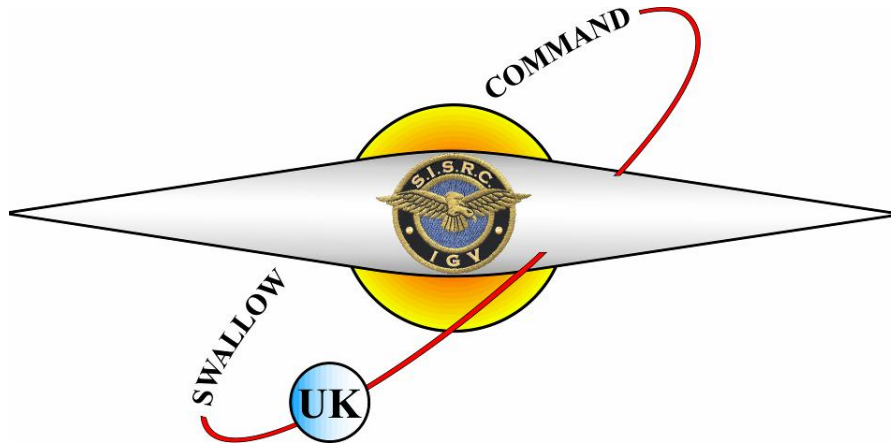


Part 8.



Searl International Space Research Consortium: LONDON. UK.

Date: Tuesday August 21st, 2007.

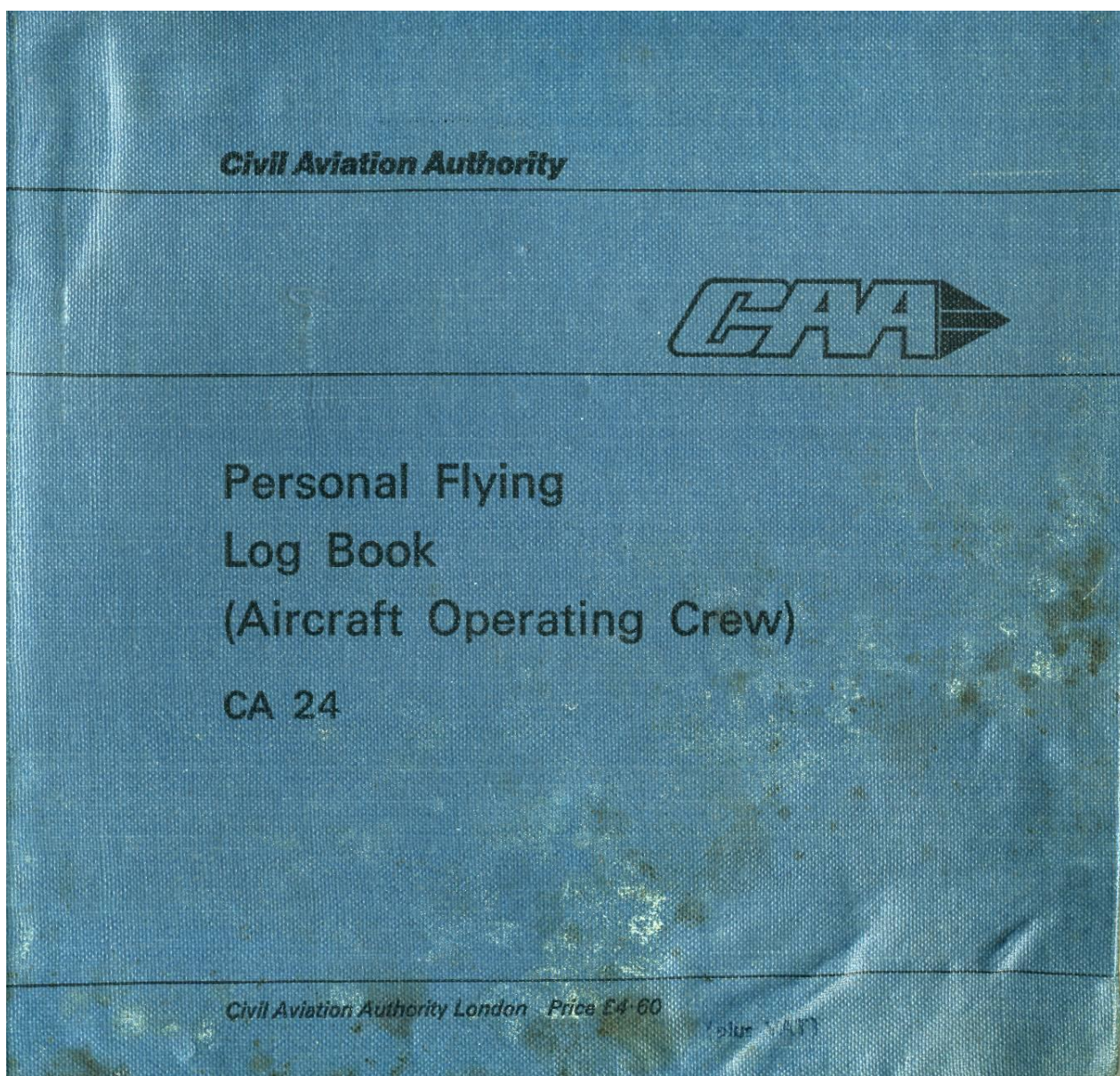
- 1: May I welcome you to the eighth part of this book upon my life and work; which aims at clearing up all these experts' claims who you believe knew what they were talking about, but I knew that they were suffering from a nasty problem called "*Acute diarrhoea syndrome*" and one particular nut case you have seen time and time again who loves spreading his liquid faeces over www.youtube.com – yes that famous expert crap produce is none other then this stupid **FLOWERBOWER** please accept my apologise for having to endure the stench of his crap.
- 2: Why does a person want to impress the world that he is ignorant or jealous?

Is my success going to reduce his profits, or he fears loosing his job?

Clearly from a psychiatrist point of view he has a big problem and it is his not mine!
- 3: I am not afraid to say the truth that from the medical world I have been ordered not to cook food or go shopping because of my health.

Well if I did what the experts request I sure would not been here to day I would had died from hunger but no matter what pain I am in: I still cook and I still go shopping and I am still travelling the world to get this technology up and running and winning in the bargain.
- 4: And you see this nut case call himself **FLOWERBOWER** showing that he has just had another shot of diarrhoea attack (ah we ought to send him some flowers to ease the smell he is suffering poor chap).
- 5: I do most sincerely thank those who answer him with their feelings; yes I have had a number of e-mails asking me if we could block him as he makes them sick. We have tried but those who suffer from a mental illness will find a way to break through whatever you do to block them. So we ignore them like Hollywood says they are not worth the steam of your piss.
- 6: In that last statement he attacks my statement of being a pilot – of course some of you reporters who I have taken for a flight and you made your comments upon my flying as becoming a good pilot, one article in this book make that point clear. But I will show you a few bits of samples so you can see what an idiot **FLOWERBOWER** is – enjoy studying this information for your self and you have my permission to kick **FLOWERBOWER** right in the middle of his testicles which may cure his diarrhoea problem, with thanks from me.

- 7: I trust that you have taken the trouble to read that press article in this book and noted what that reporter stated about my flying. Well I will take you through some facts:



This is a pilot log book of my airborne time departures / arrivals etc. Unfortunate it's the only one I have appeared to recover of the past. Sorry the cover got damage in the rain when the wife of that time threw all my goods out in the rain while I was away. Just to stop the work at that time upon Demo 1. No it never stopped my flying just got another flight log to use.

- 8: Before my flying training ended a new rule came out that we had to do a landing and take off at an international airport; which I took Gatwick airport for my test. It's no fund flying in behind a Boeing 747, boy what a wake to ride! And you have to come in fast no messy about other aircraft are following you.
- 9: As always I seem to be able to cope I do not get stressed about things I take everything in my stride, other pilots under training would say I was mad doing an emergency landing so often, to them just doing it once was enough hair rising experience. I reply in emergency you don't have

Time to think – in my case it would be automatic like one does a normal landing.

DAY FLYING			NIGHT FLYING			Instrument Flying	F/Nav: F/Eng: RTO:	Any other Flying	Remarks/Certification
Pilot-in-Command (P1)	Co-pilot (P2)	Dual	Pilot-in-Command (P1)	Co-pilot (P2)	Dual				
3.15		58.25						1.00	
		1.00	FLYING TIMES CERTIFIED CORRECT						NAV. EX. BLACKBUSH/LEICESTON.
		0.50	Signed <i>[Signature]</i> X 557						EX 18/0. RETURN.
		1.00	CHIEF FLYING INSTRUCTOR 21/7/79						NAV. EX. BLACKBUSH/BENBARGE
		0.40							NAV. EX. BENBARGE/SANDOWN
		0.40	BLACKBUSH AERO CLUB						NAV. EX. SANDOWN/BLACKBUSH.
		1.20	BLACKBUSH AIRPORT,						NAV. PETERFIELD/HATCHWOOD/BLACKBUSH
		1.40	BLACKWATER						NAV. SLOVE/RAMSAY/WILKINSON
		0.55	SURREY						NAV. EX. BLACKBUSH/LEICESTON. E.
		1.00	CERTIFIED CORRECT						NAV. EX. LEICESTON E./BLACKBUSH.
			<i>[Signature]</i> 9066						
			Three Counties Aero Club,						
			Blackbushe Airport						
			BA 611 : FLIGHT LEVEL : 350 : GROUND SPEED 471 KTS					7.18	MR SEAR: CARRYING DOCUMENTS AND EXPERIMENTAL GEAR OF THE NEW TECHNOLOGY - THE LEVITY DISC TO OBTAIN CAA ACCEPTANCE AND OPEN NEW FACTORY AT TORONTO.
			ESTIMATED FLT TIME LONDON - MONTREAL 6A 49 min.						
			MC CREW :- S/HO G. HORTON : S/HO A. HAMILTON - COX : E/O I. WILLSHER					6.50	RETURN FROM CANADIAN SALE TRIP. ORDERS FOR GENERATOR.
			BA 610 FLIGHT LEVEL 370 GROUND SPEED 542 KTS						
			ESTIMATED FLIGHT TIME 5.33 CREW A/S/O J. GUEST						
			E/O C. CRABB						
3.15		67.30						1508	

10:

I trust that you can understand this damage record of my flight times as pilot.

11: Flowerbower is really the wrong name for him, bower is ok it's the term flower that is wrong, you do not need me to tell you what it should be – he has been an idiot for a long time now.

12: I was training at two different flying schools on two different types of aircraft, and flying other types in between lessons.

A pity Flowerbower was not so full of crap; people could grow to like him instead of disliking him.

13: He clearly want you to know that he suffers from a disorder problem – that he knows absolute nothing – to that I will give him 100% credit marks.

14: At the Blackbushe Aero Club training on a tail wheel aircraft: Andy who was a fighter pilot during the war was the test examiner: a real gentleman he loved what I was trying to achieve in

The I.G.V. he shut his eyes to the fact that I was training on two different aircraft at the same time. After all he got the arrangement for me. He travels as my passenger on number of flights.

We had many discussions together and he appreciated that no pilot of the day would fly such an unconventional craft and therefore understood how urgent it was for me to obtain the skills and to understand the laws of functions that were then in place for conventional aircraft and he did enjoy going on trips with me.

I did many functions which were not part of normal training but for experts at shows to do and he loved it then he would take over and go through some of his skills. I am honoured to have been associated with this person.

Year	AIRCRAFT		Commander	Holder's Operating Capacity	Journey or Nature of Flight	
	Month/Date	Type			Registration	From (Dep)
					Totals brought forward	
07-18	CESSNA 177	G BERN	STEGGLES	P/W	BLACKBURN - ELMDON 1535 - 1625	
07-18	CESSNA 177	G BERN	STEGGLES	P/W	ELMDON - BLACKBURN 1640 - 1730	
07-19	CESSNA 177	G BERN	MESSER	P/W	BLACKBURN - BEMBRIDGE 1345 - 1445	
07-19	CESSNA 177	G BERN	MESSER	P/W	BEMBRIDGE - SANDOWN 1515 - 1555	
07-19	CESSNA 177	G BERN	MESSER	P/W	SANDOWN - BLACKBURN 1605 - 1655	
07-20	CONDOR	GAYZS	ALDRIDGE	P/W	BLACKBURN - LUTON 1535 - 1655	
07-20	CONDOR	GAYZS	ALDRIDGE	P/W	BLACKBURN - LUTON 1255 - 1435	
07-22	CESSNA 177	G BERN	STEGGLES	P/W	BLACKBURN - LEICESTER 1335 - 1430	EAST
07-22	CESSNA 177	G BERN	STEGGLES	P/W	LEICESTER EAST - BLACKBURN 1530 - 1630	
23.7.77	BAC. SUPER VC10	G-ASGL	K. MILLARD	P/W	LONDON (LHR) 15.22	MONTREAL 2240 Z
13.8.77	B 747	GAWMF	P SAPIRSTEIN	P/W	MONTREAL 2020	LONDON 0630Z
5	Grand Total: 70 hrs. 45 mins				Totals Carried forward	

15:

Under the column termed commander is the training instructor with me on that flight training period.

16:

Up dates are coming in from Thailand on progress from my **Chief S.E.G. engineer**, who is being kept more busy updating me then doing any work there.

But its time for the world to understand **TRUTH** what it is; as far too much crap is being thrown around on the net in relation to the **S.E.T. subject**.

DAY FLYING			NIGHT FLYING			Instru- ment Flying	F/Nav: F/Eng: RTO:	Any other Flying	Remarks/Certification
Pilot-in- Command (P1)	Co-pilot (P2)	Dual	Pilot-in- Command (P1)	Co-pilot (P2)	Dual				
1.55		31.35							
		0.30						EX 14 A-B.	
0.40								EX. 14 A-B.	
		1.00						EX 15-17.	
		1.15						EX. 17a.	
		1.00						EX. 17a.	
		0.50						EX. 17a.	
		1.00					1.00	TYPE FAMIL.	
		0.50						TYPE FAMIL.	
		0.40						EX. 17B.	
		1.10						EX. 18a.	
		1.15						EX. 18B.	
		0.25						EX-12-13	
		0.55						EX-12-13.	
		1.20						EX. 18B.	
		0.20						EX. 14 A-B	
0.40								EX. 14 A.B.	
		1.05						EX. 18B.	
		1.05						TYPE FAMIL.	
3.15		45.15					1.00		

CERTIFIED CORRECT

J. Steggle 90066
C.F.I.

Three Counties Aero Club,
Blackbushe Airport.

Time Certified Correct *1289*
Quinn
Southend Light Aviation Centre

17:

Here is another page for the expert flowerbower to fart over I think that part is proven that I did sure trained as a pilot not just at one school but two schools.

18:

The second school was the Three Counties Aero club whose staff were absolute wonderful people to be involved with.

My training instructor was Tim Steggles who was a wonderful man we got on well and he flew with me as co-pilot when I took passengers to Holland and France, like Andy at Blackbushe club we were a good flying team.

I have so many wonderful things to remember during my flying years that make the time devoted to flying worth while, and though cost to day is far too high for me to fly and the I.G.V. is not yet on the drawing board rather looks bleak that I shall ever again command a flight program – then you don't know me – I am not yet dead – who knows for certainly that the I.G.V. will not rise from the ashes and take to the skies again in time for me to take again the command of flight and

Even better still: then ever before ride the domain of space itself; no one can be certain what the future holds for us in flight; for there is nothing in the *laws of nature which says that it's impossible accepts that the state of your mind makes it so.*



*Will this truly be the future –and is it to become reality very soon?
DREAMS.*

*A dream is like a seed. It needs care and time to grow.
Without a dream there is no goal. No hope, no place to go.*



*Dreams are just a replay. Of the life you hope to see.
For what you do about your dreams. Is the future, that's meant to be.*



*Your dreams are just a dream. And always a dream will be.
Until the day you unlock the door. And let your dream ran free.*



*No longer confined within your mind. Where none but you can see.
Your dreams now play a role in life. In the future that is planned to be.*

19: Sorry about that: I got carried away which you may understand that it has been my life's work.

Shell Nederland Verkoopmaatschappij B.V. Hofplein 20 - Postbus 1414 - Rotterdam



SHELL AVIATION SERVICE

Receipt no

9658

Airfield *Schiphol* Date *12 29 77* dd mm yy

Customer *KONTANT* Aircraft type *CESSNA* Aircraft registration *G-BEEN*

Pilot's name *J.A.R. Seel* Carnet no */ / /* Expiry date

Shell products Quantities Right no 'CR' for defuelling

Type	Grade	In words	For head office use only	Quantities in figures
<i>AVIATION</i>	<i>100</i>	<i>HONDERD EN TIEN</i>		<i>110</i>

Customer's comments *P0157* Supervisor's comments

I acknowledge receipt of the above quantities. signature Supervisor's signature *[Signature]*

Fuelling Report	Ordered	Meter readings
	Started	
	Completed	


Shift no Supervisor's no Vehicle nos Aircraft going to *BLACKBUSHE*

Aircraft coming from

Certified that the product delivered has been handled in accordance with a written procedure approved by the Air Registration Board and meets the appropriate specification.
Shell Nederland Verkoopmaatschappij B.V.

For the benefits of that nut case FLOWERBOWER I enclose this bill for fuel for my plane. To make clear the name of the pilot of that aircraft: I will re-scan that top section for him.

Shell Nederland Verkoopmaatschappij B.V. Hofplein 20 - Postbus 1414 - Rotterdam

 SHELL AVIATION SERVICE

Receipt no 9658

Date dd mm yy 12 09 77

Airfield Schiphol

Customer KONTANT Aircraft type CESSNA Aircraft registration G-BEBN

Customer's address

Pilot's name J.A.R. de L. Carnet no 1 1 1 Expiry date

Shell products		Quantities		For head office use only	Quantities in figures
Type	Grade	In words			
<u>AVIATION</u>	<u>100L</u>	<u>HONDERD EN TIEN</u>			<u>110</u>

Well flowerbower how's your pants for colour now?

20: I trust that I have made my point clear that Flowerbower is an expert on crap, and likes to impress people how good he is at having a shit in a public place.

Now let's take a look at something that has a sweeter smell to it than Flowerbower.

21: Yes it is time again to look at these laws that these great experts have been instructing you are broken by my claims on the ***S.E.G.*** and ***I.G.V.*** and therefore impossible to work.

So far in this investigation no laws have be found to be broken in the ***S.E.G.*** so I shall continue this line of enquiry to see if we can find any support for these experts.

SIR ISAAC NEWTON

CONSERVATION OF MOMENTUM.

22: Now to continue with this investigation is the experts right so far we clearly see that they are wrong.

23: Now let me see what the interesting consequences of the above relationship?

Let me state that you may find this part a long event, to digest but I still go ahead and see what happens to me that should be interesting as I have no idea what I am going say – do you?

24: Let me suppose, for simplicity if that is possible to do; that I have just *two interacting particles*, say for argument sake that it is possible for them to be of different *mass*, so I number them 1 and 2.

Flowerbower; can you follow that or is that far too much for your tiny brain to cope with – sad you are not able to understand reality.

25: Now to my understanding; the *forces* between them are equal and opposite; what are the *consequences* flowerbower? *You are making it clear that you are the expert!*

26: To my knowledge that according to *Sir Isaac Newton's Second Law*, *force* is the *time rate of change of the momentum* is that correct FLOWEBOWER the world's greatest expert?

27: Flowerbower with such great knowledge you are telling us that you process can you kindly tell them; that I can conclude that the *rate of change of the momentum p_1 of particle 1 is equal to minus the rate of change of momentum p_2 of particle 2, or:*

$$dp_1/dt = -dp_2/dt.$$

Well Flowerbower *YES OR NO? What are we waiting for – or is that far too much for your evil brain to cope with – I am writing a book about Searl – what more shit?*

28: Interesting point if the *rate of change is always equal and opposite*, to my mind it suggests: surely that, it follows that the *total change* in the *momentum of particle 1 is equal and opposite* to the *change* in the *momentum of particle 2*; is that correct Flowerbower?

29: If you agree with that Flowerbower can we agree that this means that if I add the *momentum of particle 1 to the momentum of particle 2, the rate of change of the sum of these, due to the mutual forces (called internal forces) between particles*, is zero; that is:

$$d(p_1 + p_2)/dt = 0.$$

Well O master of knowledge do you agree with that Mr. Flowerbower or have you managed to stain your underpants again?

30: Flowerbower begged to be part of my life on youtube.com; so he shall be I will certainly see that he is granted his wish.

31: Flowerbower now you are here let's get down to real business, if you are capable of such an effort.

32: I assumed there to be no other *forces* in the *problem*.

I trust that this statement is not too difficult for your mind to follow Flowerbower?

33: As I understand it Flowerbower: if the *rate of change of this sum is always ZERO*, that is just another way of saying that the quantity

$$(p_1 + p_2)$$

Does not *change*:

This quantity can also be written:

$$m_1v_1 + m_2v_2,$$

And is called as I understand it *total momentum of the two particles* is that also correct Mr Flowerbower?

- 34: I have now obtained the result that the *total momentum* of the *two particles does not change* because of any *mutual interactions* between them. Is that correct Flowerbower?
- 35: I guess this statement express the *law of conservation of momentum* in that particular example.
- 36: I conclude that if there is any kind of *force*, no matter how **complicated**, between **two particles** and I measure or calculate:

$$m_1v_1 + m_2v_2,$$

That is Flowbower, the *sum of the two momenta*, **both before and after** the *forces act*, the results should be **equal**, i.e., the *total momentum* is a *constant*, correct Flowerbower?

- 37: Flowerbower let me say I extend this *argument* to *three or more interacting particles* in more *complicated circumstances*, it is *evident* to my mind that so far as *internal forces* are concerned, the *total momentum* of all the *particles stays constant*, since an *increase in momentum* of one, due to another, is *exactly compensated* by the *decrease of the second*, due to the first.
- 38: Now let me see what I ought to say Flowerbower; o yes I know what I was going to say; was that is, all the *internal force* will *balance out*, and therefore *cannot change the total momentum of the particles*; is that correct Mr Flowerbower?
- 39: As to my mind: then if there are no *forces* from the **outside (external forces)**, there are no *forces* that can *change the total momentum*; hence the *total momentum* is a *constant* is that also correct Mr. Flowerbower?
- 40: Is it really worth describing what happens if there are *forces* that do not come from the *mutual actions* of the *particles* Mr. Flowerbower?

You say it does; ok with me; let's look at what happens, again let me suppose I could *isolate* the *interacting particles*.

- 41: If I find that there are only *mutual forces*, then, as before, the *total momentum* of the *particles*

Does not *change, no matter, how complicated the forces*. Is that also correct Mr. Flowerbower?

42: On the other hand Mr. Flowerbower, suppose there are also *forces* coming from the *particles outside* the *isolated group*.

43: Any *force exerted* by *outside bodies* on *inside bodies*, I call an *external force*

44: I shall later *demonstrate* that the *sum of all external forces equals the rate of change of the total momentum of all the particles inside* a very useful *theorem*. Is that also correct Mr Flowerbower?

45: As I understand it the *conservation of the total momentum* of a number of *interacting particles* can be expressed as:

$$m_1v_1 + m_2v_2 + m_3v_3 + \dots = \text{a constant,}$$

Dear Flowerbower is that correct formula?

46: Now to my understanding; if there are *no net external forces*,

Here the *masses* and *corresponding velocities* of the *particles* are numbered 1, 2, 3, 4,...

The *general statement* of *Sir Isaac Newton's Second Law* for each *particle*:

$$f = \frac{d}{dt} (mv),$$

Is true *specifically* for the *components* of *force and momentum* in any given *direction*; thus the *x-component* of the *force on a particle is equal to the x-component of the rate of change of momentum* of that *particle*, or:

$$f_x = \frac{d}{dt} (mv_x),$$

And *similarly* for the *y-* and *z-directions*.

47: Therefore:

$$m_1v_1 + m_2v_2 + m_3v_3 + \dots = \text{a constant,}$$

Are really three equations, one for each direction; is that correct Flowerbower?

48: Now, in addition to the **law of conservation**, there is another **interesting consequence** of **Sir Isaac Newton's Second Law**, which I shall prove later in this book, but merely stated now.

49: This **principle** is that the **laws of physics** will look the same whether I am **standing still or moving** with a **uniform speed in a straight line**. **What do you say to that statement Flowerbower?**

50: Let me give you an example, **a child bouncing a ball in an airplane finds that the ball bounces the same as though he/she were bouncing it on the ground**.

Note: even though the **airplane is moving** with a **very high velocity**, unless it changes its **velocity**, the **laws look the same to the child as they do when the airplane is standing still**. Is that correct Flowerbower you are the great expert of our times?

51: I guess you can say that this is the so-called **relativity principle**. I guess Flowerbower you think that is a con too?

52: As I have used it here; Flowerbower would you mind if I call it "**GALILEAN RELATIVITY**" just to **distinguish** it from the more **careful analysis** made by **Albert Einstein**,

I only ask your permission Flowerbower because I don't want you to give another perfect display of diarrhoea on you tube.com do we?

53: Later on in this book; if possible I shall study **Albert Einstein** studies because they are all involved in the **Searl Technology**.



54: I have just **derived** the **law of conservation of momentum** from **Sir Isaac Newton's laws**, and believe me or not I don't care, that I could go on from here to find the **special laws** the **describe impacts and collisions**.

55: But I do not wish to **explode Flowerbower little brain** so I will for the sake of variety, and also as an **illustration** of a **kind of reasoning** that can be used in **physics** in other **circumstances** where, for example, one might not know **Sir Isaac Newton's laws** and might take a **different approach**, I shall discuss the **laws of impacts and collisions** from a completely different point of view.

56: Let me base my discussion on the **principle** of **GALILEAN RELATIVITY (Galileo 1564 – 1642) Italian astronomer and physicists**. As I have quoted above, and I hope that I shall end up with the **law of conservation of momentum**. Do you agree with that Mr Flowerbower the great know-all?

57: I shall start by assuming that nature would look the same if I run along at a **certain speed** and watch it as it would if I was standing still.

I wonder if Flowerbower brain understands this elementary discussion going on here, after all he states that he is the holy crusader from God to clean up all this evil – funny he is that evil himself!

- 58: Before discussing *collisions* in which *two bodies collide* and *stick together*, or *come together* and *bounce apart*, I shall first consider *two bodies* that are held together by a *spring or something else*, and are then *suddenly released* and pushed by the *spring* or perhaps Flowerbower by a little *explosion*.
- 59: Further more, I shall *consider motion* in only *one direction* dear old Flowerbower please kindly take note. Because you are a really *naughty boy* aren't you?
- 60: First, let me suppose that the *two objects* are exactly the same, are nice *symmetrical objects*, and then I have a little *explosion* between them.
- 61: After the *explosion, one of the bodies will be moving*, let me say toward the *right*, with a *velocity* v .
- 62: Well to my mind if not your mind *Flowerbower*: it appears reasonable that the *other body is moving toward the left with a velocity* v , because if the objects are alike there is no reason for right or left to be preferred and so the *bodies* would do something the is *symmetrical*.
- 63: This is to my mind an *illustration* of a *kind of thinking* that is very useful in many *problems* but would not be brought out if I just started with the *formulas*.
- 64: My own hands on *experiences* results are that *equal objects* will have *equal speed*, but what happens if I now suppose that I have two objects made of different materials, say *Copper Cu 29* and *aluminium Al 13*, and I make the *two masses equal*.
- 65: Now let me suppose that if I do the *experiment* with *two masses that are equal*, even though the *objects are not identical*, the *velocities* will be *equal*.
- 66: Maybe *FLOWERBOWER* might *object*: But I know I could do it *backwards*; I did not have to *suppose* that.
- 67: I could *define equal masses* to mean *two masses* that *acquire equal velocities* in this *experiment*.
- 68: If I follow that *suggestion* and make a *little explosion between the copper Cu 29* and that very *large piece of aluminium Al 13*, so *heavy* that the *copper Cu 29* flies out and the *aluminium Al 13 hardly budges*. *That is amazing Mr. Flowerbower?*
- 69: That is too much *aluminium Al 13*, so I *reduce* the amount until is just very tiny piece, then when I make the *explosion* the *aluminium Al 13* goes flying away, and the *copper Cu 29* hardly budges.
- 70: That means that is not *enough aluminium*.
- Evidently there is some right amount in between; so I keep adjusting the amount until the *velocities* come equal.
- 71: Mr Flowerbower I guess that little brain of yours is saying very well then; let me see you turn it around?
- 72: I can Mr Flowerbower; by saying that when the *velocities are equal, the mass are equal*.

73: This appears to be just a *definition*, and it seems remarkable that I can *transform physical laws* into mere *definitions*,

Nevertheless, there are some *physical laws* involved Mr. Flowerbower, and if I accept this *definition of equal masses*, I immediately find one of the laws, as follows:

Suppose I know from the *foregoing experiment* that *two pieces of matter, A and B* (of *copper Cu 29* and *aluminium Al 13*), have *equal masses*, and I compare a third body, say for argument sake a piece of *gold Au 79*, with the *copper Cu 29* in the same manner as above, making sure that its *mass is equal* to the *mass of the copper Cu 29*.

74: If I now make the experiment between the *aluminium Al 13* and the *gold Au 79*, there is nothing in *logic* that says these *masses* must be *equal*; however *Mr Flowerbower*, this experiment shows that they actually are.

75: So now, by *experiment* Mr Flowerbower, I have found a new law.

76: A statement of this law might be:

If *two masses* are *each equal* to a *third mass*; which could be roller sets of the *S.E.G.* as *determined* by *equal velocities* in this experiment, then they are *equal to each other*.

77: This statement does not follow at all from a *similar statement* used as a *postulate* regarding *mathematical quantities*.

78: From this example I can see how quickly I start to infer things if I am careless.

79: It is not just a *definition* to say the *masses are equal* when the *velocities are equal*, because to say the *masses are equal* is to *imply the mathematical laws of equality*, which in makes a *prediction* about an experiment.

80: As a second example, suppose that *A* and *B* are found to be *equal* by doing the experiment with *one strength of explosion*, which gives a *certain velocity*; if I then use a *stronger explosion*, will it be *true* or not that the *velocities* now obtained are *equal*?

81: Again, in *logic* there is *nothing that can decide this question*, Mr Flowerbower; but experiment shows that it is *true*.

82: So Mr Flowerbower, here is another law, which might be stated:

If *two bodies* have *equal masses*, as *measured* by *equal velocities* at *one velocity*, they will to my mind, have *equal masses* when *measured* at another *velocity*

83: From these *simple samples* I see that what appeared to be only a *definition* really involved some *laws of physics*.

84: In the *development* that follows I shall assume it is *true* that *equal masses* have *equal* and *opposite velocities* when an *explosion* occurs between them.

85: I shall make another assumption in the inverse case:

If *two identical objects*, moving in *opposite directions* with *equal velocities*, *collide* and *stick*

Together by some kind of glue, then which way will they be *moving* after the *collision*?

86: This is again a *symmetrical situation*, with *no preference* between *right* and *left*, so I assume that they stand still.

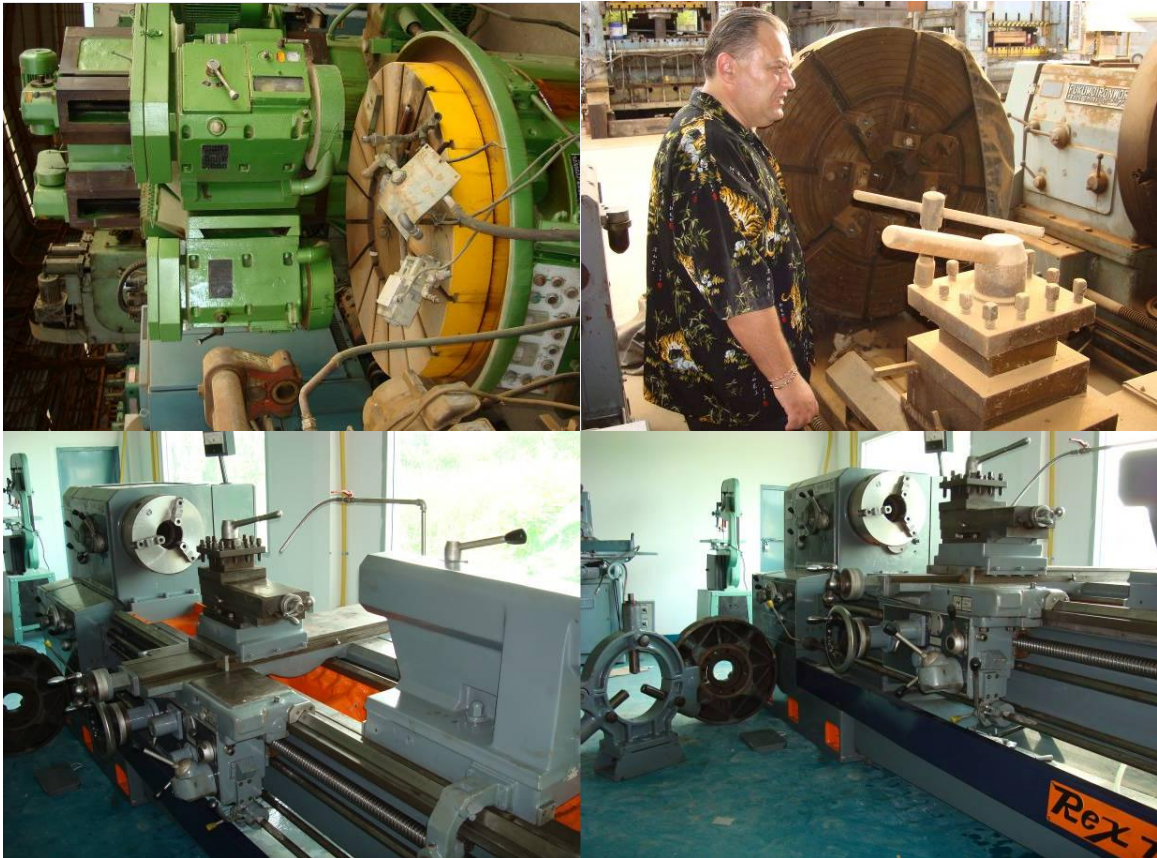
87: I shall also suppose that any *two objects* of *equal mass*, even if the *objects* are made of *different materials*, which *collide* and *stick together*, when *moving* at the *same velocity* in *opposite directions* will come to *rest after the collision*.

88: I shall end this discussion at this point, and in doing so I wish to respond to Mr. Flowerbower slander that keeps appearing on youtube:

You are a disgrace to the human race; no different to those who recently robbed me. You talk like God crusader cleaning up the evil – what evil – only you are the evil god forsaken – sick mentally – obsessed with demonstrating how important you are – to impress people how good you are yet what you say on youtube is nothing more then diarrhoea from an elephant arsehole!

He is completely ignorant of the reality, and from his world of fantasy shows the world what he is nothing but an evil mind – corrupt to his own financial interest.

89: Friday August 17th 2007 update from our Chief S.E.G. Engineer in Thailand:



*Equipment is arriving and being installed at Thailand's H.Q.
The gentleman seen here is the commander in chief of the Thailand
operation to research and develop the S.E.G. for use in Thailand.*

Thailand is working at high speed to get this technology done for the country health benefits.



Thailand may also consider the I.G.V. once the S.E.G. is in production.

90: Saturday August 18th Morris departed from Thailand at 0800 hours for California USA.

While I depart at 2230 hours from the UK for Israel: to inspect and advised on equipment and to teach them the maths involved in this work.

91: As you may remember the Israel members have been here and witnessed the mock up of the S.E.G. and my Chief S.E.G. engineer will follow later to see all is in place ready to go.

As yet neither of us is on any wages, I make this point clear as John Tomas was under the impression that we were; may be others are under the same opinion. Which you can forget I am wondering when I shall received hard cash which will not be yet I guess until the full operation commences.

Passenger Name: SEARL/JOHNROYROBERTMR CD02MAY		EL AL ISRAEL AIRLINES LTD. E-TICKET					
Origin/Destination LHRSTN	Issue Date 09AUG07	Reference No. LE5K84					
From	To	Flight	Class	Date	Time	Status	Baggage
LONDON(LHR)	TEL AVIV(TLV)	ELAL 0318	(H)	18 AUG 07	2230	OK	20
TEL AVIV(TLV)	LONDON(STN)	ELAL 0217	(M)	21 AUG 07	1110	OK	20
Fare: GBP389.00		Form of Payment:					
Tax/Fee/Charge:		AGT/MON323886/37-20166-4					
USD81.20GB USD29.00UB USD16.00AP USD13.00IL		FARE RESTRICTIONS APPLY BSR 1GBP 2.0301USD TOUR CODE:					
Total: USD 929.20		Cpn	Airline Code	Form and serial			
		114	249	1181058			

This is the electronic n ticket for me to go to Israel today.

92: Friday August 17th 2007: Jas released her first CD which sells at £6.00 PP paid

THROUGH THE EYES OF A CHILD

1. Through the eyes of a child .
improvised version .a story song about John Searls life & invention with a universal message
written 1997 recorded 04' Live), 'unplugged .'
:guitar playing - gifted by Howard Green to professor Searl.

2. Eagle written 92 recorded 04 music & production H.Green

3. More than Stardust 2003 Green Art

4. Time is Space & Space is Time
(Time Locked Jlyrics 98/05
produced 2005 From' Mystic Warrior' Nelly Neil

all lyrics & vocal/ Melody- 1 & 2 Jaz Art .co melody on 2 & 4
Joint benefit cd for Professor Searl & The S.E.G Technology & People with Physical & mental disabilities; scottish charity SC 028955
shamanic studios
profits 50/50 .
With Love to my friend John Searl .

copyright protected

22:

93: Here is more proof of the work going ahead in Thailand for the people of Thailand:



Our Chief S.E.G. Engineer Fernando Morris: in Thailand H.Q. stands besides the lorry just delivering a major part of the S.E.G. construction the Lathe.

94: Morris was please that he was actually there when it arrived so that he could see it being installed in the work shop – unfortunate I had a large program work load to cope with so was unable to be present upon this event.

Let me assure you that for this technology to be achieved that was a major step towards that goal by Thailand. This Headquarters is well situated in a quite and beautiful natural layout for research and development and a good team being created for its functions.

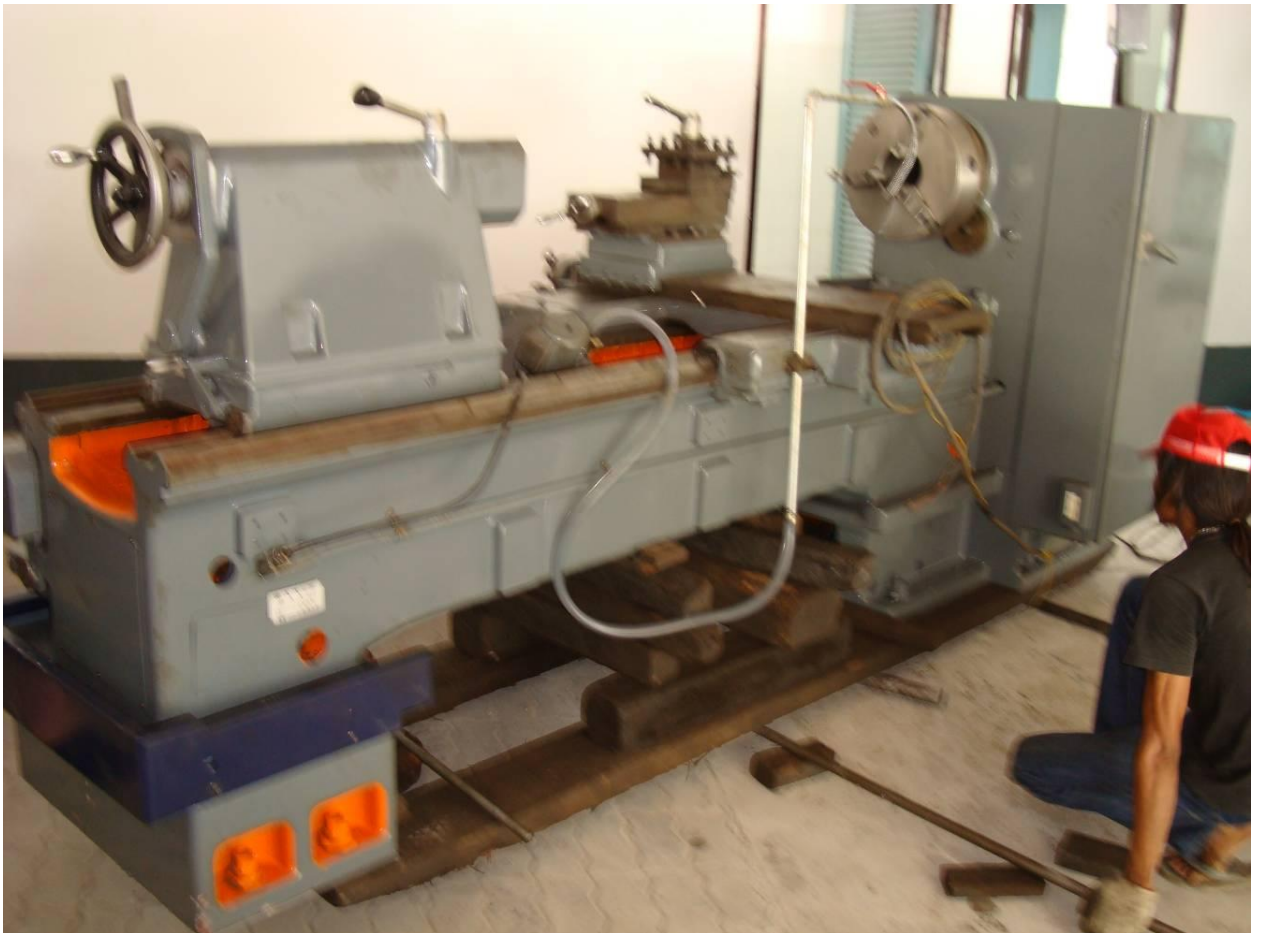
95: I have no doubt in my mind that Thailand will achieve success not only in domestic power units but cars drive systems and flight.

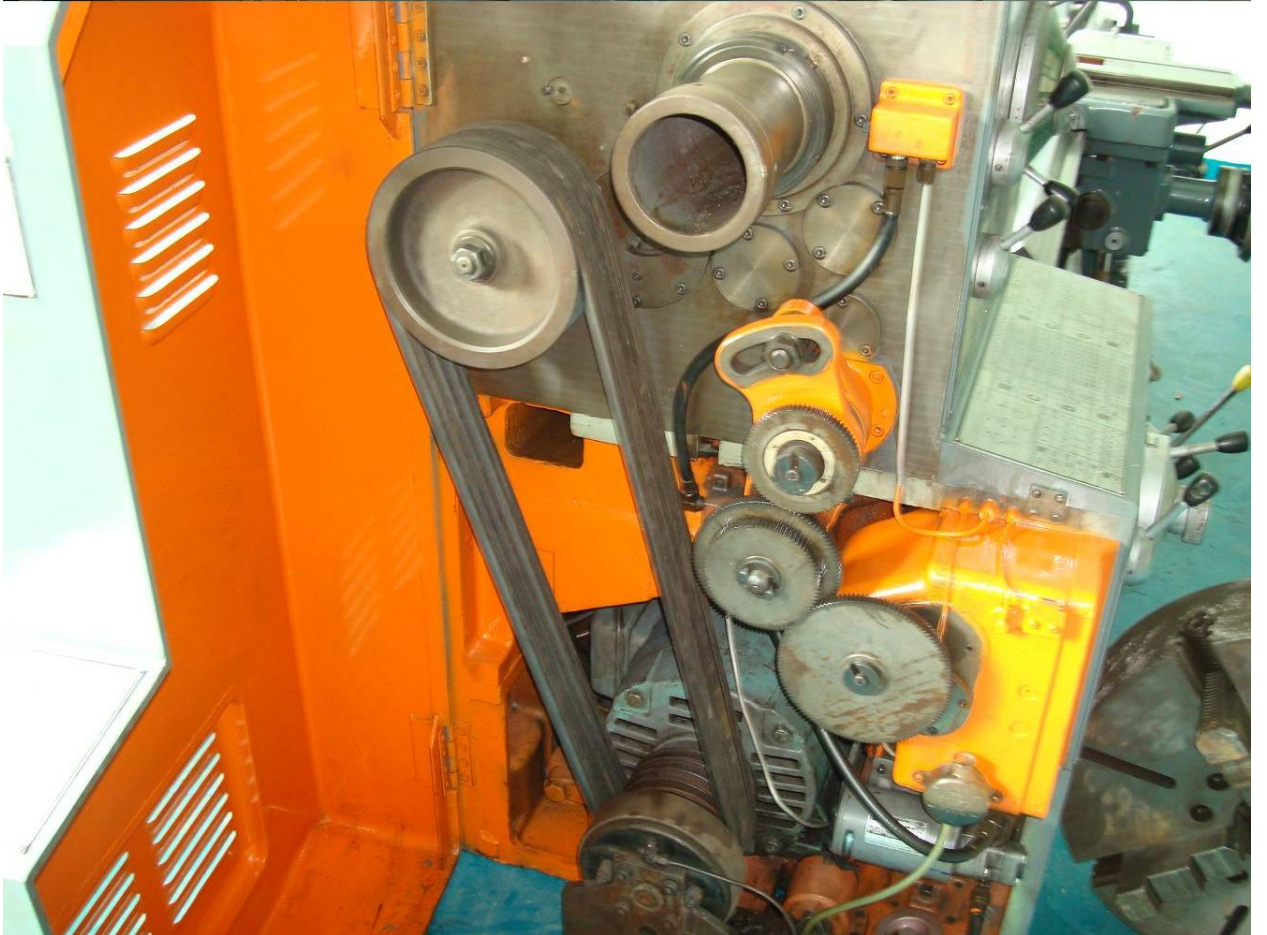
96: Thailand is clearly a development country, with much beauty of the past still remains and should always remain intact with modern progress.

97: And if S.I.S.R.C.W.W. can achieve this by adding pollution free atmosphere and water to its success and could extend this into all its transportation systems then the Searl Effect Generator will have done a miracle for the Thailand and all its inhabitants regardless.

98: To that end the work has commenced and if all Thai's will offer help to the task of getting















- 99: As you all should know that all these years I have been held up by idiots who demanded that I keep it secret – and results nothing happen no S.E.G.s on the market thanks to the power of idiots.
- 100: Once I broke their religion things commence to happen and you have been watching the results of that action.
- 101: Saturday August 18th 2007: Departed from Heathrow, London for Tel Aviv(TLV) and arrived back home on Tuesday August 21st 2007.

Purpose was to see the workplace, equipment and accommodation and the contract on offer.

By duty to all who have and are helping this work is to protect their investment.

- 102: Therefore the need to check that everything needed is in place to start, and contract correctly signed.

Until this point is reached that I am satisfied that the project can be done and the offer is acceptable awaiting approval by our solicitor I am not ready to start but I can make an agreement a letter of *intent*:

This means when I am satisfied that work can start and terms have been accepted by my solicitor I can commence the work – it does not mean tomorrow or the next day – but when I am satisfied and not before then.



- 103: **August 19th I arrived at Tel Aviv worn out by leg pain and head ache.**

- 104: That was a problem – the authorise did not want to let me out of the country at Heathrow in case I got kidnapped – bless them all for worrying about me so much their concerns were heart rending to listen to. Maybe many British people are being kidnapped to help the meat supply out.



105:



Well Israel clearly have shops that is true and the building structure is very common to the eye which in the UK is not common at all, its sound, clean a very good point in business.

106: It is good to witness for your self what a country is like before moving there- Israel is indeed an unusual country as it is far more human in action then the UK is – and I am speaking from my

understanding from my recent visit.



This is a true Israel as I witnessed it, you see even here I am still talking about the S.E.G, which is nothing unusual for John all over the world people know that is John all talk and no eat.



Prof. Searl at the Science Hi-Tech Park where he will undertake the research work upon the S.E.G. still talking about the S.E.G. then that is John's normal world.

107: My task is to use all the skills that were taught me doing my psychiatrist training at both hospitals, being observant both vision and sound wise, take note of repeated words and what was missing.



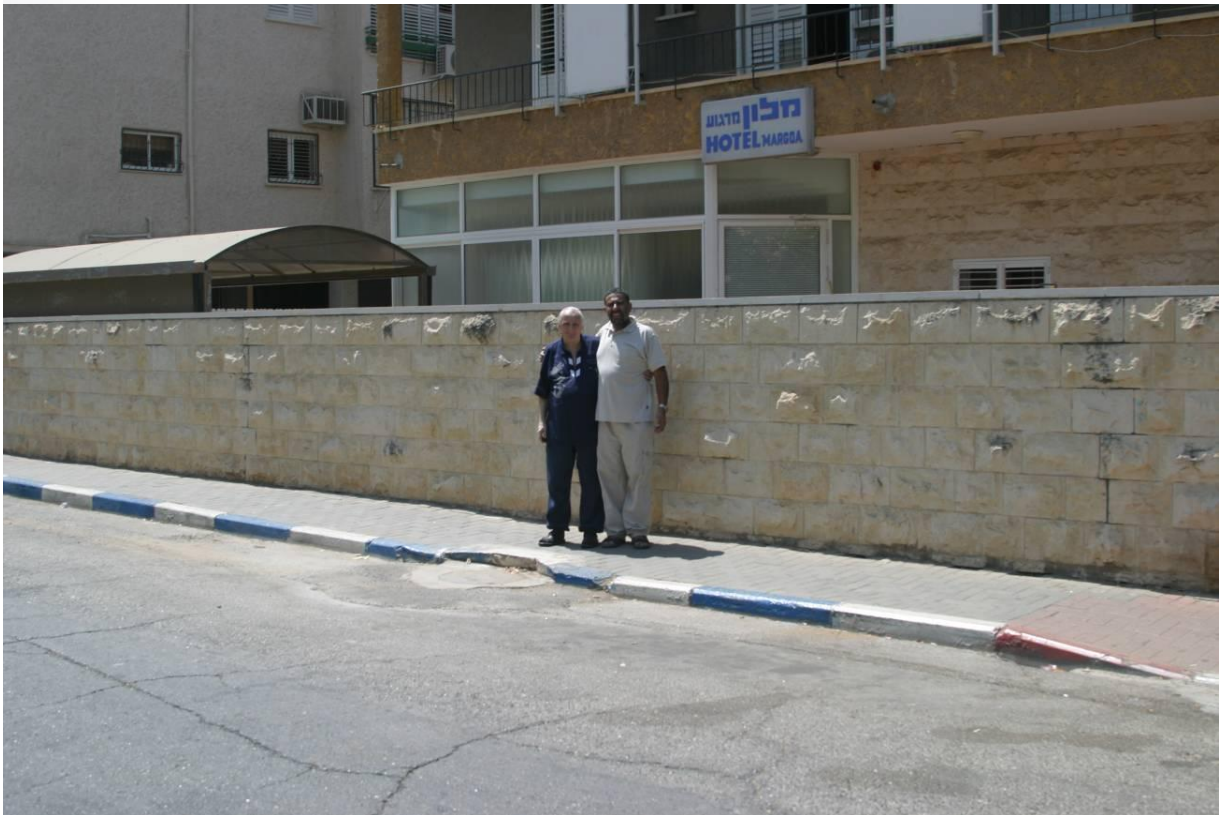
Prof. Searl: at front of his future work place and the start of inspecting it for his approval. Truth shall be known past present including future plans as they take shape.

108: The world has blocked the facts until now which also block the development taking place at that time is over for good; the world shall know that there is a mighty big problem to solve.



Prof. Searl's future work place has to make available all requirements needed by the Homo sapiens to function.

- 109: In a work place it is not just machinery, materials, tools and test equipment – and in my work a lot more counts, I need to know everything about you, from structure to functions.



*Top photo: another one of the workplace room that was shot from another room.
Bottom photo: taken where I stayed.*

110: Even the staff of this hotel got a drilling upon the S.E.G. no one was spared from the torture of the S.E.G. by John. He has no mercy for anyone. As long as they know that the S.E.G. is alive that is it. That is all that matter to John not himself or meals but the S.E.G to which he is married to.



Prof. Searl says cheers to the future of mankind and may the power be with you always. May nature bless you all with good fortune; good health and love until the next part of this book; my world is your world if you accept it. CHEERS!