

I have an idea about the utrons. The tips can be opened to insert a rod through the tips. Plates can be stacked inside the utrons and power cells arranged in a lattice.

What fills the spaces is an organic electrolyte. Otis used cellulite. Since the power cells are constantly charging the cellulite, there might be some engineering details I'm unfamiliar with and concerns there, such as the boiling of the cellulite and expansion of pressure inside the utrons; but aside from that, I don't see any issue using a hybrid Otis/Hutchison power cell utron in that manner.

The shape of the utron is naturally magnetic repulsive, and what we have in the X1 engine is the counter rotation of the outer electromagnet fitted disk, opposite with the inner utron arranged disk which also has capacitor plates for generating a positive charge on top, and a negative charge on bottom -- standard electrogravity charge orientation.

As they move and turn, power is amplified and charges the electrogravity capacitor plates on the disk.

The original design used utron batteries, not power cells. There was one in the middle, and smaller ones on the outsides of the inner disk. They operated on a regenerative dual overunity circuit, similar to Bedini's work. The "novelty" in that case was that the utron batteries rotated on the disk through the electromagnets.

So, the disks rotate in counter rotation, and at 580 RPM achieved directed "weightlessness" or its own gravity field independent of Earth. Ironically the Searl SEG engine turning clockwise or counterclockwise achieved weightlessness at 550 RPM one way, and at 600 RPM in the other.

Electrovolts in relation to a magnetic field is mass value. As the volts increase, along with the counter rotations of electromagnetic forces, the mass increases electrically. That's all mass is.

As the utrons pass through the electromagnets and the speed increases, so does the frequency and volts. It's a transforming motor.

Moving in that manner, the volts increase in the utrons, and the magnetic field volts increase, thus creating mass in a direction of electric force.

Angular force = electric force

~.~.~.~.~.~.~.~.~.~.~. to add:

I want to share a vision of two right angled copper cones filled with some kind of organic electrolyte in a delicate fine copper or "tin foil" high capacitance lattice with a Hutchinson power cell heart to continually keep them energized.

Each cone can have a lid to close it all up, and to join with the other cone, maybe in a nice (+) and (-) marking on the base of each cone, where they join.

Maybe they can screw tightly together.

It doesn't matter how fast the utron capacitance charges, in an OTC X1 assembly, with snap reversing (charge and collapse) electromagnets, they ought to charge the utrons very rapidly with higher volts as the assembly starts into motion, just needing the initial charge built up in the utrons to start it in accelerating and overcharging motion.

Also, the vertical column of cones are utron shapes, and thus the magnetic energies to the cones move over the shape, electrifying the cones and *because of the shape*, increasing the speed of rotation (See: the links at the top of the page).

And so it is a vertical “X1 disk” in that sense.

The cones transform magneto-electrostatically, the tips are the highest frequency/volts, and induce a larger charge in the cone below. Pulsing the Tesla coil up top at ultra high frequency impulse engages the warp overdrive.

Electrogravity forces inside such a contained space, as long as air is in the space, on the inside of the ship operate the ship in atmosphere and in the vacuum of space.

The hull has to be metal and electrically conductive as designed, however.