

INVENTORS.

PART 14.



***INVENTORS WHO CREATE THE TOMORROWS
Always get insulted by the so-call experts of yesterday.
Yesterday experts are great crap producers as you can witness.***

***Unfortunate we who do care for the health of this planet just continue on
with our development work to meet the world's market demand for clean
energy and transportation systems and that is a FACT!***

We do not stop because of stupid idiot's flowerbower that is also a FACT!

That calls for a vast amount of knowledge to plan and implement such a company structure as I planning and its technology even calls for a vast amount of extra knowledge which you are actually reading in this book.

Unfortunate we are far more advanced then we are releasing details of at this time, and now we have entered October 2007 the team minus my self will be starting to come together at the new HQ to start setting up and training for this new development.

Unfortunate I still have a large undertaking here to complete before leaving for the new HQ, by then the special magnetiser hopefully will be taking shape.

I have also been informing that certain equipment is on its way to me here – and hope to get those packages here within 14 days.

I shall continue the subjects in this book, so you can understand what I have to consider in this development for success – success is certain as the mock-up reveals more secrets of the S.E.G. excitement grows with the team; so far these findings are kept under cover until I can write up the document to cover the new findings. The study work on that mock-up is not yet complete but the chances are that it will demonstrate Christmas tree lights running from it. And it was never designed for that purpose. The photos show what that unit was like at that conference which it was quickly made for, it did not rotate unless you push one of the rollers, what it showed was that 12 masses could stay on regardless.

Note:

The common idea that success spoils people by making them vain, egotistic and self-complacent is erroneous; on the contrary it makes them, for the most part, humble, tolerant and kind – failure makes people bitter and cruel.

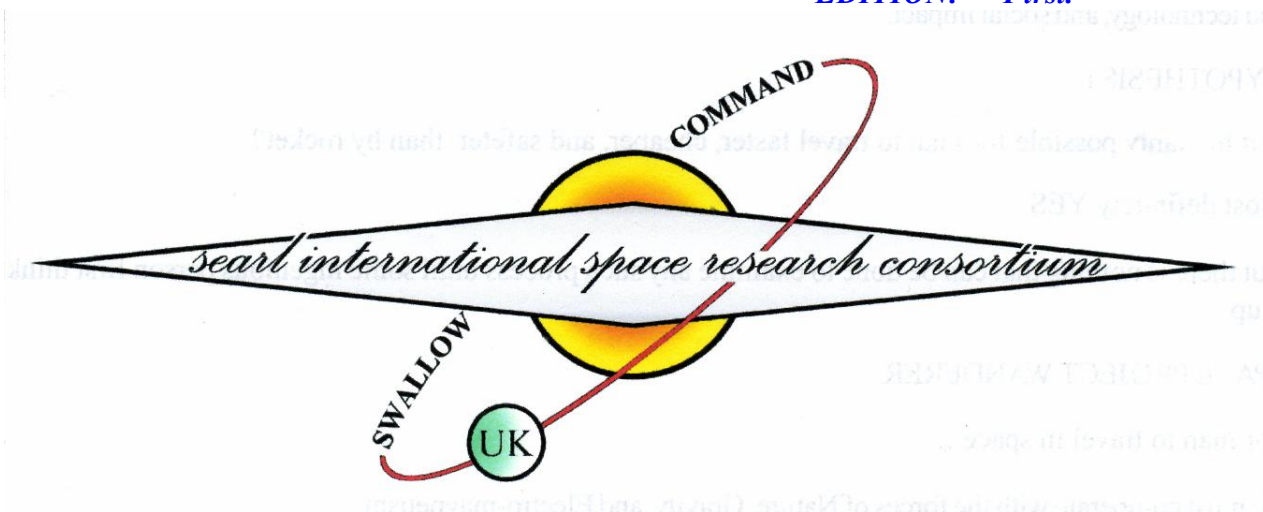
I think that Flowerbower on youtube proves that failure does make one bitter and cruel as he has been demonstrating.

Just to remind you of the reality of that statement.

DOC-SISRC-MFD-AOC-1-1.

DATE: 20TH August 1968.

EDITION: First.



**Searl International Space Research Consortium.
Mortimer – Berkshire – England.**

LOCATION: Headquarters – Berkshire – England.
DIVISION: Manned Flight.
SUBJECT: Air Operator's Certificate.
AUTHOR: John Roy Robert Searl.
STATUS: Head of research and development.
PART: Two.

The slender disc is a new concept in flight technology – whose operational functions has to be researched and developed to meet all present days' conventional requirements for all flight vehicles regardless.

First we must understand those requirements; from which I can start the design function of a concept for research and development.

Thus these documentations are a vital issue for the success of a concept to become a reality, without that knowledge you are grounded. And further more it also cost money to get through all this red tape – which to any inventor is cruel burden to his/her input to be charged as such.

ADMINISTRATION.

1: **REQUIREMENT TO HOLD A CERTIFICATE.**

An *Inverse-Gravity-Vehicle* in the United Kingdom may not fly for the purpose of public transport otherwise than under and in accordance with the terms of an *Air Operator's Certificate* granted to the *operator* of that vehicle by the *Civil Aviation Authority*.

This is why no I-G-V has been manned to date.

- 2: An interpretation of the term '*public transport*' is given in the *Air Navigation Order* for the time being in force and anyone in doubt as to whether particular flights may be made without the operator being the holder of a *Certificate* should seek legal advice.

In relation to an *Air Operator's Certificate*, the '*operator*' is defined as the person for the time being having the management of the *Inverse-Gravity-Vehicle*.

3: **CHARGES.**

A charge is payable on application for a *Certificate* and on application for the inclusion in the *Certificate* of an additional type of aircraft.

No action will be taken on applications until the appropriate charge has been paid.

This is the reality of my world of that I have to live in – there are so many cooks involved all charging for your rights to invent and to prove that it works.

- 4: Additional charges are payable by the holder while a *Certificate* remains in force.

This is yet just another reason why I have not manned any flights of the I-G-V to date.

- 5: Details of current charges may be obtained from the *Flight Operations Inspectorate* or the *General Aviation Branch*.

6: **APPLICATION FOR A CERTIFICATE.**

An *operator* who has not previously held a *Certificate*, or does not currently hold one, should apply on the appropriate form in accordance with the instructions attached to it.

These forms and any other information that may be required can be obtained either from the *Flight Operations Inspectorate* or the *General Aviation Branch*.

Searl International Space Research Consortium does not hold such a certificate at this time as cost on research and development suck up what funding is available at this time.

- 7: The application should be accompanied by the appropriate fee and if possible by the relevant operations and training manuals (see section 15 and 17) and should be submitted as far ahead as possible of the proposed date for the start of operations.

The *MINIMUM* notice required is *six weeks* from the date the completed operations and training manuals are received by the *Authority*.

The interval between application and grant of a *Certificate* will depend primarily upon matters within the control of the *operator Searl International Space Research Consortium* and no undertaking can be given that the *Authority* will be able to reach a decision within a particular period

- 8: On receipt of the application a *Flight Operations* or *Air Taxi Operator Inspector* will be assigned to the applicant.

The *Inspector* will be required to carry out a *detailed examination* of all aspects of the *INVERSE-GRAVITY-VEHICLE operation, including management structure, adequacy of ground and flying staff and arrangements for their training, premises equipment and I-G-V.*

A *detailed examination* will also be made of the *operations and training manuals.*

All these matters will be assessed in relation to *the scale, scope and circumstances* of the *applicant's proposed operations.*

Manuals will be returned by the *Authority* during the currency of a *Certificate* (see section 15).

- 9: Where appropriate the application will be referred to the *Airworthiness Division* for advice on the adequacy of arrangements and facilities for *Inverse-Gravity-Vehicle maintenance.*
- 10: If the *inspection procedure* reveals a *significant deficiency* which cannot readily be dealt with in discussion, the *operator Searl International Space Research Consortium* will be advised in writing of the nature of the *deficiency* and the action required.
- 11: One or more proving flights on the *Inverse-Gravity-Vehicle* type for which application is made will normally be required, and will be observed by *Inspectors* who will specify the route(s) to be flown.
- 12: It will be necessary in many instances for an *operator* to obtain an *Air Transport License* before starting *public transport operation.*

In such cases an *Air Operator's Certificate* will not normally be granted until the issue of an *Air Transport License* has been *authorized.*

Information on *Air Transport License* requirements may be obtained from the *Economic Policy and Licensing Division.*

This is the world of reality in which I have to live regardless how I feel about this situation.

- 13: ***FORM OF CERTIFICATE.***

Certificates are normally granted for an *indefinite period* but this may be varied at the discretion of the *Authority.*

The type(s) of *I-G-V* that may be flown and the region in which operation may be conducted will be specified in the *Certificate.*

Include in the *Certificate* will be *General Conditions* applicable to all *holders* and *Special Conditions* to be observed by the applicant.

- 14: A *specimen Certificate* is shown on the next page.

The *regions specified* will be shown on the following page of that *Certificate* and if possible in this section to indicate on the map that information will be found to meet most requirements, but the *operator* may apply for a *Certificate for a region* other than a *'standard region'*.

“I am a strong believer that people should know the absolute truth about all things regardless of idiot’s claims. This is why I am releasing these documents again so you can witness what my involvement takes to achieve this task. I have inserted this block based on conditions which has taken place since that time interval. Unfortunate idiot’s are no different to robbers their task are the same stop this work by any means possible. They both have very sick minds.”

- 15: ***VARIATION OF A CERTIFICATE.***

If the *holder Searl International Space Research Consortium* wishes to apply for a variation of a *Certificate* (eg inclusion of an additional aircraft type or extension of region) *Searl international space Research consortium* can write to the office that issued the *Certificate* giving full details of the amendment proposed.

THE MINIMUM NOTICE REQUIRED IS 30 DAYS.

If *Searl International Space Research Consortium* is for the inclusion of an additional type of the *I-G-V*, the completed operations manual (or addition to an existing manual) for the type should accompany the application.

This is the world of reality what you need to know and understand and understand you must – knowing is not good enough.

Detail information will be required on arrangements for the *maintenance of the Inverse-Gravity-Vehicle and testing of crews*.

- 16: On receipt of an application for variation the *Inspector* assigned to the *operator* will normally be directed to make a special investigation which may include the requirement to observe a proving flight.

- 17: ***ROUTINE LIAISON AND INSPECTION.***

During the currency of a *Certificate* the *Authority* will require periodical reports on the continued competence of the *holder*.

For this purpose, the *Inspector* assigned to the *operator Searl International Space Research Consortium* will make *liaison* and *inspection visits* to each *operating base* and to the *operator’s Searl International Space Research Consortium outstations*, and may also wish to *visit handling agents* appointed by the *operator Searl International Space Research Consortium*, both in the *United Kingdom and abroad plus space*.

- 18: All *Flight Operations* and *Air Taxi Operator Inspectors* are *‘authorised persons’* for the purposes of the *Air Navigation Order*, and are also *authorized* for the purposes specified in *General Condition A2* of each *Air Operator’s Certificate*, which will be discussed later.

Inspectors may also fly in the *operator’s Inverse-Gravity-Vehicles* in the course of normal

Operations.

- 19: ***FLOWERBOWER OR Dr. D WHICHEVER NAME YOU CARE TO USE; THIS IS THE REAL WORLD OF REALITY WHICH YOU APPEAR NOT TO UNDERSTAND OR EVEN BELONG TO; CLEARLY YOUR DISPLAY ON YOUTUBE SHOWS THAT YOU LIVE IN THE WORLD OF FANTASY.***

Come off that cloud nine before you fall and break your neck – better still strip and look in a full length mirror that person who is looking at you is extremely evil minded destroy it before it destroys you.

Continue from top of page 6.

Arrangements for such flights will normally be made in advance, but the right is reserved for ***Inspectors*** to board ***Inverse-Gravity-Vehicles*** without prior notice and ***operators*** should advise their ***Inverse-Gravity-Vehicles commanders*** accordingly.

Inspectors carry an ***authority / identity document*** which will be produced on request.

I like to insert this statement here – from where I am sitting that sounds really funny – just imagining that an ***Inverse-Gravity-Vehicle*** is just about to ***take-off*** for a ***10 year mission to Mars and without warning a stranger hops on, who has an appointment with a leg over that evening; what a surprise he / she will have once they become aware that it will be 10 years before they get back to planet Earth.***

The ***inverse-Gravity-Vehicle*** is design for ***long term exploration*** not like ***NASA*** and the ***Russians*** for ***sort term manned flights***. Even though ***flight time to Mars*** would be ***two months – real exploration*** needs time for value against cost of mission operation.

- 20: No fee or fare will be paid in respect of the carriage of an Inspector on duty, (***let me assure you that would be a great pleasure not to charge them; I only hope that they wish they never boarded that craft.***)

But ***operators*** may wish nevertheless to issue a ***passenger ticket***- which I can confirm would be a pleasure for ***Searl International Space Research Consortium*** to issue them one; as they will not be boarding any other craft for ten years at least.

Each duty flight by an ***Inspector*** will be ***specially authorized*** and a ***copy of the authority*** can be made available to the ***operator*** to retain if he / she wishes.

- 21: To keep the ***Authority*** informed on the adequacy of ***Inverse-gravity-Vehicle maintenance*** arrangements, ***Surveyors of the Airworthiness Division*** will make ***periodic checks*** of the ***operator's facilities and records.***

- 22: ***Operators*** may be visited from time to time by ***Training Inspectors*** (see ***General Conditions***) which I shall include in this section.

The ***primary purpose*** of their visit will be to ***observe the conduct of training flights, competence checks, type rating tests and instrument rating renewal tests.***

Flowerbower this is the world of reality not your world of fantasy. Agree that the world of reality is difficult for some to accept.

23: ***REFUSAL, REVOCATION ETC OF A CERTIFICATE.***

Procedures to be followed by the *Authority* in *connection with the refusal, revocation*, etc of *Certificate* are prescribed in the *Civil Aviation Authority Regulations*.

24: Where an *application* for the grant or variation of an *Air Operator's Certificate is refused*, or is *granted in terms other than those requested* by the *applicant Searl International Space Research Consortium* a notice will be served stating the reasons for the decision, and the *applicant Searl International Space Research Consortium* may within **14 days** from the date of service of the notice request that the case be reviewed by the *Authority*.

25: Where it is *proposed to revoke, suspend or vary* a *Certificate*, otherwise than on the application of the *holder Searl International Space Research Consortium*, notice of the *proposal*, together with the reason for it, will normally be served on the person concerned who may request that the case be decided in accordance with *particular provisions* of the *Civil Aviation Authority Regulations*.

Exceptionally, a *Certificate* may be *provisionally suspended* without notice, pending inquiry into the case.

26: If the *operator Searl International Space Research Consortium ceases operations* for which the *Certificate* was issued, or if the *Authority revokes or suspends the Certificate*, it must be returned immediately to the office of issue.

27: ***The information in this paragraph is intended to give a general indication of the prescribed procedure.***

For detailed information reference should be made to the Regulations.

28: The next few pages of this document I shall replace the 1968 issues to those of 1977 issues which were the last I had on file before that robbery that took place; removed them and burnt them.

But the sole purpose is to present the reality of the real world of business that will relate to this development undertaking.

29: This is what Swallow Command website is all about the reality about creating tomorrow's technology; both in energy and transportation – how we expect you will see it as – as we see it as a system to help this planet to survive a bit longer than now expected to last; so your children and their children will have a tomorrow to enjoy.

30: www.swallowcommand.com presents the absolute truth of what this technology has to go through during its development and certainly during its operations.

31: I shall now continue the details of the ***AIR OPERATOR'S CERTIFICATE NO 13.***

REGION A England, Scotland and Wales.

Remember that these pages now are update on those of 1968 originals; which may by now have

changed in some wording format – but still serve to show the reality for these work requirements.

REGION B *The area enclosed by rhumb lines joining successively the following points:-*

60° 00'N	05° 00'W	49° 28'N	06° 04'E
59° 00'N	01° 00'W	47° 00'N	02° 00'E
56° 00'N	01° 00'W	47° 00'N	05° 00'W
53° 43'N	04° 00'E	49° 00'N	05° 00'W
53° 43'N	08° 00'E	50° 00'N	11° 00'W
50° 43'N	08° 00'E	58° 00'N	11° 00'W
		60° 00'N	05° 00'W

REGION C *The area enclosed by rhumb lines joining successively the following points:-*

60° 30'N	11° 00'W
60° 30'N	39° 00'E
30° 00'N	39° 00'E
30° 00'N	11° 00'W
60° 30'N	11° 00'W

REGION D *The area enclosed by rhumb lines joining successively the following points:-*

66° 33'N	28° 00'W	30° 00'N	11° 00'W
66° 33'N	56° 00'E	24° 00'N	11° 00'W
24° 00'N	56° 00'E	24° 00'N	23° 20'W
24° 00'N	39° 00'E	55° 00'N	15° 00'W
30° 00'N	39° 00'E	66° 33'N	28° 00'W

REGION E *The area enclosed by rhumb lines joining successively the following point:-*

66° 33'N	28° 00'W	25° 00'S	60° 00'E
66° 33'N	116° 00'E	30° 00'S	35° 00'E
10° 00'S	116° 00'E	40° 00'S	35° 00'E
10° 00'S	100° 00'E	40° 00'S	13° 30'E
18° 00'N	89° 00'E	05° 00'S	10° 00'E
00° 00'	80° 00'E	02° 00'N	05° 00'E
24° 00'N	65° 00'E	02° 00'N	10° 00'W
05° 00'S	43° 00'E	15° 00'N	25° 00'W
20° 00'S	60° 00'E	55° 00'N	15° 00'W
		66° 33'N	28° 00'W

Any one can state that they know this, but the question is do they understand what they know?

REGION F *The area enclosed by rhumb lines joining successively the following points:-*

66° 33'N	116° 00'E	00° 00'	160° 00'E
66° 33'N	160° 00'E	50° 00'S	160° 00'E
48° 00'N	160° 00'E	50° 00'S	110° 00'E
20° 00'N	128° 00'E	10° 00'S	110° 00'E
04° 00'N	128° 00'E	10° 00'S	116° 00'E
		66° 33'N	116° 00'E

REGION G *The area enclosed by rhumb lines joining successively the following points:-*

66° 33'N	28° 00'W	50° 00'S	81° 30'W
66° 33'N	160° 00'E	15° 00'N	81° 30'W
50° 00'S	160° 00'E	15° 00'N	28° 00'W
		66° 33'N	28° 00'W

REGION H The area between the parallels of latitude 66° 33'N and 50° 00'S.

REGION W World-wide.

CA Form 1242 (Revised September 1976)

[Official stamp, date and initials]



32:

This is what this document is all about reality – not fantasy – Flowerbower; hard work and devotion to research and development – not crap!

AIR OPERATOR'S CERTIFICATE

**[SHOOFNER AIRLINES LIMITED
TRADING AS
QUICKFLIT AIRWAYS]**

GENERAL CONDITIONS APPLYING TO THE OPERATION OF ANY AIRCRAFT

This certificate is granted subject to the following general conditions:

- A1 This certificate shall be invalid during any period exceeding 28 days in which the holder of the certificate is in default in payment of any of the charges payable in respect thereof.
- A2 Any person authorised by the Authority in that regard shall have access to any premises in the occupation or control of the holder of this certificate for the purpose of examining the premises and any document, equipment, tools, material or other things of whatsoever nature, relating to the operation of aircraft thereunder kept or used or intended to be used in connection with the operation of the aircraft.
- A3 Any person authorised by the Authority in that regard shall be permitted at any time to board and fly in any aircraft operated under this certificate, and to enter and remain on the flight deck; provided that the commander of the aircraft may refuse access to the flight deck if, in his opinion, the safety of the aircraft would thereby be endangered.
- A4 Any person appointed by the Authority in that regard shall be permitted to board and fly in any aircraft in which any person is given a periodical test by or on behalf of the holder of this certificate. This appointed person shall be permitted to witness the test and may for that purpose enter and remain on the flight deck; provided that the commander of the aircraft may refuse access to the flight deck if, in his opinion, the safety of the aircraft would thereby be endangered.
- A5 The holder of this certificate shall furnish to the Authority a copy of every operations manual and of all other written instructions to his operating staff, for the time being in effect concerning the operation of the aircraft under this certificate.
- A6 Every flight under this certificate shall be conducted in accordance with the provisions of the aforesaid operations manual and instructions.

CA Form 1242 (Revised September 1976)

[Official stamp, date and initials]

The term aircraft in this document shall relate to the Inverse-Gravity-Vehicle (I-G-V).

Flowerbower this is the world of reality – not fantasy which appears to be your world which you exists in – an absolute disgrace to the university which you claim you are an associate member of the staff. – They should sack you for tarnishing their standards of conduct.

AIR OPERATOR'S CERTIFICATE

**[SHOOFNER AIRLINES LIMITED
TRADING AS
QUICKFLIT AIRWAYS]**

SPECIAL CONDITIONS

This certificate is granted subject to the following special conditions:

- B1 The holder of this certificate shall give to the Authority not less than 14 days' notice in writing of the intended abolition of any of the following posts, or of any intended change in the person holding the post, or in his duties:

**[Chief Pilot
Chief Training Captain
Operations Manager
Traffic Manager**

- B2 The holder of this certificate shall give to the Authority (for the attention of the Airworthiness Division) not less than 28 days notice in writing of any intended change in the employment or cessation of the employment of a Contractor to maintain any of the aircraft or any part of its equipment, including its radio station, or any intended change in the duties of the Contractor in that regard.

- B3 Flights may be made with HS 125 3B/RA and HS 748 aircraft within region D and within the area enclosed by rhumb lines joining successively the following points:

24°00'N	56°00'E	24°00'N	23°20'W
24°00'N	65°00'E	24°00'N	11°00'W
05°00'S	43°00'E	30°00'N	11°00'W
02°00'N	05°00'E	30°00'N	39°00'E
02°00'N	10°00'W	24°00'N	39°00'E
15°00'N	25°00'W	24°00'N	56°00'E

- B4 Flights may be made with Piper PA31 Navajo aircraft within region C.

- B5 No flights may be made pursuant to condition B3 hereto if in respect of those flights the carriage of a flight navigator as a member of the flight crew is required under the provisions of the Air Navigation Order for the time being in force.]

CA Form 1242 (Revised September 1976)

[Official stamp, date and initials]

- 33: These are sample of the class of requirements that are expected you to meet – reality differs greatly to the world of fantasy one imagine is involved within this technology – what is involve is a massive amount of knowledge.

AIR OPERATOR'S CERTIFICATE.

CALCULATION OF AERDROME OPERATING MINIMA FOR APPROACH AND LANDING BY ALL UK PUBLIC TRANSPORT AEROPLANES EXCEEDING 5700 KG MTWA – CATEGORY 1 ILS, PAR AND NON PRECISION APPROACH AIDS.

34: **DEFINITIONS.**

“**Notified**” for the purposes of the Appendix: means set forth in a document entitled “**Aeronautical Information Publication**” or “**Notam**”, published by the **Authority** or by a country other than the **United Kingdom** and for the being in force.

35: **DECISION HEIGHT.**

PRECISION APPROACHES.

Minimum decision height for approaches using **PAR** or **ILS localizer** and glide slope between **2.5⁰** and **3.5⁰** should be determined by adding the value of the notified **OCL** to the height increment figure in Table 1.

Table 1

<i>Classification</i>	<i>Height Increment to be added to CAT 1 OCL</i>
A Aeroplanes exceeding 5700 kg MTWA and less than 25 000 kg maximum landing weight authorised.	20 feet
B Aeroplanes of 25 000 kg up to 160 000 kg maximum landing weight authorised.	35 feet
C Aeroplanes of more than 160 000 kg maximum landing weight authorised.	50 feet

At RAF aerodromes a further 20 feet should be added for PAR approaches.

36: Before specifying decision heights based on the use of **Radio Altimeters**, operators of **Inverse-Gravity-Vehicles** should consult the **Authority**.

37: **NON PRECISION APPROACHES.**

For **approaches** using any aid other than full **ILS** or **PAR** the decision height should not be less than the notified **OCL**.

38: The **ILS Glide Path Inoperative procedure** is **non-precision** and a **height increment** is not normally required to be added to the **notified OCL**.

Occasionally it will be found that the **decision height** for **full ILS** derived in accordance with

paragraph 37 will be higher than the *glide path inoperative OCL*.

When this occurs the *decision height* for the *full ILS procedure* must be *specified*, and not the *glide path inoperative OCL*.

39: Prior to entry in the manual, decision heights should be adjusted to allow for Position Error Correction.

40: ***VISUAL MANOEUVRING.***

The *decision height specified* for *visual maneuvering* after an *instrument approach* should not be less than the *notified circling height* or *500 feet above aerodrome elevation (800 feet above* in the case of “*wide bodied*” aero planes) whichever is the greater.

All *Inverse-Gravity-Vehicles* are *wide body structured planes*.

41: ***CALCULATION OF IN-FLIGHT VISIBILITY FOR VISUAL MANOEUVRING.***

The minimum in-flight visibility in meters to be specified for visual manoeuring should be calculated by multiplying the aeroplane’s circling speed in knots by 20.

42: ***OBSTACLE CLEARANCE LIMIT / STATE MINIMA.***

When a *State promulgates State Minima* without *notifying OCLs* the *appropriate height increment from Table 1* should be added to the *State Minima* to *determine the Decision Height* for *precision procedure*.

43: ***OFFSET LOCALISERS.***

The *specified decision height* should not be less than the *height on the nominal glide path* at which the *localizer intersects the runway extended centerline*.

44: ***DETERMINATION OF RUNWAY VISUAL RANGE.***

The RVR to be associated with decision height can be determined from Table 2, which I shall present on the next page.

45: The Inverse-Gravity-Vehicle is a vertical take-off and vertical landing craft; as such it does not require a runway at any time.

An apron such as that used for helicopters will meet the needs of operational functions of the slender disc.

This in turn reduces cost of maintenance under all weather conditions.

Such pads can contain all measuring equipment for automatic landing and take-off procedures.

This will also cut cost of operation over time.

The Slender disc does not need snow clearance before landing or taking off.

46: Table 2. RVR values (metres).

DH (feet)	High Intensity Approach Lighting Length Available (Metres) Day/Night										Low Intensity Approach Lighting Length Available (Metres)		
	Over 850	850 -750	749 -650	649 -550	549 -450	449 -350	349 -250	249 -150	149 -0	Day All Lengths	Over 600	Night 599 -300	299 -0
	200 – 212	600	600	700	700	800	800	800	900	1000	1100	1100	1000
213 – 237	600	700	700	800	800	900	900	1000	1100	1200	1200	1100	1200
238 – 262	700	700	800	900	900	1000	1000	1100	1200	1300	1300	1200	1300
263 – 287	700	800	900	1000	1000	1100	1100	1200	1300	1400	1400	1300	1400
288 – 325	800	900	1000	1100	1100	1200	1200	1300	1400	1500	1500	1400	1500
326 – 375	900	1000	1100	1200	1200	1300	1300	1400	1500	1500	1500	1400	1500
376 – 425	1000	1100	1200	1300	1300	1400	1400	1500	1500	1500	1500	1500	1500
426 – 475	1100	1200	1300	1400	1400	1500	1500	1500	1500	1500	1500	1500	1500
476 – 525	1200	1300	1400	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
526 – 575	1300	1400	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
576 – 625	1400	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
626 or higher	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500

Related to decision height and approach lighting available – aeroplanes exceeding 5700 kg MTWA.

Civil Aviation Authority

Air Operator's Certificate

- 1 Pursuant to the Air Navigation Order for the time being in force, the Civil Aviation Authority hereby grants, subject to the conditions annexed hereto, an air operator's certificate to:

[SHOOFNER AIRLINES LIMITED
TRADING AS
QUICKFLIT AIRWAYS]

being satisfied that the said person is competent to secure the safe operation of the following types of aircraft:

[HS 125 3B/RA]
[HS 748]
[Piper PA31 Navajo]

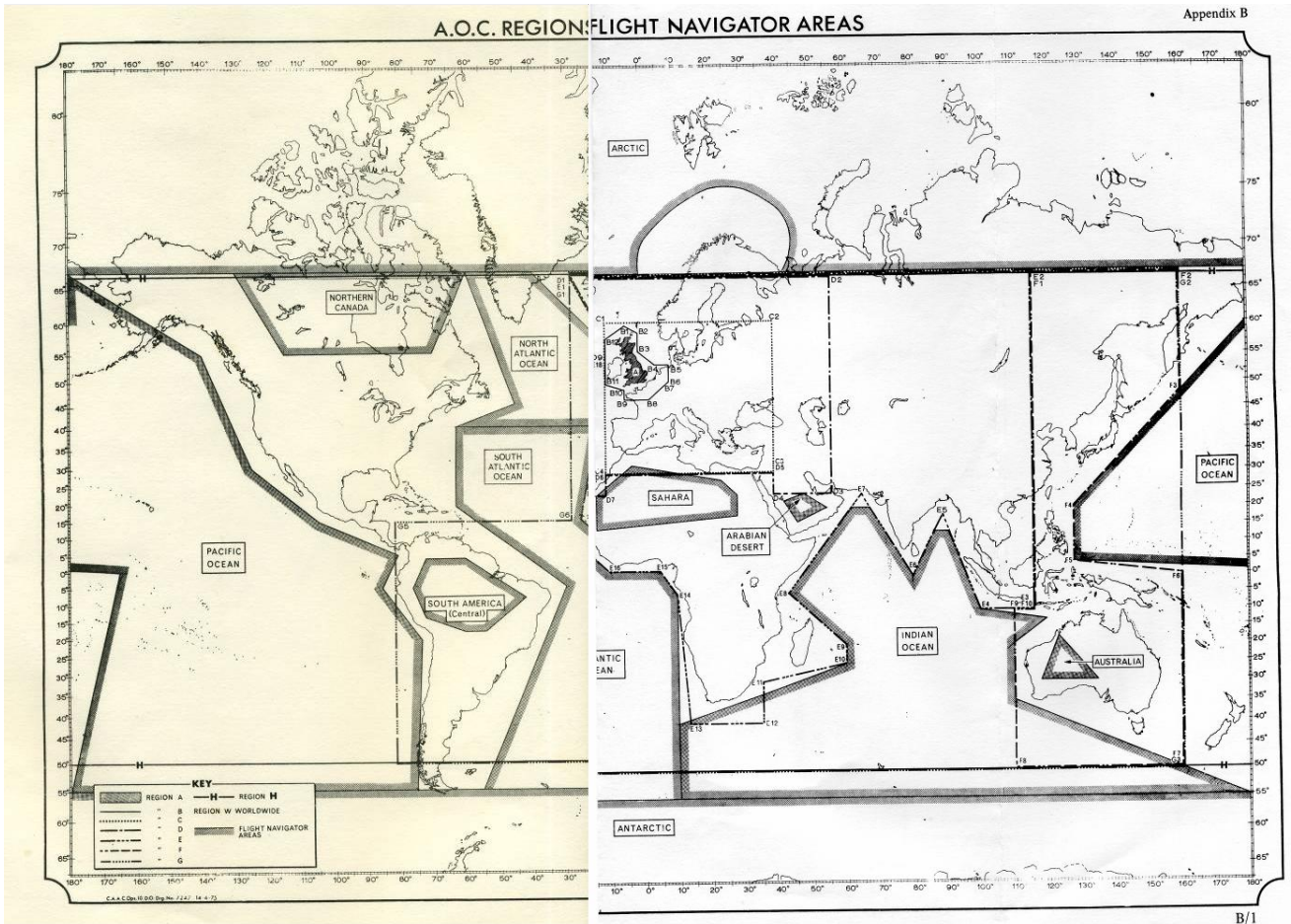
on flights for the purpose of public transport.

- 2 References herein to regions shall, unless otherwise specified, be construed as references to the regions set out in page 2 hereto.
- 3 This certificate shall not be valid during the continuance of the breach of any condition thereof; provided that a breach of a condition which relates to only a particular type of aircraft shall not render this certificate invalid in respect of any other type of aircraft.
- 4 This certificate shall remain in force until revoked, suspended or varied.

Signed this [11th] day of [October] 19 [.]

for the Civil Aviation Authority

[Official stamp, date and initials]



This map is twice the size of the A4 scanner so had to split it nevertheless it gives a correct image of what is associated with the Air Operators Certificate.

48: If I could obtain a good A3 scanner then these large maps would not be such a problem to show the TRUTH of what is involved in my world.

49: I will close this part of this document at this point.

This document has been released upon the authority of:



***Prof. John Roy Robert Searl –Head of R&D
Searl International Space Research Consortium.
Manned Flight Division***

This document will be continuing in the next part of this book. – The truth will be made known.

870	14	132	25	119	96	50	73	71	48	98	11	133	870
	143	1	108	38	61	83	60	86	109	35	122	24	870
	3	141	40	106	59	85	88	58	33	111	136	10	870
	130	16	117	27	74	72	69	75	100	46	21	123	870
	18	128	29	115	66	80	55	89	44	102	7	137	870
	139	5	104	42	91	53	78	68	113	31	126	20	870
	125	19	114	32	77	67	92	54	103	41	140	6	870
	8	138	43	101	56	90	65	79	30	116	17	127	870
	22	124	99	45	70	76	51	93	118	28	129	15	870
	135	9	34	112	87	57	82	64	39	105	4	142	870
	121	23	110	36	81	63	62	84	107	37	144	2	870
870	12	134	47	97	52	94	95	49	26	120	13	131	870
	870	870	870	870	870	870	870	870	870	870	870	870	10440

50:

Square 12, but which mode has it been worked out in – Space or Time mode?



Time is like a flowing river it wait for no man; here are some time clips of fact.

51: My research and development has taken from the time man first appeared upon planet Earth until now and the question is why?

Over 5,000 years ago this technology was in use – but something massive happen and the technology was lost to the world.

I know that this is true, not only because there are parchments of the past which show the math's I use were in common use for design work, but better still is that I can use such math's without being taught them and design from them, better still can understand all things in nature as if I been to university all my life studying them – everything you read in my newsletters, books and on the web I have never been taught I just know them to be true.

Yes you have read much crap upon me by idiots who clearly think that there are experts – well I agree only in crap.

52: Working in automation function in this development has help me to understand how the brain works, and what is required to fire a condition of activity which warns you of some event such as something wrong with your system by creating pain or something on your mind worrying you it generates ideas for you to act on.

In my case these triggers activated things stored for over 5,000 years ago, passed on through generations through time waiting for the correct triggers in the correct order to take place and they did in my case.

I do not believe that through that time interval that some one never got the same data; but was

Afraid to make it known because religion loved excuses to give the general public an exciting day watching a person being burnt alive at the stake – like the Romans like entertaining the public by feeding humans to lions. As it was in England of hanging people and then quarter them as a public entertainment on Sundays – insane Sundays were holy day – how I understand it.

- 53: History shows that in the Homo sapiens track record killing for entertainment purpose of the masses was exciting – to my mind that is insanity at the highest level of existence.
- 54: I am aware today that mathematicians were using these squares as puzzles to each other as a form of pastime hobby, so they did experience some data from some form of triggers in their life to have generated these events in their life time. But they failed to understand what was contained within those squares – either they failed to get the triggers to generate that information, but if they did was too scared to make it known public wise – which I can fully understand their problem, you only have to look at youtube for flowerbower to see the reality of inventing by crackpot like him who have been around since man appeared on planet earth.

68	81	94	107	120	1	14	27	40	53	66
80	93	106	119	11	13	26	39	52	65	67
92	105	118	10	12	25	38	51	64	77	79
104	117	9	22	24	37	50	63	76	78	91
116	8	21	23	36	49	62	75	88	90	103
7	20	33	35	48	61	74	87	89	102	115
19	32	34	47	60	73	86	99	101	114	6
31	44	46	59	72	85	98	100	113	5	18
43	45	58	71	84	97	110	112	4	17	30
55	57	70	83	96	109	111	3	16	29	42
56	69	82	95	108	121	2	15	28	41	54

Square 11, but what modes have I work it in? In these samples I have coloured the shells which they are created from – here we see that squares 11 is generated from 6 shells they contain as does the corners a mathematically formula which gives what the value of that shell should be likewise the corners as well.

I shall leave it to you to check it out for errors – I do not have time to check it.

- 55: As I have stated over my life that my work is the extension of hundreds of others who directly or indirectly played a part in the contribution of knowledge such as:

Circa 1250

Exploration, discovery sparks Renaissance.

Roger Bacon stresses experiment.

Thomas Aquinas exemplifies scholastic philosophy.

Italian Petrarch writes poetry.

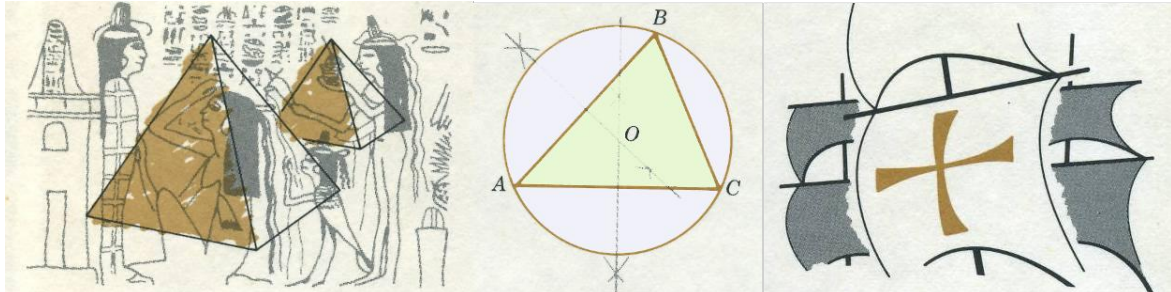
- 56: Yes, this is all part that some how play a part in my work – I only just pick odd details to show that I am fully aware that this work could never had been achieved without those peoples input.

Circa 500 B.C.

Pythagoras names four elements: fire, water, earth and air; studies geometry, musical intervals; proves famed theorem. What an amazing person to have reason those issue out.

Rise of Athenian civilization.

57: So far I have taken my pointers from this period interval of time:



3000-359 B.C.

200 B.C. – 1200 A.D

1250 – 1550



Circa 500 B.C.

1956 - 2007

At least it is a start of reality - the S.E.G. sure took a hell of a lot of knowledge, material, tools and machinery to be discovered or invented first which in turn took hundreds of people efforts to achieve before handing down their efforts to me to convert into another domain of science.

- 58: This book represents all of their efforts and how I have adopted them to my way of thinking or more precise some one way back in time of over 5,000 years ago way of thinking.
- 59: I am aware that at this time that I am developing this technology physics has been prepared at a time when the methods of teaching physics are undergoing scrutiny and revision by many physicists, some working in groups with distinguished sponsorship.
- 60: Noteworthy in this period is the contribution being made by outstanding research physicists to the teaching of physics at the introduction level.
- 61: Such as I have been doing within my newsletters and books and now on the websites.
- 62: I sincerely hope that I can introduce within this book new and attractive answers that I suggest to some of the recurring problems in teaching physics:

How does one abridge the presentation of historical physics in order to allow time for the new physics, without impairing the understanding of fundamentals?

63: The word “Science” to my knowledge comes from a foreign word meaning “to know”

Here are two contemporary definitions:

First: Gerald Holton, a science historian, says:

“Science is the ever unfinished quest to discover all facts, the relationship between things, and the laws by which the world runs”

Thank you; for that is what I have been stating all my working life.

Second: Niels Bohr, famous for his study of the structure of atoms, wrote:

“The task of science is both to extend the range of our experience and to reduce it to order.”

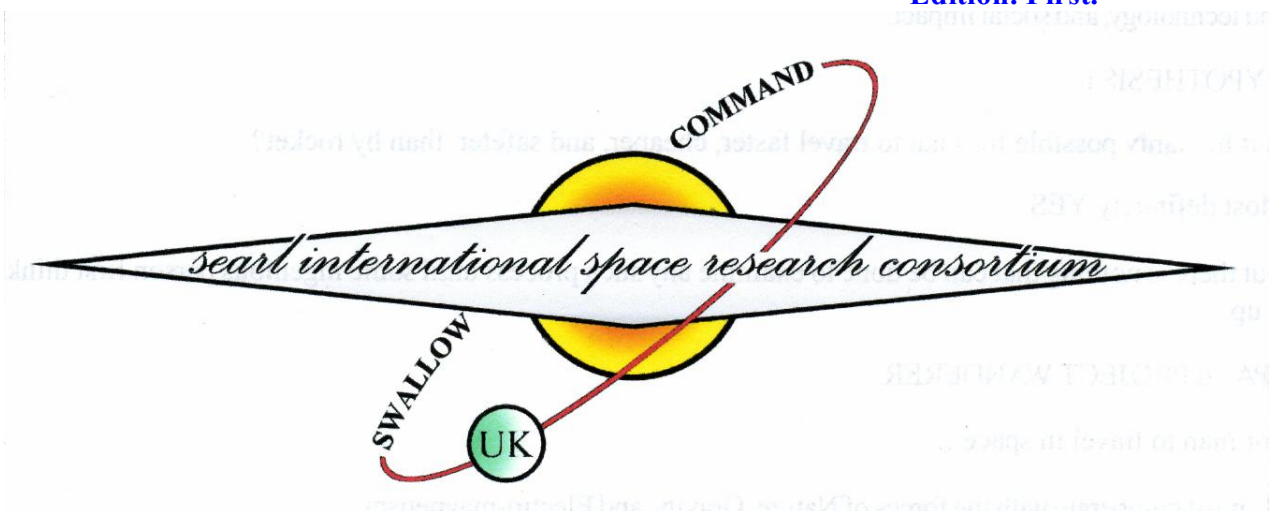
Thank you, surely that is precisely what my newsletters and books and now the website actually does?

64: Pythagoras action of identifying water as an element is more related to a substance as it is a molecule in structure, but nevertheless it is vital to all living organism – that is why all the 64 flight cells space of the Inverse-Gravity-Vehicle (I-G-V) will be occupied by water for the life support system of the crew and flight staff. – Whose cycle will supply both hydrogen for cooking and oxygen for breathing purposes. And the by product steam and vapors will be recycled back to water.

I feel that is a clue to undertake another part of the document in part 13 in the effort to try and make it easy for you to understand what I must understand and conditions which I have to meet, as matter to conform to government requirements in safety from both structure wise and maintenance wise. Safety for the operating staff has always been my key issue – the one point that should had been notice throughout my writings.

65:

**DOC-SISRC-P-AM-1
DATE: 28TH Nov.1968.
Edition: First.**



**Searl International Space Research Consortium UK
Mortimer – Berkshire – England.**

LOCATION : *Mortimer – Berkshire – England.*
SUBJECT : *Matter is made of atoms.*
AUTHOR : *John Roy Robert Searl.*
AUTHORITY : *Superintendent of Documents – UK.*
PART : *Three.*

66: ***ATOMIC PROCESS.***

So much for the description of solids, and gases from the atomic point of view.

However, to my understanding, the *atomic hypothesis* also *describes processes*, and so I shall now look at a number of processes from an atomic standpoint.

67: The first process that I shall look at is associated with the surface of the water.

What happens at the surface of the water?

That is a great question.

68: I shall now make the picture more complicated – and thus more realistic – by imagining that the surface is in air.

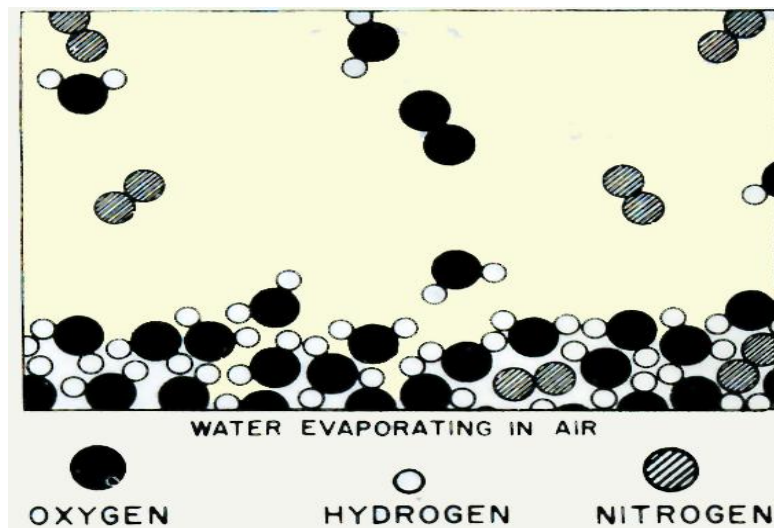


Figure 14-1

Figure 14-1 shows the surface of water in air.

I see the water molecules as before, forming a body of liquid water, but now I also see the surface of the water.

Above the surface I find a number of things – what can you see?

First of all there are water molecules, as in the steam.

This is water vapour, which is always found above liquid water.

There is an equilibrium between the steam vapour and the water which will be described later.

In addition I find some other molecules; here two oxygen O 8 atoms stuck together by themselves, forming an oxygen molecules, well I never there are two nitrogen N 7 atoms also at it stuck together to make a nitrogen molecule.

- 69: Air to my knowledge consists almost entirely of nitrogen N 7 atoms, oxygen O 8 atoms, some water vapour, and lesser amounts of carbon dioxide, argon Ar 18 atoms, and other things.

So above the water surface is the air, a gas, containing some water vapour.

Now what do you think is happening in this picture?



What I am pointing out in my picture is basically as complicated as these 3 pictures to see all the different particles that construct these photos up. Which plainly illustrate the requirements I need to understand about the atomic processes?

- 70: The molecules in the water are always jiggling around.

From time to time, one on the surface happens to be hit a little harder than usual, and gets knocked away.

- 71: I do agree with you that it is hard to see that happening in the picture because it is a still picture.

But we do have the ability to imagine that one molecule near the surface has just been hit and is flying out, or perhaps another one has been hit and is flying out.

Thus, molecule by molecule, the water disappears – thus no aliens have been and stolen it – it just evaporates.

But if I close the vessel above, after a while I shall find a large number of molecules of water amongst the air molecules.

From time to time, one of these vapour molecules comes flying down to the water and gets stuck again.

- 72: So I see that what looks like dead, uninteresting thing; a glass of water with a cover, that has been sitting there perhaps twenty years; really contains a dynamic and interesting phenomenon which is going on all the time.

- 73: To our eyes, our crude eyes, nothing is changing, but if I could see it a billion times magnified, I would see that from its own point of view it is always changing: molecules are leaving the surface, molecules are coming back – rather like a bus or train service or even a space business, with spacecraft leaving on missions others return from missions. What a world we live in.

74: ***Why do I see no change?***

Because just as many molecules are leaving as are coming back!

In the long run “*nothing happens*”

If I then take the top of the vessel off and blow the moist away, replacing it with dry air, then the number of molecules leaving is just same as it was before, because this depends on the jiggling of the water, but the number coming back is greatly reduced because there are so many fewer water molecules above the water.

Therefore there are more going out than coming in, and the water evaporates.

Hence, if you wish to evaporate water turn on the fan!

75: Here is something else which I have forgotten to ask you: ***which molecules leave?***

When a molecule leaves it is due to an accidental, extra accumulation of a little bit more than ordinary energy, which it needs if it is to break away from the attractions of the neighbours.

Therefore, since those that leaves have more energy than the average, the ones that are left have less average motion than they had before.

So the liquid gradually cools if it evaporates, which is also a function of the ***S.E.G*** and ***I.G.V***, if or when cooling takes place in its function water or water vapour near to it evaporates. A natural function of nature.

76: Of course, when a molecule of vapour comes from the air to the water below there is a sudden great attraction as the molecule approaches the surface.

This speeds up the incoming molecule and results in generation of heat.

So when they leave they take away heat: when they come back they generate heat.

Of course when there is no net evaporation the result is nothing; the water is not changing temperature.

77: If I blow on the water so as to maintain a continuous preponderance in the number evaporating, then the water is cooled.

Hence, blow on soup to cool it!

This also applies to the human body which bulk is water; when over heating turn on fans of cool air to cool the body down: fans can save life.

78: Of course you should realize that the processes just described are more complicated than I have indicated.

Not only does the water go into the air, but also from time to time, one of the oxygen O 8 or nitrogen N 7 molecules will come in and “***get lost***” in the mass of water molecules, and work its way into the water. To some of you this statement may sound strange – nevertheless it’s true – it’s a function of nature.

79: Thus the air dissolves in the water; oxygen O 8 and nitrogen N 7 molecules will work their way into the water and the water will contain air. This is just a natural function of nature.

If I suddenly take the air away from the vessel, then the air molecules will leave more rapidly than they come in, and in doing so will make bubbles.

80: *This is very bad for drivers, as you may know.*

81: Now I go on to another process.

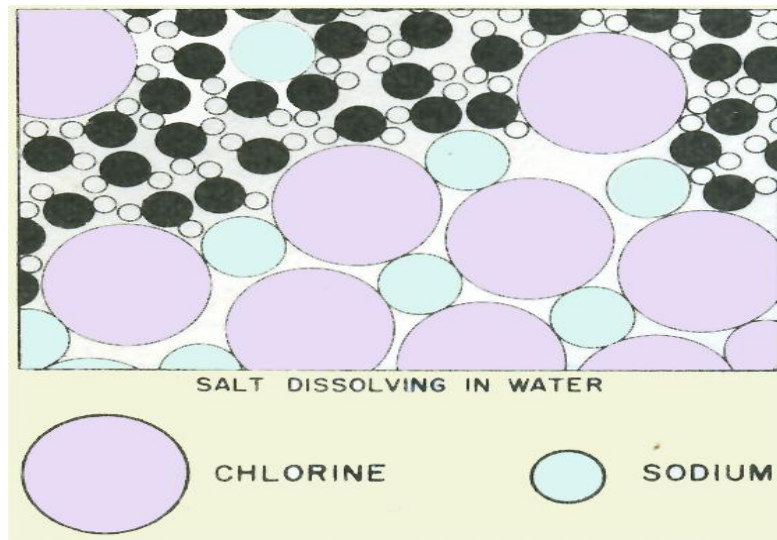


Figure 14-2

In Figure 14-2: I see, from an atomic point of view, a solid dissolving in water.

If I put a crystal of salt in the water, *what do you think will happen?*

82: Salt is a solid, a crystal, an organized arrangement of “*salt atoms*”

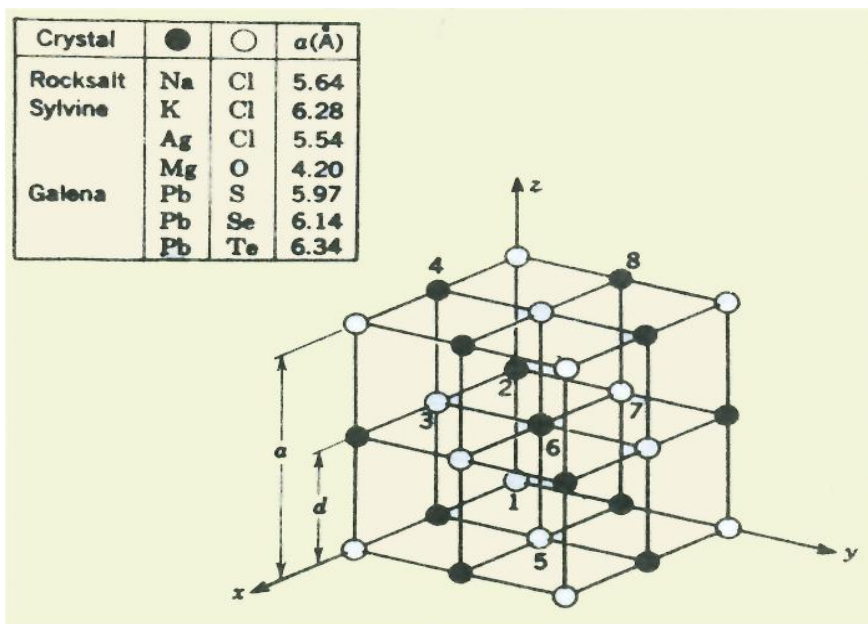


Figure 14-3 nearest neighbour distance $d=a/2$.

83: The figure 14-3 is an illustration of the three-dimensional structure of common salt, *Sodium Na 11 and Chlorine Cl 17*.

Strictly speaking, the crystal is not made of atoms, but of what I call *ions*.

An *ion is an atom which either has a few extra electrons or has lost a few electrons*.

In a *salt crystal* I find *chlorine ions (chlorine atoms with an extra electron)* and *sodium ions (sodium atoms with one electron missing)*.

The *ions* all stick together by electrical attraction in the *solid salt*, but when I put them in the water I find, because of the attractions of the *negative oxygen* and *positive hydrogen* for the *ions*, that some of the ions jiggle loose.

84: In Figure 14-2, I see a *chlorine ion* getting loose and other atoms floating in the water in the form of *ions*.

This picture to my mind has been made with great care.

NOTICE:

For example, that the *hydrogen ends* in *water molecules* are more likely to be near the *chlorine ion*, while near the *sodium ion* I are more likely to find the *oxygen end*, because the *sodium* is *positive* and the *oxygen end* of water is *negative*, and they *attract electrically*.

85: Can I tell from this picture whether the salt is dissolving in water or crystallizing out of water?

That is a good question.

OK, of course I cannot tell, because while some of the *atoms* are *leaving* the *crystal* other *atoms* are rejoining it.

The *process* is a *dynamic one*, just as in the case of *evaporation*, and it depends on whether there is more or less *salt* in the *water* than the amount needed for *equilibrium*.

86: By equilibrium I mean that situation in which the rate at which atoms are leaving just matches the rate at which they are coming back.

If there is almost no *salt* in the water, more atoms leave than return, and the *salt dissolves*.

If on the other hand, there are too many "*salt atoms*", more return than leave, and the *salt* is *crystallizing*.

87: In passing, I mention that the concept of a molecule of a substance is only approximate and exists only for a certain class of substances.

It is clear in the case of water that the three atoms are actually stuck together – there goes my hopscotch game dream one again that 3 square marker.

It is not so clear in the case of *sodium chloride* in the solid.

There is just an arrangement of *sodium and chloride ions* in a *cubic pattern*.

There is no natural way to group them as “*molecules of salt*”.

- 88: Returning to my discussion of solution and precipitation, if I increase the temperature of the *salt* solution, then the rate at which atoms are taken away is increased, and so is the rate at which atoms are brought back.

It turns out to be very difficult, in general, to predict which way it is going to go, whether more or less of the solid will dissolve.

Most substances dissolve more, but some substances dissolve less, as the temperature increases.

- 89: I will terminate this discussion at this point until the next time we meet.

This document has been release upon the authority of:

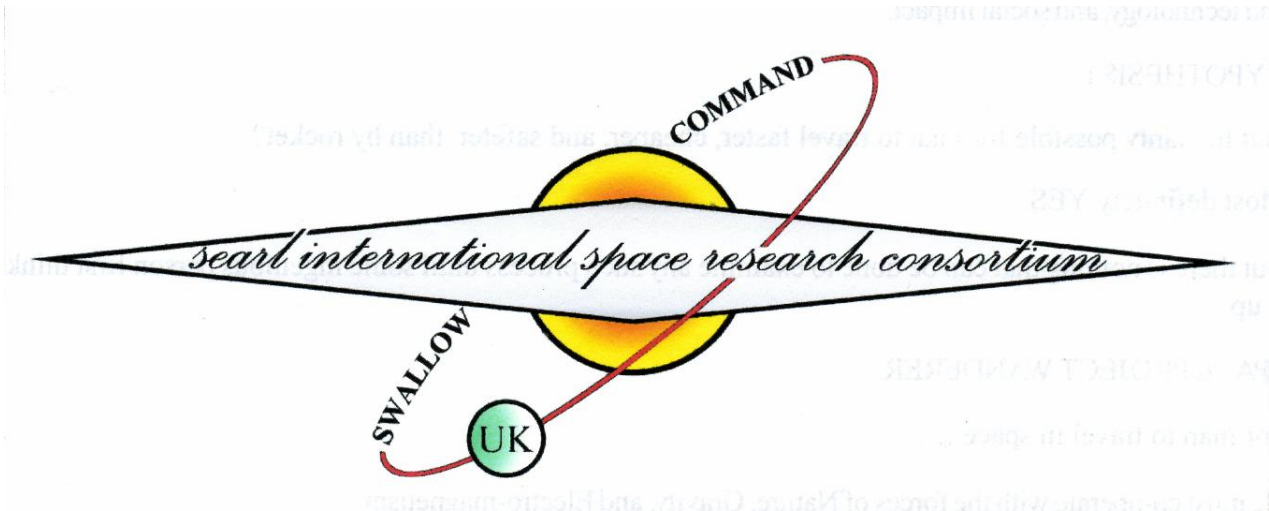


***John Roy Robert Searl – head of R&D.
Clean energy and transportation systems.
Superintendent of documents UK.***



Every piece of equipment which I brought from this building which runs into thousands of £ (pounds) was stolen from this address on Monday August 25th 2003 plus equipment purchased by me from a number of other companies in London by a gang of 5 men one being my brother who was the ring leader.

Since that date I have been struggling to re-buy that equipment which has gone up in price somewhat to the price original paid by me. Much is no longer available so new models have to be found to replace the old ones the cost is now well outside of my means – not only that the space needed is gone as well.



Searl International Space Research Consortium UK. Tomorrows Energy and Transport systems.

LOCATION : Mortimer – Berkshire – England.
SUBJECT : Economics.
AUTHOR : John Roy Robert Searl.

90: **REASONS FOR GOVERNMENT INTERVENTION.**

However, governments intervene in economies for many reasons other than the maintenance of competitive forces.

The size of the government's sphere of economic activity; known as the **public sector**; is often used as a political index of the country's character.

91: For example, the Soviet Union's mix of planning and free market resource allocation tends far more towards centralized decision-making than does that of the USA.

Below, I shall try to summarize the main reasons why governments in essentially private enterprise economies have taken responsibility for certain aspects of economic activity.

(1) **MERIT GOODS.**

In the price system, income determines the ability to buy goods and services.

This may mean that some individuals cannot afford to buy goods and services which it is believed that everyone should have the opportunity to benefit from, regardless of their income.

This is one issue which has concerned me since I started this project – which each year it takes to complete to the market place the cost will increase by 80% in 1946 cost of Nd was 30cents a kilo now its £29.00 + vat of 17.50% per 5 grams – man you are talking about big money to make SEG. And don't we know that already and it's not yet complete.

These "*merit goods*" might include such items as health services, education, libraries, art galleries, etc.

The state can guarantee access to such goods and services in a variety of ways:

(a) ***DIRECT PROVISION.***

The state acts as entrepreneur and charges prices aimed at securing equality of opportunity.

This may involve charging different prices according to individual's income levels or providing the service at a zero or subsidized price (and financing its operation from general taxation, based on the ability of people to pay).

(b) ***INDIRECT PROVISION.***

Private firms produce the goods and services, but the state provides income supplements or vouchers for those who would not otherwise be able to afford the goods.

92: (2) ***WELFARE PAYMENTS.***

The operation of the price mechanism may be modified by income supplements provided by the state for those who are least able to help themselves and whose standards of living might otherwise fall below a level the society considers acceptable.

Examples of such welfare payments include unemployment benefits and state pensions.

(3): ***NATURAL MONOPOLIES.***

A natural monopoly exists where an industry will operate most efficiently if there is only one producer in a given region: the usual examples are public utilities, such as water, gas and electricity supply.

As in the case of merit goods, government may intervene directly:

- (a) By nationalizing production. Or indirectly:
- (b) By licensing private monopolies

In some countries the argument is extended to a wide range of industries, such as airlines, steel production, motor vehicle production and extractive industries, e.g. coal and petroleum.

93: ***SOCIAL CAPITAL.***

Certain goods and services would either be difficult to price at all or pricing would actually decrease and benefit which can be derived from them.

Road networks, for example, would be much less efficient if privately owned and subject to tolls at every turn.

The problem of pricing access to national parks or of charging for the provision of street lamps is sufficiently great to warrant zero priced provision for consumers, financed from different forms of

taxation.

The term '*social capital*' includes all the goods which are not used for current consumption and which are owned collectively by a nation.

In addition to the items considered above, this might also include state universities and schools, state hospitals and so forth.

Many items of social capital could be termed '*collective or public goods*', goods from which it is difficult to exclude others (*apart from those willing to pay for the good*) from enjoying the benefits.

For example, if national defence was provided on a private enterprise basis, people who were not prepared to pay the asking price would still benefit from the protection provided for those who did pay.

In such cases, there is an obvious advantage in centralized provision.

94: ***EXTERNALITIES.***

The price system is amoral: It makes no value judgements on the relative merits of different goods.

If the consumer is prepared to pay the price, the good or service will be provided.

The government may wish to intervene in this process for one of two reasons:

(a): ***TO PROTECT PEOPLE FROM THEMSELVES.***

On society's behalf, the government may intervene to control or prohibit goods which are considered to have a detrimental effect on the consumers, e.g. drugs or pornography.

(b): ***TO PROTECT PEOPLE FROM THE SIDE EFFECTS OF OTHER'S ACTIONS.***

Decisions in the price system are made on the basis of self-interest: the producer weighs the costs he will incur against the revenue he stands to gain, and the consumer considers his / her anticipated satisfaction against the price he / she must pay and the opportunities forgone.

95: However, some production and consumption decisions will have side-effects on other people not directly involved in the decision (*termed 'externalities' or 'social cost and benefits'*).

In the absence of government intervention, for example, a producer might be prepared to pollute nearby rivers or allow noxious fumes into the atmosphere if this reduces his / her costs.

Similarly, a consumer might prefer to buy a lawnmower if this model was cheaper than one incorporating a suppressor.

On the other hand, in a congested city a consumer may choose to use a public transport rather than drive a private car, and this action tends to benefit other road users by helping to reduce congestion on the road. I think most readers will appreciate this issue congestion is now a major issue – and a great pollution maker.

96: Where social costs exist there is, in the absence of government intervention, a tendency to greater production and consumption than would be considered desirable from society's viewpoint.

Conversely, the effect of failing to take account of social benefits in production and consumption decisions is a lower level of welfare that would be possible if externalities were reflected in the price of consumption.

97: Governments can intervene to encourage people to take account of these externalities in a number of ways:

(a): **LEGAL COMPULSION.**

This may take the form, for example, of placing limits on the permitted levels of atmospheric pollution.

(b): **LEGAL COMPENSATION.**

People may have the right to be compensated for detriment to their welfare caused by other's actions.

(c): **INTERNALIZATION.**

The government may use taxes and subsidies to allow for the value of externalities in the prices charged to consumers.

This is yet another point to bear in mind'

(d): **INVERTED JUSTICE.**

People whose welfare would suffer as the result of another's action might be prepared to pay the '**Offender**' not to inflict the social costs on them.

This is a reversal of the legal principle that the offender should compensate the offended.

An example might be where the residents in a neighbourhood pay the organizers of an open air pop festival not to hold a concert in their locality.

98: **AID FOR INDUSTRY.**

Just as the government may look after individuals who are least able to help themselves, it may offer similar aid to firms.

This may, for example, be aimed at ensuring a balance regional development of industry within a country, to support industries in temporary financial difficulties or to protect firms from 'unfair' foreign competition.

99: **ECONOMIC MANAGEMENT.**

Many economists believe that the free market system, left to its own devices, would fail to secure the full employment of a nation's scarce resources.

Thus, they consider that government intervention to control the level of economic activity over

time is desirable.

This '*demand management*' may also be directed to controlling the balance of payments and the price-level, among other things.

This may extend to more detailed forward planning of the economy to influence various aspects of resource allocation

This list of reasons for government intervention is far from exhaustive and many aspects will be considered in more detail in later parts.

There are, however, important criticisms of the effects of government intervention which need to be mentioned.

(a): ***MARKET DISCIPLINE.***

Enterprise supported by a directly controlled by the state may tend to be less responsive to the incentives of profit and loss, since the state underwrites any losses incurred.

Thus, if profit-making is as important a spur to competition and increased efficiency as the price system suggests, there is a danger that government intervention in production will lead to less than optimum efficiency.

Moreover, since government sponsored production often has monopoly powers, this inefficiency might be reflected simply in higher prices rather than financial losses.

This also implies a more limited choice for consumers to my way of thinking.

(b): ***PLANNING COSTS.***

Economic management and the administration of government-sponsored production involve the use of scarce resources which might otherwise be used directly in the production of goods and services.

To my mind there is also a danger that such administration develops a *bureaucracy* which decreases the efficiency of decision-making and of the productive process.

Additionally, there is considerable controversy over the efficacy of government management of the economy:

Planning is a complex activity and many variables of the *Searl effect Generator (S.E.G.)* are outside the government's control.

Some economists believe like I do that misguided attempts at demand management have had a destabilizing effect on economic activity.

100: ***APPENDIX: POLICY AND ANALYSIS.***

It is inappropriate in a book such as this to embark on a lengthy consideration of the methodology of the subject, but one aspect needs mention since it is so often a cause of misunderstanding.

The media present us daily with 'economic commentators' who are very liberal with advice on

What the government should or should not do to resolve whatever particular aspect of the problem of scarcity is causing concern at the time.

These policy prescriptions are usually based on an analysis both of what causes the problem and of the predicted effects of certain measures.

101: As an academic discipline, economics is concerned with analysis, but not with policy prescription.

The economist can analysis the contributory causes of a particular problem and attempt to predict the consequences of particular policy measures determined by the government.

It is, however, for the government to choose its objectives and to select its preferred measures, since these are based on political priorities and value judgments, for which there is no objective economic test of validity.

102: Of course, as a citizen, the person who has grounding in economics may have strong personal views on appropriate economics policies, but these reflect a personal scale of priorities rather than any absolute scale.

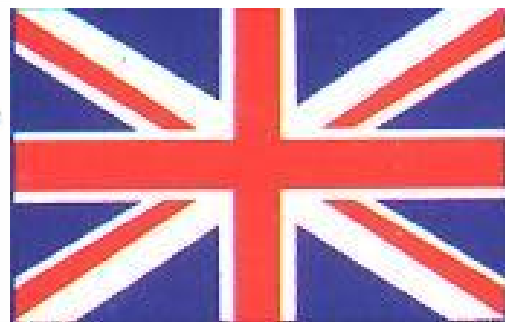
Thus, economics is traditionally described as a positive science, based on statements which can be tested by appeal to the facts.

Clearly it does not matter how you or I feel about the *S.E.G. technology*, if a government objects to it they will make it difficult to be able to sell it to the masses in large numbers.

That is why I need to get all countries making it.

I shall end this section at this point.

This document has been released to the masses by the authority of:



*Prof. John Roy Robert Searl – Research and Development.
Tomorrow's energy and transportation systems.
Superintendent of Documents – UK.*

This is the world of reality that I have no choice but to live in, if I intend to succeed.

The only statement made by me in relation to this subject if that I am offering only a *concept for research and development* and that is all at this time.

Once the concept is proven for mass production then I have a product for the marketplace that is what Thailand is actually doing now. Israel will then follow suite.



***SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM
HEADQUARTERS – LONDON – UK.***

SUBJECT : UK S.E.G Research establishment.
LOCATION : Glastonbury. Somerset, United Kingdom.
IT : www.johnsearlGlastonbury.co.uk.
LECTURER : Prof. John Roy Robert Searl.
DATE : Saturday October 13th 2007.

103: Unfortunate due to age and health I was not able to travel with goods for lecture across the London underground to catch a coach going to Glastonbury.

Therefore I had no transport available on the Wednesday October 10th 2007 which cost me a day's work waiting.

Thursday October 11th 2007 another wasted day waiting for transport.

Friday October 12th another wasted day up to 21:49 hours at which time Jas and John arrived from Glastonbury to collect me.

We departed quickly from here and headed for the long road ride and eventually arrived where I would stay for the night – the owner of the house surrender his bed for me while he sleep outside in the caravan. At less I got there to deal with my lecture on Saturday.

104: Saturday October 12th 2007:

Arriving at the Assembly Hall to give my lecture, I got a surprise meeting a couple at the door who I meet a few years earlier coming out of London underground system with Jas:



Not expected from the past and worst still they thought I was a traffic warden to put a ticket on their park car. I have over time been called all kinds of things but never a traffic warden.



This is the building where for the second time I have given a lecture there, again the same issue as the last time I filled a sudden gap that occurred by another party dropping out.

- 105: The lecture was a success, as a number of those who attended this session were interested and agreed to join and help me to set up an active group there.

There were three boys on offer to play my part in the video which I have been wanting to do since 1968 – the one that show how the S.E.G. was discovered from ancient times.

One of the boys was making certain that he would be selected by joining me and has his photo taken with me.



Also with me you see the two men who built the Alpha model of the I.G.V.



The school where the filming will take place, the head teacher has to request permission for their children to take part of my dream number one which is the mathematics of the system, as soon as I here that there is enough children to take part in the filming I shall books an early date to return to make the video.

- 106: So after so long waiting interval of time to create a video clip on how I discover; not only the law of the squares but the making of the S.E.G. it looks like it will happen very soon. Sad that the actual children will not be in it they are too old if any are still living.



The father of the son who will play my part as a boy in the dream has agreed and is greatly honour that his son will play that part.

- 107: Glastonbury is famous for its music festivals, and our lady of the light knew that as a fact, and there she found a man who she interested to do some music for that video clip you have seen on swallowcommand website and other websites. That one which this chap rolled into a clip from

various TV shows and some of my own film clips were included, which I had no knowledge such was being done until I saw the clip - I had never met this person so far.

108: Sunday October 13th 2007:

Jas took me to the home of that man and introduced me and here is that person who did that clip for swallowcommand:



Yes that is the person who created that clip with the assistance of the lady of the light; just two people create from the past that video clip but more is certain to be coming a long discussion of my plans took place so he has a good idea what he will need to do – exciting – yes he is.

Swallow Command and the lady of the light give the power to the people solute for the future of planet earth and the children of the future.

109: After this meeting Jas and I made our way to the Assembly Hall to meet a few of those who wish to help with the Glastonbury unit to be set up. Also to say my goodbyes to those who came from far and wide to hear what I had to say.

Upon this event I did not take the HD movie camera only my still camera – upon my next trip I shall take the HD cam unit and other parts for the filming session.

Talking and shaking hands was quite an event with those who came to hear a man talk that they had heard about through the webs, and they took me to their hearts – in some cases literally, as the camera records shows as a fact.

- 110: Upon arriving in Glastonbury, I was shown the local paper that though this meeting was sudden they were able to present a small statement about it, and here is a copy of that article:

Prof brings his energies to bear

HEAR the inventor Professor John Searl is seeking funding for a research centre at Glastonbury to develop an alternative energy device.

He has been experimenting for 50 years with the Searl Effect Generator which, he says, can be used to power transport and households – as well as his “inverse gravity vehicle” – without cost or pollution.

A film is about to be made about Prof Searl and his life’s work on free energy, and a CD featuring Glastonbury artists and musicians is also in the

making to promote his ideas.

Prof Searle has built more than 40 prototypes of his inverse gravity vehicle (IGV), with one large version, the DEMO-1, in 1968.

A powerful generator levitates the craft through a combination of magnetic, electrostatic and flywheel effects.

If you’d like to learn more about this fascinating man, it so happens he will be visiting Glastonbury tomorrow to give a talk at the Mystic and Earth Spirit Fayre at the Assembly Rooms at 1pm.

Sorry that the letters on the left side are missing, never noticed that when I scanned it in, unfortunate all paper articles are quickly buried by later data coming in by now it’s ready out of sight. Nevertheless it was a quick insertion for the time being a larger article is planned.

- 111: Other people whom I met there were interested that Glastonbury took a part in this development.



Glastonbury thank you for your warm welcome to a technology that’s new.



Just a quick view of those who are interested sorry I cannot cover every one in this section, but to all of you remember give the power to the people that is clean.

- 112: Radio and TV plus press articles are in the pipeline as their part of the action to promote clean energy systems.

This short report was released to the masses by authority of:



Johnsearlglastonbury.co.uk

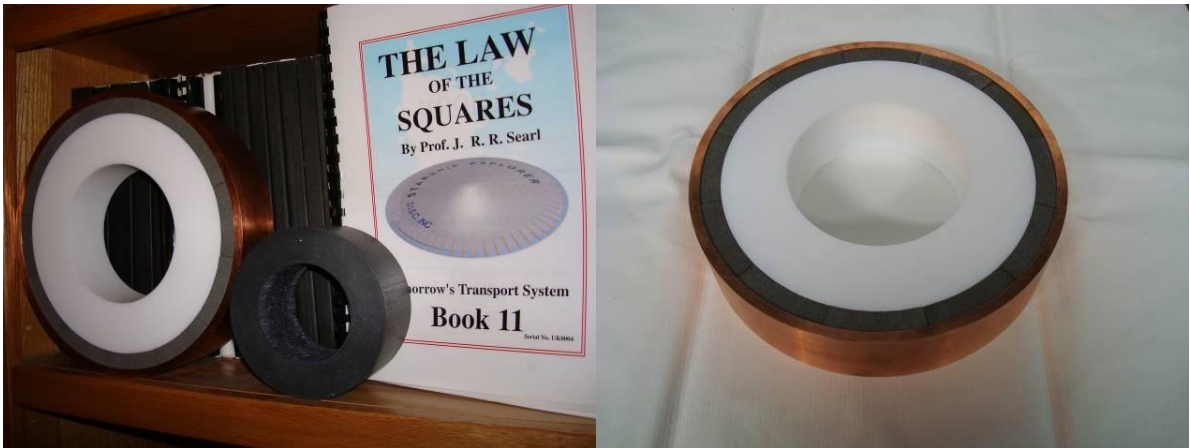
*Prof. John Roy Robert Searl Author – Lecturer – Head of R&D.
Tomorrow's energy and Transportation systems.*

- 113: *Thursday 18th October 2007. Update on progress:*



Yesterday I experienced my first fire due to the fact that the shavings were too hot, had to slow down the milling action to prevent another experience of that nature.

- 114: Now that I am working full time things are speeding up on this development work, and the interest in this work grows; as slowly it take shape.



The next photo is filed under confidential file and not for release at this time to the general public only for those who are actually investing at this time to see.

Thanks for your new inquiry for Neodymium, please check our price as follows:

Nd balance

- 1.) Size: 20.50mm x 5000mm constructed by 14pcs of 20.50mm diameter x 360mm
Quantity: 14pcs
Price: USD820.00/pc
- 2.) Size: 131.5mm OD x 76.8mm ID x 60mm thickness
Quantity: 2pcs
Price: USD2,300.00/pc
- 3.) Size: 363.3mm OD x 320.5mm ID x 60mm thickness, constructed by 4 tiles with
degree section ring
Quantity: 2pcs (**8 tiles**)
Price: USD1,800.00/tile

We will try to produce it without construction (by a single ring).

- 4.) Size: 597.1mm OD x 555.9mm ID x 60mm thickness, constructed by 4 tiles with
90 degree section ring
Quantity: 2pcs (**8 tiles**)
Price: USD4,800.00/tile

Lead time: 35 days

Terms of payment: in advance.

Looking forward to hearing from you!

Sincerely yours,

Kevin

This is the world of reality in relation to the S.E.G. development.