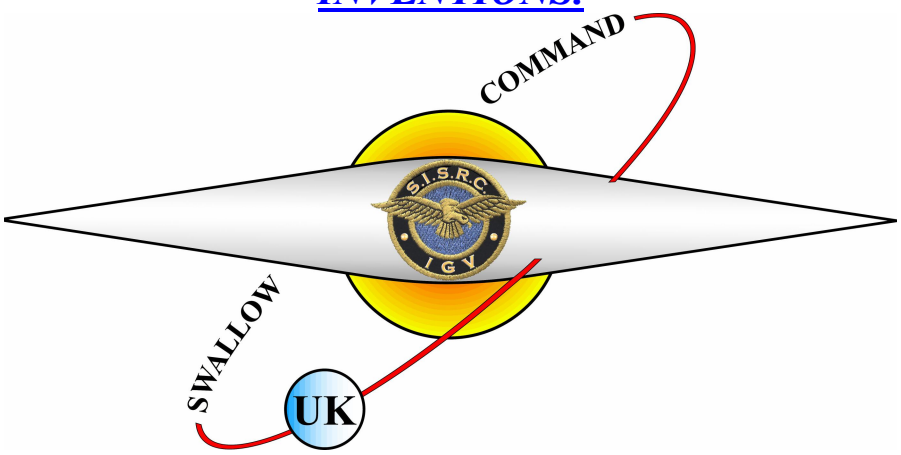
PART 9.

INVENTIONS.



1: No matter whom the inventor was or is or will be the same rules apply regardless that triggers have to stimulate the subconscious to create the concept; once this takes place the subconscious goes to town in search of data in its banks and if such can be found will transfer this to the conscious brain that then will give you a copy of that data as a dream.

2: What you do with that information is left to you to either accept it or trash it which is what most people do is to Trash it.

3: Why do they trash it?

Main reasons is the embarrassment of their friends laughing at them; insulting them, mocking them which they feel to be cast outs from human society

4: Strange but true there have been dreams which have changed our knowledge base and therefore aided others to create the tomorrows which we are enjoying today.

To them we owe our gratitude for their devotion against all odds and won where others would dare not go.

5: Prof. Searl has spent his life time in their world, experiencing their suffering, their insults. And is honoured to be one of them, to know and understand what they had to endure from expert idiots.

6: My task is to create a better world for all creatures great and small regardless and to be able to undertake such a task a very great amount of hands on experience was required to which he gave both time and effort to acquire such skills regardless of threats and insults along the way which included fights, gang war was common at Sulham Land, Pangborne.

7: Because the last fight brought the police into action: I was given the house in Mortimer to get away from that group.

8: That is why I end up living in Mortimer, but it was a far better house then I had near Pangborne. But the neighbour was no different to the gang we moved from.

9: At this address my neighbours have been wonderful, and when I move I will miss them for the second time in my life I will miss them, the first time was my landlady in Turnpike Lane area. London. She was excited about the experiments which I did in electricity.

10: For the commercial flight operations much legal requirements are in force that was in operation before the Inverse Gravity Vehicle.

The task before me is to define how these rules of the air can fit in with this new approach to flight. The less change in the rules that are required needed for the operation of the Inverse Gravity Vehicle the better chances of it being accepted into the system of flight.

11: To that end I shall attempt to show you how I have approached this problem of operation which will be the first section covered in this part of this book on INVENTIONS.

12: Now the question of my health as an update on progress:

Wednesday 22nd August 2007: Dr Terry Moore arrived at 0748 hours to collect me and took me to the Royal Free Hospital for assessment for pending operation. Three blood samples taken for lab tests. And for the first time all patients that require an operation now have to be tested for MSR which I had to be tested for.

This function is to take a swab sample from the nostrils and another from the groin for the lab; the results of that test I not yet been informed of.

The blood pressure was high, nothing new there and the heart rate was high; to these problems I was given drugs to lower them before the operation which has been booked for September 7th 2007 at 0800 hours.

13: So medication Metoprolol Tartrate Tablets were one of the drugs supplied which are used in the manage high blood pressure, angina pectoris and heart beat irregularities- which in my case my heart thinks it's a band conductor playing a tune which surely is a rock and roll tune. This can also be given after a heart attack.

It can also be used to prevent recurrent migraines and treat hyperthyroidism (***an overactive thyroid gland)*** one could experience some after effects but claims these will disappear after a short time interval. Too early for me to comment on how feel from taking them.

These are class as beta blocker.

14: Another drug issued me was Trangina XL 60mg Tablets (Isosorbide mononitrate).

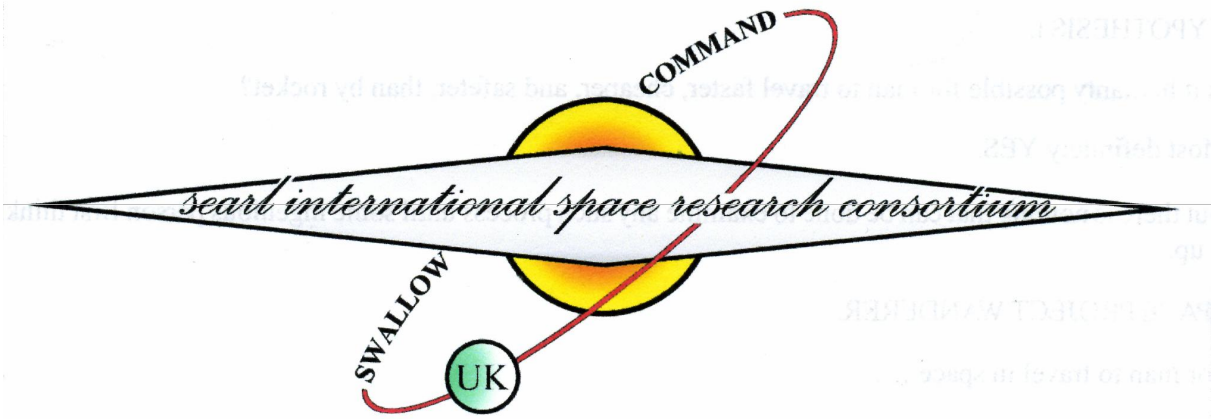
This is a group of medicines called nitrate vasodilators. That supposed to relax the muscle layer in the blood vessel wall of the heart. This is claimed reduces the strain on the heart by making it easier to pump blood and for the prevention of angina (***chest pain which is one of my main problems to cope with)***

15: I will just add one more of the number of drugs I have to consume through each day:

Plavix Clopidogrel: Clopidogrel belongs to a group of medicines called antiplatelet medicinal products. Platelets are very small structures, smaller than red or white blood cells, which clamp together during blood clotting.

By preventing this clamping, antiplatelet reduce the chances of blood clots forming (***a process called thrombosis***).

!6: I shall now attempt to re-write my first legal document of the past as its missing.



DOC.10-FT-SISRC-1.
PART 1.
FIRST EDITION.

AERODROME MANUAL
PART 1.

PRELIMINARY SCIENCE PROJECT REPORT.

STARSHIP EXPLORER.

LANDING GUIDANCE TECHNOLOGY AIR AND SPACE.

SPACE PROJECT WANDERER.

APPROVED BY THE FLIGHT COMMANDER.

AND PUBLISHED UNDER HIS AUTHORITY

FIRST EDITION – 2000.

MANNED FLIGHT SECTOR.

LONDON – ENGLAND.

17: ***AT THE FRONTIERS OF SCIENCE.***

This company termed ***Searl International Space Research Consortium World Wide*** shall be devoted to ***SPACE PROJECT WANDERER*** and all forms of flight – either in space or the atmosphere – either as passenger or freight – even in pure research above the Earth's atmosphere – in all forms of motivation – space, air, land, rail or sea.

In power: for the home and including industry and commercial requirements.

Through my journals- to promotion of interest in the inventions, discoveries, and applications to space travel.

Their theories: of operation, and technology, and social impact.

18: ***HYPOTHESIS 1.***

Is it humanly possible for man to travel faster, cheaper, and safeter, than by rocket?

Most definitely YES.

But there is nothing that can be done to examine any such process until some ingenious person first thinks it up.

19: ***SPACE PROJECT WANDERER.***

For man to travel in space ……

He must co-operate with the forces of Nature, Gravity, and Electro-magnetism.

These invisible forces give noise free, heat free, vibration free, and inertia free flight.

20: Such invisible forces are available everywhere – waiting for man to understand them – and devote them for his / her use in all fields of power – in his / her place of employment – in his / her home – for his / her means to reach his / her place of employment – and return safely home again.

21: Such power coming off production lines would be many times cheaper than that of any other form of power, now coming off production lines.

22: I can only present to you in print the way I feel – how I think and what I know – to expand this domain of knowledge – finance must continue to be received if progress is to show.

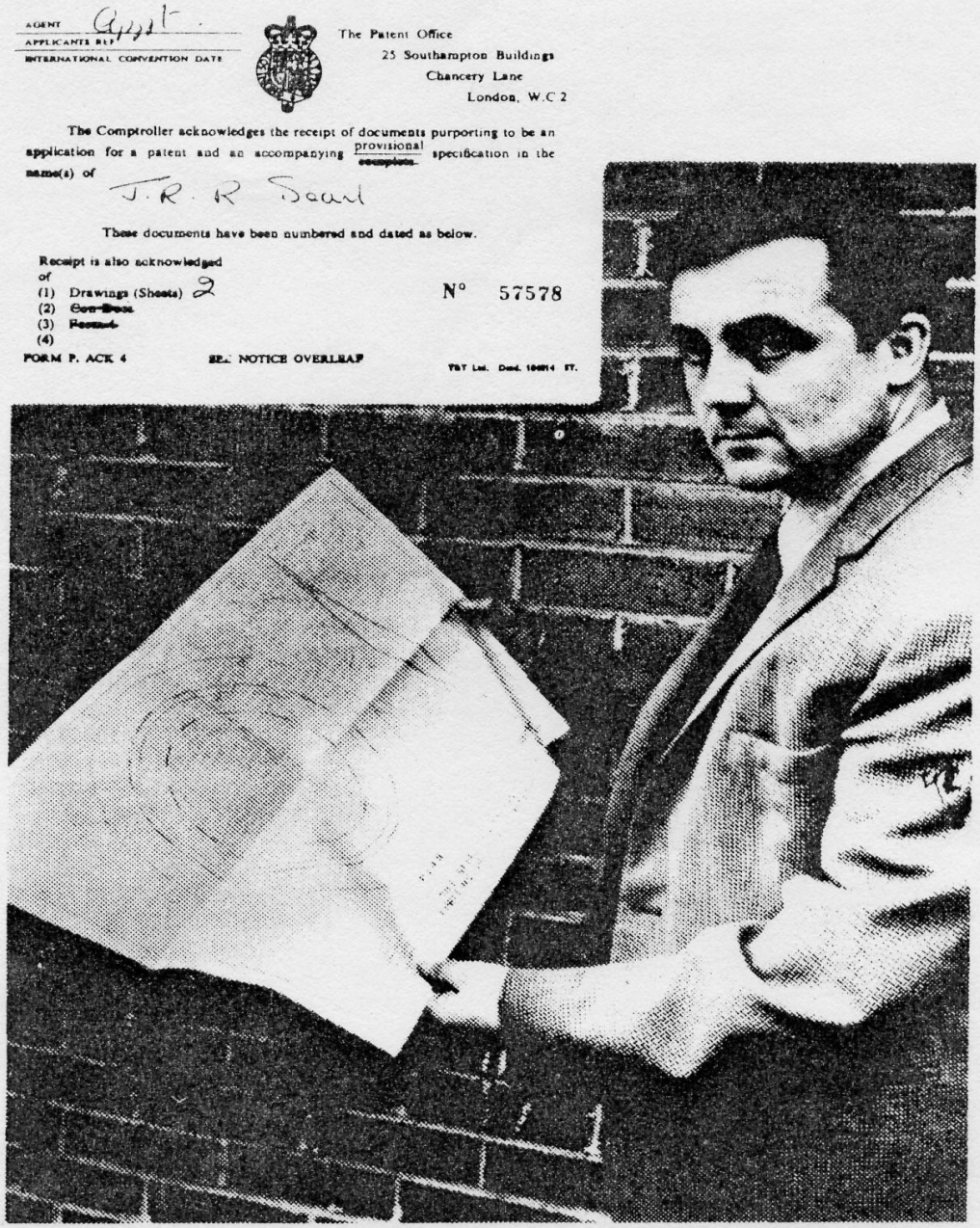
23: I deeply thank all those managers – representatives from many walks of engineering disciplines – who have either called here or invited me to their factories to discuss my need – and to all those that went out of their way to produce a component to meet my research needs – also my sincere THANKS to the British Government who indirectly supplied much of my present day knowledge from their own laboratories.

24: I also THANK all the general public – who have placed their faith in my work and backed it with finance, whenever they can afford it.

25: To them they have been the heart of my efforts – and they shall never be forgotten.

26: The future is yours – you must decide what the future should hold.

27: Your way ahead lies in a Y turn – one is FREE ENERGY the other is costly power and shortage – the choice is yours and yours alone.



AGENT Searl.
APPLICANTS REF
INTERNATIONAL CONVENTION DATE

The Patent Office
25 Southampton Buildings
Chancery Lane
London, W.C.2

The Comptroller acknowledges the receipt of documents purporting to be an application for a patent and an accompanying provisional ~~complete~~ specification in the name(s) of

J. R. R Searl

These documents have been numbered and dated as below.

Receipt is also acknowledged of
(1) Drawings (Sheets) 2
(2) ~~Cert. Copy~~
(3) ~~Postal~~
(4)

N° 57578

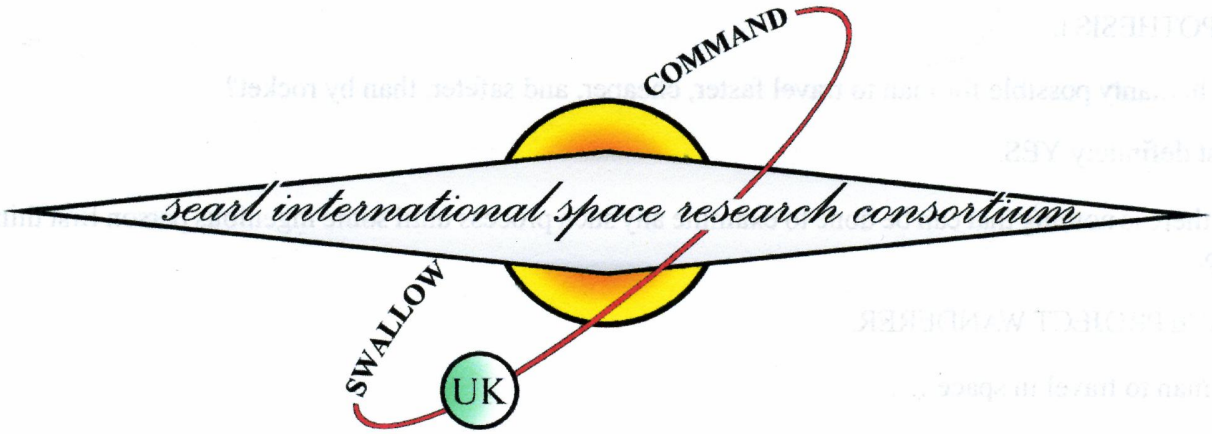
FORM P. ACK 4 SEE NOTICE OVERLEAF

T&T Ltd. Dond. 16614 FT.

Der britische Elektriker und Erfinder John Searl mit Patentzeichnung und Patentanmeldung (oben).

(Presseaufnahme für „News of the World" v. St. White)

DOC-10-FT-SISRC-1.
PART 1.
First edition - May 2000.



COMPANY: ***Searl International Space Research Consortium – UK.***

PROJECT: ***STARSHIP EXPLORER.***

PROGRAM: ***SPACE PROJECT WANDERER.***

SUBJECT: ***PRELIMINARY SCIENCE PROJECT REPORT.***

CRITERION: ***LANDING GUIDANCE TECHNOLOGY AIR / SPACE.***

Space Project WANDERER Landing Guidance demands reliability and integrity.

Dual – redundant ground equipment for this microwave
Scanning Beam System and full subsystem
Are required to support safe "dead-stick" landings.
Of STARSHIP EXPLORER / or any other Inverse-Gravity-Vehicle
Projects – in the event of Human and or component
Malfunction – and in the cases of unmanned flights….

By Prof. J. R. R. Searl.
Manned Flight Division.
SPACE PROJECT WANDERER PROGRAM.
LONDON – ENGLAND.

1: The ***SPACE PROJECT SWALLOW PROGRAM***, face with a need for sophisticated Landing Guidance, selection of a proven technology and an established Scanning Beam Microwave System for this contact.

Of course, a specialized development programme such as the ***STARSHIP EXPLORER*** is free from the constraints of multi-operator application; there is little or no inherent need for the Landing Guidance, for example, to conform or to be compatible with the Landing Guidance of any other vehicle.

Consequently the ***SEARL INTERENATIONAL SPACE RESEARCH CONSORTIUM UK (SISRCWW)*** is free to choose any technology that will efficiently and singularly provide the means to accomplish the unique mission requirement.

Bearing in mind that ***STARSHIP EXPLORER*** or any other vehicle of this class, could operate within any branch of airline operation now in use.

Therefore, considerations of normal operation – Landing Guidance technology now in use – must be included at this time – for normal airport operation. I shall take a look at this section later in this report.

2: *PRELIMINARY DATA.*

A: ***The selected system for SPACE PROJECT WANDERER PROGRAM is the MICROWAVE SCANNING BEAM LANDING SYSTEM (MSBLS).***

B: ***VEHICLE CLASS is the INVERSE-GRAVITY-VEHICLE (I.G.V).***

C: ***The number of I.G.V. to be built in the foreseeable future is extremely small unless airlines decide to switch to this new technology soon.***

At this time the locations, at which it will be possible for the I.G.V's to land will be limited to a few dedicated private land owners.

Nevertheless, they will, land with the characteristics remarkably similar to those of a large turbo-jet transport aeroplanes – or helicopters, even if power fails – they will land without the general reaction of an aircraft crash.

D: ***Under a normal power condition of landing – I.G.V. will perform the touchdown – with a sink rate to that of a helicopter.***

On the other hand under a 'no power' condition – expected landing speeds will be about 170 knots and sink rate at touch down will be a little over two feet per second, with an expected ½ degree flare angle at touch down is characteristic of conventional jet aircraft.

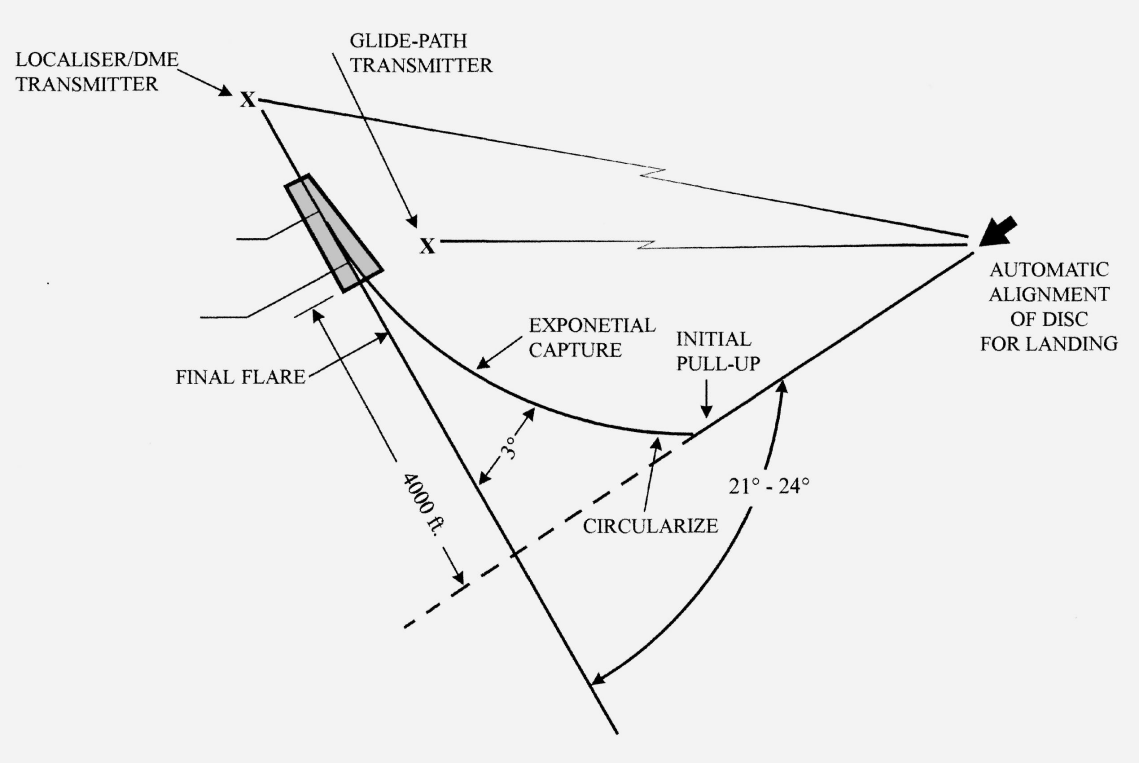
Immediately before final flare the I.G.V. will be following a 3 degree glide path on approach.

E: ***Conventional performance will actually take place only during the last few seconds of flight.***

Prior to that, the I.G.V. approach is anything but conventional,

F: ***Upon re-entry into the Earth's atmosphere the STARSHIP EXPLORER will navigate by means of TACAN to a terminal area.***

This is a defined surface in space used to deliver the I.G.V. to the proper runway alignment at a pre-determined altitude and speed for both crew and ground control.



INVERSE-GRAVITY-VEHICLE EMERGENCY CRASH LANDINGS.

Initial glide angle for the STARSHIP EXPLORER or other Vehicle of this class landing on dead-stick conditions will vary from 21^0 to 24^0, depending on gross weight, winds and other considerations.

Transition to glide angle of 3^0 occurs at 1,900 feet in altitude.

If landing legs are workable, these are lowered at 500 feet and the runway threshold is crossed at 60 feet altitude; touch down is 2,500 feet beyond.

If no malfunctions are present, crew or ground control land Disc as per helicopter techniques.

G: ***When guidance is switched to the MSBLS, the I.G.V. is at about 10,000 feet altitude level and descending on a 21 to 24 degree glide path.***

During this time the fire ball appearance will die down.

The transition to the normal 3 degree glide path starts at about 1,900 feet.

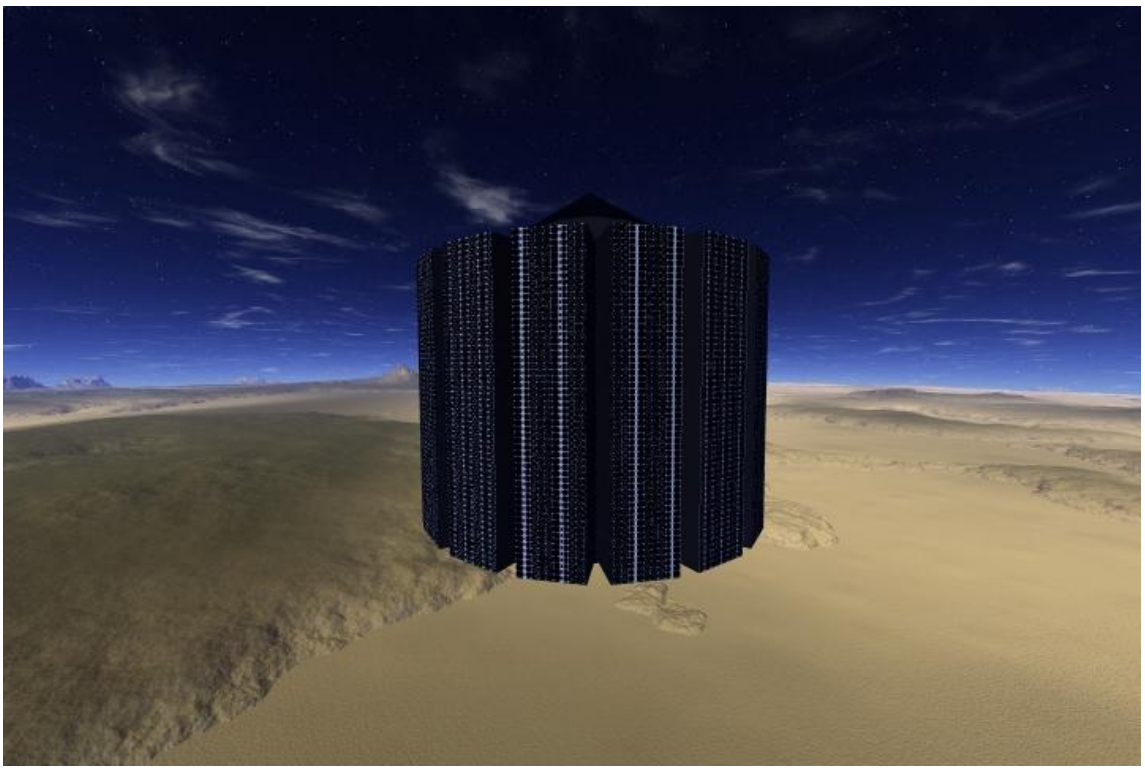
H: ***This final normal performance determined the characteristics for the selected Microwave Landing Guidance System.***

It should not prove surprising that the proper solution for providing radio guidance to a runway, along a shallow grazing angle to the Earth, would take the geometry of a classic landing system.

I: ***Angular measurement provides the continuously improving special accuracy required for a touch down on the runway centre line – or landing apron – when operation of landing is carried out by the crew under manual control – or under ground / sensor apron control system.***

Longitudinal precision is also needed to allow the required roll out when landing under ground control – or for stacking when crew manual control system is used.

J: ***It was, in FACT, the difficulty of producing precise radio guidance at low grazing angles to the Earth that originally fostered the development of scanning beam landing systems over 40 years ago.***



Control Tower on top of such a structure building houses mass of equipment for deep space missions – landing for I.G.V.s require no runways – thus deserts' could be used.

The future to be and one of my backroom members who works to help this objective to be achieve my sincere thanks for his devoted effort. You have seen some of his labour on this site and more will be seen.

3: ***MSBLS design concept.***

A: ***The landing guidance, consisting of a localizer, a glide path and a DME extends outward from the runway or apron – at least ten miles, and covers all possible operating altitudes in that range.***

All the in-atmosphere navigation requirements for the STARSHIP EXPLORER / or any other I.G.V. are met with the MSBLS, TACAN, and a radio altimeter for final flare guidance.

The outputs of these three radio systems, all in combination with inertial smoothing, are fed to an on-board digital computer system to provide the STARSHIP EXPLORER or I.G.V. with flight control signals.

B: ***The MSBLS is the primary guidance mode from 10,000 feet altitude through runway roll out – when under ground control for crash conditions – or for apron roll out for crew manual helicopter landing on apron.***

Precise vertical and horizontal angle information is provided in a section 30 degrees wide, by 30 degrees high.

The position of the I.G.V. in relation to the runway or apron is computed from polar coordinates.

C: ***In the elevation plane, the origin is at the glide path transmitter and in the horizontal plane at the localizer transmitter.***

The origin of distance information is at the localizer station, making that parameter available through out the roll out.

However, distance zero can be set at the planned touch down point which is on the runway – or apron, about 2,500 feet from the threshold.

D: ***Under fault conditions within the approaching I.G.V. ground control shall take over approach and landing operations – the required track of the I.G.V. is therefore based on the need to terminate the flight in a small touch down "foot print".***

This applies more to conditions of malfunction of the craft's landing legs.

In the case, where no malfunction of landing legs expected foot print will be about an inch or so – slip movement of the foot of each leg has been accounted for in design – using the best non-slip pile material, to pad the foot – and to protect their contained sensors for pressure contact – to crew data equipment – to confirm to crew that the leg in operation is firmly on the ground – carrying its load in safety.

Acceptable Velocity is approximately 170 knots at touch down (without craft landing gear in use)

The sink rate of 150 feet per minute is comfortable for the vehicle and its occupants.

E: ***The initial landing condition, when MSBLS guidance commences at the 10,000 foot level, is a Velocity of approximately 290 to a descending angular path of 21 – 24 degrees***

This results in a sink rate of over 10,000 feet per minute.

Thus, the track must be precisely flown to bleed off the kinetic energy around the Disc – or the final conditions will not be met.

F: *Which ever mode of landing (senor – manual – ground control) – the solution for the proper track is made in the on-board computers.*

The MSBLS is the source of position, in relation to the touch down point, and updates of the position are made through out the approach and landing.

Deviation from the optimum track in three dimensions is sensed at a 5 times per second rate and corrections are fed to the flight control system.

G: *The scanning beam equipment that will perform these functions incorporates ground stations that originate the localizer and DME interrogations.*

The airborne set receives and decodes the ground transmitted signals, interrogates the ground DME equipment and decodes and out put information in the form of an azimuth angle, an elevation angle and distance.

These parameters are in digital format for direct input to the I.G.V. on-board computers.

4: RELIABILITY / INTEGRITY MANDATORY.

A: *A major feature of this new airborne and ground hard ware will be the high level of reliability and integrity required to provide certainty of guidance mandated by the "DEAD-STICK" runway landing of STARSHIP EXPLORER or any other I.G.V. project with manual malfunction conditions or sick crew / or unmanned run projects.*

Consequently, there will be a high level of system redundancy.

B: *The system monitoring concept will be at least as complete as those used in civil air transport operations.*

The design concept of Prof. Searl calls for dual redundancy on the ground and triple redundancy in the air.

C: *Both sets of ground equipment will operate at the same time.*

The primary equipment will be radiating from its antennas while the secondary or standby equipment will be radiating in to a "DUMMY" load.

All antennas will be scanning during operations so that should a fault occur switch over will be instantaneous during operation from dummy load to antenna.

D: *The monitoring regime includes internal equipment monitoring as well as field monitors.*

The internal monitors check the electronic performance of the system up to the waveguides leading to the antenna.

The final check of integrity of the system is provided by the field monitors which will be triple redundant.

E: *Prof. Searl design philosophy calls for precise satisfaction of two of the three field monitors for each function, thus obviating a declaration of a fault due to a monitor malfunction.*

F: *The DME transponder, located at the localizer station will also be monitored through the use of active units that will interrogate and receive replies.*

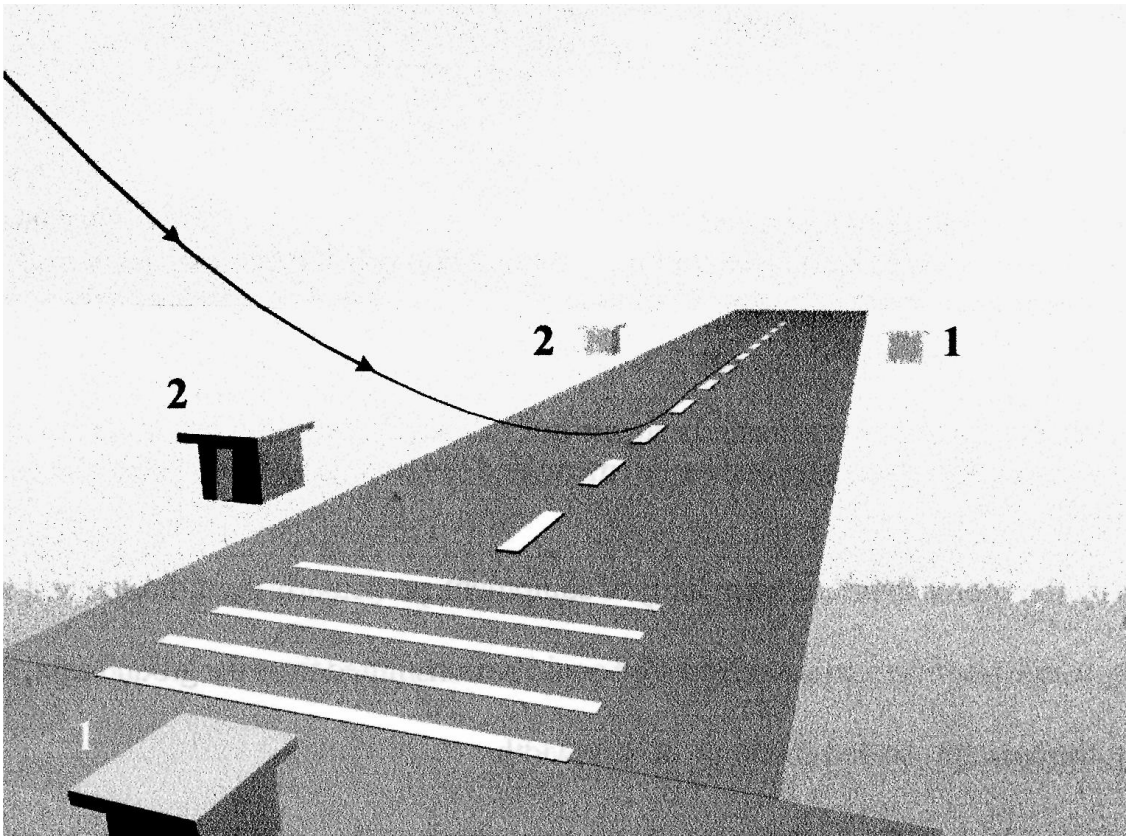
Uninterruptible power sources from the SEARL EFFECT GENERATOR (S.E.G.) will be supplied with the equipment.

G: *The standard of performance expected of the STARSHIP EXPLORER or any other I.G.V. operations programmes using this landing system – will exceed the requirements of a Category III civil air transport landing system.*

5: RAIN ATTENUATION CONSIDERED.

A: *The I.G.V. landing system will operate in the frequency band of 15.4 to 15.7 GHz (depending that this is still open at the time of required use).*

This is a rain absorption band wherein the presence of water along the path reduces the signal strength at the receiver as a function of the rain density and path length.



Microwave landing system installations for the STARSHIP EXPLORER includes: (1) Collocated azimuth / DME sites.
(2) The elevation sites.

The runway is fully equipped for bi-directional approaches.

B: *While there is fairly accurate information on the degree of attenuation for a known rain condition, there is little of a quantitative nature to identify the average amount of rainfall found along a path of some 10 to 20 miles in length.*

It is highly unlikely, however, that the rainfall will be uniform over that path.

C: *The SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM (S.I.S.R.C.) Microwave Landing System design requirement must be based upon a worst possible rain condition of 80 mm per hour over a 20 mile path.*

There is no evidence that such rainfall has ever occurred.

A reasonable worst case rain model is more difficult to hypothesize, therefore, at this stage of writing; I feel that none should be presented here.

D: *Let it suffice to say, that to my knowledge to date – that in the many years of flying by three states using similar systems on a world-wide operational basis there has yet to have been a reported case where landing guidance was not provided along the desired path.*

E: *No problem from rain attenuation can be foreseen at this time / nor can be expected in the STARSHIP EXPLORER landing operation / or in any other I.G.V. landing operations.*

F: *The STARSHIP EXPLORER landing guidance system is to be my candidate for standardization for the SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM throughout the world – at all landing bases in the future of the company – and will be employed on all I.G.V.s as a primary system.*

6: LANDING GUIDANCE – I.G.V'S – NORMAL AIRLINE OPERATIONS.

A: *As the I.G.V. can be operated on full flight programmes – within present day airline operations – without the need of crews, or the use of one person to handle any possible malfunction of equipment on the craft where double or triple redundancy is not employed on the craft.*

Landing guidance systems for airports are being study outside that already mentioned here in this issue.

B: *Out of five new systems concepts to date proposed for future use by airlines.*

The one that so far interest Prof. Searl is a non-visual precision approach and landing guidance system whose design is based on use of air-derived guidance data from simplified equipment, particularly the avionic sub-systems.

C: *The system that appeals to Prof. Searl at this time of writing is called INTERSCAN.*

D: *During many study periods of present day standards of instrument landing systems (ILS) would continue to serve civil aviation for many years to come it has basic limitations.*

I appreciate that the velocity of the I.G.V. would place this type of equipment behind in technology approach to problems involved.

I therefore, am looking for a system to study that would meet not only the I.G.V. requirements, but that of normal aircraft now in use.

That the system; will add new knowledge to our banks of data.

I am also determined that the system used within the I.G.V. complex shall do the following:

(i) *Comply with the ICAO operational requirements – wherever possible;*

(ii) *Be responsive to the environment (e.g. provide safe operation in high rainfall rates);*

(iii) *Minimize sitting requirements;*

(iv) *Exhibit such basic features as modular construction permitting expansion as required up to the maximum capabilities of the system simplicity and intrinsic integrity reinforced by effective monitoring;*

(v) *Minimize maintenance requirements.*

7: *DESIGN RATIONALE.*

A: *In the preliminary studies that preceded the formulation of the basic INTERSCAN concepts, the various avenues pursued – I carefully examined in conjunction with the material developed, the time – reference scanning beam technique, using electronically scanned antennas, appeared to have four fundamental advantages.*

B: *Firstly, the total system performance is largely determined by the ground equipment which can thus be matched to specific airport sites and requirements and can later be updated without changing the airborne equipment.*

C: *Secondly, the approach offered simplicity of equipment, particularly the airborne subsystems.*

D: *Thirdly, a high rate of guidance information could be transmitted from the ground equipment.*

E: *Finally, the concept assured economy of bandwidth.*

F: ***Antennas available at the start of my study were not attractive for my I.G.V. implementation, particularly if planar beams were to be generated.***

Such beams have a number of attributes, including the fact that planar azimuth beams provide azimuth angles to an aircraft or an I.G.V. that are independent of aircraft or I.G.V. elevation.

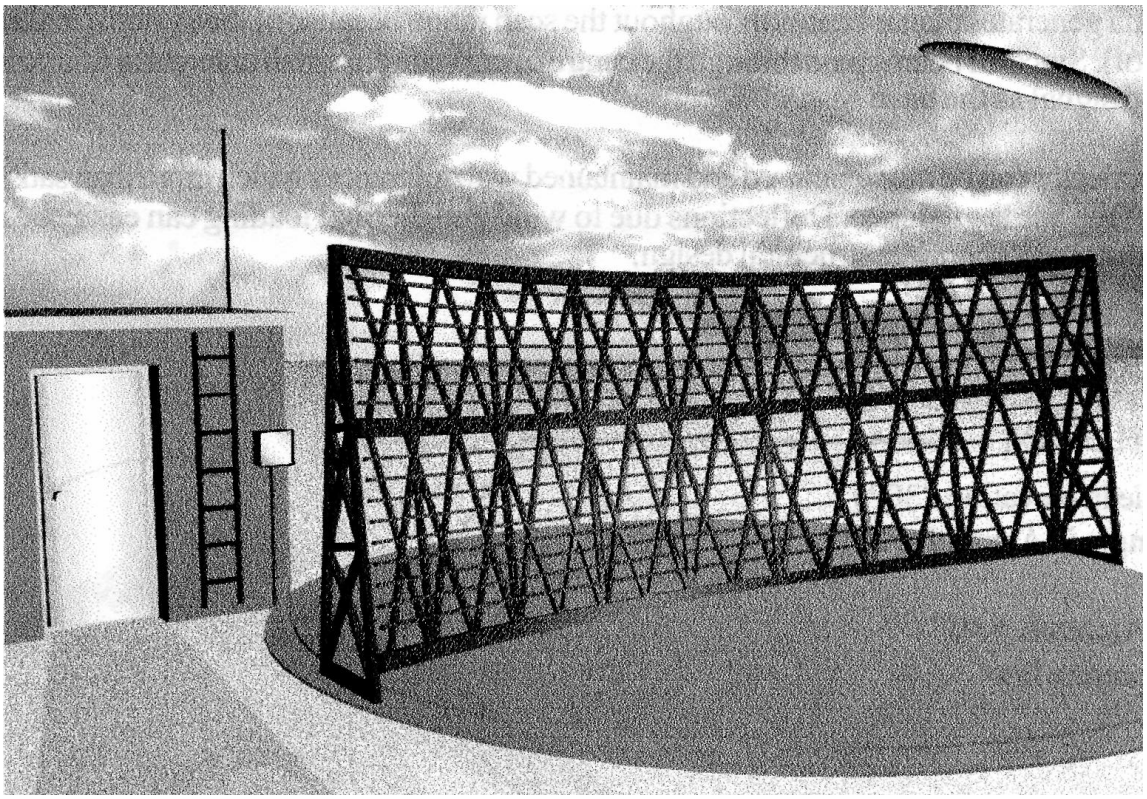


Figure 1. Part the proposed INTERSCAN ground system, for the I.G.V. airline operations – this missed approach azimuth antennae which I am studying the results of a test programme now operating to evaluate the system.

When this programme is completed, the results will be released.

G: ***Studies carried out has resulted in the development of a new antenna, which was inspired by past radio astronomy research, enabling the advantages of a time-reference scanning beam system to be realised.***

This antenna is simple in concept – this is why I like the main concept and construction and it generates an intrinsically planar beam that can be scanned by a simple electronic switching technique.

H: ***The INTERSCAN antennas for radiating azimuth and elevation guidance are based on cylindrical optics.***

A position of a fixed cylindrical reflector is illuminated by a feed to produce a collimated secondary beam.

I: ***The elements of the feed are arranged in a circular arc, concentric with the reflector, as shown in Figure 2 on the next page.***

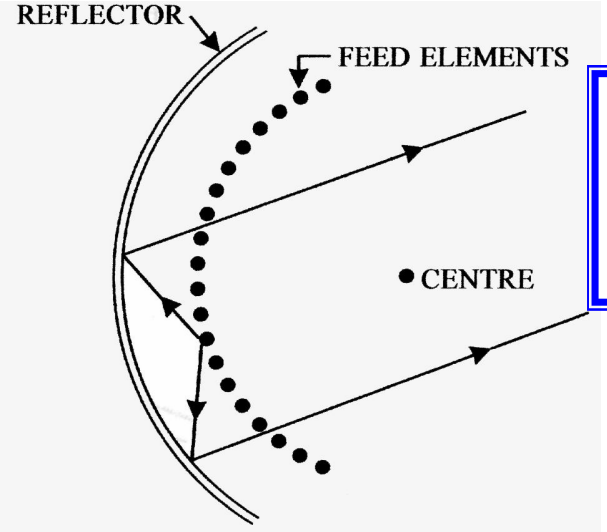


Figure 2.

Diagram of reflector and feed systems shows means of producing scanning planar beams.

The secondary beam can therefore be scanned by causing the excitation of the feed to move around the arc.

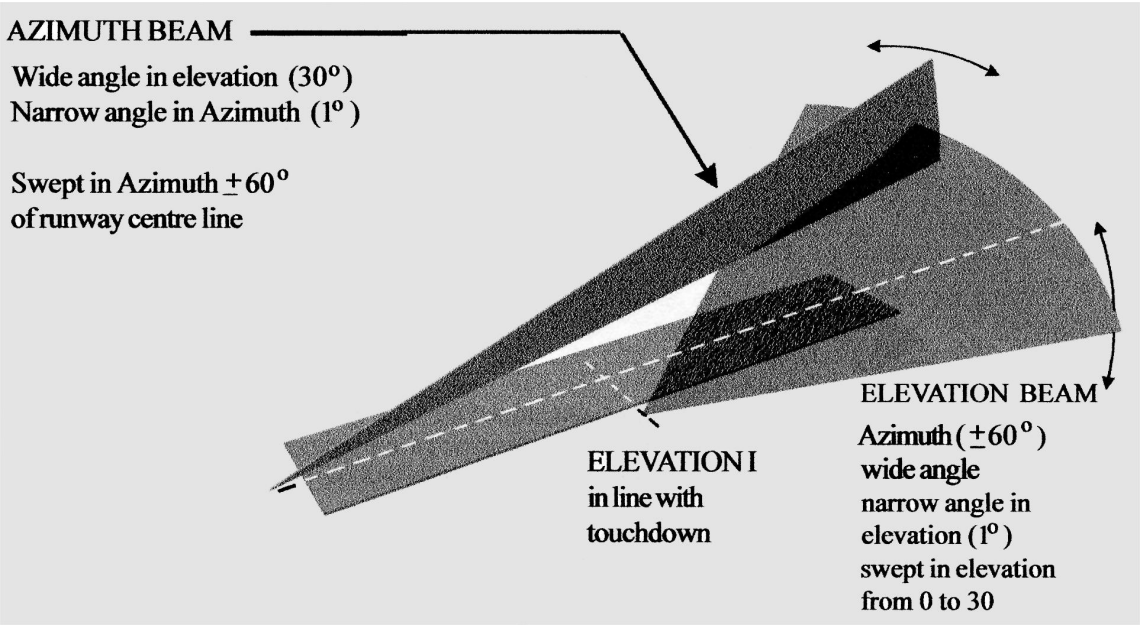


Figure 3. AZIMUTH ON EXTENDED CENTRE LINE.
Diagram showing method of scan with the addition of slant range provided by associated DME, an aircraft as well as the I.G.V. can fix position anywhere within coverage volume.

The motion is produced electronically – at each instant, a group of four feed elements is excited and, by solid-state switching of the power progressively from element, to element, the excitation appears to move continuously around the feed arc.

Thus a scanning secondary beam is produced.

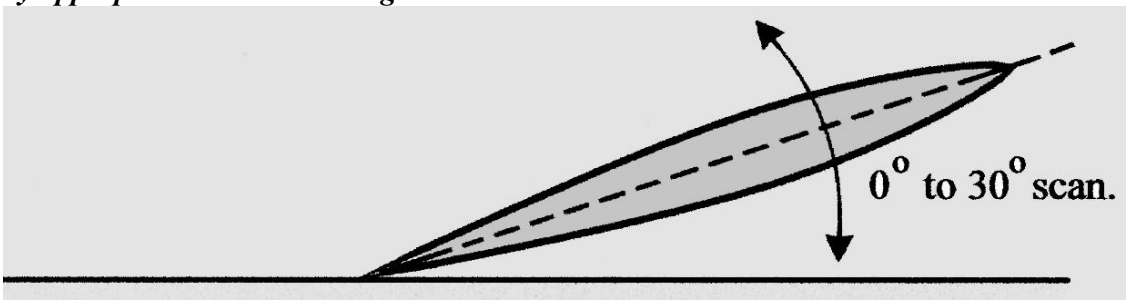
J: ***This antenna generates planar beams throughout the scan range because of the system (inherent cylindrical symmetry of).***

Since all beams pass through the centre of curvature, a small antenna at this point can

Monitor the radiated signal as the beam scans.

K: *The fixed reflector can be manufactured and maintained with tolerance which more than satisfies the required accuracy of the angle guidance.*

Deflections due to wind and thermal loading can easily be reduced to acceptable limits by appropriate structural design.



ELEVATION VIEW OF ELEVATION BEAM.

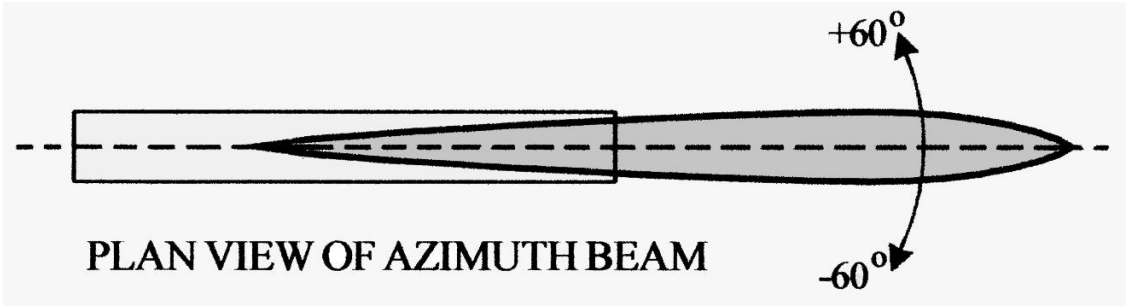


Figure 3. Principle of the INTERSCAN scanning-beam guidance system.

L: *The operation of the system during the scanning cycle is illustrated in Figure 3.*

A vertical planar beam generated by the azimuth antenna provides vertical coverage up to 30 degrees and is approximately one degree wide in the plane of scan.

This beam is scanned rapidly "to" and "fro" in azimuth.

M: *Similarly, the elevation antenna generates a planar beam wide enough in the horizontal plane to match the azimuth coverage; it also is approximately one degree wide, but in the vertical plane, and it is scanned "to" and "fro" within the elevation coverage of 0 to 30 degrees.*

N: *The azimuth and elevation angle information provided by these two beams is combined in the I.G.V. or aircraft with distance information from the distance measuring equipment (DME), thus determining the I.G.V. / AIRCRAFT position in space.*

O: *Angular position information is transmitted by scanning the planar beam at a precise rate.*

The beam is scanned uniformly from an initial angular position at one extremity of scan to the final angle at the other extremity and then back again to the initial position, thus producing the "to" and "fro" scan.

P: *A I.G.V. or aircraft within the coverage sector receives a "to" pulse followed by a "fro"*

Pulse.

The time interval between the two pulses is linearly related to the angular position of the receiving point – in this case, the I.G.V. or aircraft.

Q: *This beam is the essential time reference system on which INTERSCAN is based.*

The SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK – MANNED FLIGHT DIVISION – I.G.V. OPERATIONAL REQUIREMENTS DEMANDS.

The angular position of the I.G.V. or aircraft is uniquely determined by the simple measurement of the time interval between each of the two pulse pairs received.

No additional encoding of the beam is needed to provide neither angle information nor are any additional reference signals required.

R: *The bandwidth of the angular guidance information is only that required to pass the "to" and "fro" pulses.*

Even when a number of guidance functions (azimuth, elevation, etc.) are transmitted in time sequence at update rates of 20 per second, the bandwidth required may be less than 100 KHz, wide frequency tolerances can be accommodated and channel capacity can exceed the ICAO requirements.

S: *Multi-path interference can occur in navigation systems when the guidance signal received at the I.G.V. or aircraft is contaminated by components which have been reflected from local terrain or obstacles such as airport buildings and taxing aircraft or I.G.V. lift-off.*

T: *The scanning beam system to be used by the SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK – MANNED FLIGHT DIVISION – must be free as far as humanly possible, of this type of interference.*

This is why the SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK, select the choice of INTERSCAN which minimises this form of interference by transmitting the guidance as a rapidly scanning narrow band beam with coverage that can be adjusted to suit difficult airport sites.

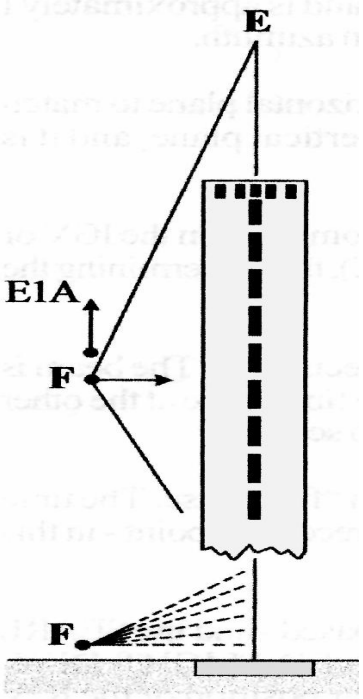
Thus, the narrow beam being received at the I.G.V. or aircraft is unlikely to be illuminating any reflecting objects.

However, if this does occur, the high scan rate (and thus the high rate of transmission of guidance information) allows the interference effects to be minimised by averaging.

U: *The INTERSCAN flare guidance sub-system provides ground referenced height contours for such guidance without needing DME information.*

The use of a single subsystem enables accuracy and integrity requirements to be meet easily.

NOTE: *this report may vary a bit to the last four reprints due to added pictures and terms updated to that now in use.*



The arrangement of the flare subsystem is illustrated in Figure 4, where a planar beam is scanned "to" and "fro" about an axis parallel to the runway centre line for aircraft and landing pad (apron) for I.G.V.

Since the distance of the antenna from the runway or apron centre line is fixed, the height of the I.G.V. or aircraft above the runway / apron is a simple function of the elevation angle defined by the flare antenna.

This antenna usually would be sited at distance from 100 to 200 metres from the runway / apron centre line in an area adjacent to the touch down region.

V:

Figure 4. Arrangement employed for the flare guidance sub-system.

W: ***The flare antenna could be similar to the planar elevation antenna previously described but located so that its scan axis is parallel to the runway / apron centre line.***

However, to obtain very wide azimuth coverage, a different antenna will have to be developed.

X: ***I feel that a suitable choice would be that which consists of an array of radiating elements arranged around a circular arc, the axis of which is parallel to the runway / apron.***

Scanning is achieved with the same technique used in the feed system of the other angle subsystems.

This produces a radiating source which moves "to" and "fro" round the arc.

Y: ***The I.G.V. or aircraft receives long "to" and"fro" pulses in which the carrier frequency changes continuously from a high to a low value.***

The "to" pulse is delayed in the receiver processor and correlated with the "fro" pulse.

The time delay required for maximum correlation is a measure of the angle from the antenna and hence the height above the runway or apron.

8: SYSTEM CONFIGURATION.

A: ***INTERSCAN has been designed specifically to meet the ICAO OPERATIONAL REQUIREMENTS and as such is aimed at providing, on a modular basis, wide sectors of precision guidance information in the approach and missed approach regions.***

B: ***The complete system consists of six subsystems providing the following guidance***

Functions:

(i) *Azimuth A – approach guidance in azimuth.*

(ii) *Azimuth B – missed approach and take-off guidance in azimuth.*

(iii) *Elevation A – approach guidance in elevation.*

(iv) *Elevation B – missed approach guidance in elevation.*
This is not a firm ICAO requirement.

But this is a firm requirement of the:

SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK.

C: *All subsystems are independent; one or more may be omitted from a particular airport installation while still retaining the full capability of those which are installed similarly, the airborne equipment can be provided on a modular basis; a simple airborne installation might be equipped to receive only azimuth A and elevation A, where an I.G.V. or aircraft was operating on short hauls or local runs.*

While other I.G.V.s or aircraft on medium or long haul, or space missions would carry a maximum capability airborne system would receive all the guidance functions.

I.G.V.'s operating on unmanned modes either in passengers or freight or both must be fully equipped with all six guidance systems.

D:

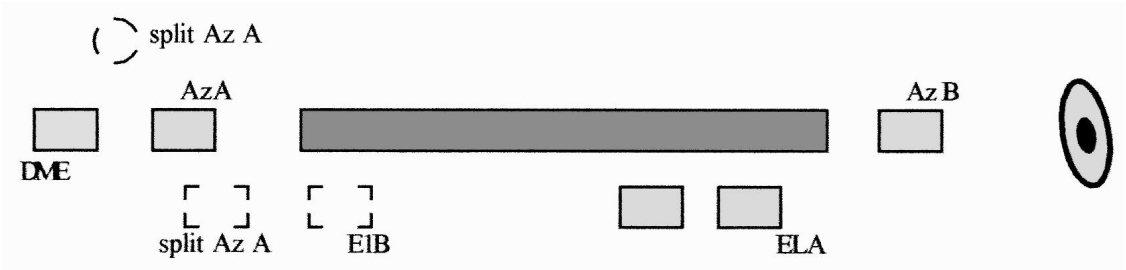


Figure 5. Simplified plan view of INTERSCAN subsystems location about an airport runway centre line.

The layout of the INTERSCAN subsystems for a typical airport is shown in Figure 5.

Azimuth A is located beyond the stop end of the runway or apron and the azimuth B at the threshold end.

The system now being developed provides for an azimuth A coverage of 60 degrees either side of the runway or apron centre line and an azimuth B coverage of 20 degrees either side of the centre line increased coverage for the latter can be provided by modular additions as required.

E: *The layout also shows the "split-azimuth" option which is being developed.*

In this case, the normal azimuth A subsystem located on the extended runway or apron centre line can be replaced by two antenna systems symmetrically located about the

Runway or apron centre line.

This capability is particularly valuable in many cases where it is difficult to locate the azimuth subsystem on the extended runway or apron centre line.

The elevation subsystem is located beside the runway or apron about 300 feet from the threshold.

F: *Many Alternative sitting arrangements are possible to suit varying requirements.*

In some cases, such as I.G.V.'s or heli-ports only, the system may have azimuth and elevation subsystems only and these could be co-located.

9: *SIGNAL FORMAT.*

A: *INTERSCAN operates entirely in C-Band – 5000 – 5250 MHz, and provides initially 200 channels of complete guidance information.*

Azimuth, elevation and flare guidance are radiated in each of the channels located in one-half of the band while the other half of the band can be used for 200 C-Band DME channels.

Additional channels can be provided for angle guidance because of the small bandwidth needed for each channel of a time-reference system.

B: *The five angle guidance functions of INTERSCAN can be radiated in either a time or frequency multiplexed signal format, or a combination of both, but a frequency multiplexed format, where each subsystem is radiated on a separate sub-channel, has been used for the prototype to reduce the development time needed to demonstrate the system performance, by the developers.*

A time multiplexed format has the advantage of occupying a smaller bandwidth for each channel and is the basis of an ongoing programme to investigate various signal formats.

C: *In the signal format being used for the first demonstration system installed at Melbourne airport, which I have had the pleasure of landing there and taking-off from there, the five angle guidance functions – azimuth A and B, elevation A and B, and flare are radiated on separate sub-channels within the channel.*

The complete cycle, of functions is transmitted in a 50-millisecond period for azimuth and flare and a 25-millisecond period for elevation, resulting in the azimuth and flare guidance information being transmitted 20 times per second and elevation 40 times per second.

D: *All guidance subsystems transmit additional data such as runway or apron and aerodrome identification, systems status and meteorological information.*

This will apply to all the SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM flight operations.

E: *The basic angular information radiated by the azimuth and elevation subsystems provides guidance information for straight-in approaches and departures at a variety*

Of angles within the coverage volume.

Curved and segmented approaches require the addition of distance information to give complete position and the capability in the aircraft or I.G.V. to compute the track guidance to fly the selected curved flight path.

F: *The SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM – MANNED FLIGHT DIVISION accepts in logic terms that future flight business as a whole will have, to accept the FACT that the need for un-crewed vehicles will become a must to operate economically within any form of flight business or the interference of human beings in ways of strikes or go slow action or even to protect the contents of goods:*

Such as gold Au 79 or radioactive materials or V.I.P's being transported to special meetings or prisoner transfers to jails far apart

being conveyed by the company against kidnapping or high-jacked actions or wilful damage to vehicle structural complex internal or externally to cause the vehicle to change route or prevent its departure must now be viewed in present day light on past FACTS that vehicles that do not used manned crews have a place that is urgent in airline operations and businesses that today do not yet use their own flight vehicles that would greatly benefit from doing so, are the Post Office and Banks and even the Police Department dealing with these problems will be dealt with in due time.

This urgency felt by me makes all forms of guidance for automatic landings / flight paths etc shall be considered in great depth to find the correct answer to these needs.

G: *At this time I am interested by two type of DME which are being evaluated in the INTERSCAN development to provide distance information.*

One is a new type of DME operating in C-BAND but on separate channels from the angle measuring system and thus independent of all the angles subsystems.

The other is an L-BAND DME which is aimed at being compatible with the ICAO standard DME but with upgrade ground and airborne equipment to improve the accuracy.

10: PROGRAMME OF DEVELOPMENT.

A: *All the above reference in my acceptance of this class of technical advancement to be used within my programme is in fact based on the following details:*

(i) *During Phase 1 of the project, which was carried out during 1972 and early 1973, ICAO requirements for the new guidance system were analyzed and the new concepts verified.*

By early 1973, the analytical and experimental work had reached the stage where the feasibility of the system had been established and a decision was made to proceed into Phase 11.

(ii) *Phase 11 of the project includes the design and manufacture of a complete INTERSCAN system and its installation at MELBOURNE airport, followed by*

This second phase began in mid 1973 with the design and manufacture of equipment in a range of ground and airborne modules.

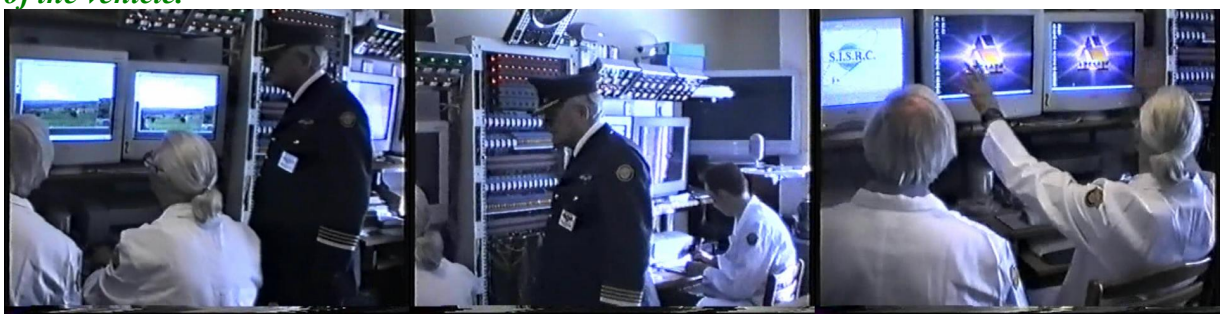
(ii) Amalgamated Wireless (A/Asia) Ltd is the prime contractor for Phase 11 work in association with several Australian subcontractors.

The industry design and manufacturing effort is being supported by an active research programme carried out by the Radio-physics Division of CSIRO.

11: I shall close this discussion at this point which shows clearly that many people are needed to create the world ready for the S.E.T. to function as part of our new world of tomorrow.

It takes a lot of equipment to create good films vision and audio wise and many people to invent them to record everything that my team and I undertake – the hardship and the joys we share. The cost increases each day it takes to achieve that success we seek to create a better world for all mankind regardless.

SPACE PROJECT WANDERER uses a slender Disc as its carrier; a new concept in space and atmospheric vehicle design. A technique which is being developed to accommodate an advance drive complex. The nature of which having determined the shape and limiting structure criteria of the vehicle.



It takes a team effort to create the tomorrow world; which is now under construction – requires good men and women whose heart are really to see a new tomorrow for the children of tomorrow – that they will have a future to look forward too. Having to re-buy equipment that was stolen cost far more today.

28: This is just one of a million things I need to know to design the I.G.V. for deep space missions. It is clear from what I have seen from these experts on the web they need to return back to school and study basic science to which they appear to be in short supply of.

29: I shall now continue with your argument that my technology breaks all the laws of physics.

SEARL INTERNATIONAL SPACE CONSORTIUM – UK-HQ.
CLEAN ENERGY RESEARCH & DEVELOPMENT.

PROJECT	**:**	**SEARL EFFECT GEREATOR (S.E.G.)**
DATE	**:**	**JUNE 20TH 1968.**
SUBJECT	**:**	**SIR ISAAC NEWTONS LAWS.**
STUDY	**:**	**MOMENTUM IS CONSERVED.**
SECTION	**:**	**NINE.**
AUTHOR	**:**	**PROF. J. R. R. SEARL.**

The scientific world has down credit the Searl Effect Generator as impossible because it breaks all the laws of physics – yet so far in this report that been investigated no laws has yet been broken – except the experts pride.

I shall continue this investigation; so we all can witness if it does break any laws – after all – I never made those laws, Sir Isaac did.

The Searl Effect Generator demands reliability and integrity.

The Searl Effect Generator is a new concept in clean energy technology. A technique which is being re-developed to create a non-pollution status upon planet Earth as it does not burn fuel at its input stage.

Design to meet all earthly needs in energy road – rail – air – space – home – factories – hospitals.

There is nothing impossible except that the state of your mind makes it so – everything made by man was impossible so claim the experts – how strange these things are in common use today by millions!

By Prof. John Roy Robert Searl.
Chairman: UK Division.
Clean Energy Research and Development.
Mortimer – Berkshire – England.

1: The clean Energy program has been hit hard by so-called experts of our time who clearly know everything – and claim that I know absolutely nothing – never had nothing – and will never have nothing – some experts – claim I live in the world of fantasy – then let me correct them – everything made by man came from the world of fantasy – not from the world of reality.

2: From the parts you have already seen here on this site that world of fantasy sure is an exciting world to be in – for it creates all the tomorrows that otherwise would never come into reality.

3: So let me carried on with my investigation: if the Searl Effect Generator breaks all the laws of physics; so far nothing has been uncover in support these so-called experts – who ought to be given 12 strokes of the cane across their bare buttocks to help them to STOP, THINK, and ACT in an intelligent way.

4: My investigation has started with the laws of Sir Isaac Newton, which I shall continue this study in the same light as his laws are purely a possible solution to solving engineering problems, not intended as an absolute answer but in 99% of cases it works – so far no problem been encounter.

5: ***MOMENTUM IS CONSERVED!***

I can verify the above assumptions experimentally, just as Sir Isaac Newton must have done so long ago.

First, that if two stationary object of equal mass are separated by an explosion they will move apart with the same speed – which was clearly displayed by the S.E.G. mock up.

Even though I do not use an explosion to prove Sir Isaac Newton – nevertheless it is similar in its function reaction.

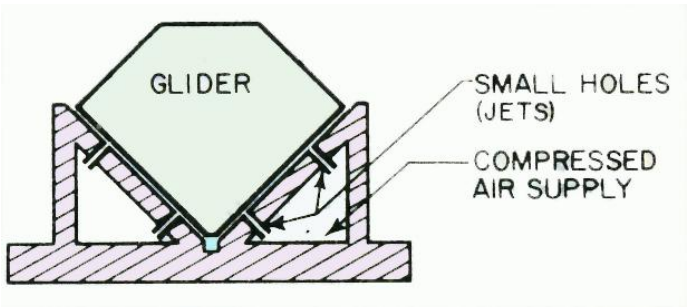


FIGURE 9.1

End view of linear air trough.

Second, if two objects of equal mass, coming together with the same speed, collide and stick together they will stop.

6: The S.E.G. roller sets never touches any other roller sets – in the mock up what we witness is that once I encourage the rollers sets to move sometimes at start up they bump one another but failed to stick, and quickly separate themselves into their correct function cycle. Therefore these roller sets are far more complicated then this discussion point relates to.

7: This I can do by means of a marvellous invention called an air trough, which gets rid of friction,

The thing which continually bothered Galileo, (1564 – 1642) Figure 9-1,

8: Galileo could not do experiments by sliding things because they do not slide freely, but, by adding a magic touch, I can today get rid of friction.

9: My objects will slide without difficulty, on and on at a constant velocity, as advertised by Galileo.

10: This function I can achieve by supporting the objects on air – strange when you think on it – why it took so long for such a function to be invented.

11: Maybe you called it just simply steps in the progress functions in real time – but like all those invention that has been, tomorrows inventions will follow the same functions as those of the past class as time consuming technology.

12: Because air has very low friction, therefore my object glides along with practically constant velocity when there is no applied force.

13: First, let me use two glide blocks which have been made carefully to have the same weight, or mass; their weight was measured really, but I know that this weight is proportional to the mass, which is vital to know when playing with fire.

And I place a small explosive cap in a closed cylinder between the two blocks Figure 9-2.

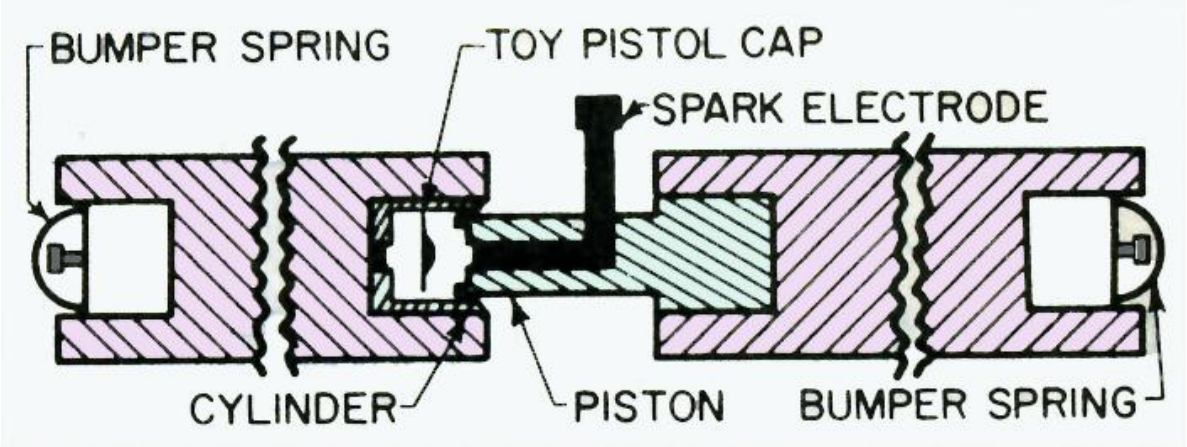


Figure 9-2. Sectional view of gliders with explosive interaction cylinder attachment.

14: I shall start the blocks from rest at the centre point of the track and force them apart by exploding the cap with an electric spark.

15: What do you think should happen?

16: Now if the speeds are equal when they fly apart, they should arrive at the ends of the trough at the same time.

17: On reaching the ends they will both bounce back with practically opposite velocity, and will come together and stop at the centre where they started.

18: It is a good test; when it is actually done the result is just as I have described Figure 9-3. Let us study this first then let me see if I can relate this to the S.E.G. Because I need you understand the reality which is involved here.

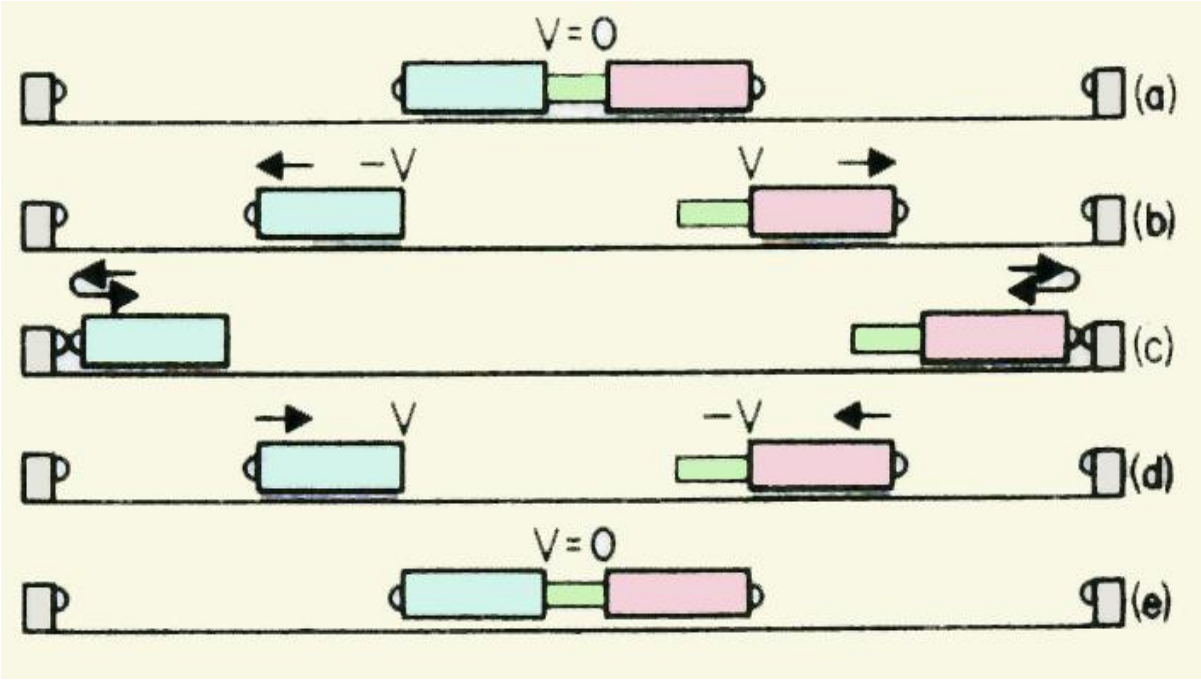


Figure 9-3. Schematic view of action=reaction experiment with equal masses.

19: Now let me proceed with the next thing I would like to figure out is what happens in a less simple situation.

20: For argument sake let me suppose that I have two equal masses, one moving with velocity ט and the other standing still, and they collide and stick; what do you think is going to happen?

21: What I perceive is that there is a mass 2m altogether when I am finished, drifting with an unknown velocity.

22: What do you think that velocity will be measured at?

23: That is the problem.

24: For me to find that answer, I have to make the assumption that if I ride along in a car, physics will look the same as if I were standing still.

25: I start with the knowledge that two equal masses, moving in opposite directions with equal speeds ט, will stop dead when they collide.

26: Now let me again suppose that while this happens, I am riding by in an automobile, at a velocity —ט

27: How would you think that this condition would look like?

28: Since I am riding along with one of two masses which are coming together, to the impressed imaged I perceived that appears to me to have zero velocity.

29: The other mass, however, going the other way with velocity ט, will appear to me to be coming toward me at a velocity 2ט. See Figure 9-4.

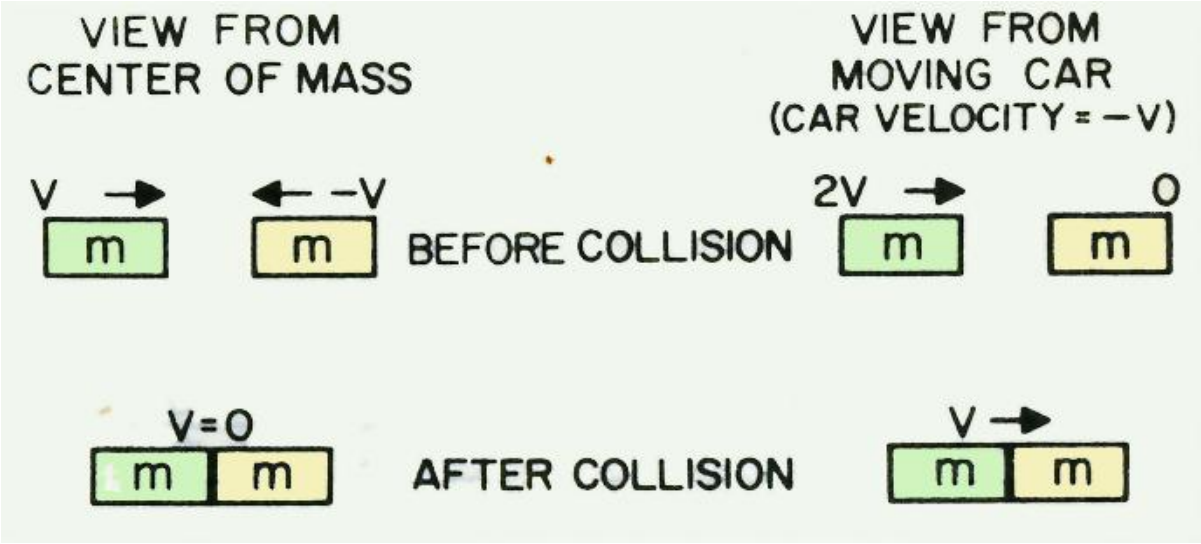


Figure 9-4, Two views of an inelastic collision between equal masses.

30: Finally, the combined masses after collision will seem to be passing by with velocity ʊ.

31: I therefore conclude that an object with velocity 2ʊ hitting an equal one at rest, will end up with velocity ʊ, or what is mathematically exactly the same, an object with velocity with velocity ʊ hitting and sticking to one at rest will produce an object moving with velocity ʊ/2.

32: NOTE: that if I multiply the mass and the velocity beforehand and add them together, mʊ + 0, I get the same answer as when I multiply the mass and the velocity of everything afterwards, 2m times ʊ/2.

33: So that tells me what happens when a mass of velocity ʊ hits one standing still.

34: In exactly the same manner I can deduce what happens when equal objects having any two velocities hit each other.

35: Let me again suppose I have two equal bodies with velocities v_1 and v_2, respectively, which collide and stick together.

36: Do you know what their velocity ʊ is after the collision?

37: Again I ride by in an automobile; say at velocity v_2, so that one body appears to be at rest.

38: The other one create a sense impression that appears to have a velocity $v_1 - v_2$, and I have the same case that I had before.

39: When it is all finished they will be moving at $\frac{1}{2}(v_1 - v_2)$ with respect to the car.

40: Do you have any idea what then is the actual speed on the ground?

41: It is $v = \frac{1}{2}(v_1 - v_2) + v_2$ or $\frac{1}{2}(v_1 + v_2)$

Again I note that:

$$mv_1 + mv_2 = 2m(v_1 + v_2)/2.$$

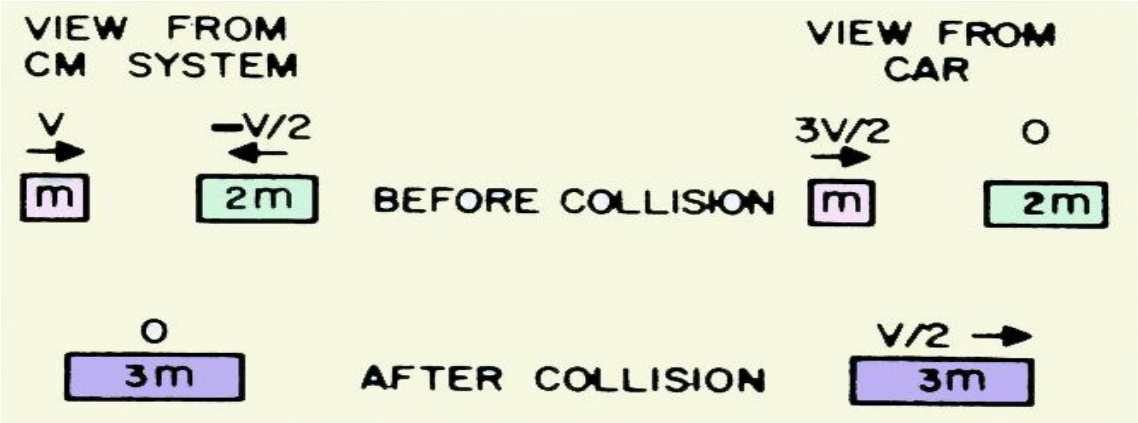


Figure 9-5. Two views of another inelastic collision between equal masses.

42: Thus, if I use this principle, I can analyze any kind of collision in which two bodies of equal mass hit each other and stick.

43: In FACT, although I have worked only in one dimension, I can find out a great deal about much more complicated collisions by imagining that I am riding by in a car in some oblique direction.

44: The principle is the same, but the details get somewhat complicated.

45: In order to test experimentally whether an object moving with velocity ט, colliding with an equal one at rest, forms an object moving with velocity ט/2, I may perform the following experiment with my air-trough apparatus.

46: Let me place in the trough three equally massive objects, two of which are initially joined together with my explosive cylinder device, the third being very to but slightly separated from these and provided with a sticky bumper so that it will stick to another object which hits it.

47: Now, a moment after the explosion, I have two objects of mass m moving with equal and opposite velocities ט.

48: A moment after that, one of these collides with the third object and makes an object of mass 2m moving, so I believe, with velocity ט/2.

49: Now, how do I test whether it is really ט/2?

Yes, that is a very good point – I too am wondering how I am going to explain that issue.

50: Let me see; if I arrange the initial positions of the masses on the trough so that the distances to the ends are not equal, but are in the ratio 2:1.

Are you with me upon this solution, as a start towards my objective?

51: Thus my first mass, which continues to move with velocity ν, should cover twice as much distance in a given time as the two which are stuck together (***allowing for the small distance travelled by the second object before it collided with the third***).

52: The mass m and the mass 2m should reach the ends at the same time, and behold when I tried it to check if that was the results it was correct in 1968.

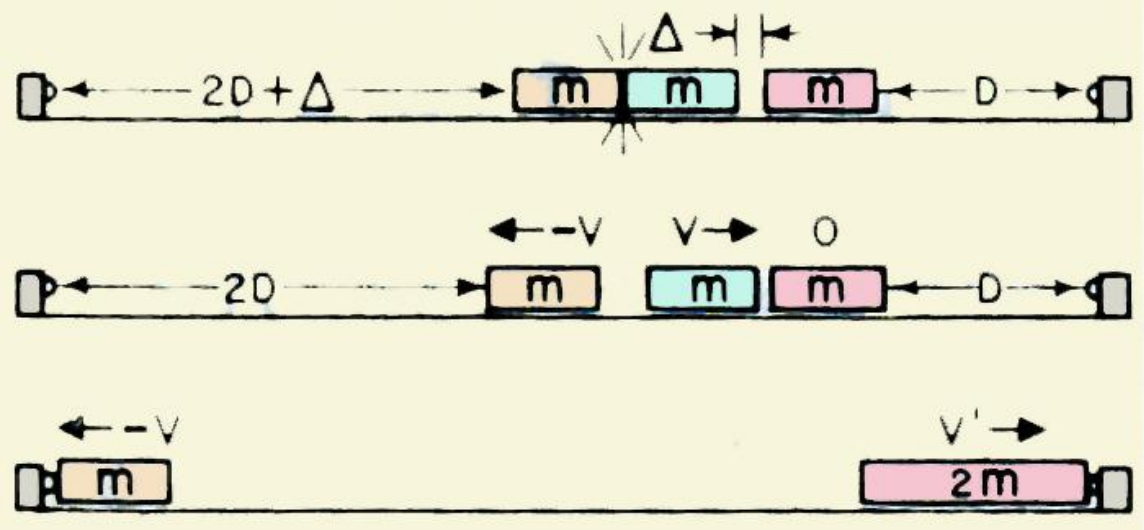


Figure 9-6, An experiment to verify that a mass m with velocity ν striking a mass m with zero velocity gives 2m with velocity ν/2.

53: My next problem is that I want to work out is what happens if I have two different masses.

54: Let me take a mass m and a mass 2m and apply my explosive interaction.

55: What do you think will happen?

56: If, as a result of the explosion, m moves with velocity ν, with what velocity do you think 2m move?

57: This experiment which I have just done may be repeated with zero separation between the second and third masses, and when I tried it I got the same results, namely, the reacting masses m and 2m attend velocities –v and v/2.

58: From this experiment I can accept that the direct reaction between m and 2m gives the same results as the symmetrical reaction between m and m, followed by a collision between m and a third mass m in which they stick together.

59: Furthermore, I find that the masses m and 2m returning from the ends of the trough, with their velocities (***nearly***) exactly revered, stop dead if they stick together.

60: Now, the next question which you may ask is this:

What will happen if a mass m with velocity ν, let's say, hits and sticks to another mass 2m at rest?

61: To my mind that is very easy to answer using my principle of Galilean relativity, for I simply

Watch the collision which I have just described from a car moving with velocity —ט/2 Figure 9-7.

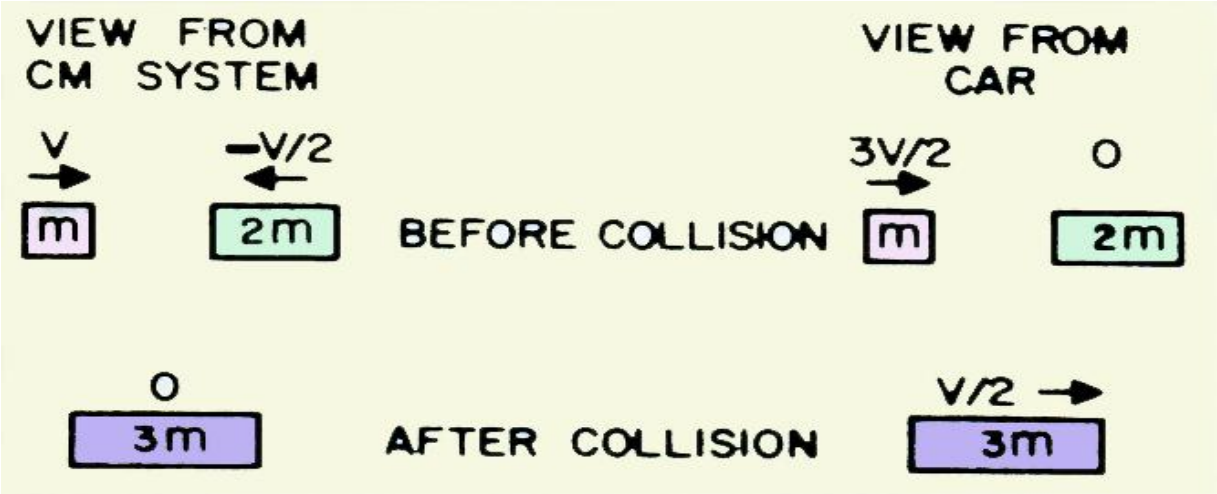


Figure 9-7. Two views of an inelastic collision between m and 2m.

From the car, the velocities are:

$$v'_1 = v - v(\text{car}) = v + v/2 = 3v/2$$

And

$$v'_2 = -v/2 - v(\text{car}) = -v/2 + v/2 = 0.$$

62: NOTE that after the collision, the mass 3m appears to me to be moving with velocity ט/2.

Hi flowerbower, wake up: do you with all that expertise agrees with my statement here?

Sorry about that he or she is such an idiot that I cannot help giving the idiot a kick up the arse from time to time, what say you?

63: Quite naturally I have the answer, i.e. the ratio of velocities before and after collision is 3 to 1: if an object of mass m collides with a stationary object of mass 2m, then the whole thing moves off, stuck together, with a velocity 1/3 as much.

64: The general rule Flowerbower again is that the sum of the products of the masses and the velocities stays the same: mט + 0 equals 3m timesט/3, so I am gradually building up the theorem of the conservation of momentum, piece by piece; as I intend to cover every issue of my technology Flowerbower so remember that your crap on youtube place your image deeper and deeper in the cesspit of your own making.

65: Now I have one against two – please kindly take note Flowerbower as you have been a very naughty bugger – haven't you?

I wonder if Sir Isaac Newton would have given Flowerbower a jolly good spanking in his days.

Then again there may not be any connection between Flowerbower arse and the brain

66: Attention please, lets get back to my original same arguments, that I can predict the result of one against three, two against three etc.

The case of two against three, starting from rest, is shown in Figure 9-8.

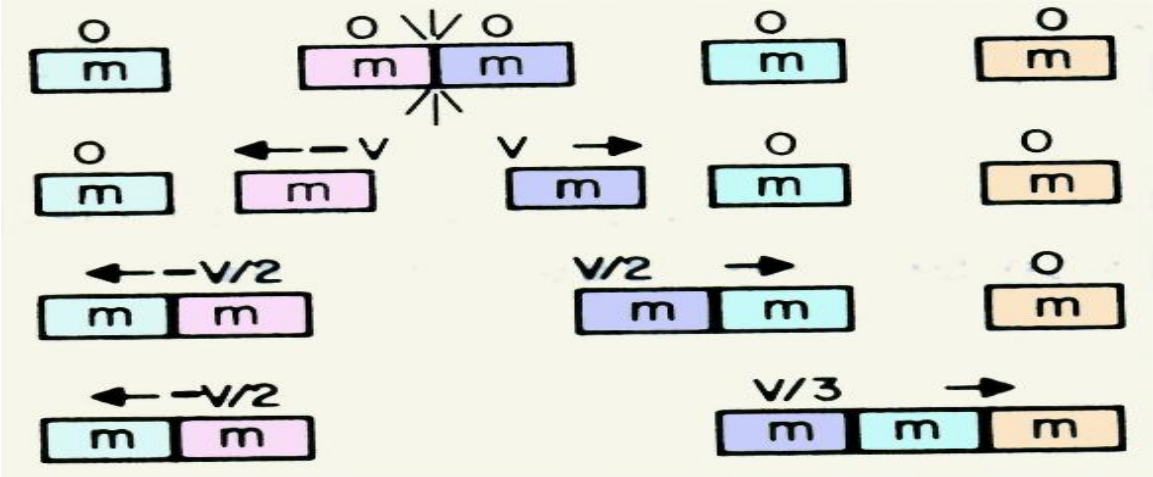


Figure 9-8. Action and reaction between 2m and 3m.

Just for the record, Sir Isaac Newton 1643 – 1727 and Galileo 1564 – 1642 were great brains in those days – yet toilet paper had not been invented to my knowledge dear Flowerbower; in fact I don't record toilet paper being available when I was young.

Yet they play a major role in my research and development work as if they were alive today assisting me in all the problems that I have to encounter in this process without them this work would not exist.

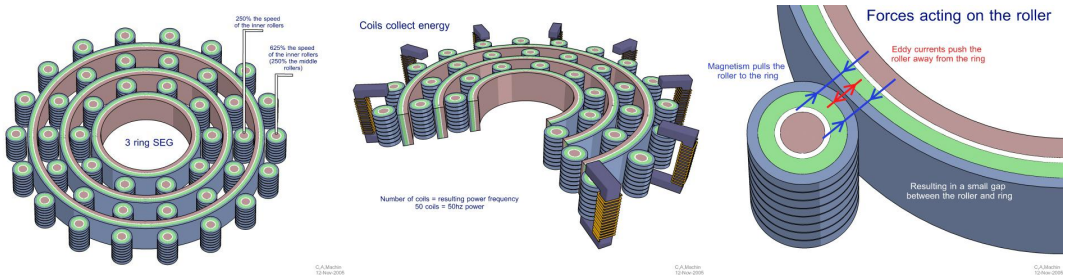
Just to remind you that what you take for granted some one had to invent it and many other inventors were also involved in the process.

67: Just like the Searl Technology it took many inventors to create it over many thousands of years; that never saw this promise land but knew that it did exist.

Today, that promise land they could see is now possible to become reality, but it will still take many people and inventors to bring it into the world of reality.

68: Take note that in every case which I have studied I have found that the mass of the first object times its velocity, plus the mass of the second object times its velocity, is equal to the total mass of the final object times its velocity.

69: Which the Searl effect generator and its mock up demonstrate to me that it is true.



70: These are all examples, then, of the conservation of momentum.

71: Starting from simple, symmetrical cases, I have demonstrated the law for more complex cases such as the Searl Effect Generator (S.E.G) and the Inverse-Gravity-Vehicle (I-G-V), which you great experts claim impossible - you will not have long to wait now to see what experts you are and its not in reality but bullshit only!

72: I could, in fact, do it for any rational mass ratio and since every ratio is exceedingly close to a rational ratio,

73: I can handle every ratio as precisely as I wish dear Flowerbower and bear in mind that it is wiser not to speak evil of those who go without and get robbed, to give to the world hope for the future, when he suffers in the process in an effort to create a better world for all mankind regardless. Unless: you are seeking a damn good spanking as a reward for your smelly crap.

Well I shall end this discussion on the laws of physics; and accept as a FACT that so far within this investigation; the S.E.G. does not break the laws of physics.

But I shall continue this investigation in part 10 of this book.

74: I am delighted to see the interest in the squares; I agree that they are really fascinating subject, something which I was never taught.

75: As I am just an old silly bugger I'll attempt to please you with another square value; let's say square 5 for an example.

17	24	1	8	15
23	5	7	14	16
4	6	13	20	22
10	12	19	21	3
11	18	25	2	9

Square = 5 Level = 2 Group = 1 Line value = 65
Options = 12 Freq = 325 Stepping = 1 Shells = 3
Shell 1 = line value divide by the square = 13
Shell 2 = Shell 1 x shell 2 total squares = 8 x 13 = 104
Shell 3 = Shell 1 x shell 3 total square = 16 x 13 = 208
Shell 2 four corners = shell 1 x 4 = 52
Shell 3 four corners = shell 1 x 4 = 52
Square 5 are one part of the cooper pair to square 6; pairing a group 1 with a group 3.
Square 5 shows that we have an input of 12 units with an output of 12 units.
It is a space frame sample only.

465	668	1	204	407
639	117	175	378	436
88	146	349	552	610
262	320	523	581	59
291	494	697	30	233

Square = 5	Level = 30	Group = 1	Line value = 1745
Freq = 8725 cycles	Options = 12	Stepping = 29	Shells = 3

Shell 3 = shell 1 x 4 = 1396
Shell 2 = shell 1 x 4 = 1396
Shell 2 = shell 1 x shell 2 number of squares = 8 = 2792
Shell 3 = shell 1 x shell 3 number of squares = 16 = 5584

This sample is the TIME FRAME and it steps by 29 and therefore is not recommended for S.E.G. design.

But if you toy around with it you might be able to get the stepping stage to 30 then it would work.

76: Clearly the TIME FRAME is extremely fussy about where it will accept you or will not accept you.

Where the SPACE FRAME is much more obliging accepts in this sample done here, hopefully you now know that even if you get a random square worked into a uniform square does not certify that you have the correct face to work from. There are 6 faces involved

77: This is why I do not use a group one type square, its time consuming to find a suitable donor.

In both SPACE FRAME and TIME FRAME I commenced with the value 1 which could had been any value.

In the SPACE FRAME MODE the value ending that chain was 25; whereas in the TIME FRAME MODE the value ending that chain was 697.

The DNA: value of square 5 = 60.

78: Long ago as 1968 an artist called upon me at Mortimer in Berkshire, England and offer to do a drawing of the future of man role in deep space for my newsletters then type on foolscap paper then photocopied for released by Mr and Mrs Sherwood in New York, USA..

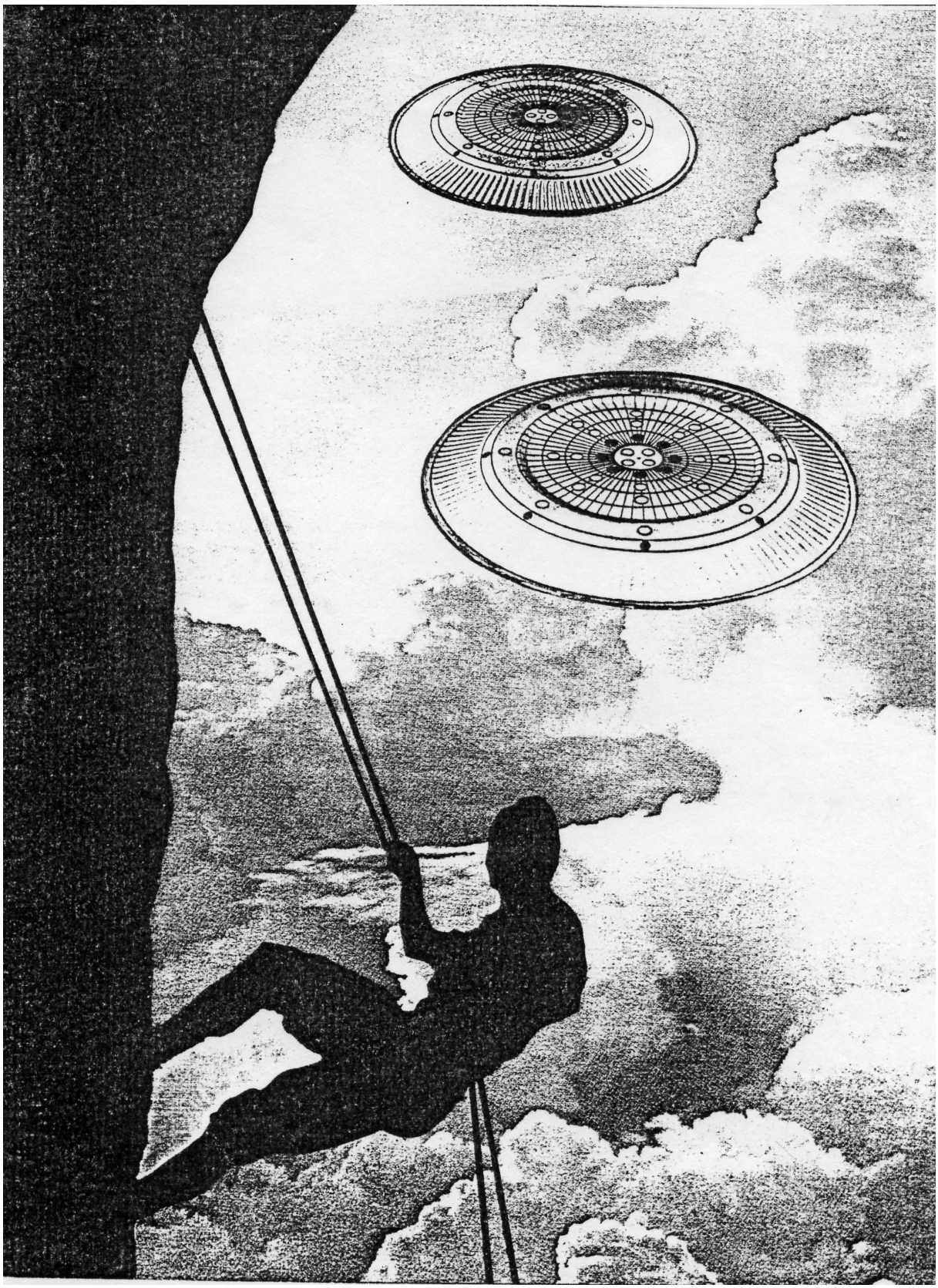
I like to release that copy again here in this book unfortunate it was in black and white as colour had not been invented then. I trust it will serve as a monument to those who went out of their way to help to interest the mass public at large upon a future that could be soon if only we worked together as one to bring it into reality.

I have no idea if that artist is still alive or not – but his effort is still around for all to see. – and if he is alive; I trust that he will recognise his work and see that it is still treasured so long after he created it.

And if you are watching; things are progressing again at last, and may the power be with you always. And thank you for your time that you gave to help me there in Mortimer – if alive I would be please for you to make contact with me. Thank you.

79: Time is like a running river, we sail upon her and what we do is the future that will be, and if you do nothing to help – then you cannot expect improvements in the tomorrows – not your children will have anything of worth to look forward too either.

80: With luck this planet may stay active for another 900 years – but will man last that long? He may not unless he makes some quick changes in his lifestyle.



81: ***This picture has been copied from an old newsletter back there in 1968 period suggesting Earthlings would through the use of the Levity Disc travel across space to far distant planets and climb the mountains there as if they were upon the surface of Planet Earth. Reality depends now upon the time factor left on***

Earth to develop such means of transport – 1968 there was time for such means to become reality – today looks bleak but at this time things are now at the discussion stage but cost will be around 100 times more to achieve what could had been done back in 1968. But we must have hope that things will be achieve that will slow down the death rate of Planet Earth to allow us time to find another home in the cosmos. If we fail than all life forms on earth will vanish and never again appear.

DOC-IT-3-1.
DATE: 30TH AUGUST 2007.
First Edition: 1st September 2007.

Searl International Space Research Consortium world-Wide. London. UK.

I, Prof. John Roy Robert Searl, has and still continuing to unit the world into new thinking in the issues of pollution and global warming, seasons changes that has now appeared to have taken you by surprise, strange I have been warning you for years about it.

This report deals with my visit to Italy, in the various steps to get a united front in cleaning up this pollution problem.

This is a continue report to update you on the progress.

SUBJECT	**:**	**Searl effect generator (S.E.G.)**
SECTION	**:**	**9.1.**
EDITION	**:**	**First.**
AUTHOR	**:**	**Prof. John Roy Robert Searl.**
DATE	**:**	**30th August 2007.**
DATE RESLEASED	**:**	**2nd September 2007.**

1: I, Prof. John Roy Robert Searl, hereby declare that the contents of this document are absolute true, taken from my records made at the time of the event to be described herein.

2: Tuesday, 28th August 2007. At 1915 B.S.T:

Miss D. Knights arrived to prepare: to travel with me to Italy; as witness to this coming event.

3: Thursday, 30th August 2007. At 0745 B.S.T:

Dr. Terry Moore arrived to travel with Miss D. Knights and myself to Italy as I had invited them to be witnesses to this meeting.

The three of us set off at 0800 B.S.T. to walk to Colindale station to commence what would be an exciting visit, and of cause at that time of the day; I had to pay my fare at least the single way at £4.00 to get to Heathrow airport Terminal three; this also applied to Dr. Terry Moore and Miss D. Knights. At the invitation: of Gianluci Daniello of New York City, U.S.A. and Mirco Gregori of Itlay.

4: The three of us caught the Northern line the Charing Cross line and had to make a decision where we would change line. The choice on offer was Leicester square to change to the Piccadilly line to Heathrow airport Terminal Three. Which for some strange reason it went like clockwork arriving at the airport and lucky for us we arrived around 2½ hours before flight was due.

5: As I was booked Business meant that Dr. Terry Moore plus Miss D. Knights separated from Prof. John Roy Robert Searl for a small interval.

6: Unfortunately it was Prof. Searl who created a hick up at the booking in counter; strangely they could not find any ticket for such a person! This demanded a maximum search to find out where on earth this strange man was then Dr Moore joined the search party followed with assistance from Miss Knights while Prof. Searl stood like an idiot thinking he was actually going home sober and without any cheese and grapes.

7: By being true musketeers all for one and one for all they stood by their partner determine to return home, with him likewise sober! This is what you call a united front against all the trials and tribulations and seeing our determination gave way and gave him an economic ticket for which Dr. T Moore paid £25 booking change fee for the agent's error.

When the supervisor realised that Professor Searl would be given Dr Moore's seat by the emergency exit and this was against health & safety regulations due to health and age, the supervisor arranged a business class seat, as originally booked by Gianluci Daniello.

6: At last we thought that we are on our way – but your are wrong this time its Miss Knights who throws a spanner in the works at the point where both Dr Moore and Miss Knights were thinking of going through security, when she made a wonderful statement that surprised me to hear those famous words which are so often spoken by women; which where that the supervisor failed to give me my booking pass back after he took it when he offered to give her a seat next to Dr. Moore.

So Miss Knights had to run all the way back to see the supervisor to obtain that pass back and return with a big grin upon her face. At last we could proceed upon our way and eventually proceed on our mission

7: We arrived at Malpensa, Milan airport, Italy; on time and there in the flesh was Gianluci Daniello smiling to welcome us and to drive us to the hotel. This interval took 2½ hours of high speed driving with a stop over to obtain drinks all rounds. We then arrived at a selected point and parked to wait the arrival of Mirco Gergori which actually occurred within seconds after us.

8: Now you know what Italians are like at welcoming people and this was no exception to the rule a truly royal reception that one expects from top official meetings.

We were then taken to the hotel Royal Roxy Plaza in Soave, as shown in the following photo in which we went to rest for around ten minutes then off we went upon the mission planned for us, and what a mission of experience it turned out to be for all of us