INVENTORS.
PART 15.

1: *DOC-SISRC-F-A-1.*
DATE: 28TH October 2007.
EDITION: First

Searl International Space Research Consortium
Headquarters – London – England.

Has your alarm clock ever woken you in such a way that the sound of it incorporates into your dreams?

If that is the case you are lucky, in my dreams it's either the bladder emptying or the bowels that has become involved in my dreams.

No wonder I have a heart condition that runs like hell most of the time.

2: And although the dream has been long and complex, the arrival of the alarm has seemed to make sense in the overall continuity, albeit often with a slightly strange twist in the course of events?

Well, if the latest findings of the relevant experts are to be believed, your brain is playing tricks on you – I knew that already from my old age experiences – but in reality it has, because it turns out you haven't had a long, complex dream at all.

In reality that dream actually began the instant the alarm went off and your brain reverse-constructed the earlier portions of the dream in the same moment.

Try and get your head around that one.

3: Other experts have cast doubts on whether experiences of déjá-vu are real.

They claim that it's not déjá at all: I agree with that point; an event happens as in my case hopscotch for dream one, and the feeding of the fowl for dream two, and our brains back-construct a memory of the same event, fooling us into thinking we'd foreseen it.

4: As someone who's pretty convinced that he's experienced instances of déjá–vu if that is what you wish to call it – on more than one occasion.

5: I'm not sure I'm ready to accept all this new expert advise as fact – though I agree that each year for six years I had the same two dreams twice a year in the same order with the same functions always the same – but strangely it produces a mathematics which has not been taught for over 5,000 years which generates this concert.

This experience fails to agree with the experts claims to some extent. Yes I am aware that dreams are extremely short burst of activity – often with amazing results. – On some occasions is a life saver – but dreams are another subject in later discussions to come.

6: But then again, perhaps we shouldn't be too surprised by such trickery and fakery.

We are living, after all, in an age of smoke and mirrors, of sleight of hand, to which I do not disagree that it is true.

7: Just look at the most recent budget speech, just as an example what I mean: There were headline grabbing tax cuts, but also enough tax increase that will mean most of us will either not notice any change at all, or be slightly worst off; which is sadly to say is what has happen to me – worst off.

8: But I shall not yet copy others and commit my soul to a high plane – but will try to continue in this plane for what it's worth.

9: In a similar vein, the various regional development agencies and other funding bodies have come under some criticism from a number of companies which I have seen reports on.

10: At first sight, there appears to be millions of pounds worth of financial assistance available to manufacturing companies in the country, but I have seen the reality to numerous companies that have been unable, for one reason or another, to get hold of any such funding –***BRAD PLEASE TAKE NOTE!***

11: I have recently spoken to a few companies who were very upset at the lack of understanding of innovative technologies within one of the assisting agencies.

Don't worry I have written to all our Prime Ministers since Churchill days – not yet Gordon Brown upon this issue in fact my letter to John Major was read at USA lectures and printed within my book of that time – I have also hammer Tony Blair upon this matter a couple of times.

12: The major problem is when you apply for funding those checking the application do not understand what it is that you are trying to do, so they reject it, based upon their lack of knowledge upon that subject.

13: The funding bodies are clearly funding something – I see bits of news from them detailing exactly how much money they have given away and to whom, helping to create or safeguard jobs and helping to narrow the gap between the UK's manufacturers and the international competition.

14: But my concern is the money always going to the best places to make a real difference to the UK's manufacturing base?

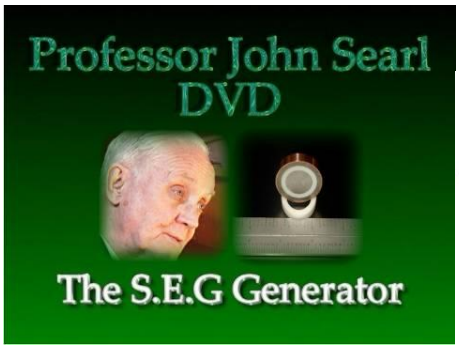
So far to date I have hammered the National Lottery four times that I feel that the money raise is not going to the best needs, but they throw back all the good course they support – none of which appears to help the masses only just a few people..

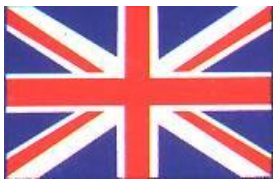
I would feel happier should it be easier for greater numbers of worthy companies to get

assistances?

I shall leave you to think upon this introduction opening of this part 15.

This report has been released to the general public by the authority of|:





Head of Research and Development.
Clean energy and transportation systems.

15: I know that I have stated that I wired the Handley Page Victor Mk II, which I undertook at a factory in Reading, Berkshire, England, I wonder how many of you can recall that aircraft – so just to help you remember I shall enclose here a picture of it.

This baby gave me my hands on experience in the art of wiring up aircraft control systems and looms, I worked long hours to get this contract done for the RAF, as it was running two years behind date of delivery; only Sundays did I work as an inspector on atomic vacuum dust collectors testing them for leaks.

I really did enjoy that contract even though you were not paid an hourly rate by Handley Page, instead they paid you a fix price per unit completed and tested.

By the time they started the civilian version the VC10 - Handley Page had to join the syndicate of manufactures to be able to remain in business from the end of that RAF contract. Handley Page had to switch to paying an hourly rate – I know that this is true because I was employed on these aircraft work and actually flown with the VC10 on the 23rd July 1977 on BAC Super VC10 G-ASGL with Captain K. Millard to Canada after the period that they had been replaced on that route by the 747s, as my flight records show, which was indeed a wonderful flight..

16: Unfortunate time is on constant forward movement like the river flowing to the sea, its waits for man – and man must adjust to the time interval he finds himself in; thus I made a decision to move on from aircraft prototype wiring to computer wiring for the NATO big guns in Norway 4 off. This was the first time transistors were used in place of valves. By reducing this massive room size of such computer control systems: to a far smaller size system.

17: All went well through that hard winter and I still bike to work every day without missing a day while those living in houses opposite arrive late due to weather conditions – I was never late.

Come March; the snow had gone and all seem well until I got to the bottom of Mortimer hill on the way to work, where my bike hit black ice and made up its mind to change direction to the right without any authority from me to do so - where I continue on a straight line according to Newton's law; with my arse taking place of the bike – not a very good thing to do – such experiments should never be attempted because it hurts you will find walking rather difficult for a time.

18: The bike got damaged on hitting a tree so I had to carry it back home for repairs, so that day I missed work.

And you can understand what shock I got that when I collected my pay to find that they had dropped my pay to starters pay rate due to one day loss of work – while during that time I was always early and those living close came in late or not at all.

I considered that this was a gross act of misconduct on part of that company and terminated that agreement.

19: I then moved on into engineering employment at Maidenhead where I worked most of my 30 years there on 12 hours night work in many occasions more like 16 hours per night. Covering heat treatment, machining parts, inspection, plating, packing, fork lift driver and on Saturday nights I was in charge of the work program, in fact the workers loved Saturday night work because I set a system by which the work target would be completed in good time for them to have a break before going home.

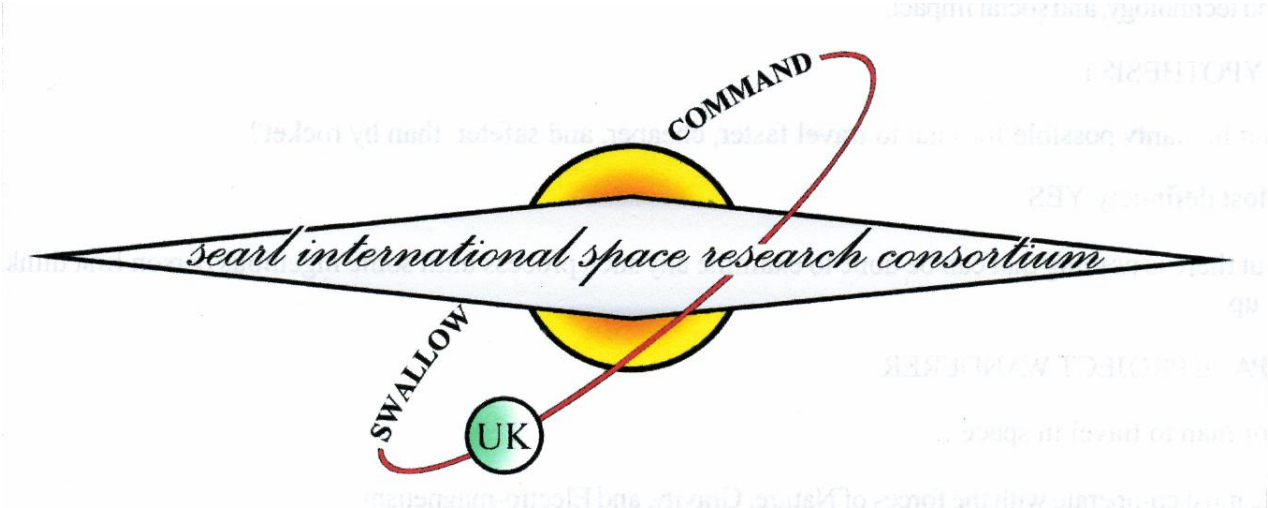
20: During this interval the company asked me if I would go to their company in Cardiff, Wales to train a full night shift to operate all equipment, from operators, setters etc; and to meet a output standard within 8 weeks. In fact we beat the target set by the end of 4 weeks.

The company sent me a wonderful thank you letter for my efforts done there.

21: This is just a small indication of my work cycle completed within my life interval – do I have regrets – yes I do in some respects – this project has blocked me from having a happy family life and from work that I did enjoy like the medical side – the aircraft side, those fields of employment gave me so much knowledge on life – yet so lonely as well – no personal life really available to me. My only real enjoyment was work.

22: Warning to all would be inventors – you may find that your efforts will be at the loss to your happiness that may never be replaceable – which I have had to pay for my efforts to help mankind to a better environment than he is experiencing at this time.

23: I guess that is enough details upon my life at this time; so I will now continue reports relating to the requirements of my project so you can have facts of reality not fantasy that is or will be involved.



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: ***Three.***

25: ***OPERATIONS MANUAL:***

PURPOSE AND SCOPE OF MANUAL:

It is a statutory requirement that an operations manual shall contain 'all such information and instructions as may be necessary to enable the operating staff to perform their duties'.

26: By definition included in the Air Navigation Order 'operating staff' means the servants and agents employed by the operator, whether or not members of the crew of the aircraft or I.G.V., to ensure that the flights of the aircraft or missions of the I.G.V. are conducted in a safe manner, and includes an operator who himself / herself performs these functions.

27: It can readily be seen, therefore, that the form and scope of manuals will vary considerably with the nature and complexity of the operator's organisation and types of aircraft or I.G.V. in use.

A 'manual' may comprise a number of separate volumes, and may well include individual forms such as prepared navigational flight plans supplied by the operator Searl International Space Research Consortium to its crews.

Instructions and information to particular groups of operating staff – e.g. traffic manuals, training manuals, cabin staff manuals, crew rostering instructions, and information on weight and balance supplied to handling agents – are all regarded as part of the operations manual.

28: Applicants will be required to lodge copies of their manuals and associated and associated documents with the Authority, together with copies of all amendments and temporary instructions.

An exception is made in the case of the route guide (will be discuss in later report)

29: A list of particular matters to be covered in operations manual- based primarily on the United Kingdom's obligations under international agreements – is specified in the Air Navigational Order.

The purpose of this section is to give some indication of the manner in which both the specific and the general requirements relating to the operation of aircraft and Inverse-Gravity-Vehicles should be met.

Detailed instructions on aircraft and Inverse-Gravity-Vehicles maintenance (such as those included in a maintenance manual or in maintenance schedules) are attended to by the Authority's Airworthiness Division.

30: ***The operational manual will be regarded by the Authority as a primary indication of standards likely to be achieved by an operator.***

The commercial operation of aircraft or Inverse-Gravity-Vehicles is a highly complex matter requiring clearly defined standards and procedures.

The form and scope of a manual will vary with the size of the undertaking, but the basic principles remain the same, even though an operator may, in effect, be prescribing standards and procedures for himself / herself.

The adequacy of a manual will be assessed in large measure on this basis.

31: Great importance will be attached, also, to the suitability of manuals for regular use by the operating staff and, particular, by operating crews in flight.

For all but the simplest of operations, the division of the manual into a number of separate volumes or parts as I am doing here on swallowcommand will be essential.

Manuals should be divided in such a way that essential information is immediately on the flight deck, and extracts or 'digest' of information and instructions may sometimes be necessary to supplement drill cards and check lists.

32: Each copy of a manual should nominally bear a serial number and a list of holders – which when I was in control this was standard procedure that record is still here showing date name address and what book they were sent. - likewise John Thomas should had been doing which he claimed he has but I cannot confirm that's true as he failed to send details to me – this is the way to leave yourself open to abuse; there is no back up record to prove what you state. Which should be maintained by the person responsible for issuing amendments?

Where this system is not used an operator should have satisfactory alternative arrangements for controlling the issue and amendment of manuals.

Each volume of a manual should be number (which my journals are) and bear a title and list of contents giving a clear indication of its scope. Which my journals also do but in reality its just one mighty big book, and if ever I get a place to set up properly I will continue writing that book that

Has no ending because it's a living story of technology and those who work to create the tomorrows for all to use.

The title of the person or department responsible for the issue of the manual should also be indicated.

At the front of each volume there should be an amendment page to indicate amendment number, date of incorporated, signature or initials of persons amending, and page(s) or paragraph(s) affected; which for Searl International Space Research Consortium at this stage is not required as updates are listed in each part as part of the report.

Amending pages should be dated; in my case they are indeed.

The numbering of pages, sections, paragraphs, etc should be orderly and systematic so as to facilitate immediate identification of any part of the subject matter, which I think that you will agree that is precisely what I am doing.

The standard of printing, duplication, binding, section dividers sorry not yet using them as I have seen no need to. Indexing of sections, etc should be sufficient to enable the document to be read without difficulty and to ensure that it remains intact and legible during normal use.

33: The amendment of a manual in manuscript will not be acceptable.

Changes or additions, however slight they may be, should normally be incorporated by the issue of a fresh or additional page on which the amendment material is clearly indicated.

34: It is most important for operators to appreciate that it is their responsibility under the relevant statutory provisions to provide adequate instructions and accurate information to their operating staff.

Inspectors will make random sample checks of manuals; etc lodged with the Authority and will suggest amendments where they appear to be necessary.

The primary purpose of these checks will be to verify the adequacy of the operator Searl International Space Research Consortium systems and procedures for keeping instructions and information under review; which of cause is what I am doing so that I can issue timely amendments as necessary.

There can be no question of the Authority or its Inspectors assuming responsibility for the detailed information provided in manuals.

This responsibility rest with the operator: Searl International Space Research Consortium who should designate a suitably person to see that it is properly discharged.

NOTE: FOR THE PURPOSES OF THE FUTURE SECTIONS OF THIS DOCUMENT, I ASSUMED THAT READERS ARE AWARE OF THE PROVISIONS OF THE AIR NAVIGATION ORDER AND REGULATIONS CURRENTLY IN FORCE INRESPECT OF OPERATIONS MANUALS AND THEIR CONTENTS.

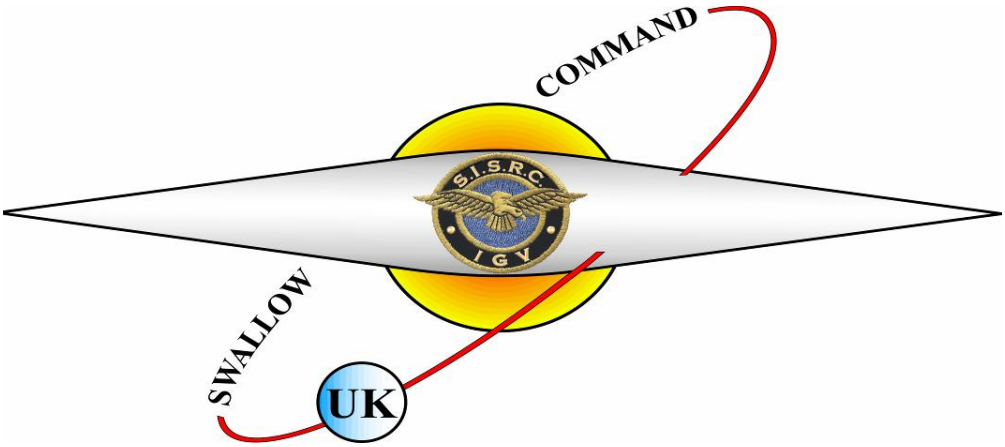
35: This is a good point to end this report until the next issue leaving you time to digest its statements so you can see the problems that has to be overcome its call money.

This report has been released to the general public by the authority of:

Prof. John Roy Robert Searl – Human studies.
Head of research and development
Manned Flight Division.

36:

DOC-SISRC-MFD-MRT-1
DATE: 25TH August 1968
EDITION: First.



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

LOCATION	***:***	***Headquarters***
DIVISION	***:***	***Manned Flight R&D***
SUBJECT	***:***	***Electronic – Electrical Functions.***
AUTHOR	***:***	***John Roy Robert Searl***
AITHORITY	***:***	***Superintendent of Documents – UK***

37: From the year November 1946 up to and including June 1968, I had been using banks of PO relays for the electrical and electronic control of the research circuits,

38: They were large and heavy – that is if you were carrying a block unit of 100 of them all wired up to plug in and go which weigh over half a hundred weight.

39: To day 25th August 1968 I have given approval to switch from the PO relays to the new modern relays now becoming available – yes more expensive but smaller and lighter then those which I have been using to date.

40: Nevertheless, they may not be able to switch quite as many circuits which the PO relays did, but I have all the confidence that they will prove to be dependent upon for faithful operations through the life cycle of the Inverse-Gravity-Vehicle.

42: 

This is a true picture of the units that I changed to from the old PO replays in 1968, before cable harness is wired in – this is a test bed for the operation of the Inverse-Gravity-Vehicle for malfunction testing.

43: This document is to explain this new approach of modern relay technology in the effort to help my readers to grasp a better understanding of the problems of my work upon designing the operations of the I-G-V functions.

44: **The above photo has been inserted as an illustration of the change of relays now in use; appear like from an optical point of view being the test bed for the new project which may be given the go ahead; because the original photos are no longer in my possession but some one else has them – like so many other press photographs of the past likewise vanished from my home in Mortimer: Photographs the family had no connections with in their disappearance – only the equipment from Mortimer were they guilty of stealing and money.**

45: I will certainly show and tell you the FACTS as they were and are; and what our intentions of the future plans pending will be targeted at.

46: Now I shall commence this report and as usual I will try to keep it simple to make it as easy as possible to understand this technology and its application within my research and development project.

47: ***RELAY – EVOLUTION;***

HISTORICAL DEVELOPMENT AND FUTURE PROSPECTS.

Based on the 1824 ideas of J. Henry, Samuel Morse first made his ‘Morse Code ’machine work in 1837.

48: ***INSERT;***

Well Flowerbower are you making a statement on youtube that even J. Henry Samuel Morse is also a nut case – to my mind that is what you stating public.

For the benefits of the general public the success of the Inverse-Gravity-Vehicle and in fact the Searl Effect Generator operations is due to the success efforts of Samuel Morse without his input these two products would not be able to meet the planned program and that is a FACT.

49: 1837 the relay was born.

However, at that stage-coach time (in case you have forgotten that FACT) clearly anyone who made reference to a '***Relay***' or a ***'Relay station'*** was thinking more in terms of a change of horses, or the place where coaching horses were kept.

Based upon my studies on human behaviour I can fully understand that point.

50: FACT:

To my knowledge there are approximately 25 billion relays in use within electrical devices and equipment, performing regulatory, supervisory and control functions – which are no different to those functions which the Inverse-gravity-Vehicle requirements are.

The feasibility of the success of the I-G-V already appears good, thanks to Samuel Morse efforts.

51: In the primary circuit (***coil***), applied signals – ***from millisecond long to continuous duration***. Can be amplified by up to approximately 10^5 or reduce by up to 10^{10} times in the secondary circuit (***contacts***).

These signals can be delayed by milliseconds or up to many hours and can be branched over several contact sets.

Thus, relays fulfil (amongst many others) and from where I sit the following functions I can appreciate as possible:

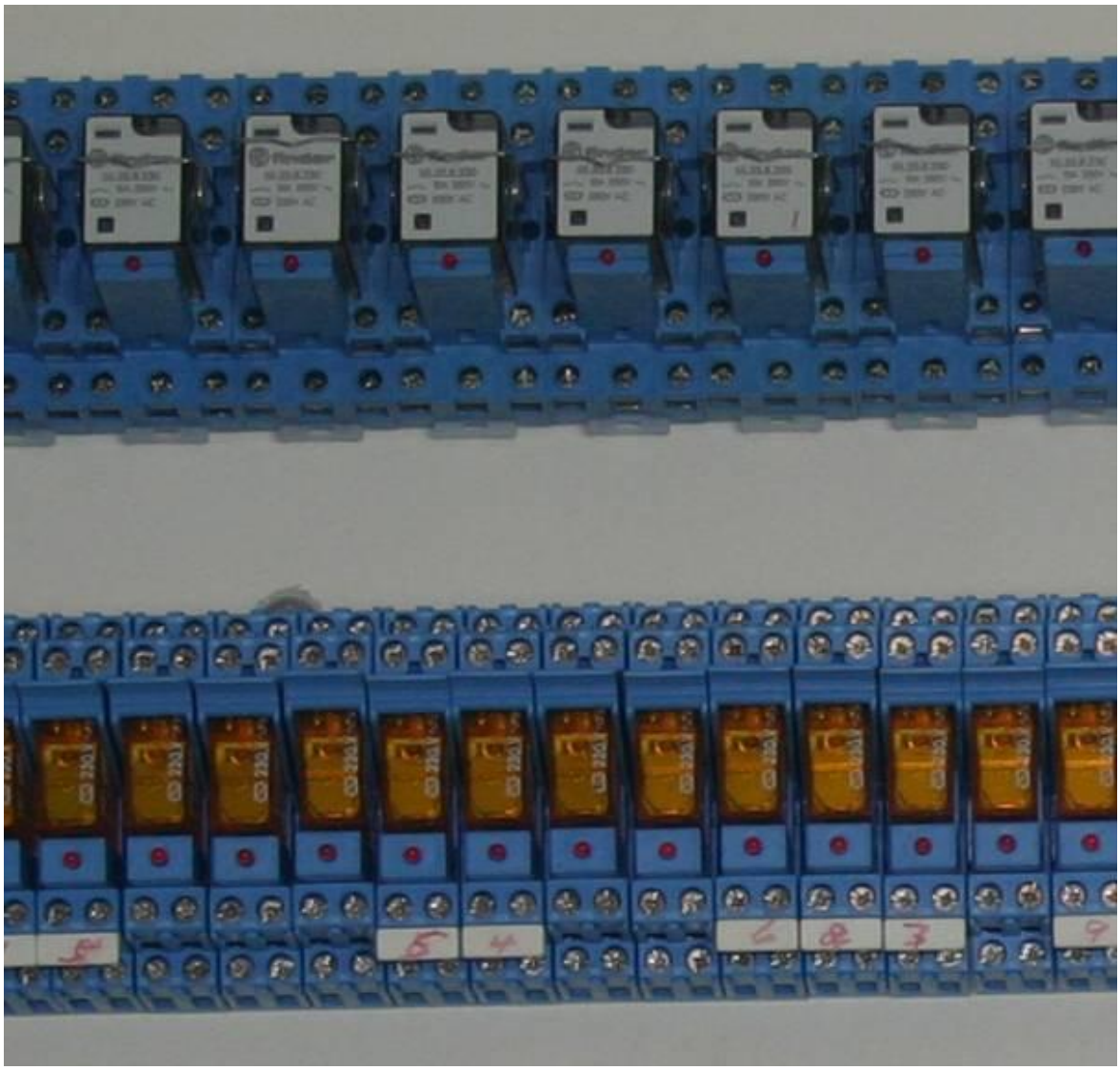
(1): Multiplicity of switching functions.
(2): Separation of electronic control and power loads (galvanic separation)
(3): Signal amplification as well as increasing the number of switching paths.
(4): Separation of DC and AC circuits
Switching an AC current path via a DC control signal or vice versa.
(5): Delay of, shaping of, or changing an applied signal,
This will be explained later on.
(6): Combining information.

52: Today these functions can be solved using methods of greatly differing efficiency.

However, the larger the jump made in innovated technology the more difficult it becomes to persuade the market of its real worth and the benefits the new development can offer over products using the existing technology.

53: Thus in the 1968, there were articles written about the new technology which challenged the new developments as being highly dubious.

54: Let me insert a closer look at this new technology, which is about to be reconstructed here:



Enlargement of the new technology that I switch to in 1968- this re-creating the I-G-V control system so I can get new pictures of the system as it will still be used in the new research program if it materialises.

Not had time yet to sort out the tabs for the lower level of relays, but Dr. Robert Lipman has just left here and will get the 10 x 100 M single core Brown cable and 10 x 100 M Blue single core cable plus 100 M of Green Yellow strip cable for Earthling requirements for the start of the wiring program.

55: At the time the media had they fun day – but I guess that is about their level of intelligence as I have discover upon the articles I have witness upon this work.

INSERT: ***You can see what I mean by looking at flowerbower on youtube a right nut case. I guess your term for him is arsehole – looks like I have to agree with you on that one.***

56: It is shame that the spirit of creating a better world for ourselves is lacking in our actions without this unity you will not survive what is doom to come whether we like it or not you have no option

But to prepare for the worst and survive, or ignore the warnings and die it's a free world the choice is yours to make.

57: Such impediments, which have had to be overcome by many innovations have in this case, had a beneficial effect.

Here it was argued by the detractors that (***incorrectly)*** there would be a corresponding increase in manufacturing costs and reduction in quality associated with relay miniaturization, which led to the conclusion that not all opinions on traditional relays are valid for modern relay technology.

However on the contrary, due to the major developments made in relay technology it has been shown clearly that today there exist three distinct relay generations.

58: ***FIRST GENERATION:***

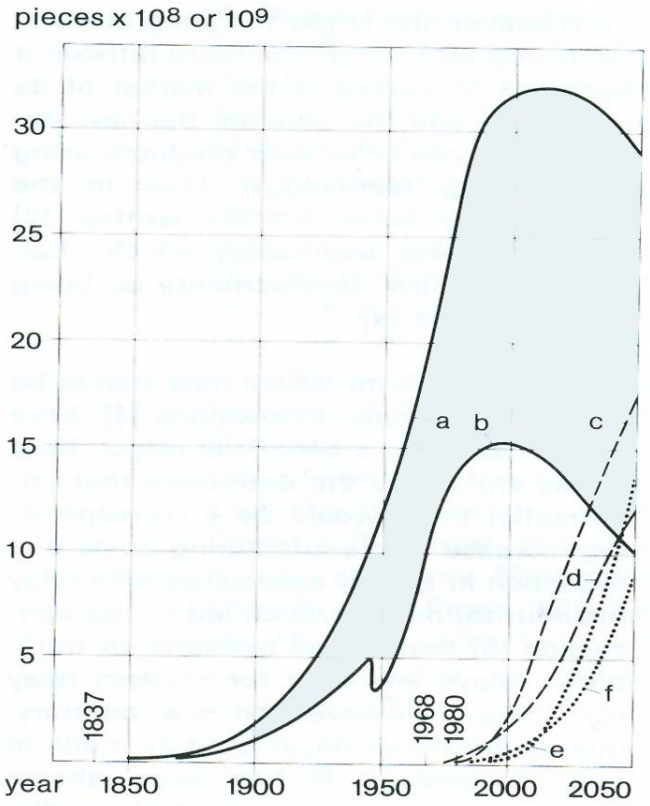
Relays of conventional construction and which due to their high operating power consumption can not be miniaturized in an effective way.

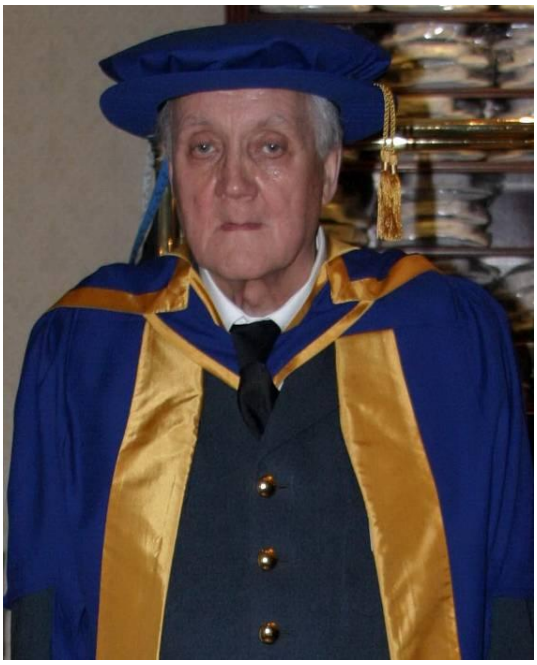
59: ***SECOND GENERATION:***

Miniaturized monostable, bistable (latching) or tristable electro mechanical relays of very high efficiency which consume little or no power yet offer high contact force.

60: ***THIRD GENERATION:***

A combination of a modern second generation relay with an integrated solid state switching circuit whereby a further increase (approximately 500 times) in efficiency is achieved and new application possibilities made possible IC relay.





Estimated numbers of relays from first, second and third generations.

INSERT: FACTS AS I UNDERSTAND THEM:

A: ***Relays of the first generation since 1837 worldwide x 10^9 pieces.***
B: ***Relays of the first generation since 1837 West Germany, Austria and Switzerland x 10^8 pieces.***
C: ***Relay of the second generation since 1968 worldwide x 10^9 pieces.***
D: ***Relays of the second generation since 1968, West Germany, Austria and Switzerland x 10^8 pieces.***
E: ***Relays of the third generation since 1980 worldwide x 10^9 pieces.***
F: ***Relays of the third generation since 1980, West Germany, Austria and Switzerland x 10^8 pieces.***

Looking at this insert of production of relays appears to be stable – sorry I do not have the latest's Facts on relay sales worldwide; so I cannot state if it still holds stable or not.

61: Examination of sales figures (confirmed by demand, manufacturing capacity, economic value and technical accomplishment) best illustrates the growth and significance of these three relay generations.

If the appropriate data of the past is known, then it is possible to predict future developments, which is shown on the last page done

62: The faster growth of second and third generation relays in Germany speaking central Europe as compared with the rest of the world may be explained by the fact that Germany was the only country that had the early information; which never got translated in other languages

63: I shall call an end at this point, I updated what I have since known from this report date, unfortunate due to many problems, key one being money and the other space I cannot possible keep up to date what the reality on this planet is at this time. But I should know!

This report was release to the public by the authority of:

John Roy Robert Searl – Superintendent of Document – UK.
Manned Flight Division.

64: ***UPDATE TUESDAY OCTOBER 30TH 2007:***

At 1500 GMT Dr. Robert Lipman arrived with materials for me so I can restart the wiring work to return to the testing of components for use on the Inverse-Gravity-Vehicle should it ever get started again – of course he is greatly worried about me over working upon this project; but some one has got too or it will never get done.

That material was as follows:

10 drums of 1.5 SQ. MM. 5491X7/ to BS 6004 100 Metres Colour BLUE
10 drums of 1.5 SQ. MM. 5491X7 to BS 6004 100 Metres Colour BROWN
1 drums of 1.5.SQ. MM. 6491X7 / to BS 6004 Colour G/Y 100 Metres

Due to the fact: that colour red cable was not available for me so had to take colour brown to replace it, for this undertaking.

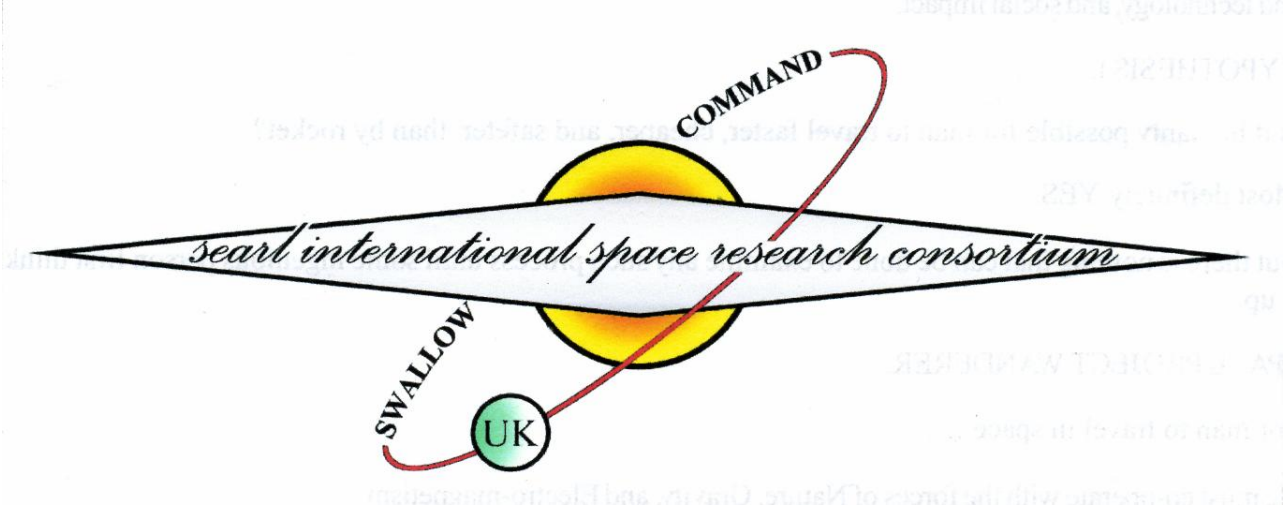
Of course I forgot Flowerbower don't believe it so I got the good doctor to take a snap of me with all but two of the drums of wire, you must excuse me being rather naked as I generate so much internal heat when climbing of steps or moving about fast.

Yes, progress across the whole domain is in the forward march position now and updates will continue to mount up as the year rolls to a close, but there is still much hard work to be done before the sun comes smiling through those dark clouds.

Whatever happens you will be first to know through www.swallowcommand.com

65:

DOC-SISRC-BS-E-COM-2
PART 4
DATE 28 September 1968
EDITION FIRST.



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

LOCATION	**:**	**Mortimer – Berkshire – England.**
DEPARTMENT	**:**	**Research and Development - Energy/ Transport systems.**
SUBJECT	**:**	**Economics.**
AUTHOR	**:**	**John Roy Robert Searl.**
AUTHORITY	**:**	**Superintendent of Documents UK**

66: ***NATIONAL INCOME:***

DEFINITION:

National income is the total annual value of the flow of factor incomes accruing to the residents of a country, resulting from the production of goods and the provision of services.

To my accepted knowledge there are three basic measures:

GROSS DOMESTIC PRODUCT (GDP):

Incomes resulting from producing goods and services in the home economy.

GROSS NATIONAL PRODUCT (GNP):

Includes GDP plus incomes to home residents from assets owned abroad, less the corresponding payments by residents to foreigners.

This adjustment is known as ‘net property income from abroad’.

NET NATIONAL PRODUCT (NNP):

In this measure a deduction is made from GNP for the consumption of capital (depreciation)

Resulting from the year's productive activity.

In official statistics, this figure is termed the National Income, although economists generally use GNO as a more appropriate measure of the current level of economic activity.

The adjustments may be summarized thus:

	£million
Gross domestic product at factor cost	***193488***
Plus Net property income from abroad	***-38***
Gross national product at factor cost	***193450***
Less Capital consumption	***27045***
National Income (i.e. net national product)	***166405***

This is my understanding of how the system works here in the United Kingdom – one thing is certain it affects all of us regardless in one way or another.

It is very important to understand this field of operation because it will affect this work as to how fast we can progress in our efforts to clean this planet up and get the world back to happy employment state, as it ought to be now.

It is without doubt the biggest causes of suicide attacks in business.

67: ***MEASUREMENT OF NATIONAL INCOME:***

The national income accounts are based on an important identity between income output and expenditure.

If Searl International Space Research Consortium sells five Searl Effect Generators for £5,000.00, it is apparent that the value of their output must be equal to the amount spent by the buyer to purchase them.

The revenue of Searl International Space Research Consortium is equal to the sum of factor payments made in order to acquire the resources used to produce those five S.E.G's (***remembering that the Searl International Space Research Consortium profits are a factor payment).***

In any real economy there will be various complications, such as accounting for government economic activity and international trade, but with the proper adjustments the identity holds true:

National income ≡ National output ≡National expenditure.

68: To my mind there seem to be that to measure national income, there are five basic points to keep in mind:

CONSISTENCY:

It may be necessary to make adjustments to ensure consistency between the measures.

For example:

If Searl International Space Research Consortium builds up its stocks during the year, this would show in the production and income accounts, but would not appear in the expenditure account (***since the Searl Effect Generators have not yet been brought***).

Therefore, it is necessary to include '***the value of the physical increase in stocks and work in progress'*** of Searl International Space Research Consortium divisions within the expenditure account to achieve consistency between the measures.

69: ***DOUBLE-COUNTING:***

It is necessary to avoid counting the same activity more than once within the same account.

For example:

Many firms produce goods which become the input of other firms (***e.g. raw materials and machines***) and become embodied in the value of those firm's outputs.

Thus, only the value added to production by each firm is counted.

70: ***TRANSFER PAYMENTS:***

Another example of double-counting arises where payments are made which are not in return for the provision of factor services (***transfer payments***), e.g. state welfare payments.

As these payments are transfers of income from one group to another (and since incomes are measured before tax), these transfers must be excluded as they do not form part of the value of the year's production activity.

The general criterion is that only incomes received in return for the provision of factor services should be included.

71: ***FOREIGN TRADE:***

The purpose of the accounts is to measure economic activity within a country.

Since imported goods do not represent domestic production or the payment of factor incomes to domestic residents, their value must be excluded.

By the same argument, the value of exported goods must be included, since they do represent domestic production and income payments.

Thus, therefore, is another example of the need to ensure consistency between the measures.

72: ***ACCURACY:***

For reasons often connected with tax avoidance or concealing other nefarious activities from the authorities, certain elements of income, production and expenditure will be concealed.

This will result in some inconsistency between the accounts.

For example, a ‘pirate’ video operator is producing a service from which he / she gains an income, but neither is recoded.

However, he / she will spend at least part of this income, which will be recorded in the national income accounts.

I feel that here is a good place to halt in this part of the book.

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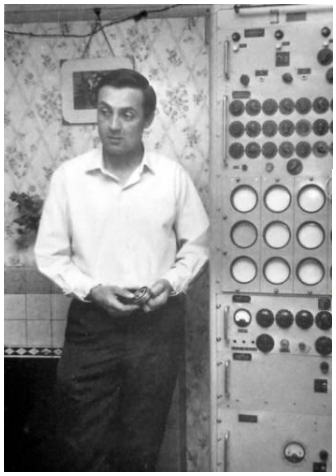

John Roy Robert searl
Superintendent of Documents UK.

73: Who claim that doctors don’t get their hands really dirty?

You might think that when a doctor calls on you it’s either to take your temperature and pulse or to stick a finger up your bum.

Here at 5 Guilfoyle that may not be quite true – yes if I have an attack while the doctor is here he will automatically check my pulse to decide if I should be shipped to hospital, and I don’t like wasting time in hospitals so I make certain now that I do not have an attack while he is here; by getting him to do the heavy work – you don’t blame me, from not being stupid if there is someone else available to do the heavy work.

So today October 31st 2007 I gave Bobby the drill and the steps to get up and dig those holes in the wall and also in the plastic trunking which of cause change Bobby’s natural looks to a point that he needed to wash before leaving; which I know from my own experience here that is indeed a good thing to do.

Otherwise on leaving this building people will look at you rather strangely as if they have never seen a black and white powder person before. Or even wondering which planet you have came from.

I guess that is clue for the nest subject to discuss – in part 14, I stop part way through the medical report, and few of you may still feel that was an excuse for not knowing the facts that I was claiming I knew – well I do not like to leave things floating in the air for others to mock upon, so I will now return hopefully where I ended in Part 14 to complete it absolute, so those who think that I am kidding will see I do not kid anyone – when I say that I know – then you can accept that fact!

74:

DOC-SISRC-MED-D-MFD-2
PART: ONE.
EDITION: First.

Searl International Space Research Consortium UK.
London – England.

Location	***:***	***Grahame Park Estate – London – Headquarters.***
Department	***:***	***Medical.***
Subject	***:***	***Drugs.***
Section	***:***	***Manned Flight Division.***
Author	***:***	***Prof. John Roy Robert Searl.***
Date	***:***	***May 26th 2000.***

75: Continue article from part 14:

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PHARMACOKINETICS

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ABSORPTION	***:***	Well absorbed (**by mouth**); Completely absorbed (***by intravenous***).
DISTRIBUTION	***:***	Crosses blood – brain barrier, placenta.
METABOLISM	***:***	Liver, extensively.
EXCRETION	***:***	Kidneys, breast milk.
HALF-LIFE	***:***	3 – 4 Hours.

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PHARMACODYNAMICS:

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		By mouth	***By intravenous.***
ONSET	***:***	15 Minutes	Immediate
PEAK	***:***	2-4 Hours	20 Minutes
DURATION	***:***	6-19 hours	5-8 hours

==========

76: ***INTERACTIONS:***

INDIVIDUAL DRUGS:

ALCOHOL	:	⇑	Hypotension (large amounts)
DOBUTAMINE	:	⇓	Effect of dobutamine
DOPAMINE	:	⇓	Dopamine
EPINEPHRINE	:		α-Adrenergic simulatation.
HYDRALAZINE	:	⇑	Hypotension, bradycardia.
INDOMETHACIN	:	⇓	Anthypertensive effect.
INSULIN	:	⇑	Hypoglycemia.
METHYLDOPA	:	⇑	Hypotension, bradycard.
PRAZOSIN	:	⇑	Hypotension, bradycardia.
RESERPINE	:	⇑	Hypotension, bradycardia.
THYROID	:	⇓	Effectiveness.
VERAPAMIL	:	⇑	Mycocardial depression.

77: ***DRUG CLASSIFICATIONS:***

AMPHETAMINES	:	⇑	Hypertension, brabycardia.
ANTIDIABETICS	:	⇑	Hypoglycemia.
ANTIHTPERTENSIVE	:	⇑	Hypotension.
B_2-ADRENERGIC AGONISTS	:	⇓	Broncho dilatation.
CARDIAC GLYCOSIDES	;	⇑	Bradycardia.
HISTAMINE H_2 ANTAGOONISTS	:	⇑	Hypotension, bradycardia.
CARDIAC GLYCOSIDES	:	⇑	Bradycardia.

HISTAMINE H_2 ANTAGONISTS	:	⇑	Hypotension, bradycardia.
MAOIs	:		Do not use together.
NITRATES	:	⇑	Hypotension.
SULFONYLUREAS	:	⇓	Hypoglycemic effect.
THEOPHYLLINES	:	⇓	Bronchodilatation.

78: ***FOOD / DRUG:***

⇑ Absorption with food.

79: ***LABORATORY TEST INTERFERENCES:***

FALSE	:	⇑	Urinary catecholamines.

80: ***NURSING CONSIDERATIONS:***

ASSESSMENT:

Monitor blood pressure during beginning treatment, periodically thereafter:

Pulse every four hours – note rate – rhythm – quality:

Check apical / radial pulse before administration:

Notify prescriber of any significant changes (***pulse <50 bpm***)

Check for baselines in renal – liver function tests before therapy begins and periodically thereafter.

Assess for edema in feet – legs daily; monitor intake and output, daily weight; check for jugular vein distention, rales bilaterally, dyspnea congestive heart failure.

Monitor skin turgor, dryness of mucous membranes for hydration status, especially elderly.

81: ***NURSING DIAGNOSES:***

(1): Cardiac output, decreased (uses)
(2): Injury, risk for (adverse reactions)
(3): Knowledge deficit (teaching)
(4): Non-compliance (teaching).

82: ***IMPLEMENTATION:***

BY MOUTH ROUTE:

Given before meals: bed time: tablets may be crushed or swallowed whole; give with food to prevent gastrointestinal upset; reduced dosage in renal dysfunction.

83: Do not crush or chew extended release tablets,

Store protected from light, moisture, and place in cool environment.

84: ***BY INTRAVENOUS ROUTE:***

Give by direct intravenous 5 mg / 2 minute or more, keep patient recumbent for three hours.

85: ***Y-SITE COMPATIBILITIES:***

Alteplase, meperidine, morphine.

86: ***PATIENT / FAMILY EDUCATION:***

(1): Teach patient not to discontinue drug abruptly; taper over two weeks; may cause precipitate angina if stopped abruptly.

(2): Teach patient not to use over-the-counter products containing α-adrenergic stimulants (such as nasal decongestants, cold preparations); to avoid alcohol, smoking and to limit sodium intake as prescribed.

(3): Teach patient how to take pulse and blood pressure at home; advise when to notify prescriber.

(4): Instruct patient to comply with weight control, dietary adjustments, and modified exercise program.

(5): Tell patient to carry / wear ID to identify drug being taken, allergies; tell patient drug controls symptoms but does not care.

(6): Caution patient to avoid hazardous activities if dizziness, drowsiness is present, to avoid driving until drug response is known.

(7): Teach patient to report symptoms of congestive heart failure; difficult breathing, especially with exertion or when lying down, night cough, swelling of extremities or bradycardia, dizziness, confusion, depression, fever.

This paragraph contains all the suffering I endue each day and night just to be free to undertake this work – if the medical world knew I was lying about being well I would never be able to get out of hospital they would keep me in. This work has always came first before my health and still does.

(8): Teach patient to take drug as prescribed, not to double doses or skip doses, take any missed doses as soon as remembered if at least four hour until nest dose.

87: ***EVALUATION:***

POSITIVE THERAPEUTIC OUTCOME:

Decreased blood pressure in hypertension (after 1 – 2 weeks).

Absence of dysrhythmias.

88: ***TREATMENT OF OVERDOSE:***

Large intravenous atropine for bradycardia.

Intravenous theophylline for bronchospasm.

Digitalis, O_2, diuretic for cardiac failure. Hemodialysis.

Intravenous glucose for hyperglycemia,

Intravenous diaqzepam (or phenytoin) for seizures.

Well I must agree that is all I knew about this drug at that time – since that time I have not been able to update my knowledge on drugs due mainly to the cost involved sadly to state.

This document has been release to the general public by the authority of:

Prof. John Roy Robert Searl
Human behaviour studies.
Manned Flight Division.

This is my world – the world of reality – the world that could had been a paradise – instead it's a world of hate – evil – destruction – one would think that nature was no good at destroying this planet so it needs our helping hand which to my mind appears to be given freely for that purpose.

89: Unfortunate the Searl Technology involves many fields of science, which so far I have not touched upon; therefore I shall make an attempt to bring in another subject relating to this technology.

90:

DOC-SISRC-MFD-PM-1.
DATE: 18th July 1968.
EDTION: First.

Searl International Space Research Consortium.

LOCATION **:** Headquarters – Mortimer – Reading – Berkshire – England.
DIVISION **:** ***Manned Flight.***
SUBJECT **:** ***Plastics materials.***
PART **:** One
AUTHOR **:** John Roy Robert Searl.

91: When I began preparing for the research and development on the Inverse-Gravity-Vehicle project, the world was already using in the order of nine million tonnes per annum of plastic materials.

Clearly it was not a new material as such, but one which I feel will play an important part in my research and studies regardless.

92: While today it is more than ten times that value.

Furthermore, at that time polypropylene, the acetals, the polycarbonates and Acrylonitrile – butadiene – styrene polymer were newly arrived on the scene.

93: I was aware of those experts who stated that the likelihood of discovering new important general purpose polymers was remote but that special purpose materials would continue to be introduced.

I had quoted frequently in earlier newsletters that I felt that they were being too pessimistic – with respect to new general purpose polymers – that prediction has stood the test of time.

94: One of my main aims with my early newsletters was to try and explain the properties of plastics materials in terms of their structure and morphology.

I feel certain that there will be enormous developments in polymer science during the next 30 years of my life.

Therefore, I have not felt it necessary to make many changes to the basic principles enunciated in those past newsletters.

95: ***Since this document was written many new materials have been discover and I feel that I ought to include that data in this report up to 1995 where I run out of hard cash to keep up to date with the progress of discovery.***

Due to the many new speciality materials have, however, appeared and wherever possible I will try to discuss these in the context of relating structure to properties – which is vastly important to the Searl Technology.

96: For the first time since I wrote this report I shall add extra information in three groups – thermoplastic – elastomers – biodegradable plastics and electrically conductive polymers - which I feel would be better to discussed as a group than scattered sentences through this book.

Then, there will be an introduction to the subject of material selection which is vital for the Searl Effect Technology.

97: With hundreds of polymer species, some attempt at rationalisation will have to be done to cope with the reality that now exists.

You must appreciate that I could never cover every possible plastic material in book form as a document – if you are using one not quoted actually performing functions please let me know.

98: Let me inform you that there are many abbreviations for plastic materials are in common use.

Some of these have now been incorporated into national and international standards, including:

ISO 1043Plastic – Symbols. (1978)

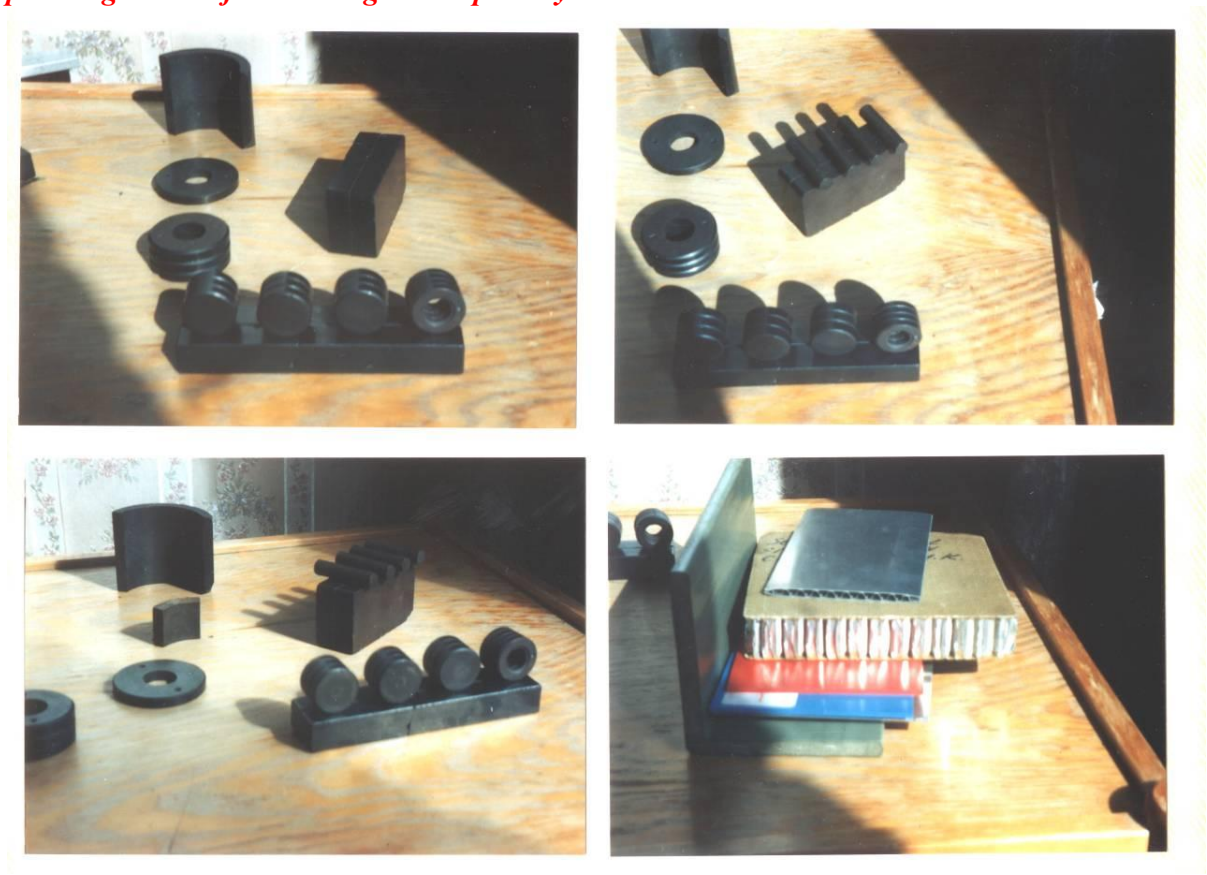
BS 3502Common Names and abbreviations for plastics and rubbers.

ASTM D 1600-83 Abbreviations of terms relating to plastic.

DIN 7728 Symbols for terms relating to homopolymers, copolymers and polymer compounds and Symbols for reinforced plastics.

Paragraph 98 is an update to this report, one must bear in mind that new materials are appearing each has its own functions which must be understood before one attempt to use them with this technology.

The most important issue for materials to use within the Searl Effect Technology is not the price tag but the function tag that is priority at all times.



1946 the start of the material studies for the S.E.G. technology.

99: Every inventor has to start somewhere often toying around with his / her thinking to create a mental image of an idea into material properties, shapes and functions.

In straight talk structures require materials – you simply cannot have a structure without materials. Thus material's to all inventors is a must – but what materials does the inventor seek?

It entirely depends upon the functions that are required from that material.

100: Now in my case I have been showing you various options available to me, the one here in this report is the control gate of the Searl Effect Generator (S.E.G.), which we need an insulator type of material which brings me to plastics group of materials, so I will attempt to give you a true picture of this problem that was before me.

101: In the following table I shall attempt to draw up a list of abbreviations in common use and those in blue type are in the main schedule of BS 3502.

In this list the names given for the materials are the commonly used scientific names.

But please take note:

This situation is further complicated by the adoption of a nomenclature by the International Union of Pure and Applied Chemistry for systematic names and yet further nomenclature by the Association for Science Education what is widely used in British schools but not in industry – WHY?

Some examples of these will be given in another part that will be listed as table 2.

TABLE ONE.
Common abbreviations for plastics.

Abbreviation	Material	Common name
ABS	Acrylonitrile-butadiene-styrene polymer	ABS
ACS	Acrylonitrile-styrene and chlorinated polyethylene.	
AES	Acrylonitrile-styrene and ethylene-propylene rubber.	
ASA	Acrylonitrile-styrene and acrylic rubber.	
CA	Cellulose acetate	Acetate
CAB	Cellulose acetate-butyrate.	CAB, butyrate
CAP	Cellulose acetate-propionate.	CAP
CN	Cellulose nitrate.	Celluloid
CP	Cellulose propionate.	CP, propionate
CPVC	Chlorinated polyvinyl chloride.	
CTA	Cellulose triacetate.	Triacetate
CS	Casein.	Casein
DMC		Dough moulding compound (usually polyester)

There is an old saying that it is wiser to give information in small units at a time; so it can be easy Digested.

102: ***NATURAL PLASTICS:***

To my knowledge historians frequently classify the early ages of man according to the materials that he used for making his implements and other basic necessities – which I guess makes sense.

Just as a recap that I know these periods – I will quote them – here – no problem.

The most well known of these are the Stone Age, the Iron Age and the Bronze Age.

I agree that such a system of classification cannot be used to describe subsequent periods for with the passage of time man leant to use other materials and by the time of the ancient civilisations of Egypt and Babylonia man was employing a range of metals, stones, woods, ceramics, glasses, skins, horns and fibres.

103: Unfortunate I shall never know the true date and by who created each of these steps quoted above – we can only assume when they were in use and roughly where and why they were used – but alas our thinking could be wrong.

One thing is certain that they had no idea that they were helping to create the Searl Effect generator of the Inverse-Gravity-Vehicle – but they were indirectly helping me.

104: For this particular part of this book I think it would be safer to say that until the 19th century man's inanimate possessions, his home, his tools, his furniture, were made from varieties of these eight classes of materials – I cannot certify that this is true – but might be so in many cases.

105: To my understanding, its only during the last century and a half, two new closely related classes of materials have been introduced which have not only challenged the older materials for their well established uses but have also made possible new products which have helped to extend the range of activities of mankind.

Without these two groups of materials, rubbers and plastics, it is difficult to conceive how such everyday features of modern life such as the motor car, the telephone and the television set could ever had been developed – and don't forget the Searl Effect generator (S.E.G) and the Inverse-Gravity-Vehicle (I.G.V) .

I agree that the use of natural rubber was well established by the turn of the present century, the major growth period of the plastics industry has been since 1930, that is why I waited to be born two years later to keep uniform with the law of the squares there was no sense coming sooner as the material needed for the Searl Effect |Generator would not had been ready to use, but my mother and father got married during 1930 to be ready for action day.

I do not state that some of the materials now classified as plastics were unknown before this time since the use of the natural plastics may be traced well into antiquity.

Just as a reminder that in the book of Exodus (chapter 2) I read that the mother of Moses when she could no longer hide him, she took for him an ark of bulrushes and daubed it with slim and with pitch, and put the child therein and she laid it in the flags by the river's brink.

106: Biblical commentaries indicate that slime is the same as bitumen but whether or not this is so I have here the precursor of our modern fibre-reinforced plastics boat.

The use of bitumen is mentioned even earlier - do you have any idea where it is mentioned?

Yes, indeed again in the bible in the book of Genesis (Chapter 11) I read that the builders in the plain of Shinar – I guess that was Babylonia – had brick for stone and slime they had for mortar.

Again in the book of Genesis (Chapter 14) I read that the vale of Siddim was full of slimepits; and the King of Sodom and Gomorrah fled, and fell there; and they that remained fled to the mountain.

To my understanding; that in ancient Egypt: mummies were wrapped in cloth dipped in a solution of bitumen in oil of lavender which was known variously as Syrian Asphalt or Bitumen of Judea.

107: You may be wondering what all this crap has to do with the Searl Effect Technology.

Let's say if this crap was actual FACT, and it might be – then its clear to my mind that the S.E.G. concept was already being developed.

Let me continue with this investigation; I understand that on exposure to light the product hardened and became insoluble.

If this is indeed FACT then to my mind it does appear that this process involved the action of chemical cross linking, which in modern times became of great importance in the vulcanisation of rubber and the production of thermosetting plastics.

It was also the study of this process that led Niepce to produce the first permanent photograph and to the development of lithography which I shall be discussing in a later part of this book.

108: In ancient Rome – sorry about that but I guess I am too am ancient in both my ways and thinking – Pliny the Elder (c. A.D. 23 – 79 must get these FACTS correct or otherwise Flowerbower will be doing much farting on youtube we don't want to continual seeing that mess on out screens do we?); is claimed to have dedicated 37 volumes of Natural History to the emperor Titus.

Sadly I have to say that I have no idea what the contents of those volumes were – but I sure would had love to had that set of volumes.

But I understand that in the last of these books, which appears to have dealing with gems and precious stones; which I can easy imagine, he describes the properties of the fossil resin, amber.

109: The ability of amber to attract dust was recognised and in fact the word electricity is derived from elektron, the Greek for amber.

Let me go even further east another natural resin, lac, had already been used for at least a thousands years before Pliny was born.

Again evidence going back so long ago shows that the S.E.G. Technology was already being developed.

Lac is mentioned in early Vedic writings and also in the Kama Sutra of Vatsyayona.

To My knowledge, in 1596 John Huyglen Von Linschoeten undertook a scientific mission to India at the instance of the King of Portugal.

110: In his report he describes the process of covering objects with shellac, now known as Indian turnery and still practised to my knowledge.

"Thence they dresse their besteds withal, that is to say, in turning of the woode, they take a peece of Lac of what colour they will, and as they turne it when it commeth to his fashion they spread the Lac upon the whole peece of woode which presently, with the heat of the turning (melteth the waxe) so that it entreth into the crestes and cleaveth unto it, about the thickness of a mans naile: then they burnish it (over) with a broad straw or dry rushes so (cunningly) that all the woode is covered withal, and it shineth like glasse, most pleasant to behold, and

Continueth as long as the woode being well looked unto: in this sort they cover all kind of household stuffe in India, as Bedsteddes, Chaires, stooles, ect.

This is a true sample of his report – clearly he was not an Englishman.

111: I must admit that early records also indicate that cast mouldings were prepared from shellac by the ancient Indians.

In Europe the use of sealing wax based on shellac can be traced back to the Middle Ages.

To my knowledge, the first patents for shellac mouldings were taken out in 1868.

112: The introduction to western civilisation of another natural resin from the east to my understanding took place in the middle of the 17th century.

Let me see if I can remember his name, it has to be a male – I got it; it was John Tradescant what year was it - yes it was during his life time of 1608 – 1662 that is the best that I can do except that he was an English traveller and gardener to my knowledge, who appears to have been given the credit of introducing gutta percha.

Yet another step towards the S.E.G. concept – why?

113: The material became of substantial importance as a cable insulation material and for general moulding purposes during the 19th century and to my knowledge that it is only since 1940 that this material was replaced by synthetic materials in undersea cable insulation.

114: To my understanding that prior to the eastern adventures of Linschoeten and Tradescant, the sailors of Columbus had discovered the natives of Central America playing with lumps of natural rubber.

These were obtained, like gutta percha, by coagulation from a latex; the first recorded reference to natural rubber to my knowledge was in Valdes La historia natural y general de las Indias, published I Seville (1535-1557).

In 1731 Ia Condamine, leading an expedition on behalf of the French government to study the shape of the earth, sent back from the Amazon basin rubber coated cloth prepared by native tribes and used in the manufacture of waterproof shoes and flexible bottles.

115: The coagulated rubber was a highly elastic material and could be shaped by moulding or extrusion.

In 1820: an Englishman, Thomas Hancock, discovered that if the rubber was highly sheared or masticated, it became plastic and hence capable of flow.

This is now known to be due to severe reduction in molecular weight on mastication.

In 1839: an American, Charles Goodyear, found that rubber heated with sulphur retained its elasticity over a wider range of temperature than the raw material and that it had greater resistance to solvents.

116: So you see thousands of people have played and in fact still paying a part in creating the S.E.G. concept.

Not only that: Thomas Hancock also subsequently found that the plastic masticated rubber could be regenerated into an elastic material by heating with molten sulphur.

The rubber-sulphur reaction was to my understanding termed vulcanisation by William Brockendon, a friend of handcock.

Although the work oh Handcock was subsequent to, and to some extent a consequence of, that of Goodyear, the former patented the discovery in 1843 in England whilst Goodyear's first American patent was taken out in 1844.

117: In extensions of this work on vulcanisation, which normally involved only a few per cent of sulphur, both Goodyear and Handcock found that if rubber was heated with larger quantities of sulphur (about 50 parts per 100 parts of rubber) a hard product was obtained.

This subsequently became known variously as ebonite, vulcanite and hard rubber.

To my knowledge a patient for producing hard rubber was taken out by Nelson Goodyear in 1851. Agree in their case it was worth taken a patent out; in my case the opposite is true.

118: The discovery of ebonite is usually considered as a milestone in the history of the rubber industry.

Its importance in the history of plastics materials, of which it obviously is one, is to my knowledge generally neglected.

Its significance lies in the fact that ebonite was the first thermosetting plastics material to be prepared and also the first plastics material which involved a distinct chemical modification of a natural material.

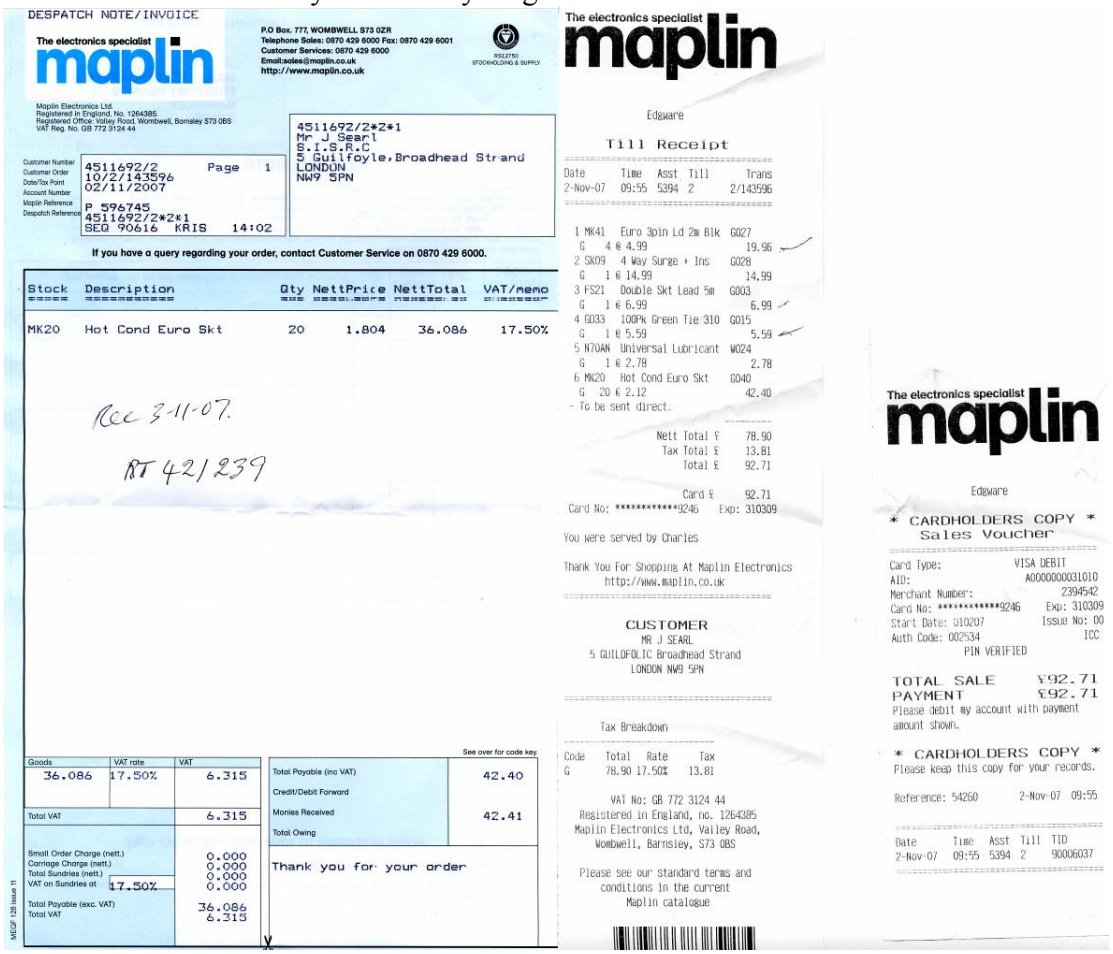
By 1860 there were a number of manufacturers in Britain, including Charles Macintosh who is said to have started making ebonite in 1851.

And to my knowledge; there are reports of the material having been exhibited at the Great Exhibition of 1851.

119: I feel that this introduction has now reached a point to close at this time. It only remains for me to say that this report has been released by the authority of:

John Roy Robert Searl – Superintendent of Documents UK.
Energy and transportation systems.
Updates to 1994.

120: Today; Dr. Robert Lipman drove me to town to obtain some parts needed here for this rewiring work – due to the robbery on Monday August 25th 2003.



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The electronics specialist maplin

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Thus an old pensioner is struggling to replace goods and damage done by this robbery – food money intended – but being used to keep this work moving forward. Would you sacrifice your food for a project that people are bent on stopping reaching the marketplace?

121:

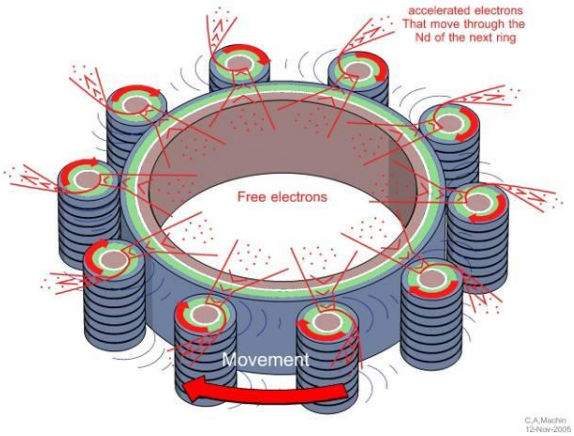
DOC-SISRC-P-AM-1
DATE: 25TH Nov.1968.
Edition: First.

COMMAND
searl international space research consortium
SWALLOW
UK

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

LOCATION : Mortimer – Berkshire – England.
SUBJECT : Atoms in Motion.
AUTHOR : John Roy Robert Searl.
AUTHORITY : Superintendent of Documents – UK.
PART : One.

122: Is a revision of the conventional sequence of topics in physics desirable in order to emphasize the Searl Effect concepts of increasing importance, to show interrelations of fields or methods of description, or generally to expedite a student's progress to the goal of familiarity with modern physics?



123: Readers on swallowcommand.com will find that this book is conservative in its clear and careful presentation of fundamental concepts and methods of classical physics.

At appropriate places throughout this book I shall give attention to contemporary developments in physics.

124: I do recognize and seek to extend the reader's interest in the Searl Effect Technology which relies upon the atom and nucleus which are interpreted by the theories of relativity and quantum mechanics, to the extent that this picture can be developed within the realistic limitations imposed by time and the reader's mathematical preparation.

125: To help my readers to attend the goal of a coherent understanding of classical and contemporary physics upon the subject of the Searl Effect Technology, I have, I guess that you could state revised somewhat the traditional compartments of physics and their sequence, as you have already witness on reading this book.

I feel that interrelations are made apparent and fruitful by studying physics in these larger diversions:

(1): Physics of particles and aggregates of particles.
(2): Physics of fields.
(3): Wave physics.
(4): Quantum physics.

That is a tall order – but you have witness that I have already started that program – we must understand as time moves forward; so does our data base, but it also drags behind it, never in front of it.

126: Now I shall continue with the serious stuff.

127: ***CHEMICAL REACTIONS:***

In all the processes which I have been describing so far, the atoms and the ions have not changed partners, but of course there are circumstances in which the atoms do change combinations, forming new molecules.

128: This is illustrated in Figure 15.1.

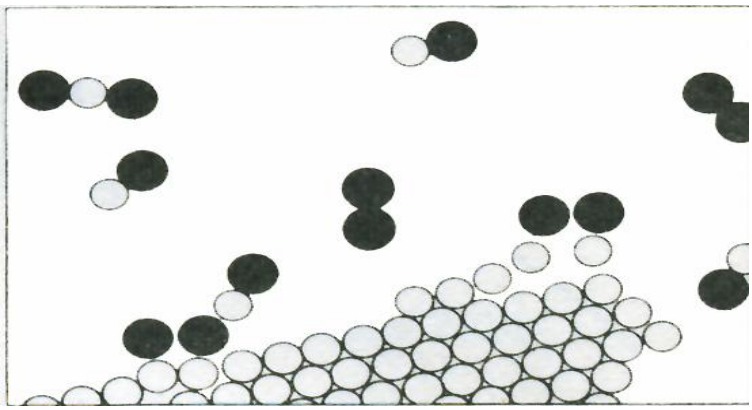


Figure 15.1.

A process in which the rearrangement of the atomic partners occurs is what we call a ***chemical reaction.***

The other processes so far described are called physical processes, but there is no sharp distinction between the two.

Let me assure you that nature does not care what we call it, she just keeps on doing it – guess you are wondering what on earth does that figure represent – let me see if I can find you an answer to that question.

Yes I have an answer for you – this figure is supposed to represent carbon C 6 burning in oxygen O 8 – interesting?

In the case of oxygen, two oxygen atoms stick together very strongly.

Why do not three or even four stick together?

That is one of the very peculiar characteristics of such atomic processes – or more precisely I have no idea as to why they do at this time, unless they are gay?

Atoms are very special: they like certain partners, like all animals including us do, certain particular directions, and so on.

129: It is the job of physics to analyze why each one wants what it wants.

At any rate; two oxygen atoms form, saturated and happy, a molecule.

130: The Carbon atoms are supposed to be in a solid crystal – which could be graphite or diamond –

NOTE one can burn a diamond in air.

131: Now, for example, one of the oxygen O 8 molecules can come over to the carbon C 6, and each atom can pick up a carbon C 6 atom and go flying off in a new combination – "***carbon-oxygen***" – which is a molecule of the gas called ***carbon monoxide***.

It is given the chemical name ***CO***.

It is very simple: the letters "***CO***" are practically a picture of that molecule.

But remember that carbon C 6 attracts oxygen O 8 much more than oxygen O 8 attracts oxygen O 8 or in fact carbon C 6 attracts carbon C 6.

132: That is a very interesting statement; because that is one effect that applies to both the Searl Effect generator and certainly does to the Inverse-Gravity-Vehicle.

133: Therefore in this process the oxygen O 8 may arrive with only a little energy, but the oxygen O 8 and carbon C 6 will snap together with a tremendous vengeance and commotion, and everything near them will pick up the energy.

134: Yet another interesting FACT that applies to both the Searl Effect Generator and the Inverse-gravity-Vehicle.

135: A large amount of motion energy, kinetic energy, is thus generated; a vital FACT of both the Searl Effect Generator and the Inverse-Gravity-Vehicle.

136: This of course is burning: I am getting heat from the combination of oxygen O 8 and carbon C6, which is not good for your health.

The heat is ordinarily in the form of the molecular motion of the hot gas, but in certain circumstances it can be so enormous that it generates light.

That is how one gets flames.

137: ***Yes, I know what is going on in your mind – surely the S.E.G. and the I-G-V must run hot.***

138: **Sorry to disappoint you but what I have stated since 1946 is absolutely true, both the S.E.G and I.G.V. runs cold; that may well surprise you, but rest assure that this book will explain every detail that is and will be related to the program under development.**

139: In addition, the carbon monoxide is not quite satisfied – a bit of a naughty boy – greedy.

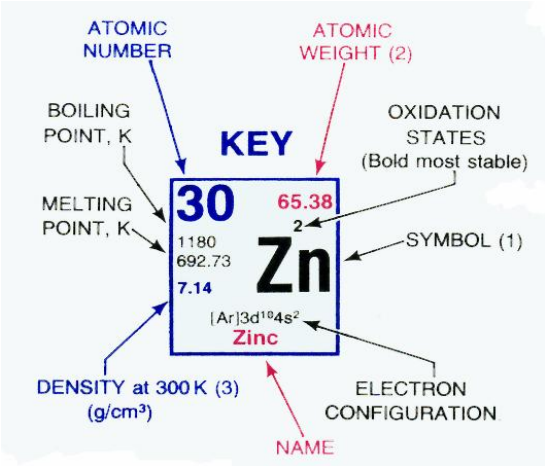
It is possible for it to attach another oxygen O 8 atom, so that we might have a much more complicated reaction in which the oxygen O 8 is combining with carbon C 6, while at the same time there happens to be a collision with a carbon monoxide molecule.

That statement ought to make you wonder that if this is true, then could also this apply to planets and even solar systems of collision occurring.

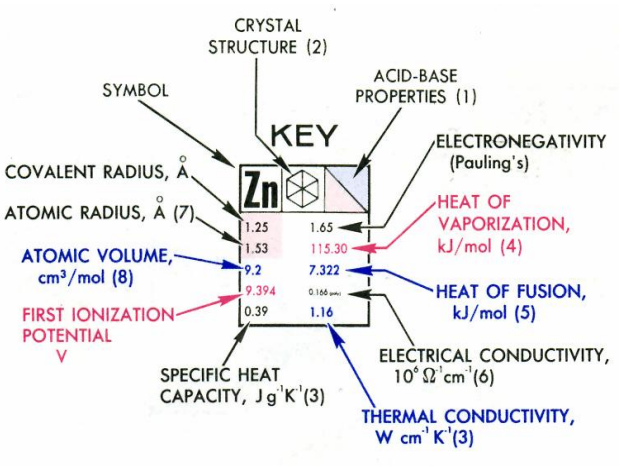
140: One oxygen O 8 atom could attach itself to the CO and ultimately form a molecule, composed of one carbon C 6 and two oxygen's O 8, which is designated ***CO_2*** and called ***carbon dioxide***.

141: Over the years many readers of my newsletters and books stated that they wanted to understand this technology but not had the schooling in maths of science for it please helps us.

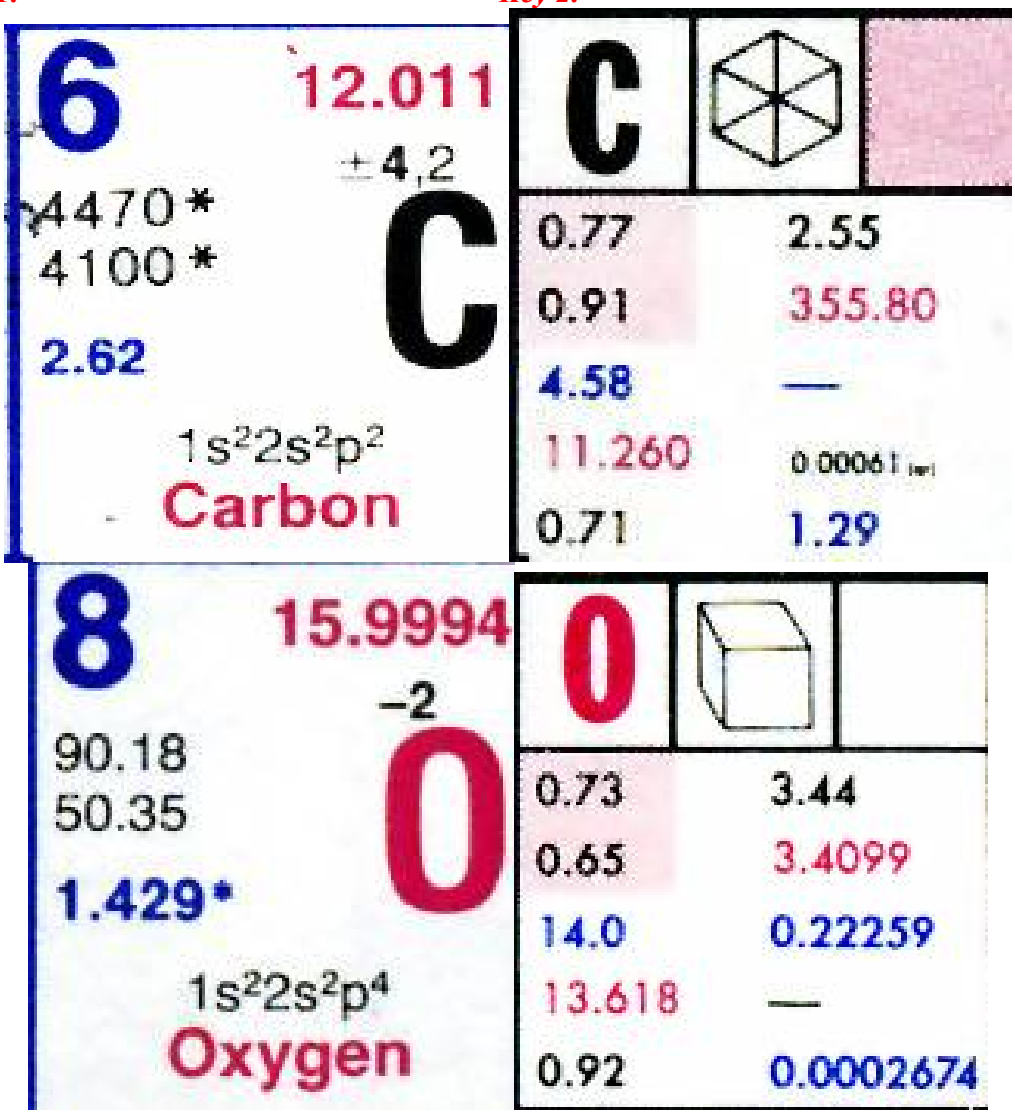
This book is being precisely done to meet that request and therefore I shall add some information upon both Carbon and Oxygen first will be the two keys by which you can study them.



Key 1.



Key 2.



I trust that this time these illustrations are large enough for those who complained that they could not see them without powerful glasses in my newsletters of the time.

142: If I burn the carbon with very little oxygen in a rapid reaction – for example, in an automobile engine, where the explosion is so fast that there is not time for it to make carbon dioxide – a considerable amount of carbon monoxide is formed.

143: In many such rearrangements, a very large amount of energy is released, forming explosions, flames, etc., depending on the reactions.

Chemists have studied these arrangements of the atoms, and found that every substance is some type of arrangement of atoms, which includes you and me – that is why some of us are as thick as a brick wall and as blind as a bat.

144: I was never taught to write, spell or talk – I only do it because I have nothing else to do – which shows that you don't need to be taught – you only require a purpose to create the desire to do it.

145: To illustrate this idea, let me consider another example, which by now you understand I love creating these examples.

If I go into a field of small violets, I know what "that smell" is; more so if a dog has made a call there.

In both cases it a kind of molecule, or arrangement of atoms, that has taken the liberty; that has worked its way into our noses.

First of all, how did it work its way in?

146: That is rather easy.

If the smell is some kind of molecule in the air, jiggling around and being knocked every which way, an experience we have all had when we used the toilet, it might have accidentally worked its way into the noise – never intentionally – that I understand is hard to believe when you have to sit there and enjoy the pleasure and excitement of those airborne molecules.

Well lets be honest about it; certainly it has no particular desire to get into our noses – I am assuming that is true.

It is merely one helpless part of a jostling crowd of molecules, and in its aimless wanderings this particular chunk of matter happens to find itself in the nose, o well I guess that answer the question as to why women have to wear brassiere at dance halls to prevent their nipples ending up men's noses.

147: Now chemists can take special molecules like the odour of violets, and analyze them and tell us the exact arrangement of the atoms in space.

I know that the carbon dioxide molecule is straight and symmetrical; ***O-C-O***; that can be determined easily, too, by physical methods.

148: However, even for the vastly more complicated arrangements of atoms that there are in chemistry, one can, by a long, remarkable process of detective work, find the arrangements of the atoms, That is reality – not fantasy.

149: Figure 15.2 is a picture of the air in the neighbourhood of a violet:

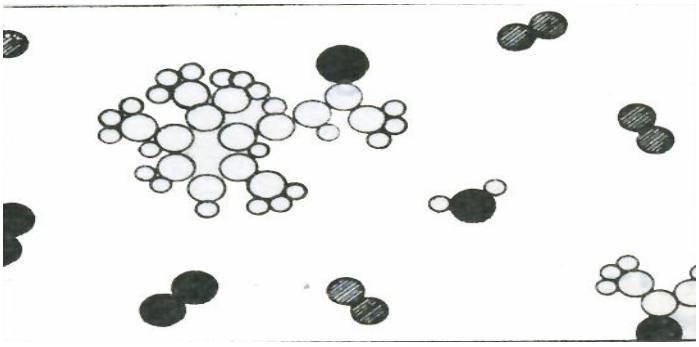


Figure 15.2 odours of violets.

Again I find nitrogen and oxygen in the air, and water vapour.

150: ***Why is there water vapour?***

Because the violet is wet,

Like you, all plants transpire.

151: However, I also see a "***monster***" composed of carbon C 6 atoms, hydrogen H 1 atoms, and oxygen O 8 atoms, which have picked a certain particular pattern in which to be arranged.

It is a much more complicated arrangement than that of carbon dioxide; in fact, it is enormously complicated arrangement.

One think that this is complicated then the Searl Effect generator is a thousand times more complicated then this and when you speak of the Inverse-Gravity-Vehicle that's well over a million times more complicated then this, so hold onto your pants.

152: Unfortunately, I cannot picture all that is really known about chemically, because the precise arrangement of all the atoms is actually known in three dimensions, while my picture is only two dimensions.

The six carbons which form a ring do not form a flat ring, but a kind of "puckered" ring.

All of the angles and distances are known.

So a chemical formula is merely a picture of such a molecule.

153: When the chemist writes such a thing on the blackboard, or I write in this book he / she or I am trying to "***draw***" roughly speaking, in two dimensions.

154: For example, I see a "***ring"*** of six carbons, and a "***chain***" of carbons hanging on the end, with an oxygen second from the end, three hydrogen's tied to that carbon, two carbons and three hydrogen's sticking up here, etc.

If you are wondering what on earth this has to do with the S.E.G. – the answer is everything.

155: How does the chemist find what the arrangement is?

He / She mixes bottles full of stuff together, and if it turns red, it tells him / her that it consists of one hydrogen and two carbons tied on here; if it turns blue, on the other hand, that is not the way it is at all.

This is one of the most fantastic pieces of detective work outside of the S.E.G and I.G.V. that has ever been done – organic chemistry.

To discover the arrangement of the atoms in these enormously complicated arrays the chemist looks at what happens when he mixes two different substances together.

The physicist could never quite believe that the chemist knew what he / she was talking about when he / she described the arrangement of the atoms.

156: For about 20 years it has been possible, in some cases, to look at such molecules – not quite as complicated as this one, but some which contain parts of it – by a physical method, and it has been possible to locate every atom, not by looking at colours, but by measuring where they are.

And lo and behold, the chemists are almost always correct.

157: It turns out, in fact, in the odour of violets there are three slightly different molecules, which differ only in the arrangement of the hydrogen atoms.

158: One problem of the chemist as I see it is to name a substance, so that we will know what it is.

Find a name for this shape!

Not only must the name tell the shape, but it must also tell that here is an oxygen atom, there a hydrogen – exactly what and where each atom is.

So I can appreciate that the chemical names must be complex in order to be complete, which I had done with the S.E.G. unfortunate the Japanese team felt that its name was far too long for people to remember, thus it was changed to S.E.G. to make it simple for all to cope.

159: If you see that the name of this thing in the complete form that will tell you that the structure of it is 4-(2, 2, 3, 6 tetramethyl-5-cyclohexanyl)-3-buten-2-one, and that tell me that this is the arrangement.

I can also appreciate the difficulties that the chemists have, and also appreciate the reason for each long name.

Like the S.E.G. Gyro-flywheel-high energy density-mechanical-magnetic device.

Slightly different formula to that of actual chemistry: but an engineering one.

160: It is not that they wish to be obscure, but they have an extremely difficult problem in trying to describe the molecules in words!

161: ***How do I know that there are atoms?***

Agree that has been a question that has concerned me since 1946 when the term atoms started to

Appear in my life; more so after experiencing hands on work across the whole spectrum of live and survival, some hiccups popped up which I have question in some of my books.

But for the time being I shall within this book accept atoms as a FACT of reality and continue with this original document.

By one of the tricks mentioned earlier: I make the hypothesis; in reality that is how every device starts its life regardless by whom; that there are atoms – and that was question number one I had for both the S.E.G. And I.G.V. both hypothesis required components term atoms; otherwise the concept would fail. And one after the other results come out the way I predict, as they ought to if things are made of atoms.

162: There is also somewhat more direct evidence, a good example of which is the following:

The atoms are so small that you cannot see them with a light microscope – in fact, not even with an electron microscope.

With a light microscope you can only see things which are much bigger.

163: Now if the atoms are always in motion, say in water, and I put a big ball of something in the water, a ball much bigger than the atoms, the ball will jiggle around – much as in a push ball game, where a great big ball is pushed around by a lot of people.

The people are pushing in various directions, and the ball moves around the field in an irregular fashion.

So, in the same way, the "***large ball***" will move because of the inequalities of the collisions on one side to the other, from one moment to the next.

Therefore, if I look at very tiny particles (colloids) in water through an excellent microscope, I see a perpetual jiggling of the particles, which is the result of the bombardment of the atoms.

164: This is called the Brownian motion.

I can see further evidence for atoms in the structure of crystals.

In many cases the structures deduced by x-ray analysis agree in their spatial "***shapes***" with the forms actually exhibited by crystals as they occur in nature.

The angles between the various "faces" of a crystal agree, within seconds of arc, with angles deduced on the assumption that a crystal is made of many "***layers***" of atoms.

165: ***Everything is mad of atoms***.

That is the key hypothesis.

The most important hypothesis in all of biology, for example, is that everything that animals do, atoms do.

166: In other words, there is nothing that living things do that cannot be understood from the point of view that they are made of atoms acting according to the laws of physics.

This was not known from the beginning: it took some experimenting and theorizing to suggest this hypothesis, but now it is accepted, and it is the most useful theory for producing new ideas in the field of biology.

167: If a piece of steel or a piece of salt, consisting of atoms one nest to the other, can have such interesting properties; if water – which is nothing but these little blobs, mile upon mile of the same thing over the earth – can form waves and foam, and make rushing noises and strange patterns as it runs over cement; if all of this, all the life of a stream of water, can be nothing but a pile of atoms.

HOW MUCH MORE IS POSSIBLE?

THE SEARL EFFECT GENERATOR OR THE INVERSE-GRAVITY-VEHICLE OR BOTH.

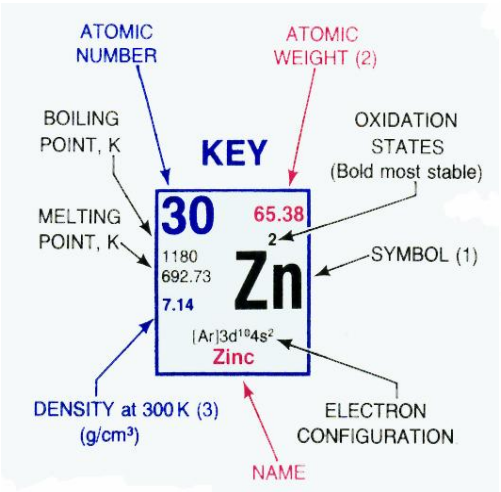
168: If instead of arranging the atoms in some definite pattern, again and again repeated, on and on, or even forming little lumps of complexity like the odour of violets, I make an arrangement which is always different from place to place, with different kinds of atoms arranged in many ways, continually changing, not repeating, how much more marvellously is it possible that this thing might behave?

169: Is it possible that that "***thing***" walking back and forth in front of you, talking to you, is a great glob of these atoms in a very complex arrangement, such that the sheer complexity of it staggers the imagination as to what it can do?

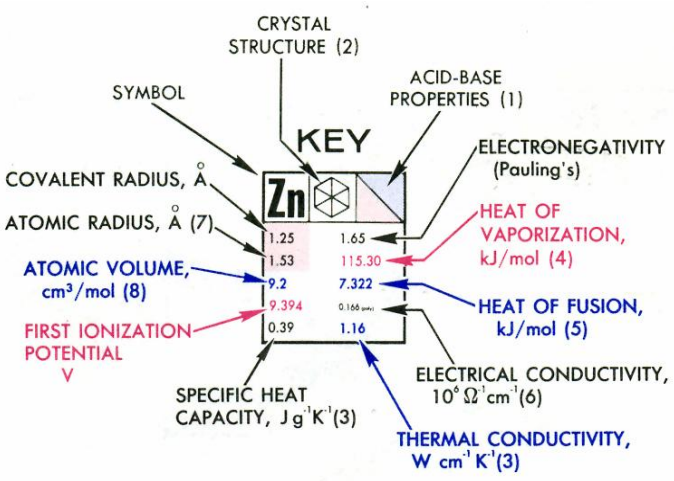
When I say we are a pile of atoms, I do not mean we are merely a pile of atoms, because a pile of atoms which is not repeated from one to the other might well have the possibilities which you see before you in the mirror...

170: Of course the S.E.G and the I-G-V- are made of atoms and through this book I have present so far idea elements for the collector; now I will show you some of my study on the emitter which is the opposite end of the chain.

Again to help those with no understanding I will add the keys again here for them.

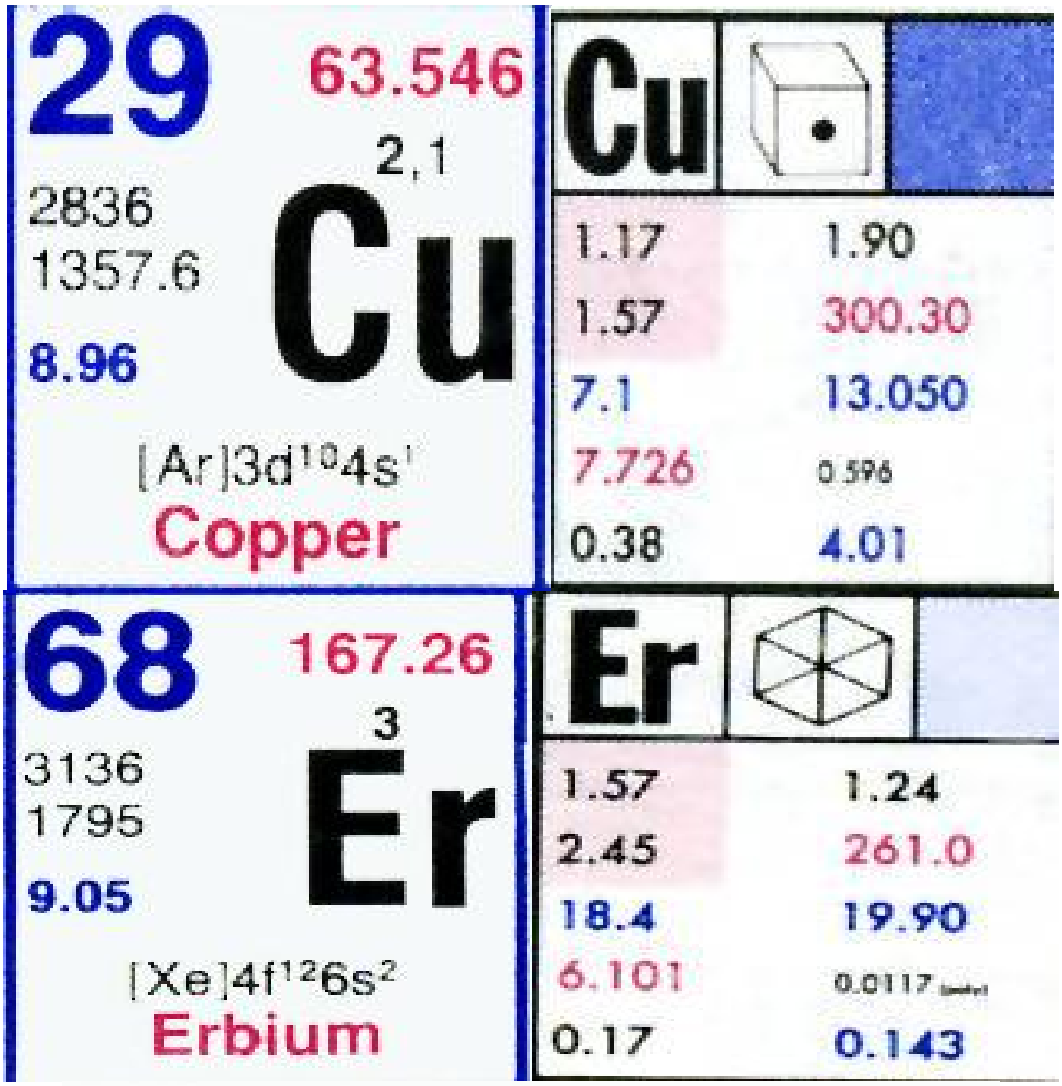


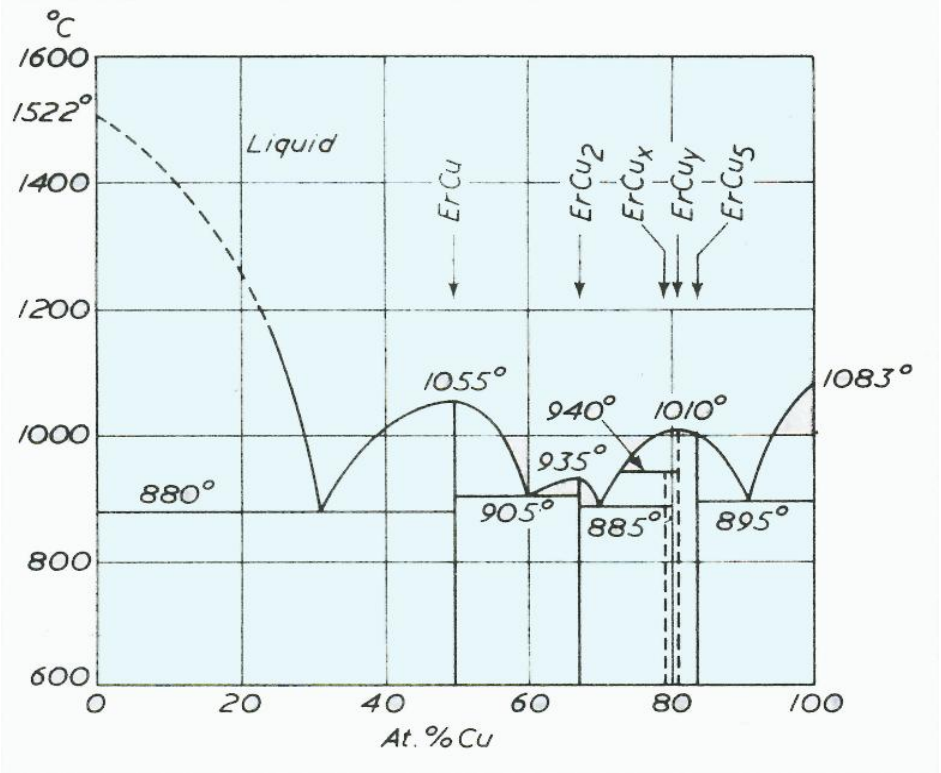
KEY 1



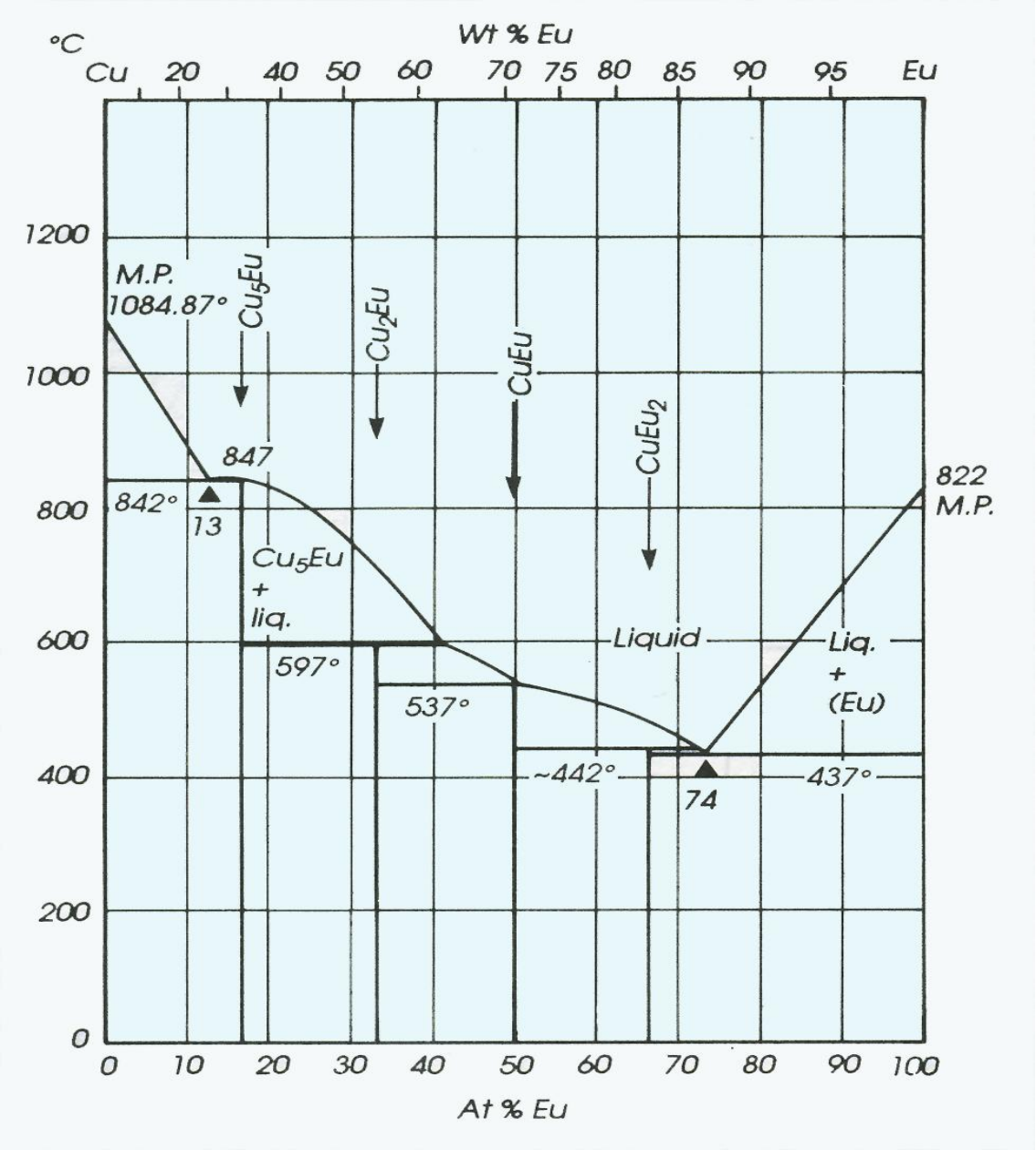
KEY 2.

These keys show you what the various values shown for the element under study are.

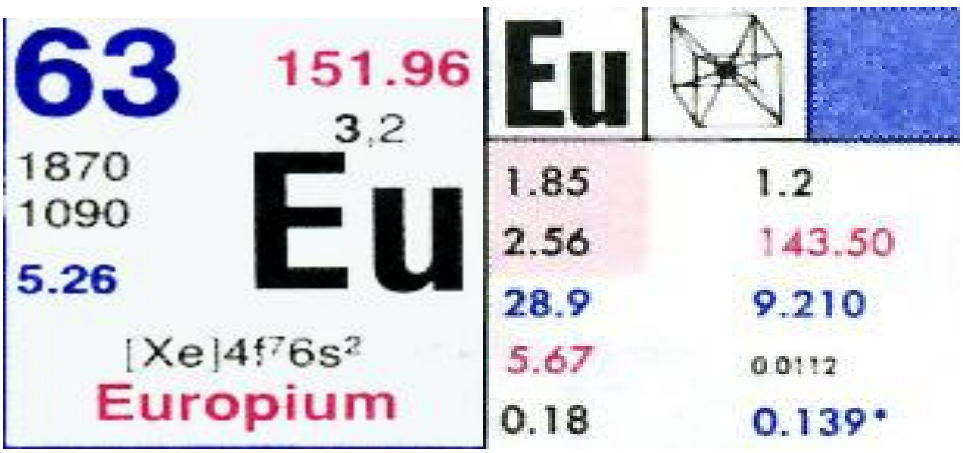

29
63.546
2,1
2836
1357.6
8.96
Cu
[Ar]3d¹⁰4s¹
Copper
Cu
1.17
1.90
1.57
300.30
7.1
13.050
7.726
0.596
0.38
4.01
68
167.26
3
3136
1795
9.05
Er
[Xe]4f¹²6s²
Erbium
Er
1.57
1.24
2.45
261.0
18.4
19.90
6.101
0.0117
0.17
0.143


°C
1600
1522°
1400
1200
1000
800
600
Liquid
ErCu
ErCu2
ErCux
ErCuy
ErCu5
1055°
940°
1010°
1083°
935°
880°
905°
885°
895°
0
20
40
60
80
100
At. % Cu

This is the equilibrium diagram of Copper Cu 29 and Erbium Er 68



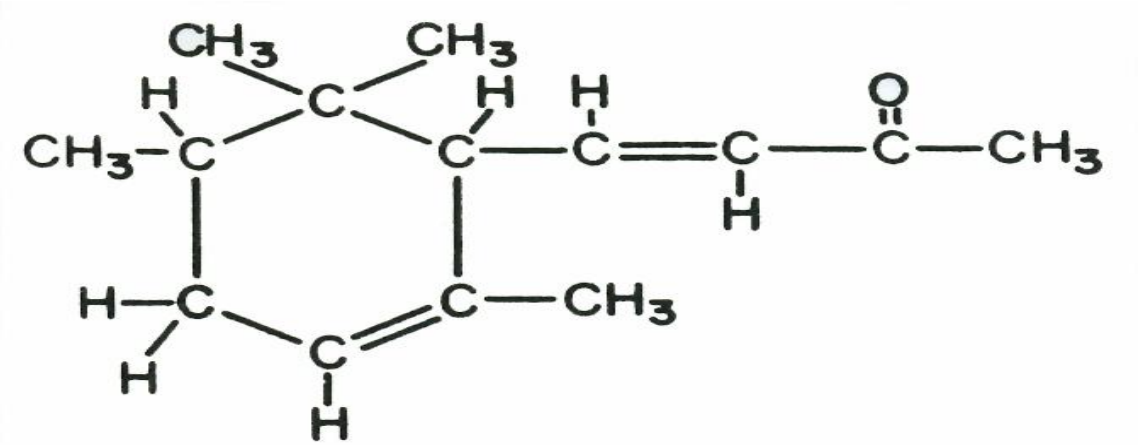
This is the equilibrium diagram for Copper Cu 29 and Euroium Eu 63.



So far within this book you have been seeing just what I must understand for this work to be successful; what it is taking to create the concept from which the materials, tools, machinery and test equipment must be selected for this project.

What you have witness so far is basically one grain of sand on a beach and this project needs the whole beach.

By the way both Europium Eu 63 and Erbium Er 68 are Rare Earths elements, and before I forget here is a chemist atom structure the substance pictured here is α-irone,



Yes that is indeed something which I have to get use to as it is a part of the domain of reality in which I have exists.

171: This report has been released by the authority of:

Prof. John Roy Robert Searl
Research and development clean energy and transportation systems

172: ***The structure of the company world operations 2008***.

That Searl International Space Research Consortium world-wide shall be the umbrella to all companies enlisted in the work of manufacturing clean energy and act as a league of nations.

The holding company shall be the responsible of two companies:

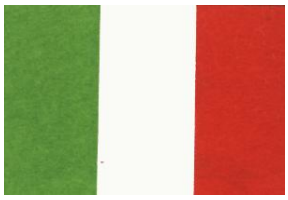
1) SEARL TECHNOLOGY Ltd for all earth bound requirements.
2) SEARL SPACE EXPLORATION LTD for all space research and operations.
3) D.I.S.C. INC controls operation on earth bound research New York, USA

4) Thailand is operational Land, air, Space

5) New York. USA operational Land

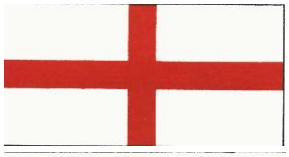
6) Israel Land on hold

7) Pennsylvania, USA operational space

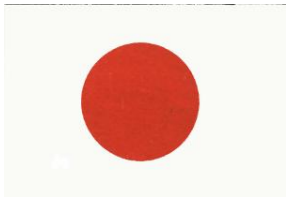


8) Italy on hold land

9) Australia not confirmed
Is developing work for Thailand



10) England under development Land



11) Japan not confirmed yet

This is the League of Nations under development our task is to try to save Planet earth from an early death and to extend commercial business into deep space for exploration, knowledge and materials. We are the TOMORROW'S PEOPLE determine to create a better world for our children and their children sake; that they will have some tomorrows so they too can survive. A world which is free of pollution made by man, clean water for all regardless, and forests for our creatures which require them for their survival – we are united in the effort to halt the massive destruction of our home Planet Earth – your help is needed – in this war of cleaning up our environment.

173: California, USA active SEG Magnetics active

The S.E.G. centre is now a division which will be mobile to travel between countries to teach and install the magnetic equipment for the mass production of the Searl Effect Technology.

It is set to depart from California on November 9th 2007, for Thailand Headquarters to construct the magnetiser for the S.E.G. development.

We all wish him a pleasant flight, and our best wishes go with him in the development work that he is about to take charge of – the whole world depends on his success – failure means that we shall all be sharing the same resting place, far sooner then you had expected.

174: ***S.I.S.R.C.*** is a dedicated organisation who aims are to research and develop new technology that is absolutely clean and highly efficient on energy use. Which you are free to read and watch on www.swallowcommand.com what been done and being achieved at this time. The reprints of all documents of the past and soon new ones of the present will be available.

This is being present as a free education objective as so many of you, over the year have asked me to teach them – they wish to learn about this technology and especial the squares.

As no doubt you can appreciate that through out this book I have tried to please all groups regardless – a difficult task to achieve, as some of you exists in the world of fantasy and cannot face reality sadly to state as this planet is in such a mess.
I have an obligation to my home the Planet Earth, as she is crying out for help, she is dying and so few who really care about this massive problem are struggling like me to try to answer her call for help – while the masses don't care a damn about her illness – as long as they are ok jack – fuck you is their attitude, sadly to say, but that is the reality I witness daily.

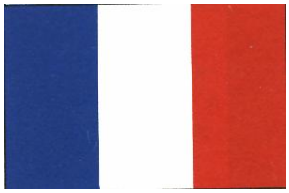
175: For the success of S.I.S.R.C. objectives the reality domain must exists regardless – whether you like it or not I shall expose everything that is related to my task and duty – the homo sapiens body is the biggest problem for deep space exploration; this will be the hardest part of the research developments to undertake, you just cannot have only one toilet costing millions to install on a space craft – absolutely insane – that is just one problem upon a very large problem; where your flight crew total 100 personnel. You just cannot go to Mars or beyond on a credit card and that is also a FACT!

Space is indeed an exciting and challenging project for the homo sapiens brain – the question is the Homo sapiens brain is capable of solving such complex problems – my answer to that statement is that I have every bit of faith that it is capable on solving all problems that will be encounter, and I have do doubt that there will be many problems before man has won.

176: This section being the last one for the year 2007, will be larger in content to show much more details of what it is taking to present this technology to the world and into production. Which clearly shows that the S.E.G; will never be produce from magnets from China for only $1,000, which you were informed by an expert who had just returned from China – you sure know what I am thinking about this expert.

177: Here is an update note:

Today, Monday November 5th 2007, our man in Germany moved to Paris to take up employment, and within days will be connected up with this work, and things will progress again in a forward manner,



This means that France will shortly become active within this work
If not directly it will be indirectly.

178: Update from Prof. Searl on Thursday 8th November 2007:

Canon iPF9000
60" / 1524mm

Canon iPF9000 1524mm / 60" Twelve Cartridge

The **iPF9000** 60" printer offers enormous flexibility for inkjet printing, particularly for large canvas prints. High quality fine art prints can be printed at 10m² / hour.

The **iPF9000** incorporates residual ink tanks, which allow cartridges to be changed during printing, as the printer continues to draw ink from the residual tanks - you should never run out of ink mid-print. Cartridges are available in 330ml and 700ml. Supplied with stand, take-up spool to collect prints and internal 40GB hard disk.

8728 Canon iPF9000 60" **£13,995** ex vat

Yes still too costly at this time to buy, that is true – on my pension it makes my eyes water.

Yes, soon I shall have to create large posters for lectures halls to give visitors the picture about the technology we are developing. Progress across the whole domain is becoming available so we can do everything in house and thereby cut cost.

Update from Pennsylvania – USA- Manned Flight Division.

Many days of communication has taken place between us in reference to model the Inverse-Gravity-Vehicle.

During these sessions our man in charge there has sent down some shots of what he has done to show the type of work he has been involved with. Unfortunate so far to date I do not have a portrait photo of him to create a document report upon his work.

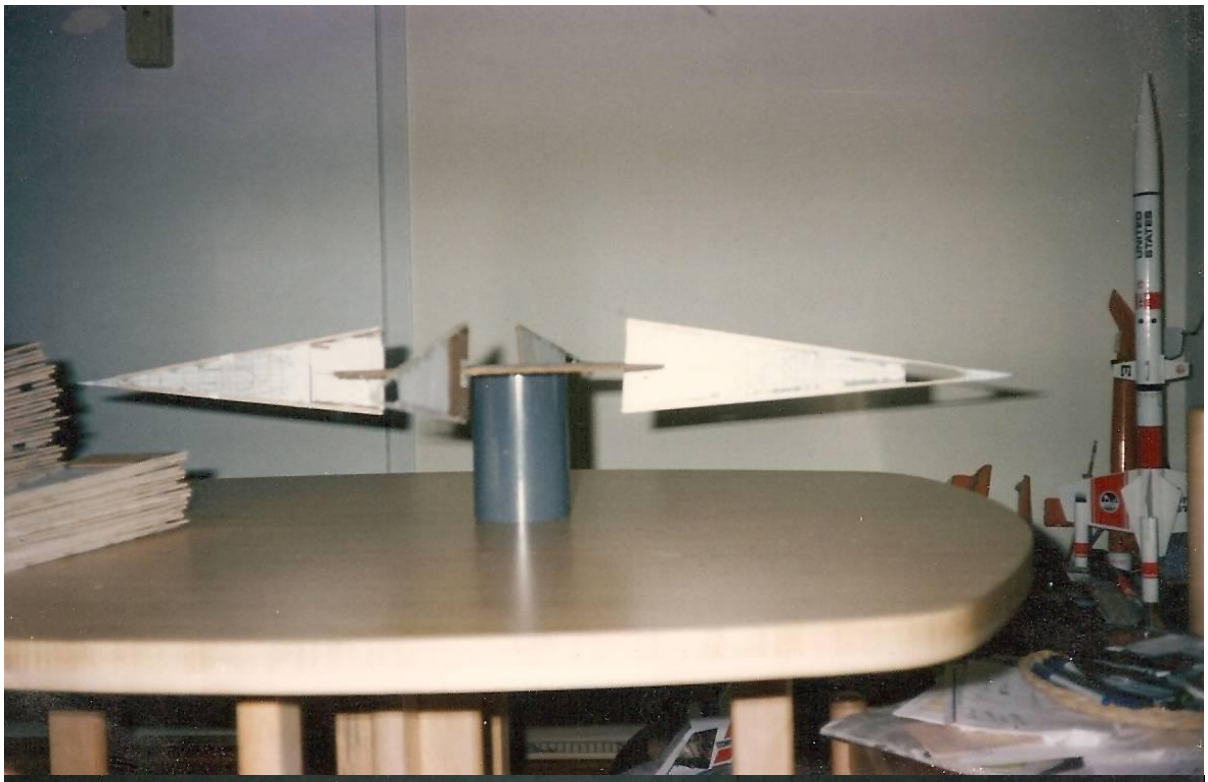
To my mind what I am looking at seem to be struts and I guess we will find out in due time – struts are the elements of the skeleton of the I-G-V which used to be called the Levity Disc.

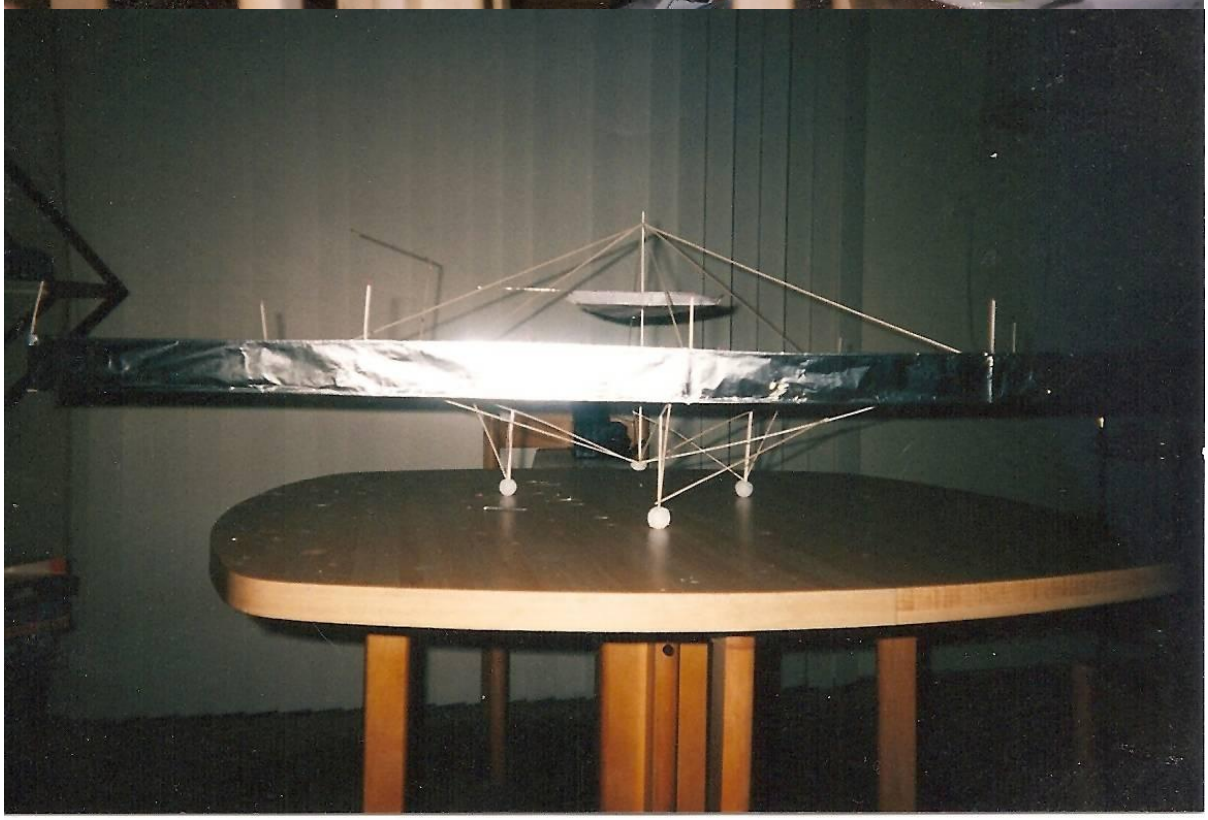
Over the years of investigation I found that 64 strut systems was far the best system for finer direction control functions.

Of course 128 struts would create an even finer control of direction but in a small model there would be no space for goods.

Struts are a horizontal component within this concept while being braced by columns in the vertical plane.

Two very strong structure concept. The struts: being slotted and the columns being slotted so that the struts hold the columns in place which in turn brace the struts. And hold them in place; it is a give and take event by sharing the responsibility of keeping each other in place. Creating a mathematical joint is far the best as it acts as a locking point for each strut. The columns slots must be on the outer edge and the struts on the inner edge, that's the law of the squares.





It is good to see the kind of work people actually create – because I am finding out that the people are losing their ability to create by modelling products – But my organisation have found one of those rare people that still remains on Planet Earth – I guess all the others have gone to the Moon.

As a young boy I knitted Jumpers etc by hand which was either a cable type or a lace type: plain products never interested me and won awards for knitting – but that sure is a long time ago when hand knitting was the only way you could knit.

Everybody who tries to create a product which they have no experience upon is indeed a person worth having on a team.

In this particular case this gentleman knows a lot about my technology over maybe 25 years of time. That sure is something for any one to beat in time knowledge.

I am hoping more data will arrive and I hope Thailand will have some and Glastonbury too that can be added to this part of the book.

That gentleman is no other than:

Commander in chief of the Manned Flight Division Pennsylvania – USA.

Russell Anderson a real model maker – award winner – I guess he will win another award for this project that he is about to tackle, because this is one project that his heart and soul is in, because it has been his dream all these years to become a part of this research and development now he has that opportunity to prove his worth – I know that I shall not be disappointed.

179:

DOC-SISRC-MFD-MED-IN-1
DATE: 12TH September 2001
EDITION: First.

Searl International Space Research Consortium.
London – England.

LOCATION	***:***	***Headquarters – England.***
DIVISION	***:***	***Manned Flight.***
SECTION	***:***	***Medical.***
SUBJECT	***:***	***Inflenza.***
AUTHOR	***:***	***Prof. John Roy Robert Searl.***

180: You are shocked – wondering what on earth influenza has to do with space ship design.

Yes, I agree I am aware of a number of space ship inventors whose space ship can go to Mars in half the time at half the cost of NASA.

Unfortunate my organization is not one of those groups; we do say that we can go to Mars in half the time at half the cost of NASA – what NASA does is their business – what S.I.S.R.C. does is my business.;

181: What I would state to NASA is: by heavens it's going to be a hell of a task to design an ideal space craft that one can certify a complete safe flight to Mars and back.

182: My sole interest is from the commercial domain – which means that a space craft must be reasonable price that can meet all the requirements of any mission; without modifications being involved for various missions.

Such a craft would have to support not only the flight crew required for 24 hours operations but also the back up staffs whose task is the cleaning, cooking etc. To this the mission staff whose task start once you land on the planet,

183: Let us assume that the crew to manned Star ship Explorer to Mars has a crew of 24 (12 per shift) and the mission staff equals 100 who are scientists, physicists, doctors, nurses and astronomers.

Each one could create a health problem on this mission, by the shear fact that so many will be going on this flight any one of them who has just been infected with flu virus could and more luckily pass through the test procedure without detection, as he or she will not yet be aware that they have a cold being developed with in them.

184: REALITY: missions of 5 to 10 years away from base cannot possible be certain that there will be no health problems happening in that time interval and all missions well beyond that time interval greater are the risks of health problems – that I must accept as a possibility – what I can do is to recognise all possibilities of problems and design solutions within the craft for such events.

185: ***INFLUENZE:***

Reality domain suggest that this bug could penetrate through our system and board a space mission – even such an event represent only 0.01% possibility is enough to create a major problem in heath of the crew.

A structure function base must be in place so all flight crews understand a procedure of functions should such event take place on any mission.

186: ***ANNUAL EPIDEMICS OR OUTBREAKS.***

VIROLOGY EPIDEMIOLOGY.

FACTS:

Symptomatic infections occur in humans during winter

Virus droplets transmitted between humans

Clinical disease develops in 0.4% of population

INFLUENZA EPIDEMIC:

Virus spreads on a global scale

Epidemics occur around the world.

Ongoing mutations in virus genome

Changes in viral surface proteins

Virus evades pre-existing host immunity

Further infections occur in following winter.

187: Base on this first block of FACTS it appears that it does not like too much heat.

But all the time its re-developing itself becoming stronger and stronger, to my mind that the time will come when there will be nothing we can do except to fire the area, everything in it to reduce the number of virus, but you never be able to rid them all – their mass production system would not take long to replace their losses.

Just think on how they move from place to place – for there may be the solution – by attacking their transportation system.

My knowledge base suggest that their transportation system is dust particles – if true then what is the secret of dust particles motion involve: for somewhere there must be the answer of defence.

As the day gets hotter the environment becomes more and more positive: this function starts the beginning of wind motions that will generated dust particles to become airborne; a beautiful transport system for virus to hop a ride and I guess they do – bless them – sooner or later you will

pass through that flight path and you wearing clothing will attract the bug and as your cloths catches the dust particle and its rider.

Same functions apply in your home; we use so much electric energy that the room becomes more and more positive add the heat of cooking and heating of the room to this, you have a perfect paradise for all kinds of bugs, and you're sweating creating warm damp clothing – virus couldn't have a better home to mass produce and they sure do.

188: REALITY this is what its all about TRUTH – to be able to accept TRUTH for what it is – and develop upon it the future of the planet as a whole – not parts as it is at this time of writing.

And this bug is for real that is no joke – based upon these FACTS which we observe – this bug rely on a positive state being present for its transportation – then its time to switch that state to a negative one – and that is one of the functions of the Searl Effect Generator (S.E.G) and more so is the Inverse-Gravity-Vehicle (I-G-V)

189: There is no S.E.G.s available today: only because of man's greed in wanting to own the technology thereby he believes that he could control the world; which has created this state of affairs.

190: ***FACTS:***

VIROLOGY, EPIDEMIOLOGY:

Influenza infects domestic birds, pigs and horses.

Virus spreads (occasionally) to humans through contact with infected birds or animals.

Non-human influenza virus establishes itself in human host.

Rare adaptation of virus.

Development of a 'novel' human influenza virus.

Novel virus transmitted between humans.

Rare widespread dissemination of this virus in humans on a global scale.

INFLUENZA PANDEMIC.

191: To my mind for something so small to become a treat to all life forms. Must have some real intelligence, to be able to re-construct itself so easy – this rearranging the atoms to resist attacks by chemicals on them – is without question amazing in such a small structure – that it can hide from our internal radar system – thus avoid us dispatching an army to wipe them out.

I trust that this elementary statement will help you to understand what I mean – there is a big problem from such a wee bugger that could change what would had been a perfect mission into an unhappy one – to my mind that is a major concern for me.

All ventures carry risks – and without risks there are no rewards: deep space exploration will carry vast amount of risks, but unless we are prepare to take those risks we shall never understand how to solve them.

192: Therefore Star ship Explorer must have a fully equipped sick bay onboard, skill medical staff.

Thus I must work out what equipment must be available in that department- because I must not fail my team – as NASA did.

193: What kind of concept do I have in mind for Searl International Space Research Consortium Manned Flight operations?

My mental projection of this problem solution appears to operate in a pair of parallel lines.

1) Management on Star ship Explorer:
2) Mission Flight staff
3) Vaccine that matches predicted winter virus strains is produced in spring / summer.
4) Vaccinate 'at risk' groups in autumn with the current recommended vaccine.
5) Epidemic / outbreak is identified by clinical and laboratory diagnosis of "index" cases.
6) If widespread epidemic looks likely
7) Vaccinate healthcare professionals and other essential service workers on space missions with the current recommended vaccine.

8) INDIVIDUAL:

9) Vaccinate 'at risk' individuals in autumn.
10) Treat 'at risk individuals with Zanamivi or oseltamivir, as appropriate.
11) Treat clinically ill individuals symptomatically (bed, rest, antipyretics, fluids).

194: That basically covers the flight side what about the star ports and ground operations sections?

Here is that parallel line of events.

1) ***PANDEMIC***
2) ***MANAGEMENT.***
3) ***Ground stations***
4) ***Influenza virus activity worldwide is monitored to identify viruses with pandemic potential.***
5) ***Appropriate vaccine developed to match the 'novel' influenza virus (usually different form to currently available vaccine)***
6) ***Vaccine assessed in healthy, compromised humans.***
7) ***Vaccinate appropriate population groups (e.g. healthcare professionals, other essential ground service workers.)***

8) ***INDIVIDUAL:***

9) ***Vaccinate 'at risk' individuals in advance of pandemic.***
10) ***Treat using Zanamivir or oseltamivir, as appropriate.***
11) ***Treat clinically ill individuals symptomatically (bed, rest, antipyretics, fluids).***

195: The task to create a concept for a realistic space craft to meet the requirements of a commercial space exploration business – I have just given a small account of one problem alone for your interests and what you feel such a craft should have available for a five to ten years mission or even longer then that.

I shall continue this article in another part of this book later on, for it is critical that we do

understand all the problems that has to be accounted for on such a flight, everything even men and women problems has to be addressed to prove that I fully understand these problems and what I feel may be a solution to them.

All these solutions must be designed into the craft operational functions regardless of what you feel about it.

All deep space missions shall contain a flight team of equal numbers of both sexes for a successful mission.

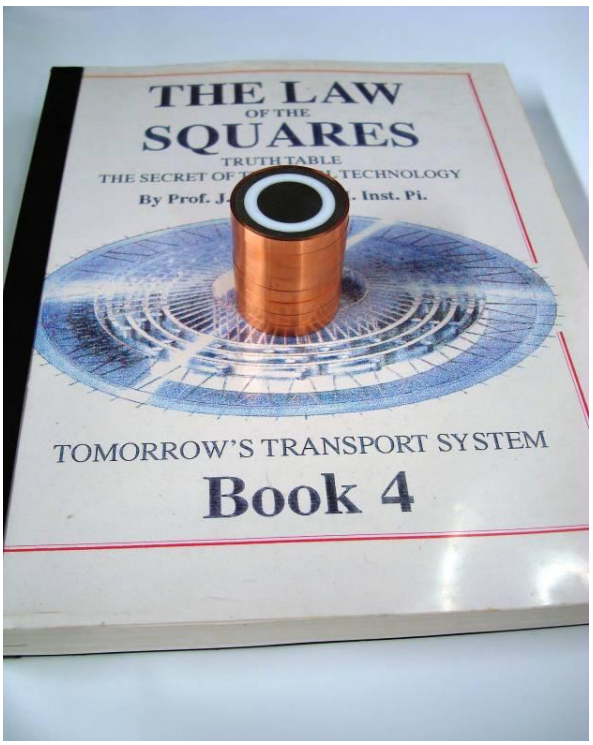
But our knowledge base upon deep space exploration upon either human body at this date is still unknown; thus Star ship Explorer crew will have to solve problems as they meet them.

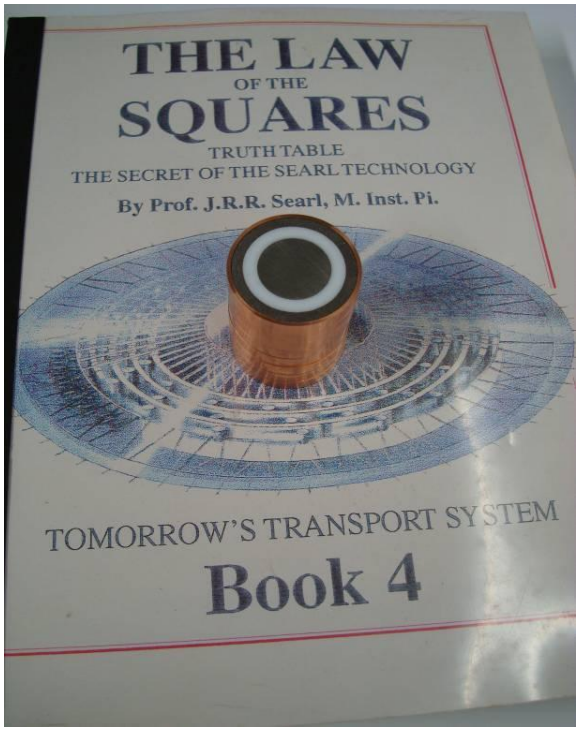
196: This report has been released by the authority of:


Prof. John Roy Robert Searl - Head of R&D.
Manned Flight Division – UK.

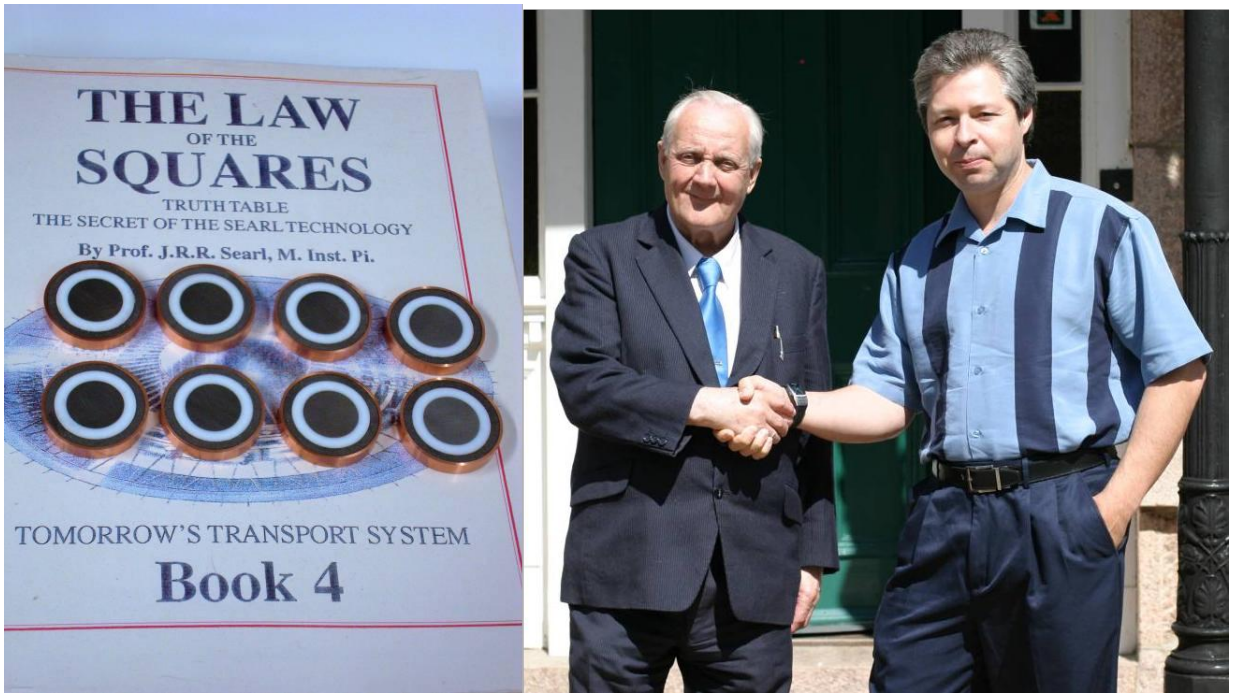
197: Today, Friday November 9th 2007 at 0732 GMT the final communication took place between the S.E.G. Centre, California, U.S.A. as it prepares to close its doors shortly; to move to its new headquarters in Thailand.

The last pictures from California were received as shown here:






THE LAW
OF THE
SQUARES
TRUTH TABLE
THE SECRET OF THE SEARL TECHNOLOGY
By Prof. J.R.R. Searl, M. Inst. Pi.
TRANSPORT SYSTEM



Prof. Searl says goodbye to his Engineer of the SEG Centre California, USA upon his departure to his new headquarters in Thailand.

In his final report he quotes that he was getting worried if he would be able to complete the 8 segments for a complete roller set to take to Thailand to save time, but the old faithful did succeed just two hours before we made contact.

At the end of a 24 hour flight he will start a new life as part of the owner of the company as a key director of the technology that will be developed there.

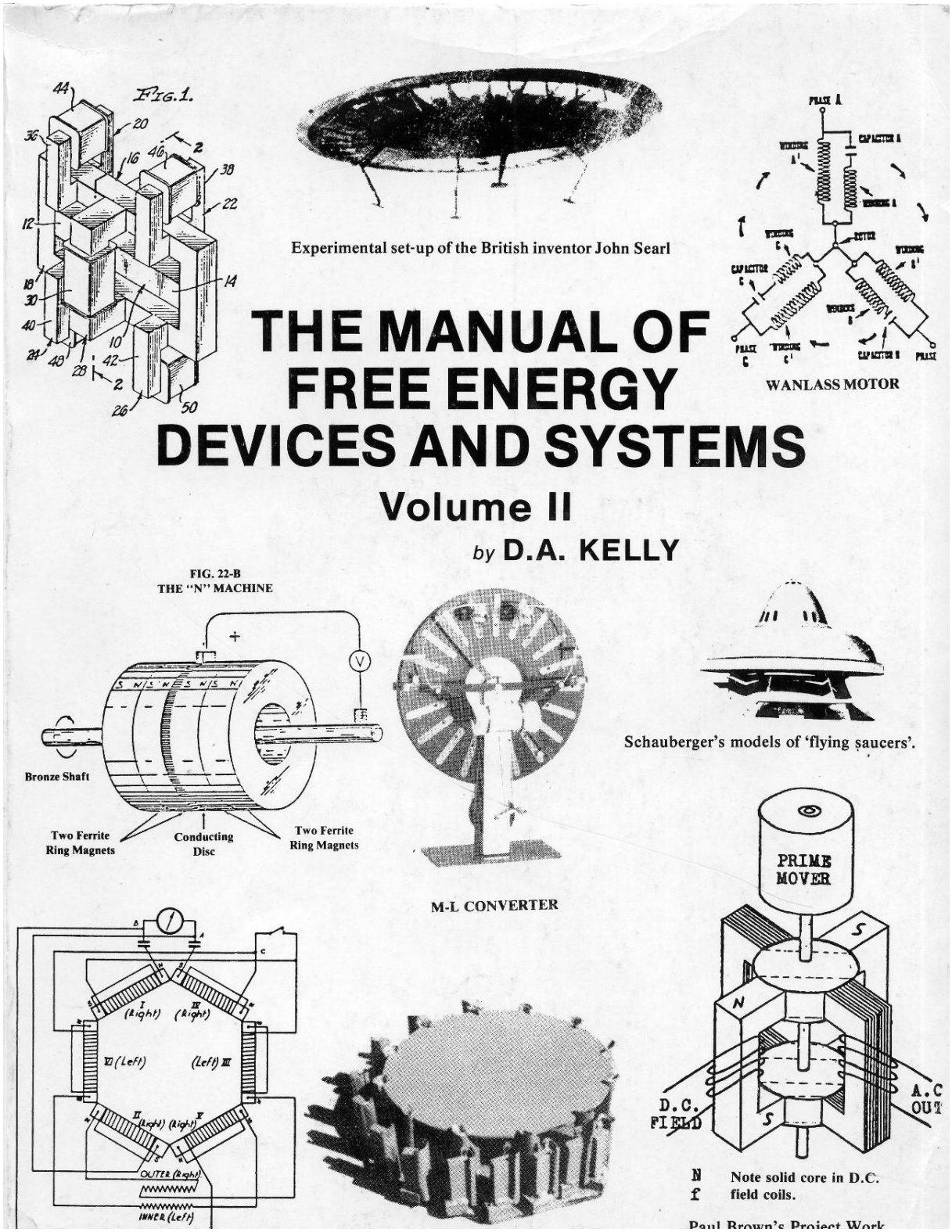
198: I too, should had been leaving for Thailand today, unfortunate the work load that should had been completed here by now has not even started as my property still sits at Dr. Terry Moore home, so I am unable to complete this work needed to be done; until this work is done I shall remain here.

199: Strange the more I try to get this work done, the greater is the resistance to what I must undertake – it does make you wonder if all this suffering I have to endue is really worth while. And the only reason I am still enduring it is because of the efforts Morris has put behind it with Freddy now really backing it up. If it was not for them I would just give up and call it a day. If it was not for them it would just be insane to continue to suffer like this.

200: Update Saturday November 10, 2007 at 0643 GMT, still no word has arrived from Thailand to confirm Morris arrival there; I am still awaiting that information to come in.

201: A e-mail from Australia today, mainly address to Terry Moore still failed to supplied the details which Chris was ask to supply – so Australia is still not confirmed as a member of the League of Nations.

It appears that some people think that they can just take over – I can assure you those days have gone there is a system which must be conformed to time has shown me that is the only way to go – study Swallow command material and understand reality – there is no take over – its team work or out, no more stopping of this development over greed and ownership, the sooner we understand this basic requirement the sooner this technology will reach the market place.



202: ***This book requires no introduction and I have met the gentleman in person.***

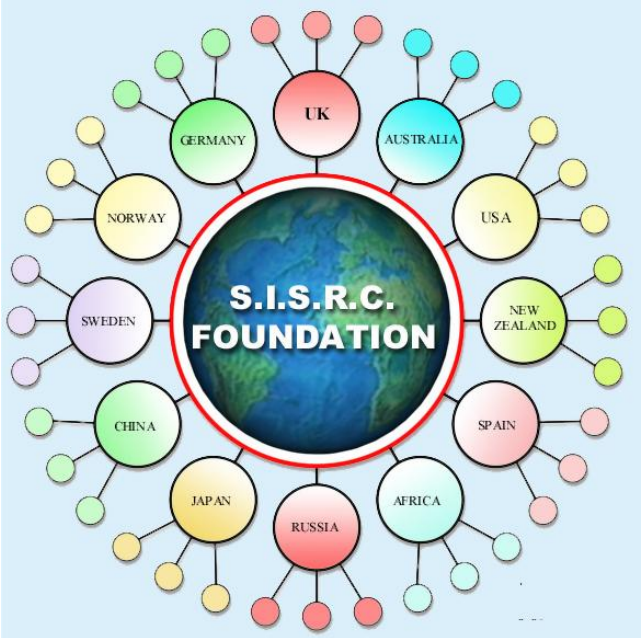
They have been many books out there upon this work; which unfortunate over time have been destroyed by evil minds, or stolen.

203: All my books will hopeful in the end be released again but this time as CDS, or DVDS.

Since 1968 so many people were going to help me to do just that now at 2007 I'm still waiting.

204:

DOC-SISRC-ETRAN-1
DATE: 12th March 1973
EDITION: First.



Searl International Space Research Consortium.
Mortimer – Reading- Berkshire – England.

LOCATION : Headquarters – England.
SECTION : Clean Energy and Transport.
SUBJECT : Maglev Transport.
AUTHOR : John Roy Robert Searl.
POSITION : Superintendent of Documents – UK.

205: This is to confirm that both Rev. George H. Nickolson and I have written independently to our prime minister in the relation to future pollution problems which research and development at this time should be undertaken; and to inform him that we are working on a power research and development term the S.E.G. which could be the answer to rail and road transportation systems.

206: The reply received stated that our communication had been passed to the transport section to deal with.

207: This report is the document wrote upon my study into the subject of urban and intercity rail transport, in which the Searl effect generator appears to be the ideal power system for such transportation systems.

208: ***MAGNETIC LEVITATION AND ITS FUTURE PROSPECTS IN TRANSPORT.***

SYNOPSIS:

From this chair as I see it; to meet the growing need to move ever-increasing numbers of people safely, efficiently and economically, a number of technically advanced, ground transport systems are being developed in several countries throughout the world.

These would have the potential of providing a faster, more efficient and environmentally acceptable transport service than is presently possible with existing conventional, wheel / rail

Modes.

209: I am fully aware of the several novel technologies, based on the principle of magnetic levitation combined with linear motor propulsion., are being investigated for the purpose of high-speed, inter-city travel, inter-urban commuter services, airport links, etc; and I have no problem creating such a mental picture of such operational functions in the world of reality.

I also appreciate the underlying principles and design details which I shall be presenting, together with a brief description of the test programs being undertaken.

The biggest problem I see is this; unless the population stops breeding for a time interval of ten years to allow the country to stabilize itself, no infrastructure in logic concept in the world can be put in place to cope regardless on how good a concept is.

London is a shear mess of structure layout design – there is not really any design about its layout – that is the critical problem for a transport system to be implemented which could meet the demand of the masses; and the situation will grows even worst as time slips by.

If central London goes under sea water, as the possibilities rather suggest it will, I guess the powers that are see no reason to worry about its transport infrastructures, leaving it to the public sector to deal with the problem.

210: Nevertheless, I shall attempt to put together what I know and understand what the position is at this date.

211: ***INTODUCTION:***

The conventional train, relying as it does on the interfacial friction between steel wheels and rails for both traction and guidance, suffers from a number of inherent disadvantages in competition with other modes of transport, not least of which is track damage and consequent high maintenance costs.

212: In the more densely populated corridors of the advanced countries, there is an increasing need for an alternative mass transport system, capable of moving large numbers of people efficiently and economically at much faster speeds than at present possible with existing modes.

213: Many now believe that an updated ground system for both inter-urban commuter and inter-city travel, providing a faster and more efficient service, is long overdue.

To that statement I agree that it is truly overdue and needs a better concept structure besides the supporting infrastructure needed to implement such a change,

214: Although very significant advances have been made to the wheel driven technologies, there appears to be a limit to their maximum speed for a number of reasons, including high maintenance costs, noise and vibration.

215: I do well understand these problems, as I had model a massive rail outlay on a fully automation rail to train talk operation, without the need of touching any function, it was fully automatic, and no malfunctions either.

One again it proved that the day will come where trains will not require staff for operation or control, they will be fully automatic.

216: 

Yes, this is the kind of concept which I am thinking about unfortunate I have never been lucky to have a ride on this baby but I have on a couple of others which will be quoted later in this document.

217: In Japan, for example, the Shinkansen wheel / rail system has been enormously successful.

Operating at a cruising speed of 210 km / h, hundreds of millions of passengers have been carried without any serious incidents.

218: In France, too, a high speed, wheel driven train, the TGV (Train Grande Vitesse), has recently been introduced between Paris and Lyon.

It has a new world speed record for trains of 380 km / h but for economic and other reasons its normal operational speed is kept to a maximum of 270 km / h.

219: Although both systems have purpose design tracks and exclusive rights of way, very much higher speeds than this do not seem possible for the reasons stated.

220: Here in Britain, on the other hand, because of its legacy of the extensive rail network, designed and constructed during the Victorian era, the decision was taken by British Rail to exploit these assets to their full potential, I. e. to build high performance, conventional trains to run on existing tracks.

To this end, the Advanced Passenger Train (APT).was designed with tilting coaches in order that the numerous curves can be negotiated at maximum speed without passenger discomfort.

It was during this early stage that I took a trip up to Derby to discuss the S.E.G. being the power source for the APT. their reply was if I built a full size train they would set aside a length of track as a test bed; if it did not interfere with the morden signal system they would back it.

Strange that was why I went there to get funds to do it – clearly I could not fund such work.

That product failed so they ought to have backed this one instead.

However, some of the technical and mechanical problems which arose during the initial trials have not as yet been completely resolved.

221: A body of opinion that has been growing during the past decade now believes that many of the inherent drawbacks of wheel / rail friction driven system can be largely overcome by non contact magnetic suspension combined with linear motor propulsion, i. e. magnetic levitation and, to this end, considerable R & D effort has been undertaken in a number of countries.

Although several major developments of the alterative Track Air Cushion Vehicle (TACV) were also carried out in the USA, France, Germany and the UK, in particular, most of these were abandoned in the early 70's when the magnetic levitation or maglev technologies began to receive increasing attention.

222: Throughout the past decade a number of variants of maglev suspension combined with linear motor (LM) propulsion systems have been investigated and some quite large scale test vehicles have been constructed and successfully tested.

Depending on the particular requirement, a surprising variety of maglev / LM technologies have been developed for transport systems, extending from relatively low speed urban and shuttle services to high speed (400 – 500 km / h) inter-city connection and city airports links.

223: Where distances between major cities are relatively large, as in America, a maglev system would appear to my mind to offer only a marginal advantage over short-haul air travel and it is not considered to be a viable alternative.

224: In Europe and Japan, on the other hand, with shorter inter-city distances and, particularly, in the crowded this inter-city corridors, the advantages of maglev over both conventional rail and short-haul air transport are potentially very significant.

That is why I have suggested that Searl International Space Research Consortium should study the possible option to include rail within its land studies.

Consequently, in Japan and West Germany especially quite large investments have been made in the development of these non-contact systems by both government and industry.

225: In the US the investment has been more modest by comparison and has been primarily for the development of relatively low speed systems.

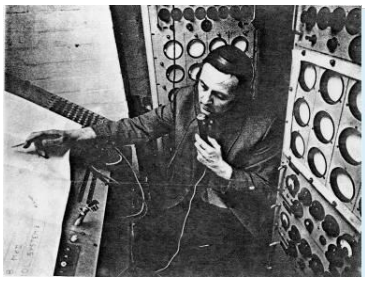
Likewise, in the UK, a similar situation has more or less prevailed.

226: Although it is generally believed that the greatest impact of maglev technology will be on the improvement of high-speed transport between cities to supplement the existing rail services, there are also convincing arguments for its application to the intermediate and low-speed regimes, e. g. inter-urban commuter services and city / airport links.

However, in view of the increasing improvements in wheel / rail dynamics, suspensions and drive systems, the possible technical and other advantages of magnetically levitated vehicles operating at the low end of the speed range can only be resolved when large scale maglev systems have been fully tested, and this is a subject that my undertaking could meet, but shall have to wait until the S.E.G. is in production before I can restart upon such a venture.

In Mortimer I did hold day meetings where my train system was on show and won the hearts of top people – and that is a FACT!

This document has been release to the general public by authority of:

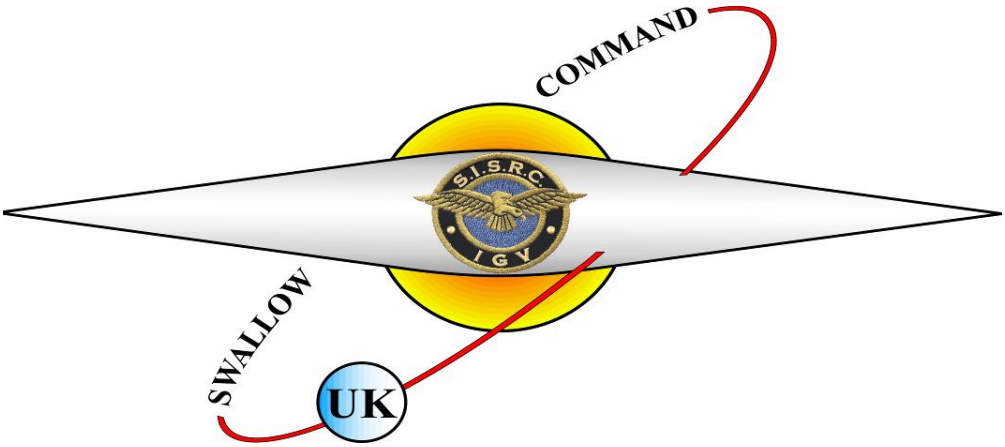


John Roy Robert Searl. Head of R&D.
Energy and Transportation systems.
Superintendent of Documents UK.

227: Today, Sunday, 11th November 2007, received my first MSN communication from my SEG engineer from his new headquarters in Thailand; arrived safely been busy buying bed room furniture – well that is a good sign that he is still kicking.

228:

DOC-SISRC-MFD-ANP-1
DATE: 25TH August 1968
EDITION: First.



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

LOCATION	***:***	***Headquarters***
DIVISION	***:***	***Manned Flight R&D***
SUBJECT	***:***	***Atomic understanding***
AUTHOR	***:***	***John Roy Robert Searl***
AITHORITY	***:***	***Superintendent of Documents – UK***

229: I am quite aware of the claims of the so called experts out there – who in their stupid wisdom claim that I could not hard invented the S.E.T- one thing is for certain that they did not invent it, that is what upsets them – so I show you in this book how I did it based upon my knowledge.

230: These documents represents my first approach of my understanding to the physics of the atom and the nucleus, and is based upon my dreams as a child, which nothing more than pure science which I have become familiar with the ideas of atomic physics in the broadest sense.

I trust that this book will provide a helpful introduction to the S.E.T. system, in short this book has been written mainly for students to encourage them not to have a close mind on the past knowledge but an open one to accept tomorrows knowledge that will arrive as part of the reality in which they will have to adjust too if they want to survive.

231: I also hope that this book in the light of my experience and comments that I have heard from people will correct errors and ambiguities which have come to light in the past 20 years.

232: In the United Kingdom the Confederation of British Industry has successfully urged the Government to adopt the metric system and the form adopted will almost certainly be S.I. units.

At a recent meeting of Government, industrial and university representatives convened by the Royal Society and the Council of Engineering Institutions it was strongly recommended that S.I. units be used in teaching and examinations and this seems to my mind likely to be widely accepted from 1969 onwards.

233: Clearly Searl International Space Research Consortium shall from January 1st 1969 present all future technical drawings in the metric system and will apply the S.I. units in all measurements that will appear.

I do appreciate that some organisation are already using S.I. units at least in part.

234: The quantitative aspects of atomic physics were greatly simplified by the use of m.k.s. units; the change has not involved any modifications of the structure of this book.

235: ***NOTE:***

The change from oxygen 16 to carbon 12 as the internationally accepted unit of atomic mass has been noted.

236: ***KINETIC THEORY:***

THE ATOM IN HISTORY:

To my understanding it was the Greeks who speculated whether or not matter could be divided in definitely into smaller and smaller pieces.

Should this be possible, they argued, then matter is continuous, but if not then matter must consist ultimately of very small entities now known as '***atoms***'.

As you may or may not know, this situation remained unresolved for many centuries as there was no evidence to support either of these possibilities.

In fact, it was not until the beginning of the nineteenth century that the atom became a precise concept based upon the laws of chemical combination and the kinetic theory of gasses.

At that moment in time the Searl Effect Generator and the Inverse-Gravity-Vehicle birth was assured to come into reality.

237: Early in the nineteenth century the quantitative study of chemistry revealed two general laws of chemical combination, the ***Law of Constant Composition*** and the ***Law of Multiple Proportions***.

These states, respectively, that a particular chemical compound always contains the same elements combined in the same proportions; and that when one substance unites with another in more than one proportion, these different proportions bear a simple ratio to one another.

238: This is also true with the Searl Effect Generator; that the plate has to proportion equal functional area to contain one roller set.

239: To my memory bank, these were interpreted by Dalton in 1803 to mean that compounds consist of molecules.

That was indeed a big step forward for mankind and the S.E.G.

These molecules are composed of atoms of various elements in definite proportions.

240: There seems to be some doubt which came first, the theory or the experimental results, but there can be no doubt that one inspired and stimulated the other.

Soon afterwards, in 1808, if my memory doesn't deceive me, Gay-Lussac showed experimentally that simple ratios existed between the volumes of reacting gases.

241: In 1811 Avogadro combined Dalton's atomic theory with a Gay Lussac's observations and suggested that equal volumes of gasses in the same conditions of pressure and temperature contain equal numbers of molecules.

242: Clearly to my mind that from this it follows that, since 2.0 g of hydrogen H 1, at s.t.p. (0^0 C and 760 mm of mercury Hg 80 pressure) occupy 22.4 1. then 28 g oh nitrogen N 7 or 32 g of oxygen O 8 also occupy 22.4 1.

In general: the mass of a gas which has a volume of 22.4 1 at s.t.p .is equal to its molecule weight.

243: These simple ideas led to the foundation of the Atomic Theory of Matter which in turn explained all chemical observations and theory during the next hundred years.

Later in the century, if my memory has not got mixed up a Russian I am certain that I am correct named Mendeleev showed that if the elements were placed in order of atomic weight they displayed a periodicity of behaviour.

`The atomic theory was quite unable to explain this, which was a clear indication that the atom was not the simple indivisible unit initially conceived by Dalton.

244: The full significance of the periodic tables was not apparent until the development of our ideas of atomic structure in the present century, and that is why the Searl effect Generator has taken so long to be conceived.

245: As these ideas were taking shape in chemistry certain rather abstract ideas in physics were beginning to emerge. That is correct.

In particular, experimental evidence began to accumulate which showed first that heat was a form of energy, and later that light, electricity, magnetism and sound were also forms of energy.

246: Physics appeared to be reduced to a study of the interactions of these various forms of energy with matter.

It also became clear that all natural processes energy is converted from one form into another and is never created or destroyed.

This is the Law of the conservation of energy; apparent exceptions to the law have often been found but these were almost invariably due to a failure to take all the factors of a situation into consideration.

247: Another conservation law, concerning momentum, applies to both linear and angular momentum, and the study of atomic physics provides many elegant illustrations of this law.

This also applies to the Searl Effect generator (S.E.G) and the Inverse-Gravity-Vehicle (I.G.V).

248: Kinetic theory is based upon the two hypotheses:

That matter is composed of molecules and atoms, and that heat is a form of energy.

On the atomic scale heat is manifest as the kinetic energy of the molecules in their random motion.

249: To My understanding that as early as 12738, and well before the precise formulation of the atomic theory by Dalton. Bernoulli calculated the pressure of a gas from the mechanical properties of molecules striking a boundary.

The development of the atomic theory in chemistry was matched by a corresponding refinement of the kinetic theory, especially by Clausius and Clerk Maxwell...

This is a good point to end this first part of this discussion; and I have only to say that this document has been released to the general public by the authority of:

John Roy Robert Searl – head of research studies.
Energy and transportation systems.
Superintendent of Documents – England.

250: Clearly people do not understand the problems today of research and development which I have to endue.

Monday 12th November 2007, I e-mail CPC an order for 50 packs of MCOO706 jumper bars. To my surprise their reply was that they are no longer available to which I have sent request if there is a replacement product for them, or has product class MC00689 series been also suspended – awaiting their reply – that is one major problem about being an inventor – products no longer available!

That is the world of reality – unfortunate I have to exist in regardless.

251: As I have stated before that I never came into contact with mains electricity until at the age of 12.6 years at the Naval training school I came into contact with it – then it never meant much to me as all it appeared to do was to make naked bums, penis and balls more defined then by candle or oil light did.

252: It was not until I started my apprenticeship as an electrical engineer that mains electricity became a matter of real interest. And I guess I did just what anyone else would had done, find out how to wire up light circuits.

And do you know what I found out that the law of the squares are correct; there are indeed two prime states available, though today only one option is used to supply properties with.

1) DC – Direct current – use to be in the U.K.
2) AC – Alternating current – now the main choice.

253: ***ELECTRIC LIGHTING CIRCUITS:***

Yes I know you know that, but the question here is – did I know that in 1947?

The purpose of this book is to show what I did know and what I was doing on the learning curve at that time – not what I will be doing in the future.

To my knowledge then was that the general plan of most electric lighting installations is shown in Figure 15-1.

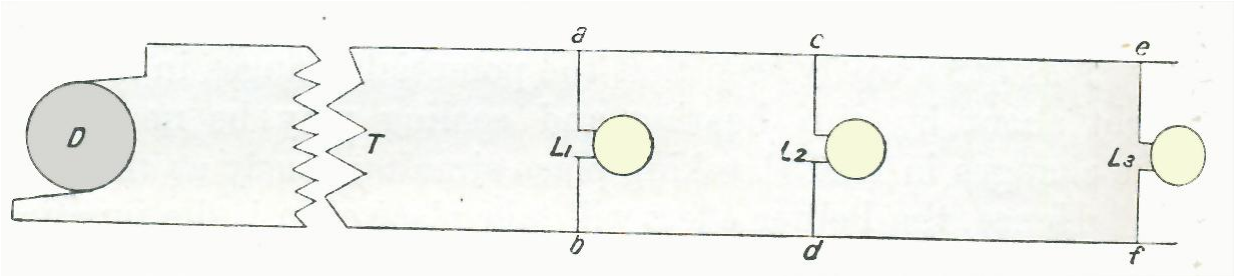


Figure 15-1. A very simple circuit – but there's more than just a simple circuit it contains functions which must meet certain criteria for safety.

Yes, I was no different then you; I had to learn and understand that what I learnt – not just accept it as absolute – but experiment until I really understood what actually taking place within that circuit.

254: At D is a dynamo driven by a steam or gas engine or by water power,

The P. D. of the dynamo terminals is usually large (1,000 Volts at least) and that will also apply to the Searl effect generator S.E.G.

The current from the dynamo passes along large copper Cu 29 conductors, or "mains", to the district where the current is wanted.

Here it passes through transformers (T) and its E.M.F. is reduced to 110 or 240 volts; which is similar to the S.E.G.

255: If the current is an alternating one, then the induction transformer can be used: but if a direct current is used, then the current from the dynamo is sent through a motor which is made to drive a suitable dynamo giving current at the lower voltage desired.

256: To my understanding, as a rule a town is divided into districts, each of which has a transformer, though in some cases every house may have its own transformer, as will those with the S.E.G. as their prime supply will have.

257: The current from the transformer is then sent to the lamps or motors for which it is wanted.

These are indicated by L_1, L_2, L_3, and it will be seen that they are all arranged in parallel, now I need to understand all functions within this circuit; as you just cannot place just any 3 lamps across the mains.

Now, since the resistance of the connecting wires is very small compared with that of a lamp, the fall of potential in the mains may be neglected in comparison with that of the lamp, and hence the points a, c, and e will have practically equal potentials.

258: The same argument applies to the point's b, d, and f.

Hence, the P. D. across the terminals of a lamp is the same in all parts of the circuit.

259: If this P. D. is V = volts and the resistance of each lamp is r = ohms, then the current through the lamp will be V/r amperes and the total current required in the circuit will be nV/r amperes, supposing that there are n lamps and all are alike.

260: To my mind it was clear that in such a circuit any lamp may be disconnected without disconnecting other lamps.

Again to my mind the only effect of disconnecting a lamp would be to lessen the current taken from the dynamo.

261: Don't forget here I am talking about 1946 / 1947, Now if a dynamo is driven by an engine of constant horse-power the number of watts of electrical energy supplied by it will be constant.

262: Hence, when the current is diminished the E.M.F. will increase.

If, therefore, the E.M.F. is to be maintained constant, it is necessary to watch a dynamo carefully and to cut down the horse-power of the driving engine when the voltmeter shows signs of increasing E.M.F.

263: If I continue now with this document I shall be running into pages of maths, as this is the last part for 2007, I would sooner cover parts of other documents to give an insight to my world I which I belong – the world of reality. So I shall leave that part open for 2008 to present.

This document was released for the general public by the authority of:

John Roy Robert Searl – Electrical Engineer apprentice.
Clean energy and transport studies.
Superintendent of Documents – England.

264: You may wonder why I keep re-producing old newsletters – the answer is simple – experts claim I did not invent the concept of the S.E.G. and I am proving that no one else did, so it must had been me – and what I understood that worked with my dreams that lead me to the solution of the concept.

265: For the benefit of all, yes I am an old man far from being in the best of health, agree – but what you do not appreciate is that I am still working at this technology at what ever money I can save from my pension will allow me to do, and what shows here is that I cannot be eating much or enjoying myself, otherwise it would be impossible to have recover so far just on pension money and that is a fact!

266: I will present here an update from myself just to show that I am still watching you watching me watching you.

Best construction project in the world: a controlled explosion sends water into the air in the Panama Canal during an event marking the start of the waterway's expansion

CANAL EXPANSION BEGINS WITH A BANG:

Yes the long awaited $5.25bn project to widen the Panama Canal finally got under way in early September 2007 with a controlled explosion, and a few emotional speeches being a common problem of the Homo sapiens.

267: Expansion of the Panama Canal is under way and it is full steam ahead to complete the $5.25bn project in time to celebrate the canal's 100th anniversary.

A project which has been more than 50 years in the making – the first project to widen the waterway was interrupted by the outbreak of the Second World War.

268: Expansion officially began with a bang and some emotional speeches on September 3rd, days

before the 30th anniversary of the signing of the Carter-Torrijos treaties, which secured Panama's sovereignty over the canal.

269: Almost 93 years ago, the dream of uniting the two oceans was converted into reality in the same way that converted Panama into one of the principal arteries of world trade.

270: We have a commitment not just to those that came before us and fought for a canal that was entirely Panamanian, but also to the future, to administer the canal to create security for all ships with the missions to secure the maximum development of our geographic position.

271: Surely that is also true to us all, a commitment to planet Earth our home the only one we have, and there might not be another one available if we continue to destroy this one, where do we go from here?

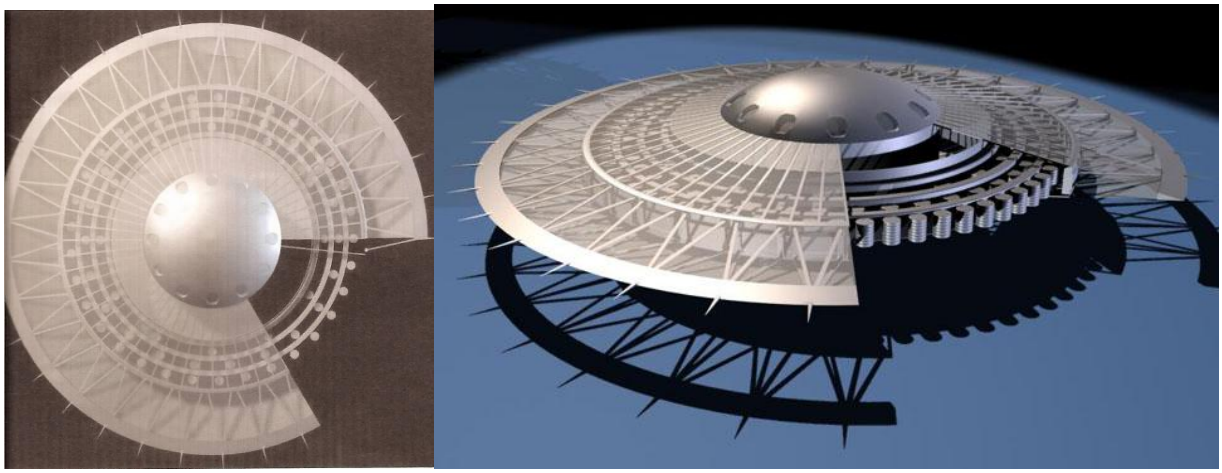
272: I could continue on this issue of the Panama Canal even include shots from the air of the area, but I hope that the message that I have tried to get across to you: is that they have waited over 50 years to start their dream, and they have all the work force and cash to do it – reality I have been pushed out of the running since 1968, and not had or am I getting funding – all my goods stolen on Monday August 25th 2003 has to be replace from my small pension money – even so I have done amazing well at a cost of going without what you take for granted as your rights.

273: You cannot say that was an old report, it was as near as possible to the minute. But these old reports are vital material as all my reports are, they give a true picture of a time that has been forgotten, the facts that was and how things have changed over time.

The main objective of this book is to expose the world of reality that its not what most of you think it is – its not dressing up going to large costly hotels for meals driving around is a fantastic car with a load of credit cards in your wallet, or having a leg over with some great film star – its about suffering – going without – so that your can try to make a better world for mankind regardless and to give our children their tomorrows which you are busy taking away from them.

That is the different between my world and your world; I care about our children's children that they will have something to look forward to; which I must agree looks very bleak at this time.

274: ***U.S.A. UPDATE MONDAY 12th November 2007:***



Yes our man in charge of the Manned Flight Division in Pennsylvania and the map of the actual area is shown below, we wish him every success in getting this section up and running I am certain we shall be hearing shortly.