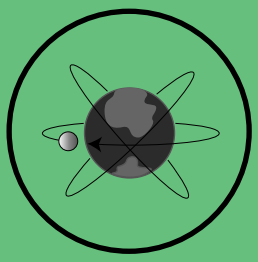
Wiseman's Wheel

Research Report

January 2015



A Gravity Wheel that we've 'mathematically proven'.

Concepts, research progress and math are included.

George Wiseman

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7. Experimental Prototype: working experiments; proof of technology
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9. Kit: assembly of parts
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Wiseman's Wheel (aka Wise Wheel)

Initial Conceptualization and Research Report

Registered owners of 'Wiseman's Wheel' eBook will have online Resources Access Privileges that include updates, options, forums, FAQs, online tools, historical references for Gravity Wheels (for inspiration) and frankly anything we can think of to help you replicate this technology.

Because the Resources are online, we can keep 'updating' the information introduced in this eBook.

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This 'Wiseman's Wheel' eBook contains:
1. Introduction,
2. How the Wise Wheel concept was conceived,
3. George Wiseman's conceptualization drawings,
4. **Math that indicates positive torque,**
5. Some correspondence with physics experts,
6. Brainstorming ideas / thoughts toward designing / building a prototype Wise Wheel.

I'm grateful for the fact checking and editing done by:

Ron Frazier
An energy efficiency consultant and long time researcher of Gravity Wheels.

and...?

Introduction:

During November of 2014 a fellow (John) sent me information on what he called the “Ezekiel's Wheel;” claiming that it worked on a buoyancy principle.

I’d never heard of an “Ezekiel's Wheel” but I was certainly interested in looking at it. I’ve been studying Gravity Wheels for decades, *always finding that they didn’t work*…

I’m crazy busy but eventually I found time to look over the Ezekiel Wheel drawings and, at first, it looked like many other buoyancy wheels I’d seen…
…BUT then (on a closer look) **I saw something different**.

I wouldn’t have seen it except that I’ve studied these wheels a LOT, finding out why they don’t work, so when I saw this design feature I knew *I was looking at something very different than I’d seen before*.

You can learn all about that by going and getting your FREE ‘Ezekiel’s Wheel’ eBook *by using the coupon code* on the eBook sales page text (coupon discounts 100% of book price).
http://www.eagle-research.com/cms/node/3995?a=5

This is where we separate from the Ezekiel’s Wheel concept / evaluation / discussion…
…Into the **Wise Wheel concept / evaluation / mathematical proofs**…

As I was making my drawings for evaluating the torques of the Ezekiel’s Wheel, I saw a ‘relationship’ between what I’m going to call the inner and outer areas of a gravity wheel…
A relationship that MIGHT make THIS ‘Wiseman Gravity Wheel’ work.

I do NOT know (at this time) if the Wise Wheel actually works, we need to build a physical wheel to know for sure.
But I do know that my ***MATH appears to prove*** *that it will work*, so…
…It has a better chance than anything else I’ve seen to date.

If it does work, then it will be what I call a ‘primary wheel’ (a wheel that is a prime mover using an inherent energy like gravity as a power source) like the fabled/mythical Bessler Wheel.

What I call secondary wheels (like the Minto Wheel) require an indirect energy input, usually in the form of fuel (heat) or intermittent environmental energy like wind, water or solar (heat).

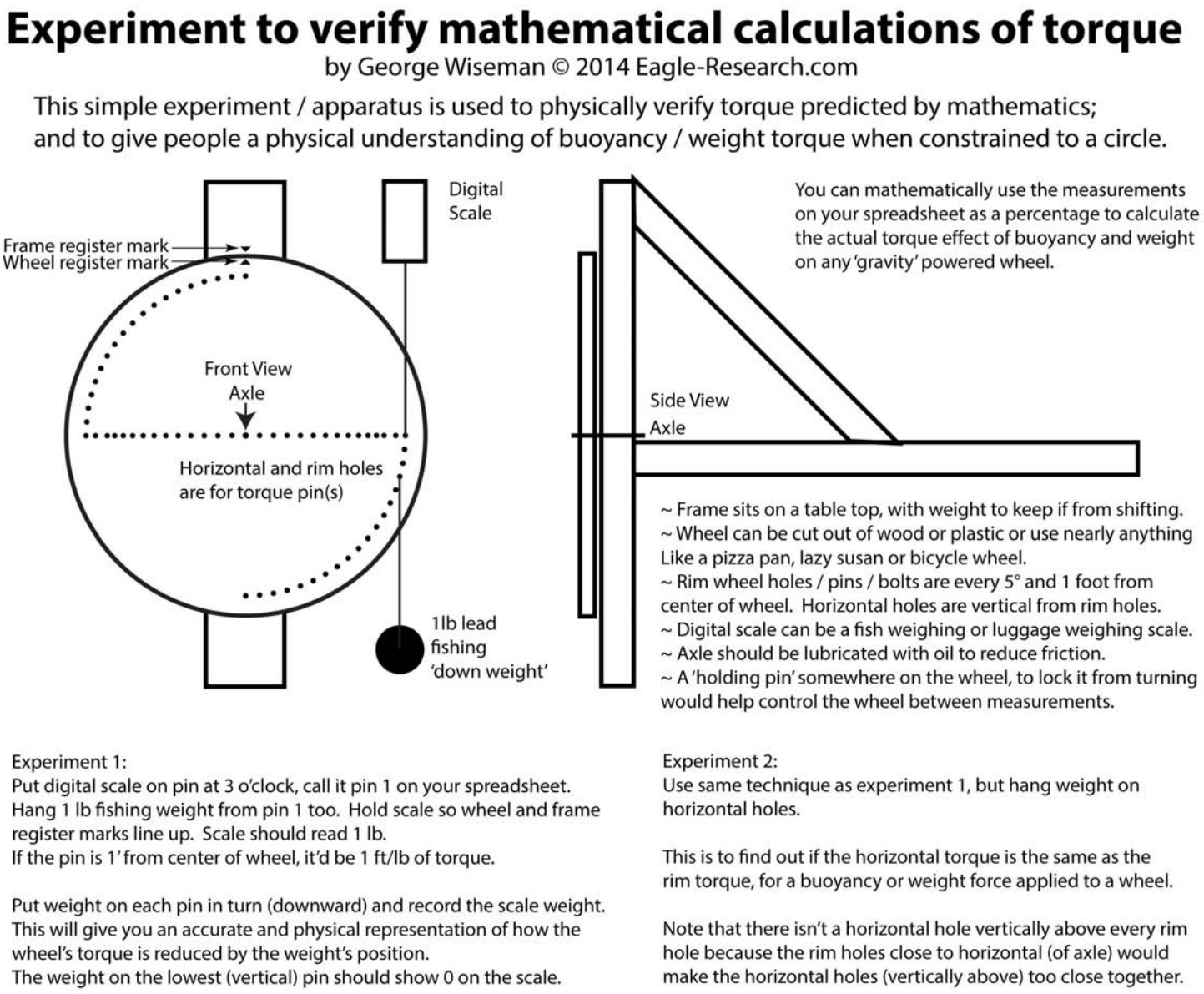
Obviously, as an alternative energy innovator, I’d prefer to have a primary wheel in my home, because it will work **24 hours a day 365 days a year with NO FUEL INPUT**. It won’t care what temperature it is outside and it won’t care if the sun doesn’t shine or the wind doesn’t blow. You could put it in the basement and no one would know you have your own personal power supply; until the lights go out in the neighborhood; except yours…

Find following, my thoughts and how the concept developed.

How the Wise Wheel concept was conceived:

I'll lead you through the same process I went through, showing you how I arrived at my conclusions, starting with my conceptualizations and then I'll show you the math and describe how I think an actual working physical wheel could be constructed.

As I was designing this torque experiment (picture below), to physically prove and understand the relationship of how a vertical force (gravity) applies torque to a wheel (force constrained to move in a circle)… I discovered several VERY INTERESTING things…



First, I could see that the vertical 'force' of both buoyancy and weight are directional and as constant as gravity...

The weight / buoyancy of an object stays the same no matter where they are or what they are attached to.

Second, I could see that *when the wheel buoyancy / weights are constrained to a circular path* (even though their force (weight/buoyancy) is constant, the **torque they apply on a wheel varies** depending on the distance (vertically) the 'center' of buoyancy / weight is from the center of the axle horizontally. In other words, if you draw a line vertically up (or down), from the buoyancy / weight center of gravity, to a line horizontal with the center of the wheel, the distance to the center of the wheel will be the 'leverage' and the leverage x buoyancy / weight will be the torque.

At 0/360° through 180° (leverage horizontal to the axle) the weight/buoyancy torque *is maximized*.
At 90° through 270° (leverage vertical to the axle) the weight/buoyancy torque *is zero*,
…even though the buoyancy / weight force is undiminished.

Third, MOST of a Gravity Wheel's torque is generated in a range of about 30° above and below horizontal with the axle.

The fancy physics 'cosine' math is only a quick way to determine the above relationship; the distance, horizontally, a weight is out from the vertical center of the axle; and then the torque that weight will put on the wheel.

It's all about finding torque on the wheel by determining LEVERAGE.

Most people understand a teeter-totter from their childhood playground and from 'justice type' balance scales (bar suspended in center with weights on either side). Put more weight on one side and that side goes down. Shift weight in and out (on the bar) and you make the teeter-totter go up and down… It's about leverage / torque.

I've discovered, over decades of research, several reasons why Primary Gravity Wheels don't work.

Generally, you need to move your weight upward on one side of the wheel using LESS energy than you gain on the downward side of the wheel.

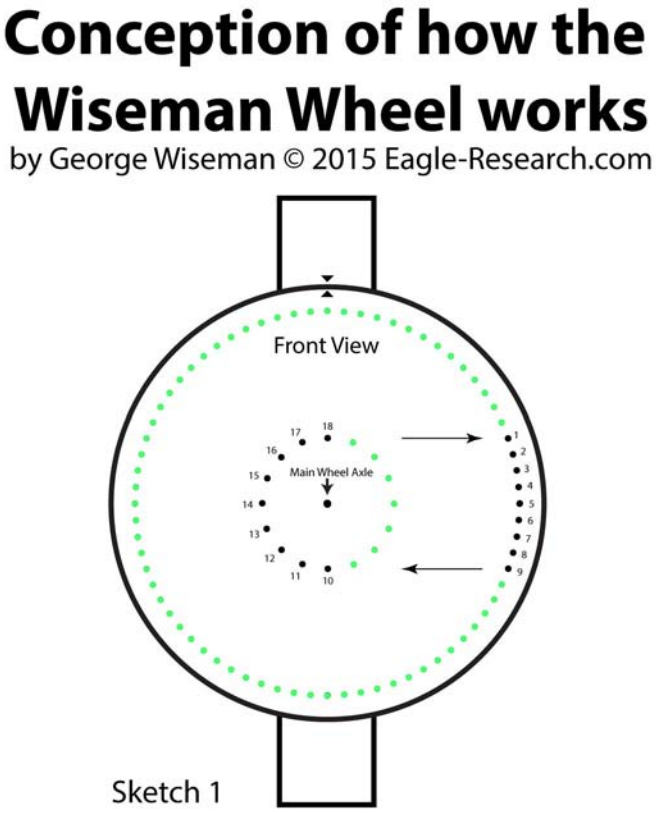
With 'other' types of primary wheels, like water wheels (overshot, undershot, Pelton, etc.) and wind turbines (many designs) we easily take a directional force (water or wind) and extract usable energy from it because we can see and understand the forces involved (blowing wind, falling water). If we understand a force, we can design a machine to extract energy from that force.

Gravity is a directional force, but we don't really know what it is, so we haven't yet (at least publically) discovered how to make a machine that will extract energy from it.
It's like we need some kind of 'anti-gravity' so that we can lift weight on one side using less energy than we gained…

So, back to my discovery… Stage 1:

As I was making the torque testing drawing above, using Adobe Illustrator, I used a multi-pointed star tool to determine the weight placements.
I noticed that the inner 'points' of the 'star' created a situation whereby, if I put weights on the inner and outer points, that the torque on the wheel would be over-whelmingly POSITIVE.

Remember that this is NOT a 'working wheel' sketch, it's a 'torque concept' sketch. Working wheel designs come later, after the concept is proven.



Wiseman Wheel working conceptualization:

Ball from hole 13 is pushed out as a ball is inserted into hole 14
Ball from hole 26 is pushed out as a ball is inserted into hole 1

For every ball that leaves the (downward) rim holes, a ball comes in.
For every ball that leaves the (upward) inner holes, a ball comes in.

Torque remains constant and should be plenty to operate the ball exchange mechanism.
Obviously a larger wheel would better over-come the usual resistances.
Horizontal movement of balls takes very little energy.

Wiseman Wheel has torque because 13 balls on rim have more leverage than the 13 interior balls.
All balls are same size and weight.

Woo I was happy, until I realized that the inner balls would need to travel 15° as the outer balls only traveled 5°. This means that an outer ball would come off the wheel every 5° but would only fit into the inner holes once every 15°. *I'd end up with a pile of balls*.

Discovery Stage 2:

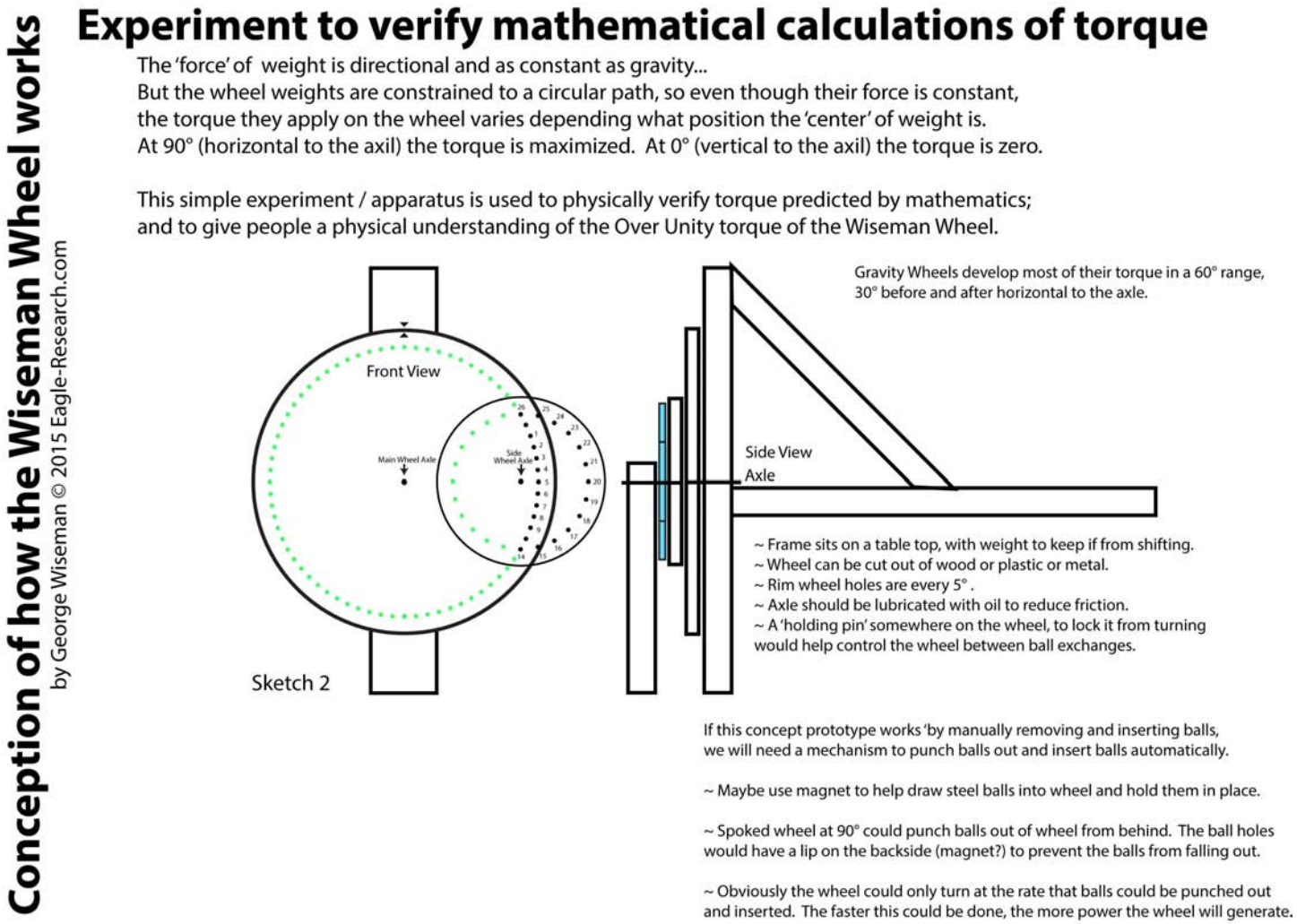
I was sad… But still thinking… OK, idea to try, how to rotate the inner balls 15° while the outer ones only travel 5°… We could separate the 'wheels'… Then the smaller wheel could rotate at a different speed than the larger wheel.

This idea gave another advantage… If the 'wheels' were separated, we could not only 'gear' the small wheel to rotate at 3x the speed of the big wheel, we could LINE UP THE holes, so moving the weights from one wheel to the other would be easy.

Find following a sketch (Sketch 2) of how that might work…
Note that the blue circles are the gears, which are sized to require the smaller wheel to rotate at 3x the speed of the larger wheel. The larger wheel drives the smaller wheel.

Because I used gears, instead of a belt drive (gears are more efficient and more likely to keep the holes in the two wheels registered to each other), the small wheel moves counter-clockwise as the larger wheel moves clockwise. If I'd use a belt drive, both wheels would move clockwise.

I mention this because you'll notice that, *in this case*, I'm using the right hand side of the smaller wheel to 'raise' the weights. If I used a belt drive, the small wheel's weights *would still be* on the left side because the small wheel's rotation would be clockwise.



So, It's time for some MATH. I'll try to keep it simple.

Ron Frazier helped me with this, because I'd forgotten most of the trigonometry I'd learned in school (decades ago). He helped remind me and even created a couple of spreadsheets to make mass calculations easier. I'm very grateful for his assistance.

Unfortunately, he seemed to 'disappear', stopped communicating with me, after I sent him the concept Sketches 1 and 2.
His words to me (dated Jan. 5/15) were "I like your signature, so God bless your efforts to bring the world energy sources. Be aware that if you do, though, the MAN (humans, not God) will have you killed. Of course, if God wants something out, it will come out."

I hope he just got busy and that's likely the case…
But experts that were helping me have been 'suppressed' in the past… So I'm paranoid and remember, *just because you're paranoid doesn't mean they aren't out to suppress you* ☺.

Like the time I needed electronics developed to cut back on the fuel from electronic fuel injection, so that as we feed more fuel vapors into the engine (using HyCO 2A technology) we'd reduce the fuel from the fuel injectors (to zero when needed).
This particular electronics expert applied his prototype circuit on his Toyota and astounded his mechanic who couldn't understand how an engine could be running with 'no fuel going into it'.
This expert then went on a two week training with the Reserves and when he came back he wouldn't communicate with me, nor would his girlfriend or mother.
They clammed up like their lives depended on it.

So I learned electronics myself and built the Electronic Diverter (see HyCO 2A Manual Update), so managed to achieve this aspect of Combustion Enhancement Interface technology (CEIT).

It turned out to be a very GOOD thing because, with my electronics knowledge, I've been able to build MANY helpful circuits, like the EFIE and Free Energy Accumulator…

Update: I've heard from Ron, he was just busy. He has a life outside of helping me, imagine that ☺.

OK, back to the Wise Wheel MATH.
First the torque math for the conceptualization Sketch 2 (with the secondary wheel)…

Notes:
1. The torques are calculated from angle zero (0/360) being to the far right horizontally from the wheel's center of rotation as per accepted mathematical and physics polar-coordinate standards.
http://whatis.techtarget.com/definition/polar-coordinates
Thus zero (0/360°) is to the far right, 90° is vertical up from the wheel center, 180° is to the far left and 270° is vertical down from the wheel center (wheel center = center of axle).
Don't be confused by this wheel's clockwise rotation (because that's how I arranged the weights), the direction of polar-coordinates (0° to 90° to 180° to 270° to 360°) is counter-clockwise.

2. In the conceptualization Sketch 1, the positive (good) torques are for the rim weights and the negative (bad) torques are for the inner weights. In Sketch 2, the positive torques are on the main wheel and the negative torques are on the smaller secondary wheel.

3. For conceptualization and ease of math, I used 1 lb. weights throughout and a radius of 1 foot for the rim weights and 0.5 foot for the inner weights.

4. The math formula used to calculate torque for each weight is:
Lever arm = absolute value(cos(deg)) * radius to center of mass. (0 degrees is to the right.)
Torque = lever arm * vertical force (weight) acting on the lever arm.

5. Sketches in this eBook are not intended to be working model drawings, as they would only function for 5° (represent 5° of rotation torque). The sketches are intended to depict, for visualization, the various torques for calculation. For working model drawings we would need a ball/weight transfer mechanism.

6. Weight 13 shows zero ft/lb torque, because it goes to Weight 14 position.

7. Weight 26 shows zero ft/lb torque because it goes to Weight 1 position.

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	
1.000	270.000	0.500	0.000	0.000	Weight 14
1.000	285.000	0.500	0.129	-0.129	Weight 15
1.000	300.000	0.500	0.250	-0.250	Weight 16
1.000	315.000	0.500	0.354	-0.354	Weight 17
1.000	330.000	0.500	0.433	-0.433	Weight 18
1.000	345.000	0.500	0.483	-0.483	Weight 19
1.000	0.000	0.500	0.500	-0.500	Weight 20
1.000	15.000	0.500	0.483	-0.483	Weight 21
1.000	30.000	0.500	0.433	-0.433	Weight 22
1.000	45.000	0.500	0.354	-0.354	Weight 23
1.000	60.000	0.500	0.250	-0.250	Weight 24
1.000	75.000	0.500	0.129	-0.129	Weight 25
1.000	90.000	0.500	0.000	0.000	Weight 26

Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	
1.000	30.000	1.000	0.866	0.866	Weight 1
1.000	25.000	1.000	0.906	0.906	Weight 2
1.000	20.000	1.000	0.940	0.940	Weight 3
1.000	15.000	1.000	0.966	0.966	Weight 4
1.000	10.000	1.000	0.985	0.985	Weight 5
1.000	5.000	1.000	0.996	0.996	Weight 6
1.000	0.000	1.000	1.000	1.000	Weight 7
1.000	355.000	1.000	0.996	0.996	Weight 8
1.000	350.000	1.000	0.985	0.985	Weight 9
1.000	345.000	1.000	0.966	0.966	Weight 10
1.000	340.000	1.000	0.940	0.940	Weight 11
1.000	335.000	1.000	0.906	0.906	Weight 12
0.000	330.000	1.000	0.866	0.000	Weight 13

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)
	Total bad negative torque ---------->			-3.798

Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)
	Total good positive torque ---------->			11.452
	NET good positive torque ---------->			7.654

So… If you only look at these figures, you'd be doing a happy dance. **I was** ☺
But if it were that simple someone would have figured it out centuries ago.
Opps again… **There's another catch. It's called POWER**.

In this case (see Sketch 2 with the idea of using a secondary wheel), the secondary wheel requires the weights to be **lifted 3x faster** than the weights are falling on the rim of the primary wheel… You do the 'work' of lifting 1 weight 3x the distance (15°) in the same time that 1 weight falls (5°).
So the POWER requirement would be the same as if the secondary weights 'weighed' 3x as much, like the chart below...

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	
3.000	**270.000**	**0.500**	0.000	0.000	Weight 14
3.000	**285.000**	**0.500**	0.129	-0.388	Weight 15
3.000	**300.000**	**0.500**	0.250	-0.750	Weight 16
3.000	**315.000**	**0.500**	0.354	-1.061	Weight 17
3.000	**330.000**	**0.500**	0.433	-1.299	Weight 18
3.000	**345.000**	**0.500**	0.483	-1.449	Weight 19
3.000	**0.000**	**0.500**	0.500	-1.500	Weight 20
3.000	**15.000**	**0.500**	0.483	-1.449	Weight 21
3.000	**30.000**	**0.500**	0.433	-1.299	Weight 22
3.000	**45.000**	**0.500**	0.354	-1.061	Weight 23
3.000	**60.000**	**0.500**	0.250	-0.750	Weight 24
3.000	**75.000**	**0.500**	0.129	-0.388	Weight 25
0.000	**90.000**	**0.500**	0.000	0.000	Weight 26

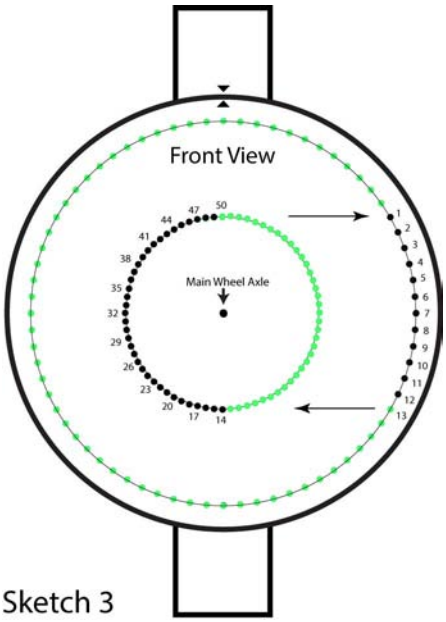
Torque isn't enough; you have to calculate how much POWER the wheel requires to operate.

Power is work x time. In both cases (rising and falling) the WORK done by the weights is the same, but the POWER requirement is that the weights be 'lifted' 3x faster than they are falling…
The secondary wheel needs to turn 15° for every 5° of the main wheel.
This will pretty much balance out the torque.

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)
	Total bad negative torque --------->			-11.394

Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)
	Total good positive torque ---------->			11.452
	NET good positive torque ---------->			0.058

We STILL do see a POSITIVE torque ☺ but not much and in this size wheel that could get sucked up with various resistances pretty fast ☹…



Sketch 3

Discovery Stage 3:

Always the optimist and (as an inventor) very familiar with failure, I did some more thinking…

What if we put a hole in the secondary wheel every 5° OR keep the weights on the primary wheel and put a weight every 5° on the upward side as per Sketch 3?

In this case we'd use a 'track' to collect the weights coming off the rim and direct them to the inner wheel holes. The track would be sized (length) so that (when pre-filled with weights) pushing a weight onto the track (from the wheel) would push a weight off the track (into the appropriate hole in the wheel).

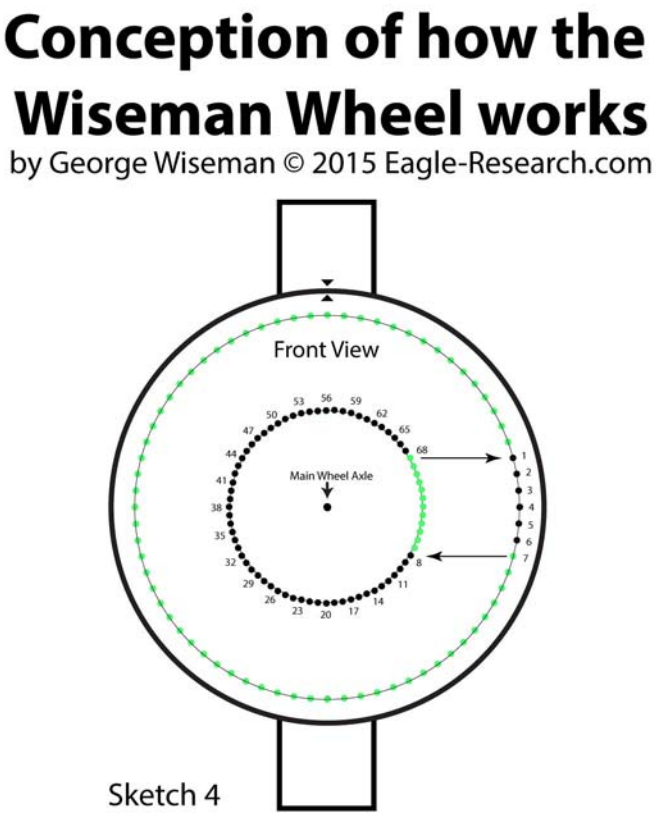
So a weight from position 13 would push a weight into position 14 and a weight from position 50 would push a weight into position 1.

Note: Obviously, in these scenarios, there will be a LOT more weights, adding to the total weight / expense of the wheel without adding torque.

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	
1.000	270.000	0.500	0.000	0.000	Weight 14
1.000	265.000	0.500	0.044	-0.044	Weight 15
1.000	260.000	0.500	0.087	-0.087	Weight 16
1.000	255.000	0.500	0.129	-0.129	Weight 17
1.000	250.000	0.500	0.171	-0.171	Weight 18
1.000	245.000	0.500	0.211	-0.211	Weight 19
1.000	240.000	0.500	0.250	-0.250	Weight 20
1.000	235.000	0.500	0.287	-0.287	Weight 21
1.000	230.000	0.500	0.321	-0.321	Weight 22
1.000	225.000	0.500	0.354	-0.354	Weight 23
1.000	220.000	0.500	0.383	-0.383	Weight 24
1.000	215.000	0.500	0.410	-0.410	Weight 25
1.000	210.000	0.500	0.433	-0.433	Weight 26
1.000	205.000	0.500	0.453	-0.453	Weight 27
1.000	200.000	0.500	0.470	-0.470	Weight 28
1.000	195.000	0.500	0.483	-0.483	Weight 29
1.000	190.000	0.500	0.492	-0.492	Weight 30
1.000	185.000	0.500	0.498	-0.498	Weight 31
1.000	180.000	0.500	0.500	-0.500	Weight 32
1.000	175.000	0.500	0.498	-0.498	Weight 33
1.000	170.000	0.500	0.492	-0.492	Weight 34
1.000	165.000	0.500	0.483	-0.483	Weight 35
1.000	160.000	0.500	0.470	-0.470	Weight 36
1.000	155.000	0.500	0.453	-0.453	Weight 37
1.000	150.000	0.500	0.433	-0.433	Weight 38
1.000	145.000	0.500	0.410	-0.410	Weight 39
1.000	140.000	0.500	0.383	-0.383	Weight 40
1.000	135.000	0.500	0.354	-0.354	Weight 41
1.000	130.000	0.500	0.321	-0.321	Weight 42
1.000	125.000	0.500	0.287	-0.287	Weight 43
1.000	120.000	0.500	0.250	-0.250	Weight 44
1.000	115.000	0.500	0.211	-0.211	Weight 45
1.000	110.000	0.500	0.171	-0.171	Weight 46
1.000	105.000	0.500	0.129	-0.129	Weight 47
1.000	100.000	0.500	0.087	-0.087	Weight 48
1.000	95.000	0.500	0.044	-0.044	Weight 49
1.000	90.000	0.500	0.000	0.000	Weight 50

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)
	Total bad negative torque ---------->			-11.452
Good Positive Force (lbs)	**Good Force Angle (deg)**	**Good Maximum Radius (ft)**	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)
	Total good positive torque ---------->			11.452
	NET good positive torque ---------->			0.000

So the torques, *as any physicist would tell you*, **balance out exactly**. NOT what we are looking for…



Discovery Stage 4:

OK, what the heck? LOSE the little torque we already had ☹? How do we reverse that trend?

Then I had this thought…

What if we 'added' weight to the wheel, in a way that 'balances' bad torque (see the additional inner weights on the downward side) AND…
go to what I call a 30° wheel (fewer weights on the rim) to use the most efficient good torque range of a Gravity Wheel.

In this case, weight 7 goes to position 8 and weight 68 goes to position 1.

Let's see what happens with torques…

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
1.000	270.000	0.500	0.000	0.000	Weight 20
1.000	265.000	0.500	0.044	-0.044	Weight 21
1.000	260.000	0.500	0.087	-0.087	Weight 22
1.000	255.000	0.500	0.129	-0.129	Weight 23
1.000	250.000	0.500	0.171	-0.171	Weight 24
1.000	245.000	0.500	0.211	-0.211	Weight 25
1.000	240.000	0.500	0.250	-0.250	Weight 26
1.000	235.000	0.500	0.287	-0.287	Weight 27
1.000	230.000	0.500	0.321	-0.321	Weight 28
1.000	225.000	0.500	0.354	-0.354	Weight 29
1.000	220.000	0.500	0.383	-0.383	Weight 30
1.000	215.000	0.500	0.410	-0.410	Weight 31
1.000	210.000	0.500	0.433	-0.433	Weight 32
1.000	205.000	0.500	0.453	-0.453	Weight 33
1.000	200.000	0.500	0.470	-0.470	Weight 34
1.000	195.000	0.500	0.483	-0.483	Weight 35
1.000	190.000	0.500	0.492	-0.492	Weight 36
1.000	185.000	0.500	0.498	-0.498	Weight 37
1.000	180.000	0.500	0.500	-0.500	Weight 38
1.000	175.000	0.500	0.498	-0.498	Weight 39
1.000	170.000	0.500	0.492	-0.492	Weight 40
1.000	165.000	0.500	0.483	-0.483	Weight 41
1.000	160.000	0.500	0.470	-0.470	Weight 42
1.000	155.000	0.500	0.453	-0.453	Weight 43
1.000	150.000	0.500	0.433	-0.433	Weight 44
1.000	145.000	0.500	0.410	-0.410	Weight 45
1.000	140.000	0.500	0.383	-0.383	Weight 46
1.000	135.000	0.500	0.354	-0.354	Weight 47
1.000	130.000	0.500	0.321	-0.321	Weight 48
1.000	125.000	0.500	0.287	-0.287	Weight 49
1.000	120.000	0.500	0.250	-0.250	Weight 50
1.000	115.000	0.500	0.211	-0.211	Weight 51
1.000	110.000	0.500	0.171	-0.171	Weight 52
1.000	105.000	0.500	0.129	-0.129	Weight 53
1.000	100.000	0.500	0.087	-0.087	Weight 54
1.000	95.000	0.500	0.044	-0.044	Weight 55
1.000	90.000	0.500	0.000	0.000	Weight 56

Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	Good Notes
1.000	15.000	1.000	0.966	0.966	Weight 1
1.000	10.000	1.000	0.985	0.985	Weight 2
1.000	5.000	1.000	0.996	0.996	Weight 3
1.000	0.000	1.000	1.000	1.000	Weight 4
1.000	355.000	1.000	0.996	0.996	Weight 5
1.000	350.000	1.000	0.985	0.985	Weight 6
0.000	345.000	1.000	0.966	0.000	Weight 7
1.000	330.000	0.500	0.433	0.433	Weight 8
1.000	325.000	0.500	0.410	0.410	Weight 9
1.000	320.000	0.500	0.383	0.383	Weight 10
1.000	315.000	0.500	0.354	0.354	Weight 11
1.000	310.000	0.500	0.321	0.321	Weight 12
1.000	305.000	0.500	0.287	0.287	Weight 13
1.000	300.000	0.500	0.250	0.250	Weight 14
1.000	295.000	0.500	0.211	0.211	Weight 15
1.000	290.000	0.500	0.171	0.171	Weight 16
1.000	285.000	0.500	0.129	0.129	Weight 17
1.000	280.000	0.500	0.087	0.087	Weight 18
1.000	275.000	0.500	0.044	0.044	Weight 19
1.000	85.000	0.500	0.044	0.044	Weight 57
1.000	80.000	0.500	0.087	0.087	Weight 58
1.000	75.000	0.500	0.129	0.129	Weight 59
1.000	70.000	0.500	0.171	0.171	Weight 60
1.000	65.000	0.500	0.211	0.211	Weight 61
1.000	60.000	0.500	0.250	0.250	Weight 62
1.000	55.000	0.500	0.287	0.287	Weight 63
1.000	50.000	0.500	0.321	0.321	Weight 64
1.000	45.000	0.500	0.354	0.354	Weight 65
1.000	40.000	0.500	0.383	0.383	Weight 66
1.000	35.000	0.500	0.410	0.410	Weight 67
0.000	30.000	0.500	0.433	0.000	Weight 68

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
	Total bad negative torque ---------->			-11.452	
Good Positive Force (lbs)	**Good Force Angle (deg)**	**Good Maximum Radius (ft)**	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	**Good Notes**
	Total good positive torque ---------->			11.654	
	NET good positive torque ---------->			0.202	

Wow… Happy Dance ☺ 0.202 ft/lbs NET positive torque!
Plenty of torque to overcome reasonable resistances.

Not a lot of power potential, for the size, weight and cost of the wheel, but enough to justify building a prototype!

What is MOST IMPORTANT here is not the low power, *but that there can be ANY power!*
Vested Interest has actively suppressed Free Energy technologies for centuries.
Physicists and engineers are taught that no such machine can exist / work…

Once there are working, independently verified Gravity Wheels in PUBLIC existence, the engineers and physicists (at least those with an open mind) will design better, more powerful machines.

Gravity will finally be considered a legitimate power source!
THAT is what is most important! THAT is what we are trying to accomplish here!

So, even though there are still issues to solve, like the weight moving / exchange mechanism and designing larger wheels; I think it is time to make the conceptual 'Wise Wheel' public knowledge.

Now that we have a concept that seems to *mathematically demonstrate positive torque*, the rest is just engineering.

If this is actually 'real' it is too important to keep in only one mind, or even 1000 minds. It is time to spread this conceptual knowledge to hundreds of thousands of people, so that the Vested Interest cannot stop it… Again! I'm SURE that working Gravity Wheels have been developed in the past and have been suppressed by a combination of inventor and Vested Interest GREED!

Inventors get all wide-eyed at the income potential and keep their discoveries secret as they try to find a way to monetize the innovations.

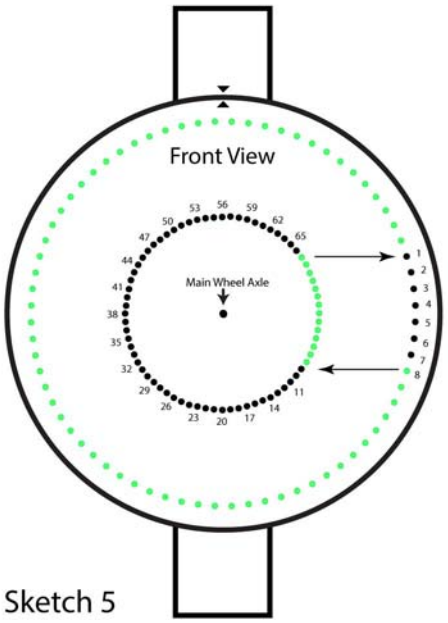
Vested Interest will do anything they can to keep their money-making empire intact. Greedy inventors make it easy for them because they only have to snuff out one mind…

That is why I've chosen to write this eBook and distribute it NOW; before we get working prototypes.

The money gained from the sales of our eBooks helps further the development of this and other practical Alternative Energy projects / technologies.

Conception of how the Wiseman Wheel works

by George Wiseman © 2015 Eagle-Research.com



Sketch 5

Discovery Stage 5:
Still thinking… and found a way to tweak the design to give another 0.117 ft/lb of torque.

I rotated the rim weights 2.5° to allow an additional rim weight to be in the 'torque working zone'.

In this design, the weight #67 goes to position #1. The weight at position #8 goes to position #9

We end up with 7 'working weights' on the rim.

Let's look at the torques:

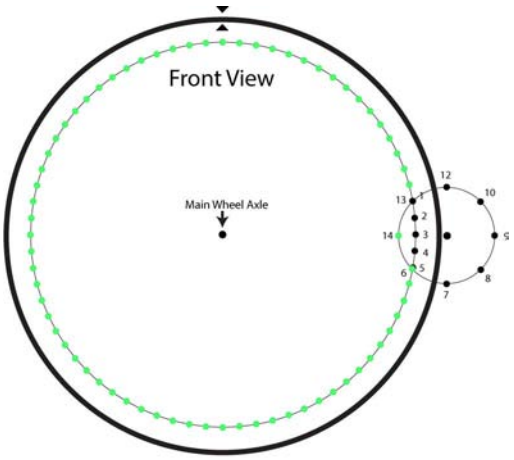
Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	Good Notes
1.000	17.500	1.000	0.954	0.954	Weight 1
1.000	12.500	1.000	0.976	0.976	Weight 2
1.000	7.500	1.000	0.991	0.991	Weight 3
1.000	2.500	1.000	0.999	0.999	Weight 4
1.000	357.500	1.000	0.999	0.999	Weight 5
1.000	352.500	1.000	0.991	0.991	Weight 6
1.000	347.500	1.000	0.976	0.976	Weight 7
0.000	332.000	1.000	0.883	0.000	Weight 8
1.000	325.000	0.500	0.410	0.410	Weight 9
1.000	320.000	0.500	0.383	0.383	Weight 10
1.000	315.000	0.500	0.354	0.354	Weight 11
1.000	310.000	0.500	0.321	0.321	Weight 12
1.000	305.000	0.500	0.287	0.287	Weight 13
1.000	300.000	0.500	0.250	0.250	Weight 14
1.000	295.000	0.500	0.211	0.211	Weight 15
1.000	290.000	0.500	0.171	0.171	Weight 16
1.000	285.000	0.500	0.129	0.129	Weight 17
1.000	280.000	0.500	0.087	0.087	Weight 18
1.000	275.000	0.500	0.044	0.044	Weight 19
1.000	85.000	0.500	0.044	0.044	Weight 57
1.000	80.000	0.500	0.087	0.087	Weight 58
1.000	75.000	0.500	0.129	0.129	Weight 59
1.000	70.000	0.500	0.171	0.171	Weight 60
1.000	65.000	0.500	0.211	0.211	Weight 61
1.000	60.000	0.500	0.250	0.250	Weight 62
1.000	55.000	0.500	0.287	0.287	Weight 63
1.000	50.000	0.500	0.321	0.321	Weight 64
1.000	45.000	0.500	0.354	0.354	Weight 65
1.000	40.000	0.500	0.383	0.383	Weight 66
0.000	35.000	0.500	0.410	0.000	Weight 67

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
1.000	270.000	0.500	0.000	0.000	Weight 20
1.000	265.000	0.500	0.044	-0.044	Weight 21
1.000	260.000	0.500	0.087	-0.087	Weight 22
1.000	255.000	0.500	0.129	-0.129	Weight 23
1.000	250.000	0.500	0.171	-0.171	Weight 24
1.000	245.000	0.500	0.211	-0.211	Weight 25
1.000	240.000	0.500	0.250	-0.250	Weight 26
1.000	235.000	0.500	0.287	-0.287	Weight 27
1.000	230.000	0.500	0.321	-0.321	Weight 28
1.000	225.000	0.500	0.354	-0.354	Weight 29
1.000	220.000	0.500	0.383	-0.383	Weight 30
1.000	215.000	0.500	0.410	-0.410	Weight 31
1.000	210.000	0.500	0.433	-0.433	Weight 32
1.000	205.000	0.500	0.453	-0.453	Weight 33
1.000	200.000	0.500	0.470	-0.470	Weight 34
1.000	195.000	0.500	0.483	-0.483	Weight 35
1.000	190.000	0.500	0.492	-0.492	Weight 36
1.000	185.000	0.500	0.498	-0.498	Weight 37
1.000	180.000	0.500	0.500	-0.500	Weight 38
1.000	175.000	0.500	0.498	-0.498	Weight 39
1.000	170.000	0.500	0.492	-0.492	Weight 40
1.000	165.000	0.500	0.483	-0.483	Weight 41
1.000	160.000	0.500	0.470	-0.470	Weight 42
1.000	155.000	0.500	0.453	-0.453	Weight 43
1.000	150.000	0.500	0.433	-0.433	Weight 44
1.000	145.000	0.500	0.410	-0.410	Weight 45
1.000	140.000	0.500	0.383	-0.383	Weight 46
1.000	135.000	0.500	0.354	-0.354	Weight 47
1.000	130.000	0.500	0.321	-0.321	Weight 48
1.000	125.000	0.500	0.287	-0.287	Weight 49
1.000	120.000	0.500	0.250	-0.250	Weight 50
1.000	115.000	0.500	0.211	-0.211	Weight 51
1.000	110.000	0.500	0.171	-0.171	Weight 52
1.000	105.000	0.500	0.129	-0.129	Weight 53
1.000	100.000	0.500	0.087	-0.087	Weight 54
1.000	95.000	0.500	0.044	-0.044	Weight 55
1.000	90.000	0.500	0.000	0.000	Weight 56

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
	Total bad negative torque ---------->			-11.452	
Good Positive Force (lbs)	**Good Force Angle (deg)**	**Good Maximum Radius (ft)**	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	**Good Notes**
	Total good positive torque ---------->			11.771	
	NET good positive torque ---------->			0.319	

0.117 ft/lbs more net torque. **Happy Dance** ☺

Like I said before. If we can get a gravity wheel to turn by itself, preferably even 'self start' (use no external energy to start it turning) then open-minded physicists and engineers WILL make more efficient designs. The KEY is to prove that the concept (gravity as a power source) IS POSSIBLE!



Sketch 6

Discovery Stage 6:
As I was trying different configurations and calculating gear ratios to have a secondary wheel…

I kept running into the issue whereby I had to overcome the 'leverage' torque of the gearing.

It suddenly occurred to me that I might be looking at this whole thing backwards…

Instead of trying to lift the weights with the smaller secondary wheel, maybe I should redesign it so that I was lifting the weights with the main big wheel…
using the little wheel to provide the torque…

So I increased the torque radius on the small wheel and rotated the main wheel weights back 2.5°.

In this case the little wheel would turn clockwise and the big wheel would turn counter-clockwise.
I kept the numbering scheme the same, even though the wheels are turning in the opposite directions.

Weight from 13 would move to position 1 and weight from 6 would move to position 5. Weights 5,4,3 and 2 would move upwards… Hopefully ☺

Let's look at the torques…

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
0.000	10.000	1.000	0.985	0.000	Weight 1
1.000	5.000	1.000	0.996	-0.996	Weight 2
1.000	0.000	1.000	1.000	-1.000	Weight 3
1.000	355.000	1.000	0.996	-0.996	Weight 4
1.000	350.000	1.000	0.985	-0.985	Weight 5
Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	Good Notes
	Total good positive torque ---------->			0.000	
	NET good positive torque ---------->			-3.977	

This NET 'positive' torque **is negative** because it's pushing down on the small wheel's gear.

Bad Negative Force (lbs)	Bad Force Angle (deg)	Bad Maximum Radius (ft)	Bad Force Lever (ft)	Bad Neg Force Torque (ft-lb)	Bad Notes
3.977	180.000	0.111	0.111	-0.442	Gear Torque

The small wheel's gear is sized to turn the small wheel 45° when the big wheel turns 5°.

Math for this secondary wheel:

Calculating the circumference of a circle with a diameter (D x π = C). π = 3.14159
Calculating the diameter of a wheel from the circumference (C / π = D)

Primary Wheel = 2' diameter = 6.28318 C
To find diameter of Secondary Wheel that will rotate 45° every time Primary Wheel rotates 5°
# of 5° in 360° = 360/5 = 72 6.28318 / 72 = 0.08726639' per 5°
0.08726639' x 8 (8 of 45° to get 360°) = 0.69813112' C for secondary wheel.
Secondary Wheel D = 0.69813112 / 3.14159 = 0.2222'
R = D / 2 = 0.1111'

Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	Good Notes
0.000	225.000	0.250	0.177	0.000	Weight 6
1.000	270.000	0.250	0.000	0.000	Weight 7
1.000	315.000	0.250	0.177	0.177	Weight 8
1.000	0.000	0.250	0.250	0.250	Weight 9
1.000	45.000	0.250	0.177	0.177	Weight 10
1.000	90.000	0.250	0.000	0.000	Weight 11
1.000	135.000	0.250	0.177	0.177	Weight 12
-1.000	180.000	0.000	0.000	0.000	Weight 13
Good Positive Force (lbs)	Good Force Angle (deg)	Good Maximum Radius (ft)	Good Force Lever (ft)	Good Pos Force Torque (ft-lb)	Good Notes
	Total good positive torque ---------->			0.780	
	NET good positive torque ---------->			0.338	

Happy Dance ☺ This configuration seems to work even better and uses far fewer weights.

OK, it LOOKs like the wheel can be designed either way. Or maybe I'm just fooling myself…

Designing practical 'proof of concept' experiments:

It isn't enough that the math indicates it will work. It actually has to WORK in the real world.

To paraphrase Ron Frazier, this is where we need to stop slinging bites and start arranging molecules.

The conceptual wheels so far used 1 lb weights on a 2 foot diameter wheel. In physical terms the 1 lb weights (balls in this case) are too large to fit into the conceptual 'holes'.
1 lb (0.45 kg) lead balls are about 1 21/32 inches in diameter.

For an experiment, this wouldn't matter because all we need to know is if the wheel will generate enough torque to 'reset' itself. So we can hang weights from pins (similar to Sketch 2) and only need to take the wheel through 5° of movement; shifting the weights by hand.

Fishing 'downdrop' lead cannonballs already have a ring fastened to them, so hanging them is easy.

Or we can make a wheel large enough that we actually drill holes in a material (I'd use plywood) that will fit the balls.

The plywood would have to be laminated together to make it about 1 11/16" thick. 2 of ¾" sheets with a 3/16" middle sheet would do it. I'd add a 1/8" sheet on the back to keep the balls from falling out the back. I'd make the center 3/16" lamination with 2" holes, so there'd be a bit of a groove to 'seat' the balls. I'd drill ¼" holes in the 1/8" sheet, so that I can poke a rod though the center of each 'weight hole' to make it easier to punch out the balls.
It'd be a good idea to use quality bearings on the wheel axle, to reduce friction as much as possible.

Using fishing 'drop weight' cannon balls… Notice price increase is not linear to lead weight.
1 lb (0.45 kg) ball = 1 21/32 = CT# CBW1-077-9567-6 = $4.99
1.5 lb (0.68 kg) ball = 1 29/32 = CT# CBW1.5-077-9167-8 = $6.99
2 lb (0.91 kg) ball = 2 3/32 = CT# CBW2-077-9454-4 = $7.99
3 lb ball =

This ball size relationship might limit the 'degree range' of the outer balls (upper and lower limit is controlled by the radius of the inner track; unless you use a secondary wheel).

Gearing the secondary wheel:
Circle Math: http://www.cleavebooks.co.uk/trol/trolp.pdf

http://www.mathplanet.com/education/pre-algebra/more-about-equation-and-inequalities/calculating-the-circumference-of-a-circle
http://math.about.com/library/blcirclecalculator.htm

Calculating gear ratios
http://science.howstuffworks.com/transport/engines-equipment/gear-ratio2.htm
http://www.technologystudent.com/gears1/gears5.htm
http://bowlesphysics.com/images/Robotics_-_Gears_and_Gear_Ratios.pdf

Brainstorming ideas to try, to raise efficiency:

1. Bring weights from other side of wheel, instead of adding enough to go over top of wheel like Sketch 4.
Or use a smaller secondary wheel… I really like the secondary wheel concept…

2. Think more on the work / power issue raised in Sketch 2.
Maybe there's a way to get the work done without using up all the wheel's power.
Think about it… If wheel 1 (6.2'24°45°secWiseWh) gives 4.957 ft/lbs torque and wheel 2 takes only 0.845 ft/lbs torque, the net torque should be 4.112 ft/lbs.
It should 'self-start' and turn??? Isn't that why a balance beam works?

What would happen if we have a balance beam drive a geared wheel as an experiment to lift a weight?
When using the smaller secondary wheel to lift the weights, keep the 'negative' torque to minimum by keeping the radius to the weights to the minimum…
Hmmmmmm… Maybe have the little wheel drive the big one…

What happens if we INCREASE the torque radius of the weights on the little wheel?

3. Keep the 'rising' weights, as close to the axle as possible, to reduce the torque needed to lift them. Find out the diameter of the lead balls and calculate the closest they could be to the axle and still provide a ball every 5°; while having enough 'wheel gap' to maintain the integrity (strength) of the wheel.
Maybe use a 'backing' thickness so that the balls only go halfway into the wheel thickness.
Maybe use a secondary 'lifting' wheel…

4. Work the math relationship a bit more, to find the optimum ratios of inner/outer weights with distances from axle.

5. When a ball is flung outward, it takes energy from the wheel (makes the wheel want to slow down). When the ball travels inward, it gives energy back to the wheel (makes it want to spin faster).

6. Centrifugal force could fling the top ball outward (just release the ball as the wheel turns and it will roll)
Maybe provide a track inside the wheel to allow this to happen.
Ball could be held on the inner track until released by a pin?

7. The lower ball would need to be brought back by some means that would add its energy to the wheel.
It would be fighting centrifugal force…
Another inner track leading back? An outer track/tube/channel?

8. Try secondary wheel that is entirely filled with weights, so it all balances.
Then align it with the main wheel so that it provides weights as needed; and see what happens…
A 'hole' should appear every 15° (or 10°, 20°, 30°, some multiple of 5°), which will be 'filled' from lower weight leaving the main wheel.

9. As per above but secondary wheel may have to be sped up to align the weights to holes properly. Also, there will be some relationship to # of balls on secondary wheel to # of balls on main wheel.

Once (if) the experiments show consistent positive torque, we will proceed to designing a working prototype 'physical' proof of concept wheel.

PLEASE HELP ME!

If you've read this far, you can see I have some reason to think that this Gravity Wheel will work. If it works, it's BIG NEWS, like the invention of fire or 'the wheel'.

I need your help in several ways:

1. The first thing I'm asking you to do is make sure this Gravity Wheel is not suppressed by Vested Interest.

If you do nothing else, please keep your copy safe, so that if I die you can distribute the information in any way you see fit.
I hereby give permission to freely distribute this information (and any information you've copied from the online Resources) **should I die for any reason whatsoever**.
To be clear, as long as I'm alive I'd like to make a meager income from the sale of my (non-patented) innovations but if I'm dead I want the information to be spread publicly.

I'm currently in good health, don't even take aspirin, etc. but *inventors of working Free Energy Technology die with depressing regularity* (all kinds of ways) and often **just as they were going to release Free Energy breakthroughs**.
I want to be sure this innovation (if it works like I think it will) gets publicly known.

2. The second thing I'm asking is to give me as much feedback as you can. I know some of you will only be able to do editing and some of you can check math, etc. I know you are busy but this'd really help me be sure I'm delivering accurate information.

I need others to edit my work because no one can properly edit their own work...
But mainly I need to know if I'm fooling myself...
Since my math indicates that this Gravity Wheel will work and we all KNOW that Gravity Wheels do not work...
Except maybe the Bessler Wheel? http://besslerwheel.com/

3. The third thing I'm asking is to share the 'Wiseman's Wheel' eBook link with as many of your friends as you think would be interested.

As you likely already know, I don't patent my innovations.
I write books and teach people what I know so that my technologies bypass Vested Interest suppression. I've been doing this (being a self-funded inventor) since 1984.
99% of my income comes from satisfied customers. 1% comes from donations.

My income comes from the sale of information so *please don't share this eBook freely* unless I'm dead. Share the eBook link so that **this becomes a win-win** for all of us.
The technology gets funded AND bypasses Vested Interest suppression.

Please send as many people as possible to get their own registered copy from my eStore.
http://www.eagle-research.com/cms/node/4010?a=5
Payment for this eBook is low enough for anyone to afford and is a pittance compared to what the information is (potentially) worth.

Note: For those of you who do have mailing lists (or just post online a lot) and a need for income, Eagle-Research does have a very good affiliate program (see your user profile) so you'd not only get the information out, but you'd make some money doing it.

Many people buying the eBook will secure this knowledge in the public domain *at the same time as providing the funding to get a prototype designed and built*.

The Wise Wheel concept is pretty simple, straightforward and I don't see any reason it couldn't be built with 'at-home' type skills and tools.

Registered buyers of the eBook (including you if you participate in helping me) will be able to access CAD drawings when they become available (they'll be posted in the online Resources).

4. The final thing I'm asking for is comment(s) that I can post publicly. Please tell me what you think. **NOTE:** I will only post comments that you specifically give me permission to; so be sure to indicate what information is for public because my default is not to share communication without written permission.

If you can't see anything wrong with the concept or math, then get back in touch with me and suggest appropriate experts to evaluate it.

If the concept continues to work mathematically, I'll get a prototype built.

I assure you that I will keep registered buyers updated on progress (via eNews and Resources) as each significant step happens.

Wise Wheel Online Resources:
I've started a Resources section on my website to accumulate applicable data.
http://www.eagle-research.com/cms/node/3991?a=5

Wise Wheel Online Forum:
I've started a forum topic for people to help each other build their Wise Wheels.
http://www.eagle-research.com/cms/node/3992?a=5

Other helpful Reports:

My "**Buoyancy Report**" is here:
http://www.eagle-research.com/cms/node/228?a=5

My "**Gravity Report**" is here:
http://www.eagle-research.com/cms/node/229?a=5

My book "**Reverse Your Electric Meter, Legally**" describes how to simply and inexpensively use an ordinary AC motor (overdriven) to synchronously interface a prime mover (like a primary gravity wheel) to the Grid, *or to inexpensively make an independent home power generator*.
http://www.eagle-research.com/cms/node/230?a=5

Get your FREE copy of "**Ezekiel's Wheel**" here:
http://www.eagle-research.com/cms/node/3995?a=5

My "**Free Energy Accumulator**" book is here:
http://www.eagle-research.com/cms/node/225?a=5

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Remember to have FUN!

May the Blessings Be
George Wiseman

WHO IS GEORGE WISEMAN

George Wiseman is the founder and president of Eagle-Research, a non-profit organization that develops and distributes energy-saving solutions. He is multi-talented and multi-degreed, but singular in his mission: to promote self-sufficiency at the individual level by discovering and sharing the best, all-around, practical solutions.

George attributes his self-reliance, resourcefulness and commitment to our natural environment, to his rural roots. “Dad didn’t believe in having any equipment on the place (hobby farms in Montana, Oregon, Alaska and finally a ranch in British Columbia) that we couldn’t fix ourselves. We had running water if we ran and got it. And electricity was something that came in batteries”. His farm-grown, western cowboy philosophy combine well with his inventor persona to create a world-class visionary. He takes the hand-up rather than the hand-out approach to everything.

Since 1984, George has been making his living as an inventor and author. His fuel-savers have gained him a worldwide following of satisfied consumers who eagerly pursue his work for new offerings. George continues to impress his customers, peers and competition with practical innovations that can be successfully home-built. His latest product, the ERxxxx WaterTorch, is making great waves in dozens of industries around the globe.

As much as anything, it’s his commitment to patent-free technology development that has earned George Wiseman a champion reputation. Openly sharing research findings benefits everyone by constantly elevating the standards of viable energy solutions.

George’s work has been featured on radio and in newspapers around North America and at many ‘alternative’ energy gatherings including the International Tesla Society Symposiums and Exotic Research Conferences.

He lives with his bride, Tenaj, and their brood of cats, in a lush valley of the Rocky Mountains.

CASTLE PROJECT

Eagle-Research (George Wiseman) in cooperation with Being Unlimited (Tenaj DaCosta Wiseman) are in the initial stages of creating their ultimate dream. They envision a world-renowned educational energy centre designed to find, develop and harness the unique genius inside each of us.

The centre will be open to all sorts of creative-thinkers in their respective fields: inventors; writers; healing arts practitioners; feng shui specialists; architects; illustrators; horticulturalists; fitness experts…

Individuals wishing to participate in the project may access the required reading list, that will be updated from time-to-time, on the Eagle-Research website: (www.eagle-research.com)

Comments and/or contributions are invited from anyone who is committed to cultivating dream seeds. Nay-sayers are better not to waste their time. Negative input will be wholeheartedly disregarded.

❝ Too low they build, who build beneath the stars.❞

- Edward Young -

CONTRIBUTIONS

We appreciate your contributions. Your input helps us further develop these technologies into more and better practical solutions.

Remember though, we are a non-profit organization putting our time and money primarily toward research. There is seldom anyone in the office to answer the phone. For budget reasons, we usually do not return long-distance calls unless calling collect. We prefer to have customers contact us by email, FAX or letter.

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SEMINARS & CONFERENCES

George Wiseman is available for a limited number of speaking engagements each year. For consideration of your next event, FAX details to Eagle-Research, at least three months in advance.

GUARANTEE

All Eagle-Research products are sold with a money back guarantee. If you are dissatisfied for any reason, return the product(s) within 60 days of receipt for a full refund of the product(s) price.