

November 29, 2008

Jon Harms  
President & CEO  
MagLev Energy, Inc.  
13799 Park Boulevard North  
Seminole, Fl 33776

Dear Jon:

Per your request, I am providing additional validation and confirmation information based on subsequent measurement and testing of the MagLev Energy (MGE) proprietary circuits:

A test configuration was established that would allow for a simplified characterization of the power use efficiencies realized by the (MGE), Inc. proprietary circuitry. The MagLev prototype apparatus is equipped with an array of switches which allow various configurations of operation of the device. Among them the device may be configured to operate both with and without the MGE proprietary circuitry. This capability provides a baseline of operation as the device may be configured as a conventional (repel only) externally powered electric motor independent of the MagLev prototype apparatus' internal power supplies.

In an effort to reduce variables, the rotating voltage generating components were in place but no electrical load was present when the test measurements were taken.

The device was powered with a measurable steady state input voltage and current to achieve a representative constant operational RPM and associative baseline power consumption, all without the MGE circuitry enabled. Following these measurements the configuration switches were adjusted to introduce the MGE proprietary circuits and algorithmic distribution. A second set of comparative measurements were taken with a constant RPM as the baseline for comparison

Repeated test results demonstrated that an input power reduction of nearly 60% permitted a constant RPM with MGE proprietary circuits switched ON as compared to maintaining the same RPM with MGE circuits switched OFF.  $\% \text{ Reduction} = (\text{Amount of decrease} / \text{Initial value}) * 100$

Example:

Constant RPM: 127.6 watts use with MGE circuits OFF; 51.77 watts use with MGE circuits ON.

Note: Repeated testing with different RPM constants tend to demonstrate a linear expectation throughout the rpm ranges available.

For record keeping purposes, I, Thomas Heath have personally conducted the above measurements. These measurements were taken using MGE prototype apparatus.

If you have any questions or comments concerning this letter please feel free to contact me.

Sincerely,



Thomas Heath

10341 Nicaron Ct.  
Seminole, FL 33778

September 29, 2008

Jon Harms  
President & CEO  
MagLev Energy, Inc.  
13799 Park Boulevard North  
Seminole, FL 33776

Dear Jon:

Per your request, I am providing the following validation and confirmation statement:

For record keeping purposes, I, Thomas Heath have assisted in the acquisition and validation of voltage and current measurements as depicted in the accompanying oscilloscope photos. These measurements were taken by me while measuring and monitoring the operation of the MagLev prototype apparatus.

In addition to these measurements an examination of the apparatus was conducted. The intent of this examination was to confirm the validity of circuit schematics as well as to verify the source of the signals to be monitored and documented. This exercise also allowed for a "reverse-engineered" schematic capture of the electrical design. An industry standard circuit design tool may be utilized to capture this data and create design files ready for commercial production.

My conclusions are as follows; the circuits of the MagLev prototype apparatus are as depicted in the prototype schematics. There are no hidden elements, or circuits that would or could affect the measured outputs. Simply stated, the device operates as depicted.

My education is a BSET from the University of Central Florida followed by 23 years in the defense and aerospace technology business. I have electrical design and development experience. I have designed hardware for missile avionics applications as well as satellite and manned space. If you have any questions or comments concerning this letter please feel free to contact me.

Sincerely,



Thomas Heath  
Technical Manager  
GE Aviation