effects. Since the collector of the half-wave rectifier is the source of negative electronic charges driving the motor, the logical way to connect the output of the collector plate is directly to the pinwheel, as in **Fig. 30**, so that ultimately the negative charges will spread out from the points of the pinwheel, once they are hit by local ions of opposite polarity and the heating effect promotes tunneling through the surface potential barrier at the needle points. But in fact, when the pinwheel is connected in reverse, with the massbound charges being supplied to the stator - as shown in **Fig. 31** - we observe an immediate doubling of the performance of the wheel, with its rotational speed increasing to 899.7 RPM ± SEM 8.08 (n=9). This places the motive power of the wheel, by the traditional formula, at 1.266 W, or a further 4.6-fold increase (for a total improvement of 81 times over the circuit of **Fig. 10**). Aetherometrically, this corresponds to a power of 0.085 W, and is still just a fraction, albeit a significant one (ca 4.7%) of the 1.8W = 0.9W*2 output measured electrically in the circuit of **Fig. 29**, with the same setting of the vibrator stage driving the primary. The curious feature, then, of this arrangement is the fact that the pinwheel coupling is almost five times more efficient if the negative charges are fed to the stator, rather than to the wheel itself.

There are also remarkable qualitative differences between this arrangement and that of **Fig. 10**. In the latter, a corona could be observed emanating from the tips of the pins and, if the stator was too close, strikingly long spark discharges could be observed. Due to the corona alone, substantial ozone production could be detected, as well as constant swishing and crackling noises. The motion of the wheel was also wobbly. But in the arrangements of **Fig. 30** and **Fig. 31**, no corona can be observed at the tips. The only luminosity that is barely visible to the eye is a very soft bluish glow that emanates from the whole rotor in **Fig. 30**. Moreover, no ozone can be detected by smell, and the rotation is perfectly silent, with the rotor soon assuming horizontal gyroscopic balance. Since this circuit involves a tertiary coil (low impedance) - the circuits of **Fig.s 30 & 31** are best described as the motor gyroscopic action of a Gordon wheel driven from the rectified output of a Tesla 'resonant transformer'.

By replacing the half-wave rectifier with our standard gold-doped full-wave divider [**17**], and connecting the stator to the negative side of the divider, and the pinwheel rotor to the positive side of same (**Fig. 32**), we obtain essentially the same qualitative and quantitative result, with the speed of the motor being clocked at 917.1 RPM ± SEM 1.1 (n=9), and the corresponding conventional motive power being 0.088 W.

tioning of these devices. Furthermore, for Reich's OR motor to qualify as an aether motor, and if it was ultimately driven from a Tesla coil, at a distance, as we have proposed to be the case, it would of necessity have to be capable of employing precisely the massfree electric energy component of Tesla waves.

In the accompanying communications, we will examine how this difficult task can be accomplished by employing precisely a full-wave divider, and we will thus buttress our argument that such a divider must *exactly* be what Reich meant by Function Y.

Figure 32