117. The power system according to claim 116, wherein each ion charge sensor is aerodynamically configured to optimize strength, inhibit ion charge sensor vibration, inhibit turbulent airflows, and optimize sensitivity to high velocity ionized gases flowing therethrough.

118. The power system according to claim 58, further comprising discharge electrodes made of electrically conductive material configured to withstand high temperatures, high pressures, and high vibration forces.

119. The power system according to claim 58, further comprising discharge electrodes electrically connected to one another in any combination of parallel and series circuits.

120. The power system according to claim 119, wherein said discharge electrodes further comprise a surface area configured to discharge charged particles into ionized gases to electrically neutralize gases in an optimally efficient manner.

121. The power system according to claim 58, wherein said centrifugal impeller is electrodeposited with an electrical insulating material capable of withstanding high temperatures, high velocity particle impacts, high rotational stress.

122. The power system according to claim 121, further comprising an electric motor and a common shaft for the centrifugal impeller and the electric motor, wherein the common shaft is electrodeposited with an electrical insulating material configured to withstand high temperatures and high friction wear.

123. The power system according to claim 122, further comprising a neutralizing chamber concentric to said electric motor and said centrifugal impeller, wherein said common shaft is configured with a length to position said electric motor further rearward of said concentric ion neutralizing chamber.

124. The power system according to claim 122, wherein said electric motor is electrically insulated and electromagnetically isolated from effects of electrically charged particles and high velocity ionized gases.

125. The power system according to claim 122, wherein said electric motor is ventilated to inhibit overheating.

126. The power system according to claim 122, wherein the electrical insulating material electrodeposited on the common shaft comprises electrically insulating ceramic material.

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127. The power system according to claim 126, wherein the electrically insulating ceramic material electrodeposited on the common shaft is selected from the group consisting of boron nitride, alumina, sapphire, and zirconium.

128. The power system according to claim 58, wherein each said discharge electrode may be independently electrically connected directly to an amplifier/controller in order to prevent electrode overheating.

129. The power system according to claim 128, wherein said electric motor is secured to said ion neutralizing chamber.

130. The power system according to claim 58, further comprising: the heating plates being made from electrically conductive ceramic material.

131. The power system according to claim 130, wherein the electrically conductive ceramic material of the heating plates is selected from the group consisting of titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide.

132. The power system according to claim 58, further comprising: the variable positive voltage grid being made from electrically conductive ceramic material.

133. The power system according to claim 132, wherein the electrically conductive ceramic material of the variable positive voltage grid is selected from the group consisting of titanium diboride, tantalum carbide, niobium carbide, and zirconium carbide.

134. The power system according to claim 58, wherein the electrical insulating material of the casing comprises electrically insulating ceramic material.

135. The power system according to claim 134, wherein the electrically insulating ceramic material of the casing is selected from the group consisting of boron nitride, alumina, sapphire, and zirconium.

136. The power system according to claim 58, wherein all electrical connections are completely hermetically sealed.

137. The power system according to claim 58, wherein electrical conductors being constructed of electrically conductive ceramics may be insulated with ceramics having electrical insulating properties.

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