

ALPHA PROSPECTS AND DERLITE PRESENTS

ATOMIC ENERGY FROM WATER PLASMOID PROTIUM POWER

**FOR INTERNAL COMBUSTION ENGINES
USING WATER AS AN ATOMIC FUEL.**

Proprietary Confidential Information

Inventor - Malcolm Bendall

Version 4.0 - December 25th 2017

WELCOME TO THE IMPLOSIVE ENERGY REVOLUTION

- Malcolm Bendall has invented a proprietary plasmoid-induced atomic fusion process which allows water to be used as the atomic fuel.
- Using this novel technology, conventional engines and generators can be retrofitted to run on a combination of water and fossil fuels, producing negligible toxic emissions when compared to current outputs.
- Existing hydrocarbon fossil fuels, (petrol, diesel & gas), are only used during the start-up to achieve the initial operating temperatures and vacuum. This is required to begin the creation, capture and harvesting of the stored atomic fusion energy contained within the plasmoids.

EXPLOSIVE vs IMPLOSIVE TECHNOLOGY

- Bendall's proprietary device, once attached to an internal combustion engine generates energy from a combination of HHO, plasma, preconditioned water, the original fossil fuel, the motor's vacuum and the recovered exhaust gases.
- Using current combustion engine technology $\geq 30\%$ of all hydrocarbon fuel is wasted as heat. The Bendall plasmoid energy retrofit utilises this loss, whilst improving efficiency by orders of magnitude.
- Tests performed on a working plasmoid energy engine prototype have proven the utility and efficiency of the engine, heralding the start of a new sustainable industrial revolution.

DERLITE FACTORY - PLASMOID GENERATOR PROTOTYPING



Drone view of the Derlite facility



The expansive facility covers 3,600 sqm



Malcolm Bendall overseeing construction of the Thunderstorm Generator



Malcolm testing and documenting results

EXECUTIVE SUMMARY - MARKET VALUATION

- Traditional internal combustion engine efficiency is $\leq 45\%$
- Using water as an atomic fuel reduces the engine's consumption of fossil fuels, as the energy consumed is derived from Protium, (an isotope of Hydrogen).
- Retrofitting the Bendall Engine technology to an existing engine increases the efficiency by $\geq 90\%$. This is because the by-product of burning water as an atomic fuel is water, which is continuously recirculated inside our closed fuel system.
- Market Segment Roll-Out:
 - Phase 1: Retrofit of Diesel, Petrol & Gas powered generators
Market Size: 14,000,000 gensets in operation
10% market penetration revenues: \$2.1bn
 - Phase 2: Retrofit of Diesel, Petrol & Gas powered vehicles
Market Size: 1.25bn vehicles in operation
10% market penetration license revenues: \$12.5bn

HOW IT WORKS - WATER TO HYDROGEN (H) & OXYGEN (O) TO WATER

**H₂O liquid
pulled apart**

**CATALYSTS INDUCE
DISASSOCIATION
OF H₂O LIQUID**

Water Vapour
Plasmoids
Iron
Chrome
Platinum
Shockwave
Heat
Exhaust Pulse
Vacuum
Plasma Spark

Liquid



**Hydrogen & Oxygen
HHO gas**

LIQUID TO GAS

The disassembled
water seperates
into two parts
ionised Hydrogen gas
and
one part Oxygen gas.

These gases are
highly flammable.

Gas



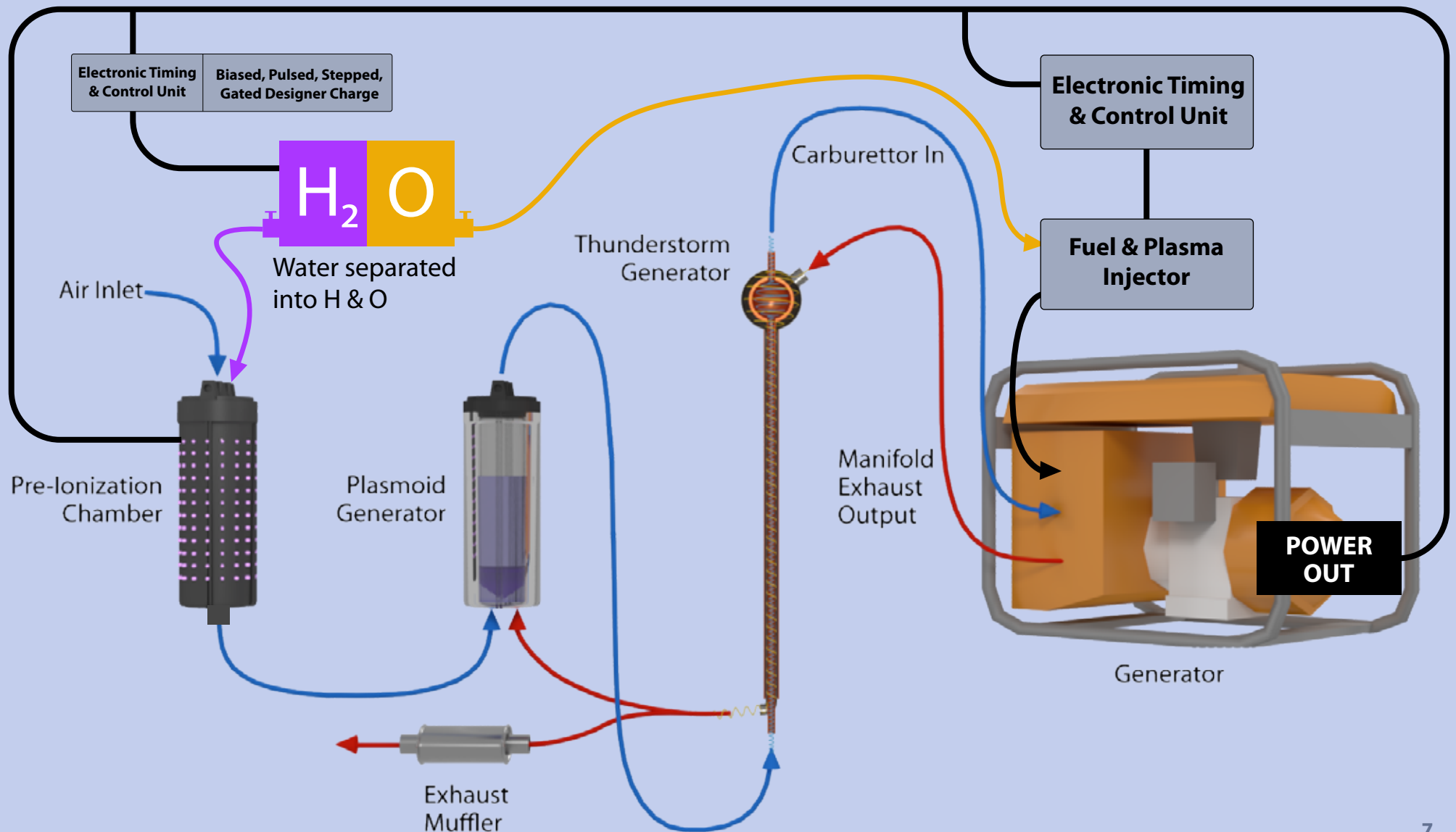
**Burning HHO gas
reverts to H₂O liquid**

GAS TO LIQUID

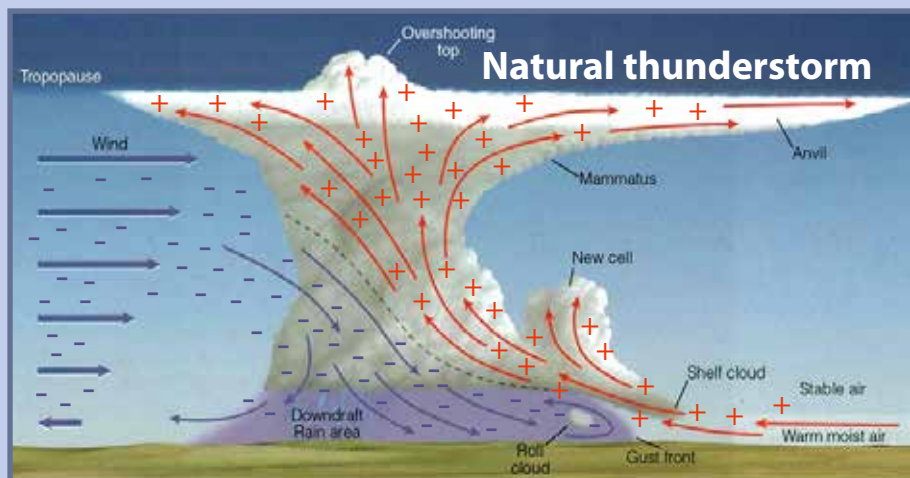
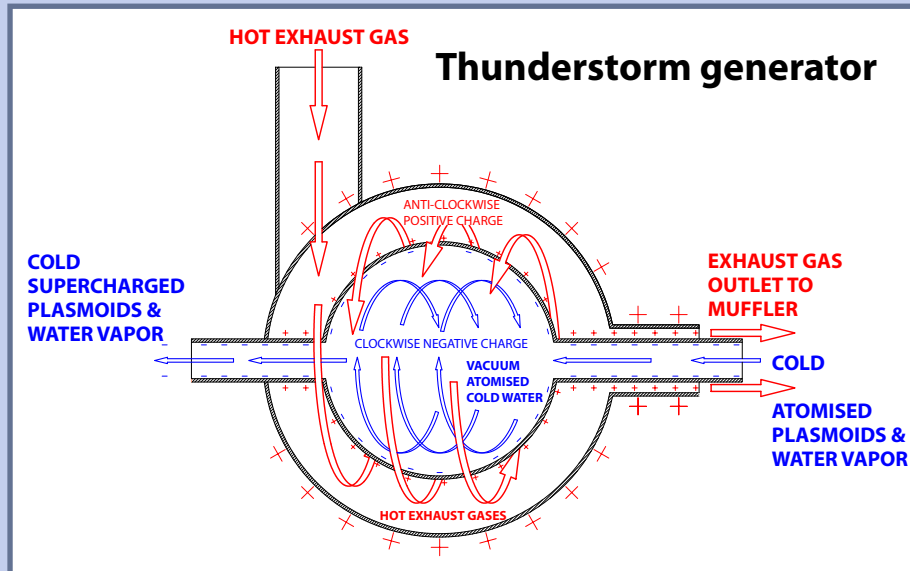
When HHO is
exposed to a
positively charged
plasma it ignites
and returns to
a liquid H₂O.

Liquid

HOW IT WORKS - SCHEMATIC OF THE BENDALL ENGINE

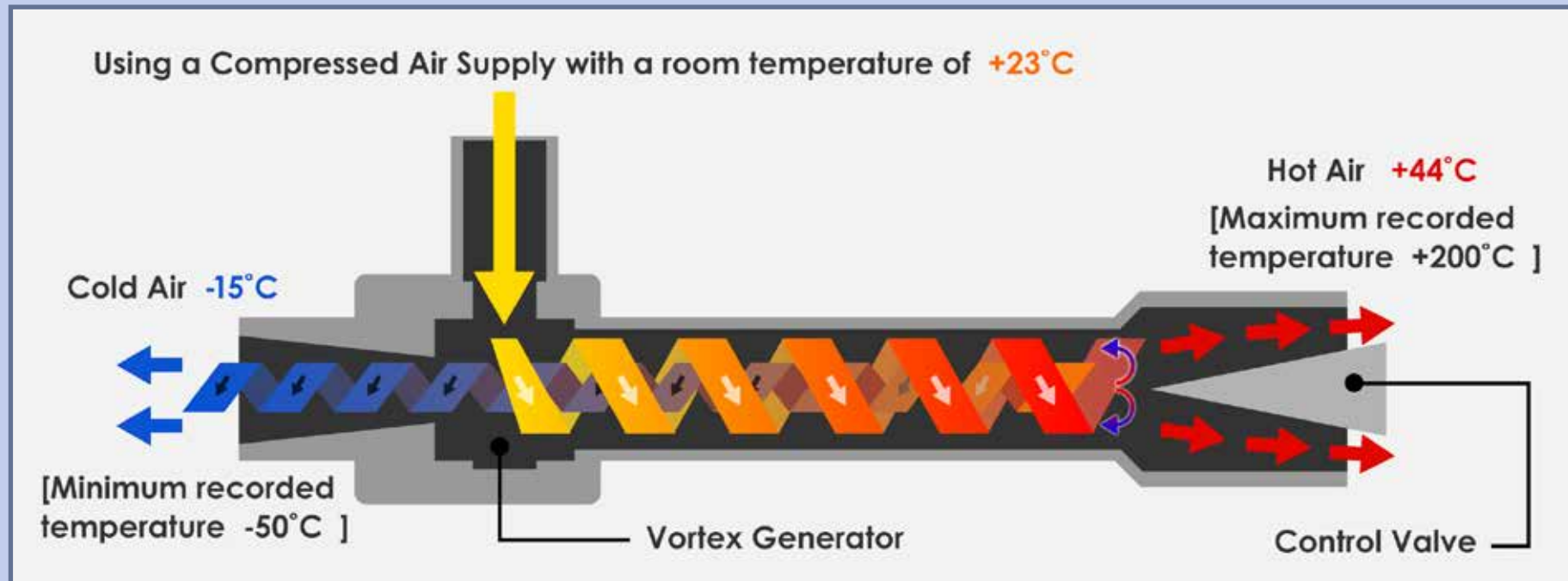


HOW IT WORKS - THUNDERSTORM ELECTRON GENERATION



- The exhaust gases, which are introduced at an angle, first expand anti-clockwise and then contract clockwise as they pass through the cavity between two spheres. This creates opposing tornadoes within both the outer and inner spheres.
- These expanding and then contracting tornadoes strip electrons and lay a positive charge on the outside surface of the inner sphere.
- The atomised water on the inside of the inner sphere lays a negative charge. This creates a potential difference across the stainless steel, charging the plasmoids.

HOW IT WORKS - RANQUE-HILSCH VORTEX TUBE



The vortex tube, also known as the Ranque-Hilsch vortex tube, is a mechanical device that separates a compressed gas into hot and cold streams. The gas emerging from the "hot" end can reach temperatures of 200°C (392°F), and the gas emerging from the "cold end" can reach -50°C (-58°F).^[1] It has no moving parts.

Pressurised gas is injected tangentially into a swirl chamber and accelerated to a high rate of rotation. Due to the conical nozzle at the end of the tube, only the outer shell of the compressed gas is allowed to escape at that end. The remainder of the gas is forced to return in an inner vortex of reduced diameter within the outer vortex.

HOW IT WORKS - INJECTOR FOR FUEL, PLASMOIDS AND PLASMA



Proprietary Fuel, Plasmoid and Plasma Injector
vs. Bosch Platinum Fusion standard sparkplug



Injector without insulator with fuel and plasmoid inlet



Injector expanded view without insulator
with connected fuel and plasmoid inlet



Injector expanded view without insulator
or connected fuel and plasmoid inlet

HOW IT WORKS - PLASMA ELECTRONICS AND 555 TIMER



The Test Rig for a standard car coil retrofit conversion from a normal high voltage spark plug igniting petrol to an injected plasma invoking an atomic fusion based plasmoid discharge and the separation of water into hydrogen and oxygen.

HOW IT WORKS - PLASMOID DISCHARGE TEST PLATFORM



Electronic control panel with variac, modified car coils and plasma generator.



Designer piston, plasma discharge and fuel testing infrastructure.



High voltage distribution panel, also showing massive structural steel components to safely deal with the atomic forces being generated.

HOW IT WORKS - DESIGNER PISTONS FOR PLASMOID DISCHARGE



Implosive cylinder head concentrating force into a central tungsten carbide sphere.



Implosive piston with rings, hydraulic dampener and cylinder head. Cylinder with 4 platinum fusion spark plugs.



The design for one injector to generate an implosion at the central tungsten carbide sphere.

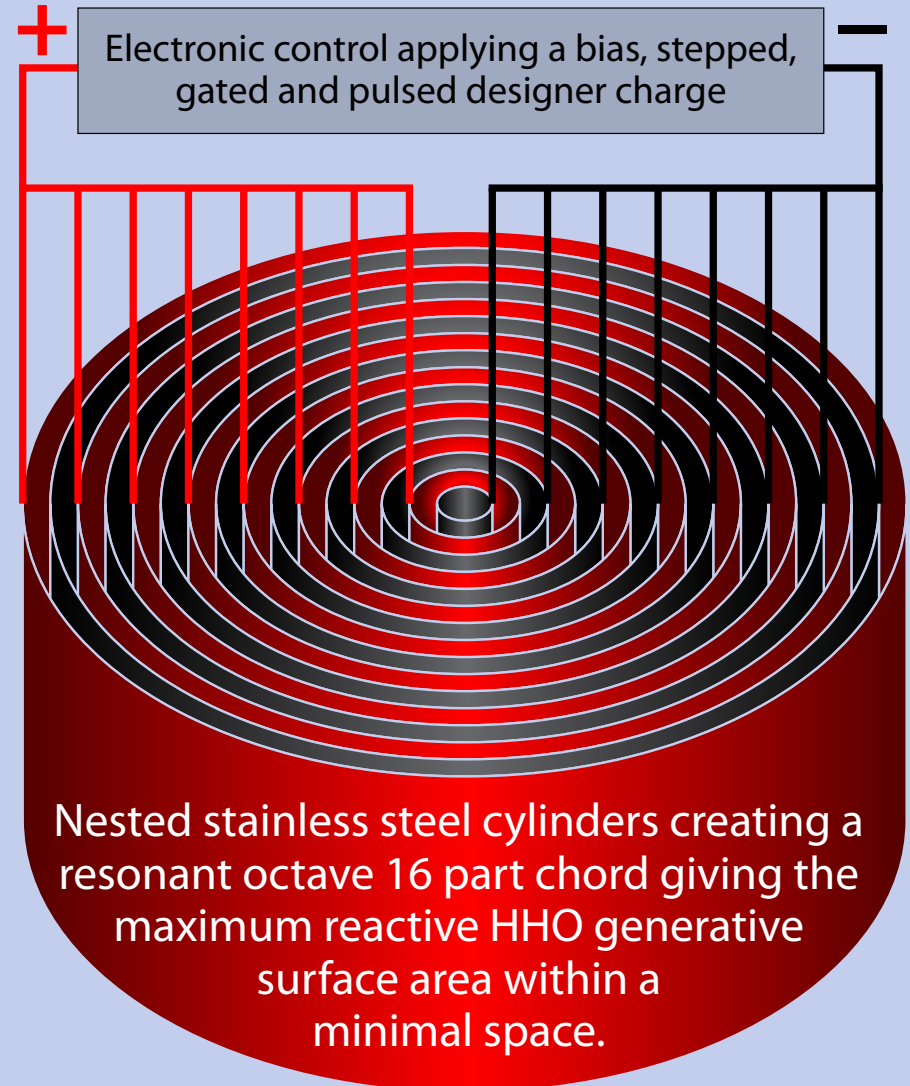


Implosive piston with rings, hydraulic dampener and cylinder head - designed for plasma injector.

HOW IT WORKS - NESTED CYLINDER HHO GENERATOR

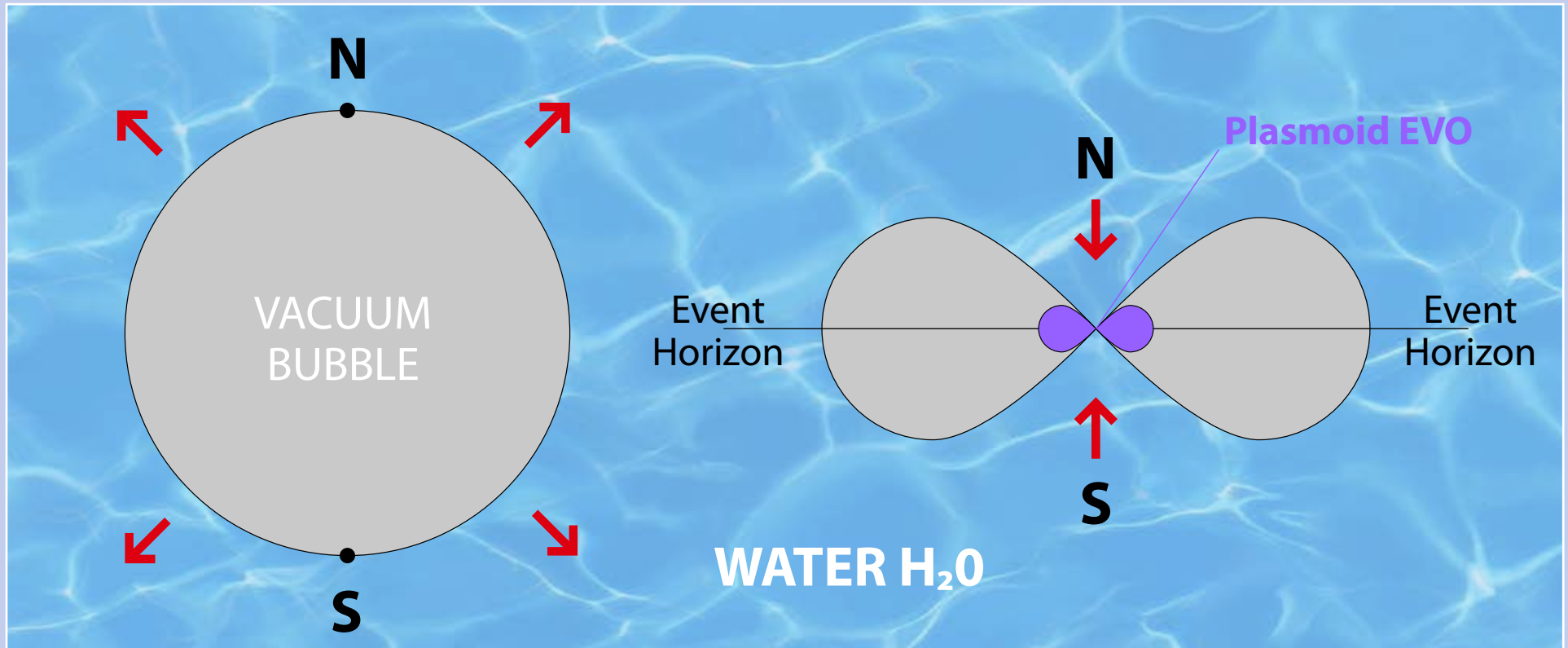


HHO Generator distributing H to the air intake ionizer and O to the carburetor intake.



WHAT IS A PLASMOID EVO (Exotic Vacuum Occurrence)?

How is it created?



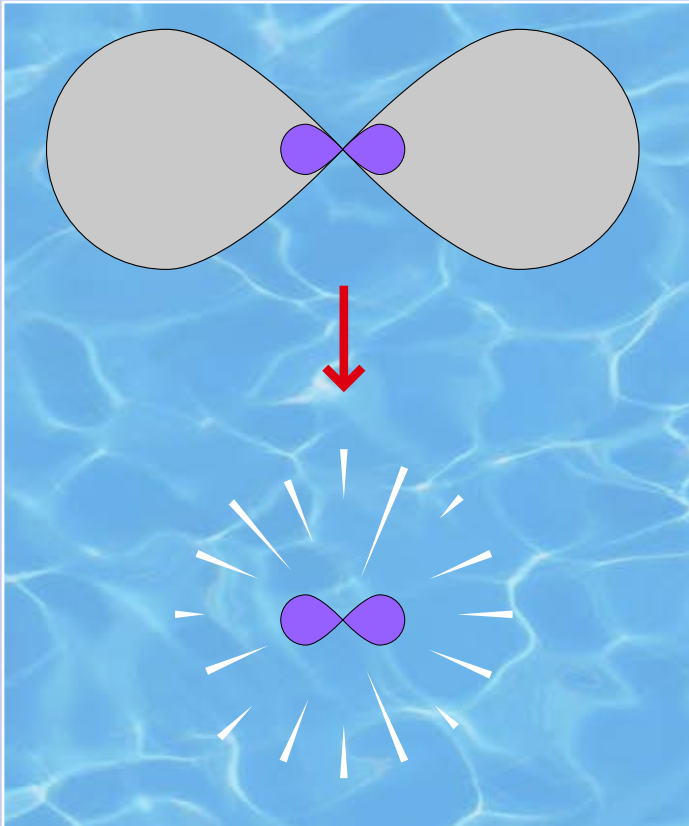
CREATION OF A VACUUM BUBBLE

A vacuum applied to a body of water creates bubbles from the dissolved gases within the water itself.

CREATION OF PLASMOID EVO

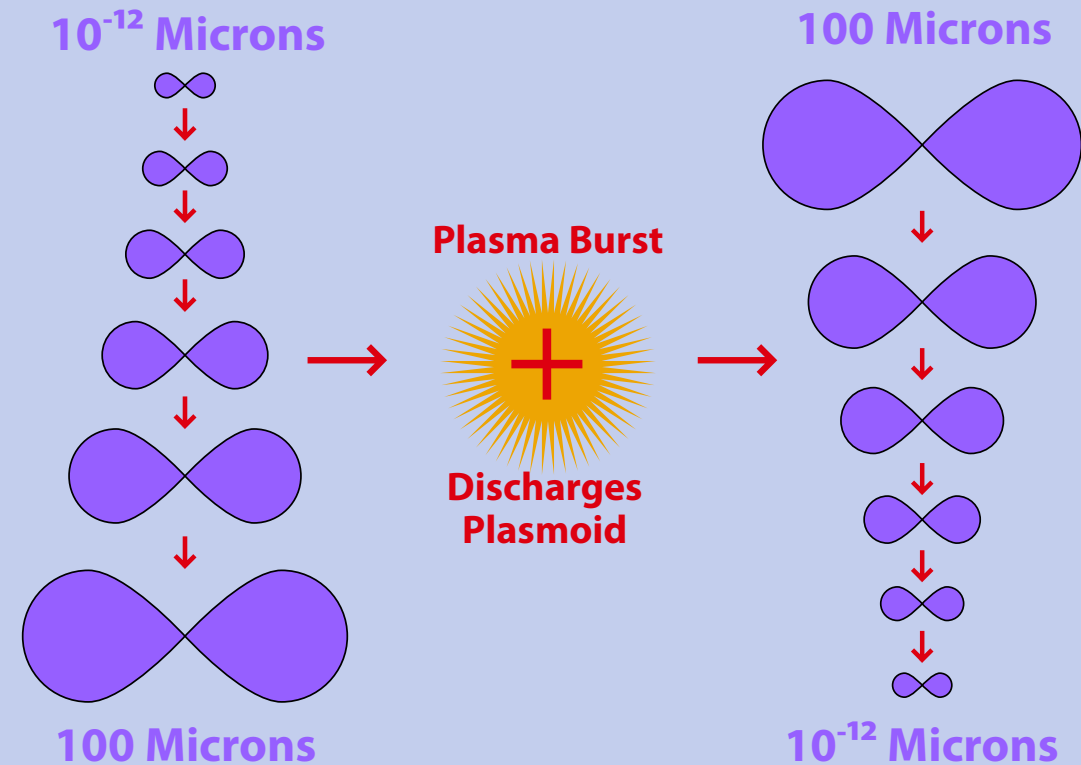
The core pressure (up to 100,000 psi) and temperature (up to 10 million degrees celsius) creates enough energy to establish the first electron spin on the torus-creating a plasmoid EVO

WHAT IS A PLASMOID EVO ? - How is it charged & discharged?



PLASMOID EVO WITHSTANDS BUBBLE BURST

Bubble bursts leaving a stable plasmoid EVO.



PLASMOID IS NEGATIVELY CHARGED BY THE THUNDERSTORM ELECTRON GENERATOR

The Plasmoid grows in size from 10^{-12} Microns to 100 Microns.

PLASMOID IS PROPORTIONALLY DISCHARGED BY A POSITIVELY CHARGED PLASMA

The Plasmoid reduces in size from 100 Microns to 10^{-12} Microns .

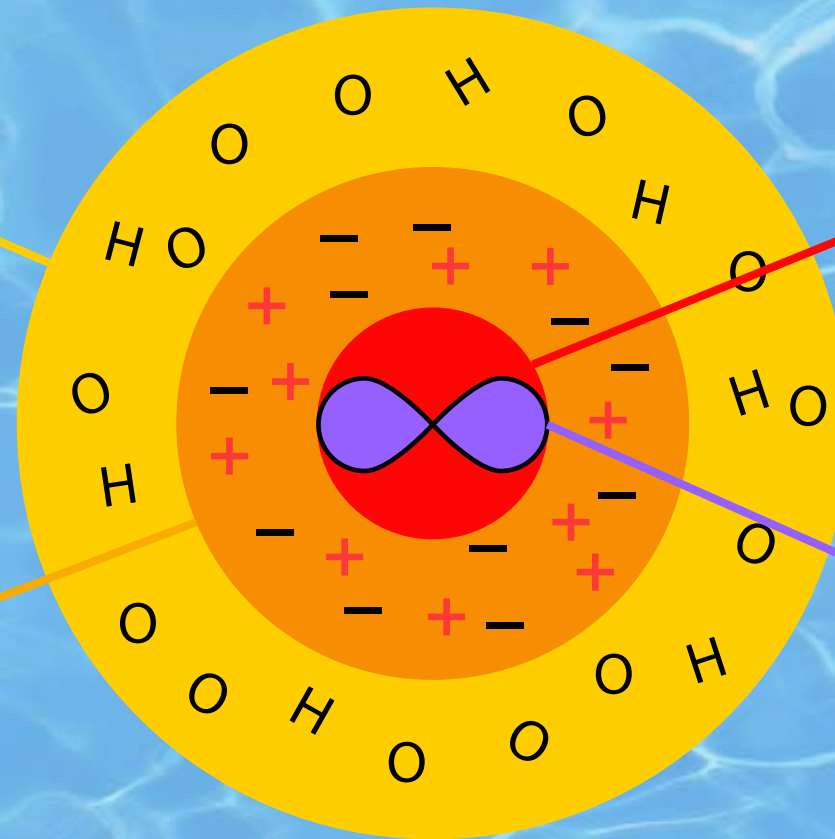
PLASMOID'S EFFECT ON WATER

Plasmoids cause the separation of Hydrogen & Oxygen

Plasmoids cause disintegration of Hydrogen & Oxygen into their component parts

Plasmoid absorbs all Protons & Electrons within its immediate sphere of influence

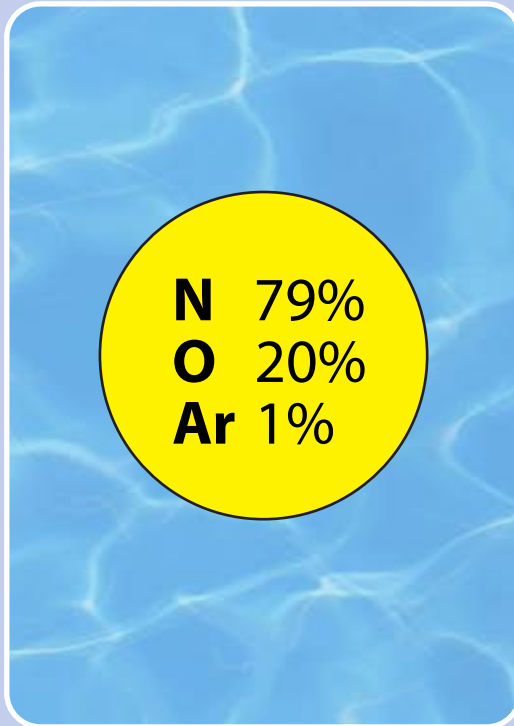
Plasmoid in its fully charged state has a diameter of 100 Microns



WATER H₂O

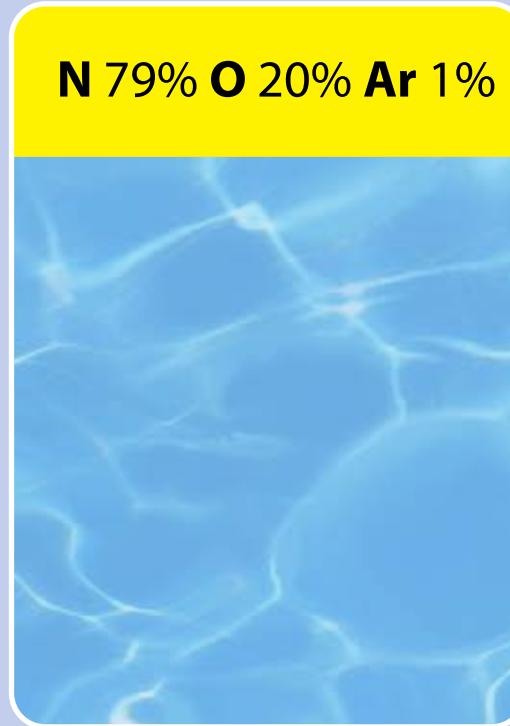
HOW IT WORKS – PRECONDITIONED WATER FOR THE PLASMOID GENERATOR

REGULAR WATER



Water contains dissolved gases which through diffusion equalize with the atmospheric gases.

DE-GASSED WATER



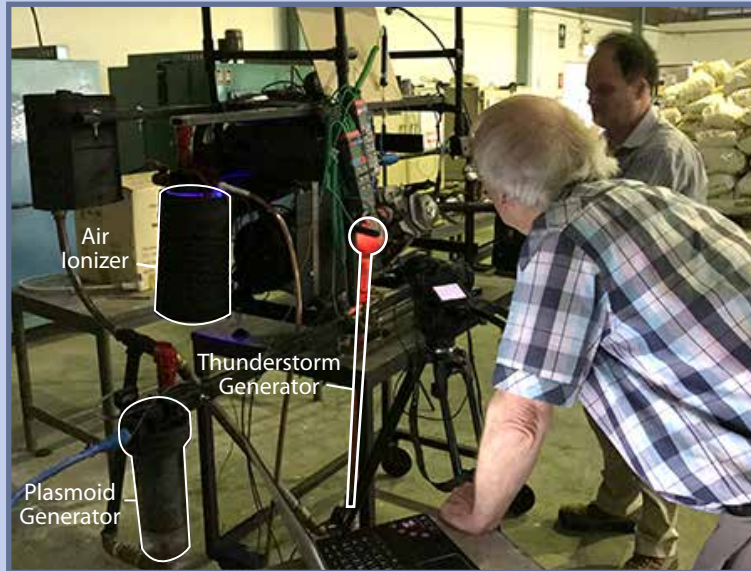
The dissolved gases are extracted from the water by applying a vacuum increasing the available energy per volume.

DESIGNER GAS ADDED



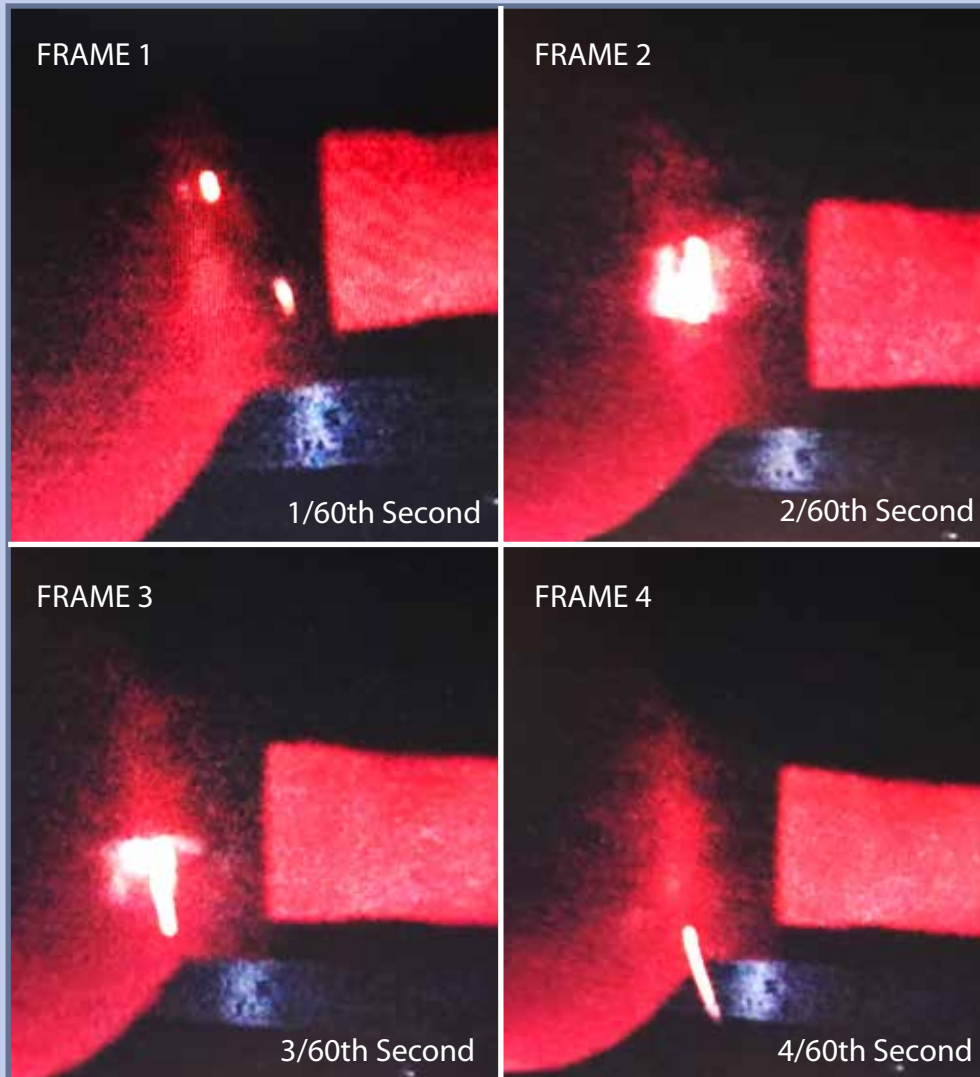
A Hydrogen based gas is introduced to the water further increasing the available energy per volume.

TEST RESULTS - BENDALL ENGINE WITH PLASMOIDS IN OPERATION



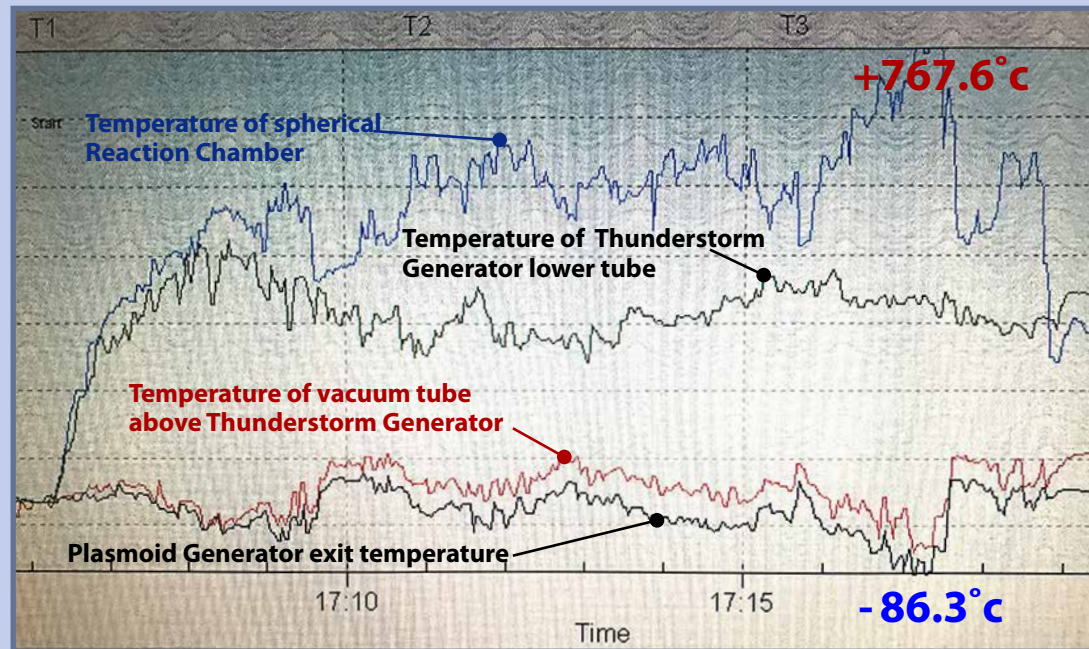
- The Bendall engine ignition begins with the use of a fossil fuel in order to heat the Thunderstorm Generator to operational temperatures.
- Once the Thunderstorm generator has reached its operating temperature (around 300°C) our plasmoid fuel is introduced where it is charged.
- The hybrid fuel (water vapor and plasmoids) is created when a preconditioned water and ionised air mix is passed through the Plasmoid generator. This generator vaporises water and produces plasmoids from collapsing cavitation bubbles. Stainless steel is used as the catalyst along with the plasmoids to produce hydrogen and oxygen by disassembling the water.
- A plasmoid is a coherent toroidal structure of plasma confined by magnetic fields. It is a self structuring, self regulating, homeostatic system.

TEST RESULTS - PLASMOID DISCHARGE



- The Thunderstorm generator facilitates an atomic restructuring action that increases the size of the plasmoids by adding electrons and protons to them.
- The plasmoids harvest the electrons and protons from the protium (H) contained within the water as a result of disassembly caused by the forces applied by the plasmoids.
- The energy harvested from the electron enhanced plasmoids significantly increases the engines energy output, efficiency and thereby reduces the toxicity of the exhaust.
- The normal operating temperature of the Thunderstorm generator is between 700°C and 1,000°C with a 300°C exhaust gas input.

TEST RESULTS - THERMOCOUPLE READINGS

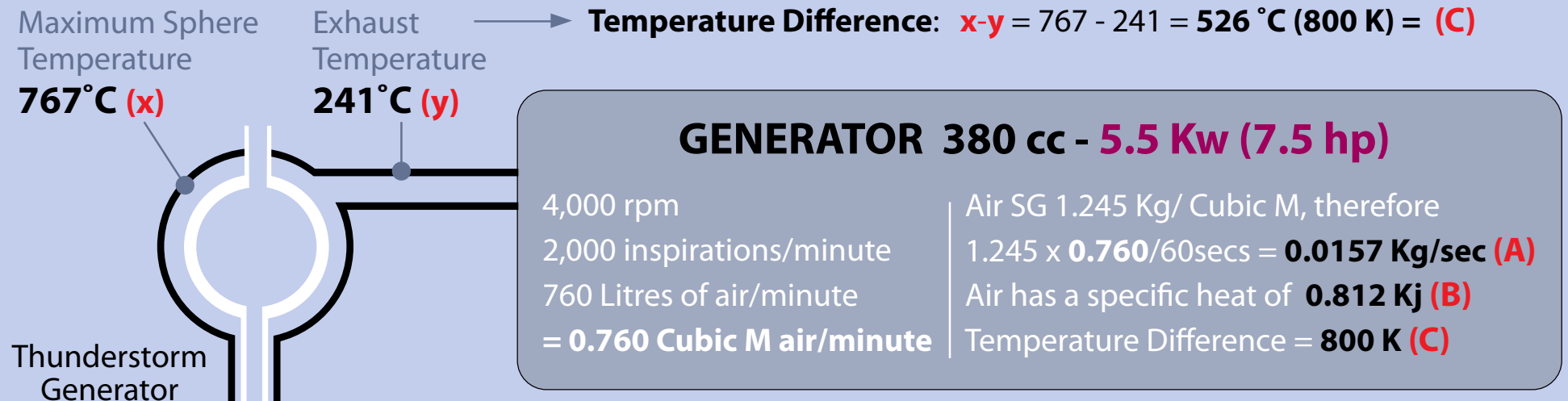


Jan Tue 31 2017						Tin
T1 MAX	767.6@31/01/2017 17:17:19	MIN	27.5@31/01/2017 17:05:12	AVG	363.911	
T2 MAX	145.4@31/01/2017 17:20:57	MIN	-40.6@31/01/2017 17:17:07	AVG	63.910	
T3 MAX	76.7@31/01/2017 17:20:29	MIN	-86.3@31/01/2017 17:17:17	AVG	30.984	
T4 MAX	422.2@31/01/2017 17:08:33	MIN	32.3@31/01/2017 17:03:58	AVG	274.531	

- **Maximum Exhaust Temperature**
Measured on the outside sphere was $+767.6^{\circ}\text{C}$
- **Minimum Vacuum Temperature**
Measured on the Plasmoid Generator outlet was -86.3°C
- **Max Inner Sphere Core Temperature**
Calculated by the fail-safe allowing melting & deformation of the stainless steel and welds $+1500^{\circ}\text{C}$
- **Thermal Equation**
By measuring temperatures & exhaust gas volumes we have calculated a 2x increase of the output energy of the engine due to the plasmoid discharge.

TEST RESULTS - THERMAL EQUATION BASED ON EMPIRICAL DATA

The energy (in Kwh) in a gas stream = the weight in Kilograms per second (A) multiplied by the specific heat (B) multiplied by the temperature difference (x - y) in Kelvin (C) = Kilo Joules per second (1 Joule per second = 1 watt per second).



Result based on empirical measured temperatures

$$\mathbf{0.0157\text{ kg/sec (A)} \times 0.812\text{ Kj (B)} \times 800\text{ K (C)} = 10.198\text{ Kwh (14 hp)}}$$

~ Two times
motor output
(5.5Kw)

Result based on empirical melting point of 304 stainless steel

$$\mathbf{0.0157\text{ kg/sec (A)} \times 0.812\text{ Kj (B)} \times 1726\text{ K (C)} = 22.000\text{ Kwh (30 hp)}}$$

~ Four times
motor output
(5.5Kw)

ACTION PLAN

- Expand the dedicated R & D facility and increase the team of development engineers and associated support staff.
- Expand worldwide patents for the concepts and ideas used in the product.
- Continue to develop working prototypes demonstrating the use of this technology as related to diesel, petrol and gas-powered engines.
- Determine the most beneficial licensing arrangements.
- Negotiate licensing agreements and manage royalty fees and intellectual property.

MONETISATION - GENERATOR RETROFIT

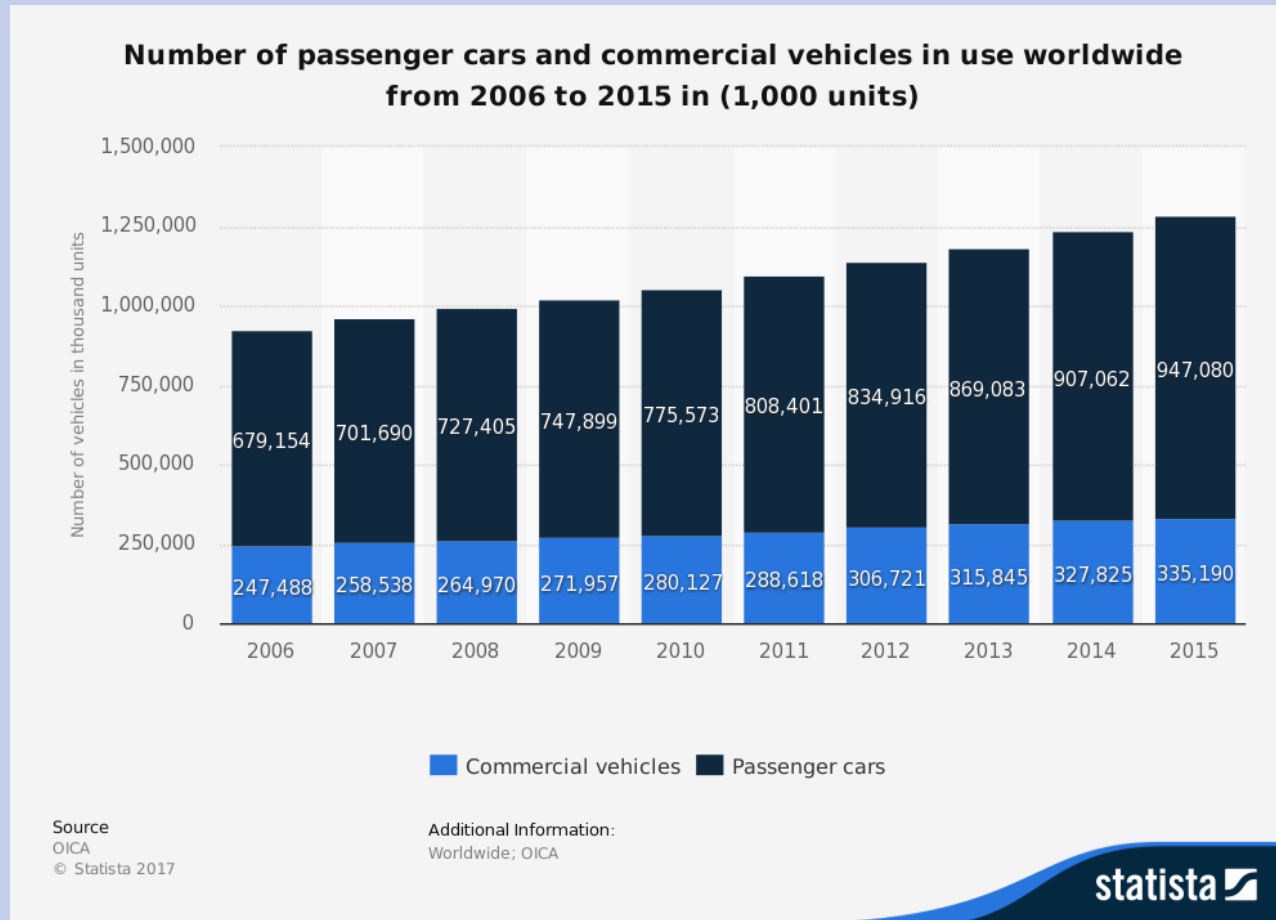
**Estimated Units of Portable Generators in Use,
by Generator kW Ratings, 2004 - 2012**

Year	< 2 kW		2—3.49 kW		3.5—4.99 kW		5—6.49 kW		6.5—7.99 kW		8 kW +		Total
2004	1,164,937	11.8%	1,514,418	15.3%	2,003,691	20.2%	3,307,573	33.4%	1,125,797	11.4%	785,440	7.9%	9,901,855
2005	1,169,828	11.2%	1,507,610	14.5%	2,052,923	19.7%	3,620,229	34.8%	1,218,983	11.7%	843,880	8.1%	10,413,454
2006	1,138,111	10.9%	1,494,780	14.3%	2,026,543	19.4%	3,684,521	35.3%	1,234,027	11.8%	865,844	8.3%	10,443,826
2007	1,138,122	10.8%	1,507,516	14.3%	2,019,291	19.2%	3,721,225	35.3%	1,246,975	11.8%	908,152	8.6%	10,541,281
2008	1,225,495	11.2%	1,657,508	15.2%	2,029,573	18.6%	3,804,931	34.8%	1,246,355	11.4%	965,614	8.8%	10,929,475
2009	1,382,555	12.3%	1,945,110	17.3%	2,006,405	17.8%	3,755,195	33.4%	1,189,234	10.6%	966,810	8.6%	11,245,308
2010	1,565,789	13.5%	2,278,780	19.6%	2,001,427	17.2%	3,686,827	31.7%	1,133,894	9.8%	962,137	8.3%	11,628,854
2011	1,724,038	14.4%	2,579,743	21.6%	1,988,252	16.6%	3,641,605	30.4%	1,071,810	9.0%	961,550	8.0%	11,966,999
2012	1,906,637	15.3%	2,943,773	23.6%	2,001,557	16.1%	3,626,361	29.1%	1,012,496	8.1%	968,748	7.8%	12,459,571
9-Year Average	1,379,501	12.5%	1,936,582	17.5%	2,014,407	18.2%	3,649,830	33.0%	1,164,397	10.5%	914,242	8.3%	11,058,958

Source: CPSC Directorate for Economic Analysis, based on Product Population Model evaluation of estimated historical sales.

- The table alongside shows the number of portable generators in use world-wide.
- Today we estimate there are 14 million portable generators in use globally.
- Consider a license fee and retrofit kit costing US\$1,500.
- Potential revenue from this with a 10% global market penetration is US\$2.1 Billion.

MONETISATION - MOTOR VEHICLES RETROFIT



- The table alongside shows the number of cars and commercial vehicles in use worldwide.
- Today we estimate there are 1.25 Billion cars and commercial vehicles in use globally.
- Consider a license fee of say US\$100 per vehicle.
- Potential revenue from this source alone with a 10% global market penetration is US\$12.5 Billion.

TIMETABLE

	Year 1				Year 2		Year 3	
	Q1	Q2	Q3	Q4	H1	H2	H1	H2
Establish Team	●	●						
File Patents			●					
Design and build prototypes				●	●			
Determine licensing model				●				
Establish marketing team					●			
Set up licensees						●		
Units Sold							50,000	100,000
Royalty Revenue							\$5.0m	\$10.0m
Capex (\$000)	50	120	120	120	-	100		
Expenses (\$000)	150	350	350	350	1,020	1,020	1,120	1,120

OTHER CONSIDERATIONS

- **Economic**

Worldwide annual expenditure on generator and motor vehicle fuel is estimated at well over USD one trillion dollars. The new Bendall Plasmoid technology has the potential to save more than USD 400 million a year in fuel costs.

- **Environmental**

The effect on the environment will be dramatic. A primary source of pollution is motor vehicle exhaust gases. There will be significant reduction in carbon emissions from implementing this technology.

- **Devolution of the discovery**

The science behind these inventions will challenge the current thinking. The knowledge of how and why these units work will need to be disseminated to the widest possible global audience.

- **Energy Security**

A significant component of the economic activity in the world relates to energy production. International conflict is often caused by concerns about the security regarding sources of energy - consider the benefits of what could be almost free and storable energy.

CONCLUSION - RESULTS

- **Test Results**

Based on the results documented on page 19, the thermal equation on page 20 confirms the effectiveness and compatibility of the plamoid system when integrated with existing internal combustion engines.

- **Retrofit Kit**

New technology can be retrofitted to existing diesel, petrol and gas driven internal combustion technologies.

- **Smooth Transition From Fossil Fuel to Atomic Power**

The Bendall Engine technology will enable the smooth transition from fossil fuels to clean atomic power, making use of all existing legacy infrastructure and support industries, thereby ensuring continuity of employment.

- **Competitive Advantage**

The advantage is that water is available in every house and business. The overall weight of the vehicle is also reduced and the range of the vehicle is extended by orders of magnitude.

CONCLUSION- IN SUMMARY

- Over the last 200 years we have witnessed several fundamental changes to society.
 - Discovery of the wheel
 - Agricultural Revolution
 - Industrial Revolution
 - Invention of the Computer
 - Information Revolution

This is a unique opportunity to participate in what is the next industrial revolution.

- **Plasmoid Protium Energy Revolution**

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