I shall now present the following list details only a fraction of these issues:

1) ***If the same or higher output can be achieved using a smaller work force, who should be employed?***

2) ***Should employment be a right or a privilege?***

3) ***Should the working week be reduced from five days to three days so that the work can be shared by a greater number of people?***

4) ***What methods should Searl International Space Research Consortium adopt in order to reduce the staffing levels – voluntary redundancy – early retirement, or first in last out, etc.?***

5) ***Should the retirement age be lower to say 55 years?***

6) ***What income should unemployed and retired people receive?***

7) ***What can society do to remove the social stigma attached to unemployment?***

8) ***What is an acceptable level of unemployment nationally?***

9) ***As new industries and technologies emerge, what new skills and training programmes will be required?***

The decline in personnel required for manufacturing has coincided with a shift in employment patterns, with many more people now employed in service industries such as banking, insurance, civil service, computers, education, etc.

However, although the proportion of the work force employed in production has declined the need for efficient production methods and investment in production facilities has never been greater then now for Searl International Space Research Consortium.

Remember, production creates the wealth of a nation while other functions assist with its distribution.

Increased national productivity and economic growth will only be achieved as a result of the continued introduction into the economy of personnel with the necessary education, skills and expertise to enable them to provide a positive contribution to Searl International Space Research Consortium programs.

220: ***THE PRODUCTION FUNCTION:***

The popular conception of production is that it is the function of a business which is concerned with the manufacture of goods for future sale.

The opinion is, however, too simplistic since production also concurs with the provision of services.

In business, the management of production is primarily concerned with decision making under conditions of risk and uncertainty, and obviously these circumstances apply not only to manufacturing but also to service and distributive organisations as well.

For example: Hospital administrators, super market or department store managers, local government officers, dock or airport management, quality, cost control, productivity, planning, manufacturing executives etc, as are Searl International Space Research Consortium executives.

The end products may differ but the need for factual data on which to base effective decisions remains the same.

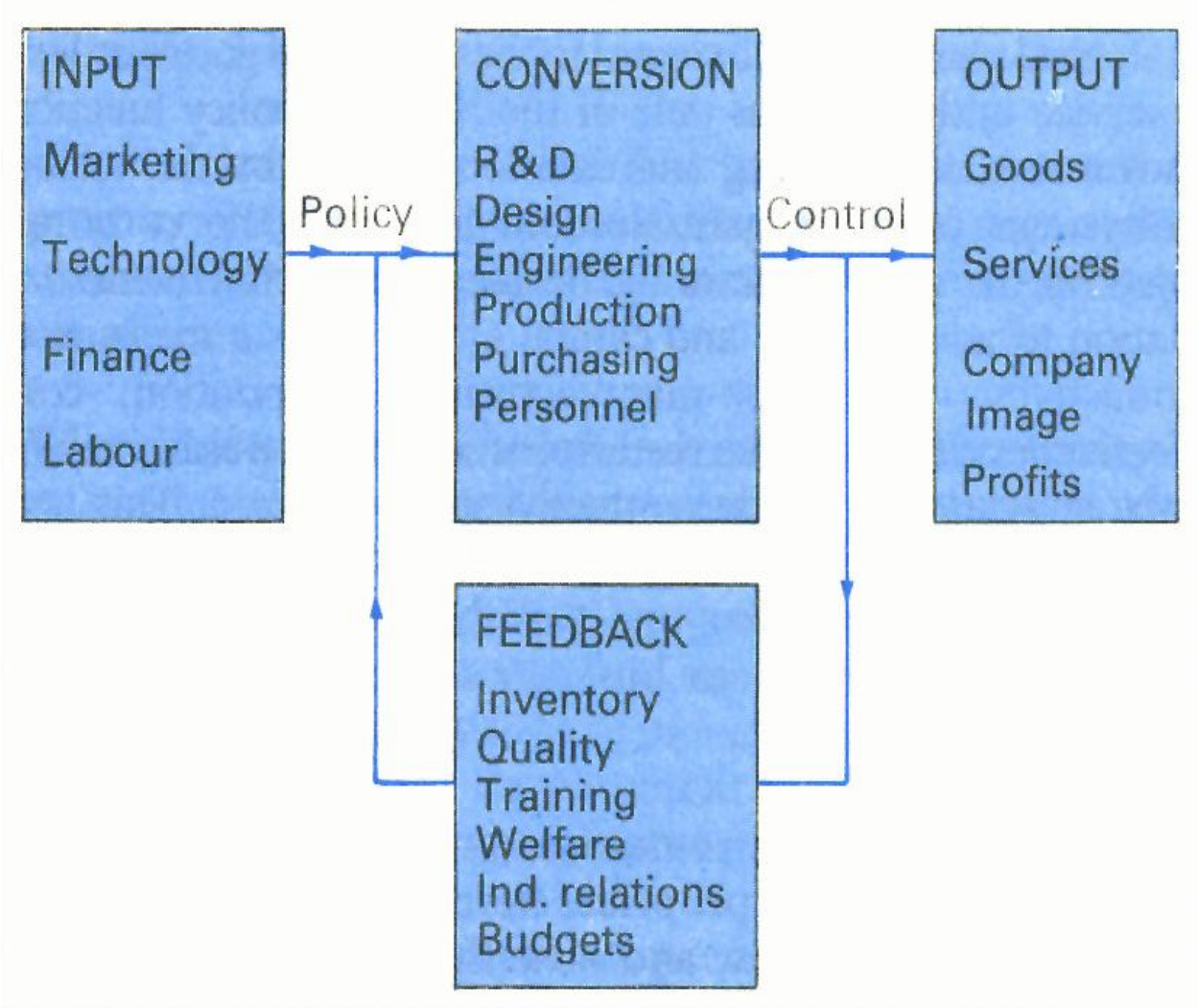


Figure 16.1 The business system.

Searl International Space Research Company comprises several sub-systems, which by now you should be appreciating that point, some functional, for example, marketing, production, purchasing and design, and some non-functional, such as legal, social and economic environments within which the company operates.

For Searl International Space Research consortium to exist as a coherent unit, each system must operate within the objectives of the whole organization.

And this requires a great deal of planning, take my word for that, with particular regard to human relations – for me that is a big problem – job to find these humans – bulk are only illustrations of human beings – purely mutants – sadly to state – education appears to make them like jelly fish hard to see but they carry a mighty big sting that kills; unsuitable for this research and development undertaking.

Searl International Space Research Consortium with particular to human relations at both strategic and tactical levels.

Figure 16.1: which shows my concept of a business system as progress becomes active changes and additions will automatically take place to show the reality that is involved as we progress towards out objectives; at this stage it shows, or at least I hope it does, these inter-relationships in the production of the Searl effect generator (S-E-G) and the Inverse-Gravity-Vehicle (I-G-V).

Searl International Space Research Consortium policy, in relation to marketing strategy, the state of the art of available technology, availability of finance and the labour supply, will determine how the conversion factors are used to optimise output.

However, this cannot be achieve without controls and feedback systems, and this has been a big problem so far for me: that people are undertaking work but not keeping a daily record and photos or film clips of what they have achieved and pass them down to me to create a living document of reality upon the development of the S-E-G or the I-G-V – which only leaves in the minds of those who hear about this work that it is some con – there is no proof – so they claim – from where I sit; I can understand the problem – unfortunate the problem is not mine – but I take the kicks, where mum never washed – or did she?

The prevailing ethos of this book is to analyse the issues associated with the conversion process resulting from policy decisions, and to introduce business studies readers to some of the monitoring and control techniques which provide a basis for decision making.

For Searl International Space Research Consortium to be effective, production managers must manipulate available resources in such a way that the productivity of the enterprise is maximised.

As I see it that this relationship can be expressed as follows:

$$\textbf{Productivity} = \frac{\text{Output achieved}}{\text{Resources used}}$$

$$= \frac{\text{Goods and services}}{\text{Capital, manpower, materials, machines, land and buildings}}$$

If Searl International Space Research Consortium Strategically planning, with regard to the volume of goods or level of service undertaken as part of the business policy function, leads to tactical planning and decision making by the various sub-systems of the company in line with the corporate objective.

Searl International Space Research Consortium belonging to a manufacturing business, cost effectiveness in relation to added value and capital employed is a measure of productivity.

In the non-manufacturing sections of Searl International Space Research consortium, cost effectiveness in relation to the level of service, or public benefit, is the standard by which productivity is measured.

This text, however, will deal mainly with production of the Searl Effect Generators (S-E-G) and the Inverse-Gravity-Vehicle (I-G-V) context since, in so doing, most of the general planning and decision areas familiar to business studies readers can be recognised.

The terms ***planning*** and ***decisions*** have been mentioned by me several times so it is appropriate here to consider what form of planning is required, and how the production function must interact with other sub-systems of the business.

While production is mainly concerned with the supply side of the business, and marketing with the demand side, it should be obvious that both systems must interact in a positive manner; if Searl International Space Research Consortium objectives are to be maximised.

Also, the production function is a major user of manpower with Searl International Space Research Consortium, and therefore it is necessary for the production manger to be aware of the constraints of the social and legal environments with which he / she operate.

Again, there is a limit to the capital available for long-term investment, and short-term use, and so co-ordination of the finance areas of Searl International Space Research Consortium such as costing, budgeting, funds flow, etc. and production is essential.

All of these sub-systems are important in production planning as each interacts with the other, and influences or constrains decisions.

Because products normally have limited life-cycles, during which profit margins rise, stabilise, and then go into decline which I understand clearly as a common market function, management must look ahead to the introduction of new products or models at an appropriate time in the future, i.e. when the profit margin have levelled out on existing products or, at least, before they start to fall. (This issue will be discussed at a later date).

Production planning therefore takes two forms:

1) ***THE LONG TERM:***

   In which productions must be made as to what new technologies, new markets and new products will be required.

   The function of research and development in long-term planning revolves around the evolution of innovative ideas, taking into account technological advance which, with refinement and modification, can be incorporated in new products.

2) ***THE MEDIUM AND SHORT TERM:***

   In which systems for the subsequent control of quality, inventory, purchasing, maintenance and manpower must be devised.

   This opening section of this document covers the basic concept of the forming of the Searl International Space Research Consortium and its sub-systems and the responsibility of creating the technology of tomorrow; whereby this planet shall benefit from such actions.

It has been released again as clearly from the emails received of late shows the lack of understanding what it takes to produce new technology and get it to the marketplace.

This document has been released on the authority of:

Prof. John Roy Robert Searl. Head of research and development. Tomorrows Energy and Transportation systems.

Today, Saturday 23rd July 1994 at 1600 hours; John R. R. Searl gave a lecture on Electrogravitics at the International Tesla Symposium. Sheraton Hotel South – Colorado Springs, Colorado, USA. With John Thomas as an assistant to induce me and give an explanation on how he met me. At that lecture, a gentleman stood up and waved a number of dollar notes stating here is $10,000 is there another 9 people here who will put up the same amount to make the S.E.G. there.

Of course he knew that the chances of just one more person present that would be carrying that kind of money around was zero rated – thus he knew his money was safe.

Why do they do such things?

From my studies of human behaviour that it is a natural reflex of those who feel unsecured, unsure of their capabilities, so they must; when in company and more so if being filmed exposed themselves as being above all others present, which satisfy their lack of capabilities in other domains.

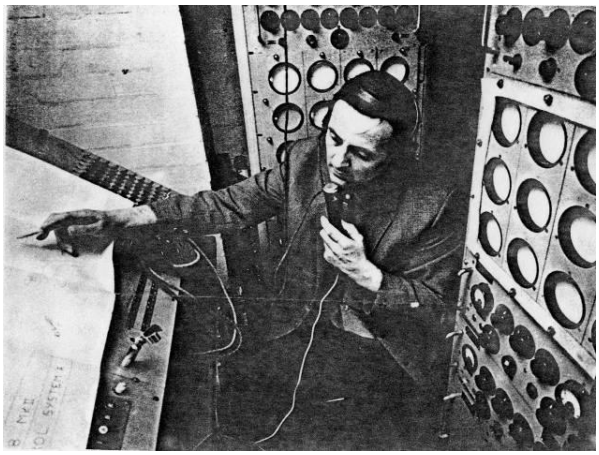
Of course there were none available who could match him, thus nothing positive took place there.

He was not alone others following that meeting who met me and made promises, none of which have been honoured, sadly to state.

Yes, indeed John Thomas and I did a live broadcast from Tesla Society during that period. Unfortunate they did not record it, thus we do not have any record of it.

221:

DOC-SISRC-MFD-2A-7-11
DATE: 28TH September 1968.
EDITION: First.



MORTIMER – READING – BERKSHIRE – ENGLAND.

LOCATION	***:***	***Headquarters – Mortimer.***
DIVISION	***:***	***Manned Flight.***
SUBJECT	***:***	***12 Channel Recorder MK II.***
AUTHOR	***:***	***John Roy Robert Searl.***
STATUS	***:***	***Head of Research and Development.***

I am aware that people like Dr. Edwards of Sussex University and other such experts over time have stated that I had nothing, got nothing, and never will have. So you have been reading about absolute nothing, and seeing absolute nothing its amazing how much of absolute nothing you see on this site.

Of course they are jealous that they could not take ownership of this technology, in fact Sussex University was actually stealing it for brain Collins of Australia from me, and he must have though I was soft or wet around the ears.

Once he realizes he had lost control of it, then he started his anti attack on me, strange that it has done him any good at all.

Yes the photo at my address in 1968 is two such bits of equipment which you have seen other press photos of, this particular shot has been copied from a TV interview at Mortimer.

222: ***12 CHANNEL RECORDER MK II. (Semi Tropical) Type 12676.***

This part 16 of this book has been compiled to assist in the maintenance and repair of the 12 Channel Recorder, MK II Type 12676.

Each unit of the assembly will be discussed in detail under its own heading, as witness that I did have such equipment, and those photos seen in press or TV or upon this site are real and not faked, as some of you think, I shall also add a block schematic being given of the more complex units.

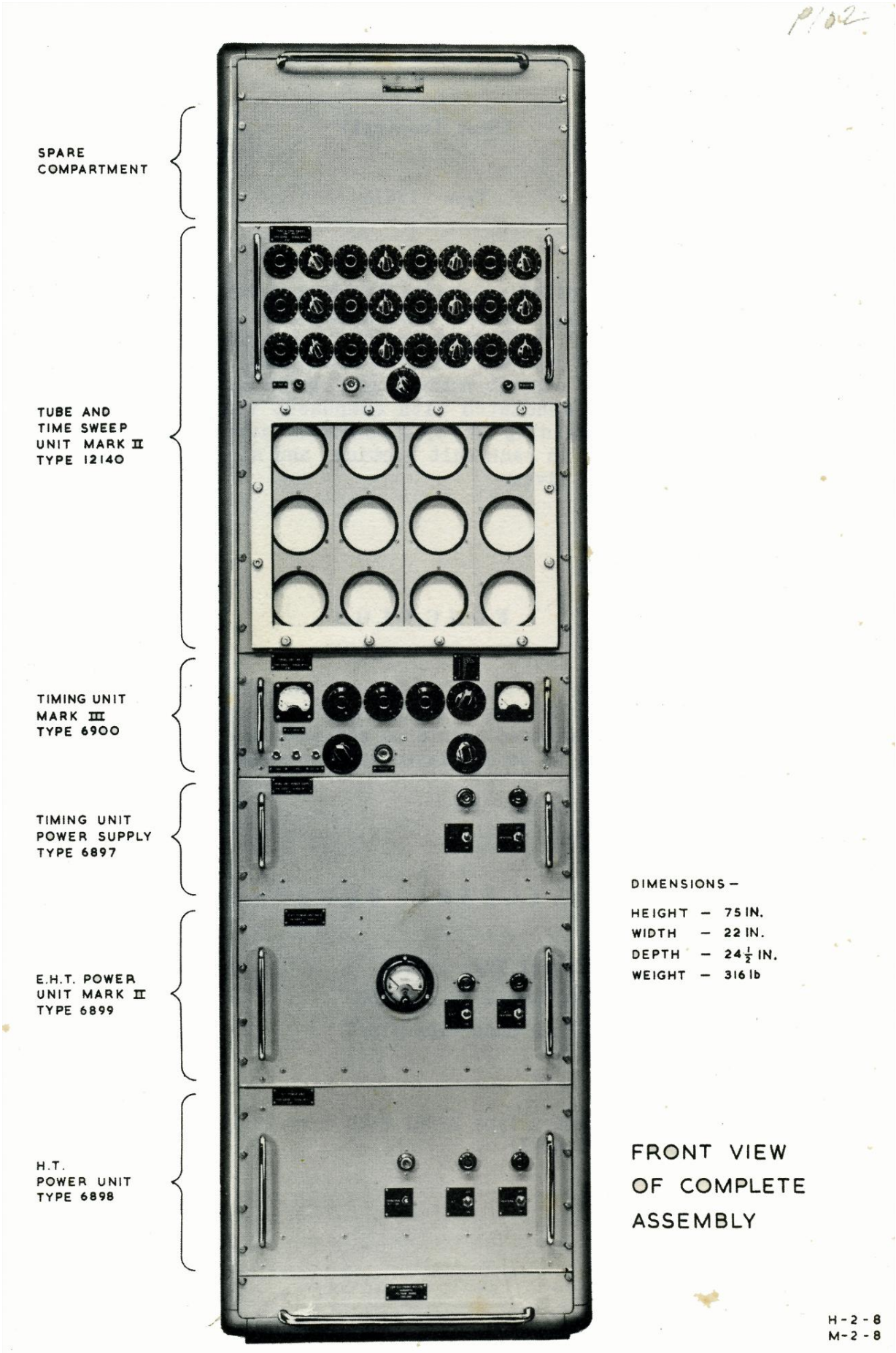
UNCLASSIFIED

12 CHANNEL RECORDER

Type 12676

MAINTENANCE MANUAL No. 2A

ATOMIC WEAPONS
RESEARCH ESTABLISHMENT
ALDERMASTON


SPARE COMPARTMENT
TUBE AND TIME SWEEP UNIT MARK II TYPE 12140
TIMING UNIT MARK III TYPE 6900
TIMING UNIT POWER SUPPLY TYPE 6897
E.H.T. POWER UNIT MARK II TYPE 6899
H.T. POWER UNIT TYPE 6898
DIMENSIONS –
HEIGHT – 75 IN.
WIDTH – 22 IN.
DEPTH – 24½ IN.
WEIGHT – 316 lb
FRONT VIEW OF COMPLETE ASSEMBLY
H-2-8
M-2-8

Functional Tests and Voltage Checks will also be included, together with waveforms and setting up procedures for circuit monitoring.

As an aid to fault finding, each circuit diagram is fully annotated with component values, reference to the associated plate or plates leading to rapid component identification.

A complete components list will be included in each unit section, and all replacements should be procured to the description given.

223: ***FUNCTION:***

This equipment is intended for the simultaneous photographic recording of up to 12 transient waveforms.

All 12 waveforms can be correlated in time, and measurements of time made between selected points on any waveform, which was completely perfect for my research work on the I-G-V.

A supplementary time base allows the 12 waveforms to be displayed in four separate groups.

224: ***AUXILIARY EQUIPMENT:***

1)	***Camera Light Tunnel***	***Type 12375***
2)	***Single Shot Box Camera***	***Type 13000***
3)	***Supplementary Time Base***	***Type 275/1***

Or

4)	***Single Shot Camera***	***Type 38081 with Wray f2 lens, 2 off.***
5)	***Double light Tunnel.***	

On the next page I will show the block schematic that shows the inter-relationship of the units of the equipment.

It should be noted that although the Tube and Time Sweep Unit is referred to under General Description as a single entity, being so identified on the panel, it is, in the Schematic and hereafter, treated as two separate units: viz., the Tube Unit and the Time Base Unit.

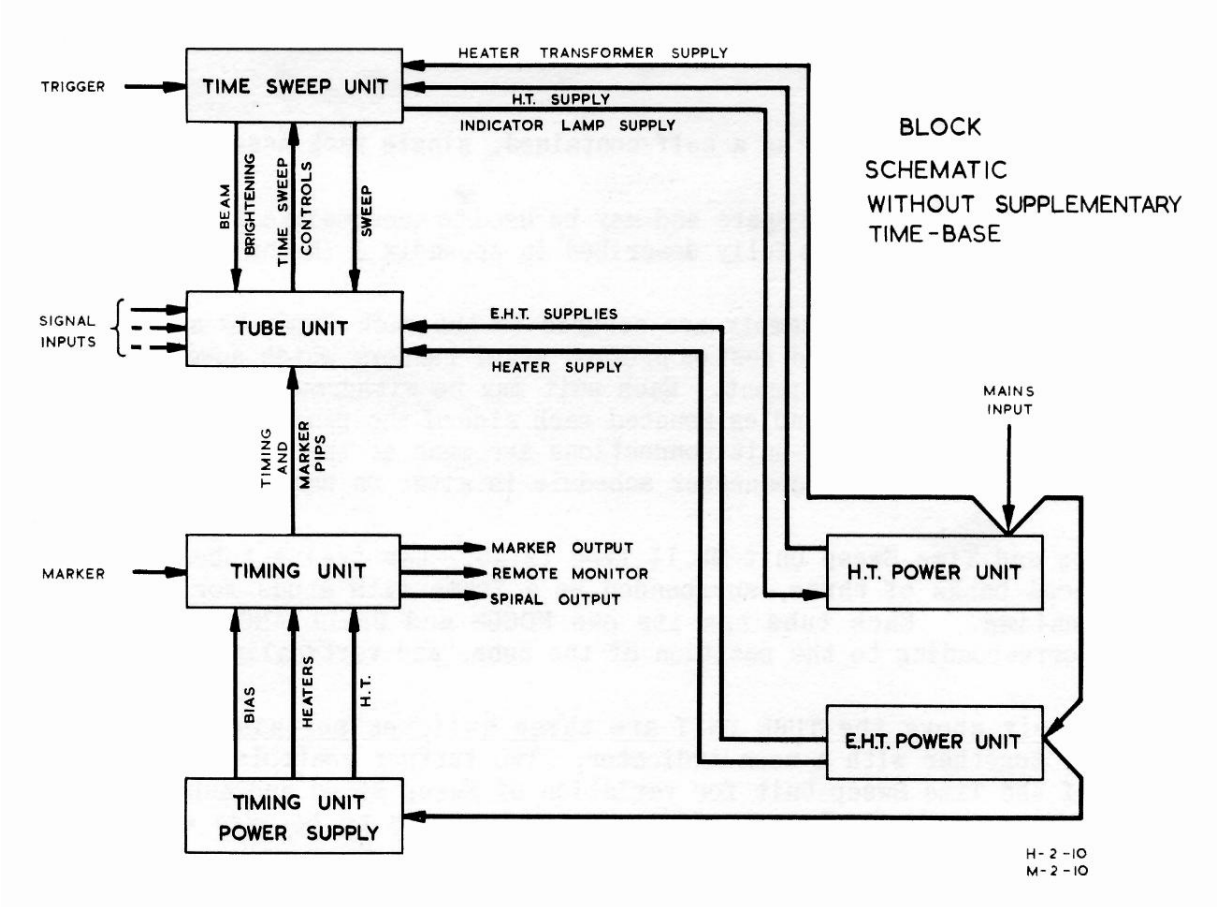
I trust this will not confuse you to a much higher level, to which you are already reached.

By the way to initiate a Time sweep a positive going trigger pulse is applied to the ***TIME SWEEP UNIT*** which generates a saw tooth pulse whose rate of charge is determined by the setting of the ***SWEEP SPEED*** control; this pulse is applied to all the tubes to produce a common "X" deflection.

A ***BEAM BRIGHTENING*** square wave pulse is also generated and feed to all the tube grids for the duration of the time-base sweep.

Shortly after the commencement of the sweep, a Positive Marker pulse may be applied to the Timing Unit, following which the signal voltages to be displayed are applied to the respective channels of the Tube Unit; well I trust that I am explaining this equipment in a manner you can follow me – if not – don't worry – just keep on reading.

The Timing Unit shapes the Marker pulse and transmits it to the tubes with or without Time Calibration signals as required.



BLOCK SCHEMATIC WITHOUT SUPPLEMENTARY Time Base.

An amplified Marker Pulse Output is available, and provision is made for a remote monitor, also for applying deflecting signal to a Spiral H.V.O.

An external calibrating signal may alternatively be displayed if required.

The Time Sweep Unit may be set to permit only one sweep, a succession of single sweeps individually triggered, or a continuous repetition of sweeps at a low rate; this last condition enabling preliminary adjustment of the C.R.T. traces to be made.

To bring this section of part 16 to a close I shall attempt to present some of the basic facts relating to this equipment.

225: *PERFORMANCE SPECIFICATION.*

I will just check off that everything has been covered that is involved if this first part, before I enter that data in.

Yes, it is a shame that these 10 units were sold off to some one while I was away in Canada by my own family; who I struggle to support, and at the same time trying to push this technology to the market place, it was a shame because they would had been the first to had benefited from its success.

Mains Input	200-250 a.c. Power consumption - 600V.A. approx.
	- TUBE UNIT -
Cathode Ray Tubes	VCRX294 Blue screen (Photographic). Short persistance.
'Y' Deflection Sensitivity	Better than 150 volts/cm.
'Y' Plate Capacity	Approximately 17pF between either 'Y' plate and earth.
Writing speed (Max.)	In the order of 0.6 cm/milli-microsecs. (Photographic record).
Tube Heater Voltage	4.0 - 4.2V.
Rise Time	Better than 2 cm in 10 milli-microsecs.
Signal Input	Direct to 'Y' plates, 100 ohms input impedance.
	- TIME SWEEP UNIT -
Time Sweep Range	1.0 to 40 microsecs. in eleven steps.
Time Sweep Operation	Single shot, Repetitive, or Lock.
Time Sweep Repetition Rate	Variable, not more than 3 per sec.
Time Sweep Trigger Input	60V positive.
Initial Delay	Can be expected to be less than 0.1 microseconds.
	- TIMING UNIT -
Marker Input	50V positive.
Marker Output	50V positive approximately.
Rise Time	0.045 microseconds.
Duration	Approximately 1.0 microseconds.
Calibration Pulse Frequencies	500kc/s; 2Mc/s; 5Mc/s; (Crystal Controlled).
Calibration Pulse Amplitude	2mm; 1.5mm; 1mm; (note:- Amplitude varies with Frequency - associated figures apply).
	- TIMING UNIT POWER SUPPLY -
Input	A.C. Mains
Output	H.T. Positive 275V.
	Negative bias 150V ±3% (Stabilised).
Mains Current Check	With Supplementary Time Base 0.9A.
Mains Current Check	Without Supplementary Time Base 0.88A.
	- E.H.T. POWER UNIT -
Input	A.C. Mains.
Output	3.3kV negative ±5%.
	3.6kV positive ±5%.
Mains Check Current	0.4A.
	- H.T. POWER UNIT -
Input	A.C. Mains.
Output	H.T. Negative 410V ±5%.
	H.T. Positive 410V ±5%.
	H.T. Positive 350V ±5% (thyratron).
Mains Check Current	With Supplementary Time Base 1.1A.
	Without Supplementary Time Base 0.23A.

All Power transformers are individually tapped in the range 200 – 250 volts, which were sent out to me set at 240 volts.

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

Prof. John Roy Robert Searl: Head of Research and Development, Manned Flight Division.
Tomorrows Energy and Transportation Systems.

MY HAPPY DAYS WITH THE FILM STARS IN THE ROCKIES.
THIS WAS AN UNEXPECTED PHOTO NO ONE KNEW THAT A MOVIE WAS BEING SHOT THERE. Which has been shown many times in the UK.

Today, Monday 11th February 2008 received via MSN from Thailand this picture:

That is sure the type of crew I would like to have on S.S. EXPLORER on it maiden voyage

The ashes of S.I.S.R.C has started to rise again; stronger then ever before, determined that the marketplace shall be reached and the cosmos shall be won regardless of those evil minds which have held up this technology far too long, should surrender their arses for 25 stokes of the flexible cane.

227:

DOC-SISRC-MFD-FEP-1
DATE: 22ND May 1968.
EDITION: First.

MORTIMER – READING – BERKSHIRE – ENGLAND.

LOCATION **:** ***Headquarters – Mortimer.***
DIVISION **:** ***Manned Flight.***
SUBJECT **:** ***Flight emergency procedures for pilots.***
AUTHOR **:** ***John Roy Robert Searl.***
STATUS **:** ***Pilot: Head of research and development.***

As a person who enjoyed every minute I was in the air, and having flown a few different aircraft I naturally grew to love one particular aircraft and this is it:

Agree that is a bit different to the I-G-V – unfortunate you need to obtain a pilots licence first then work up to a member of the flight crew of the I-G-V.

I had been flying for 3 years or more – Sundays was the main day but through the week as well not forgetting that I was working nights about 14 to 16 hours 6 days a week; thus flying added a toll to my brain.

But there is one part of the test which you have to undertake regardless, and that is a force landing without power.

228: ***THE PROCEDURE:***

Let us assume that it is an average day with moderate wind and broken cloud at 3500 feet.

The aircraft is on a cross country flight over open terrain when, without warning, the engine went on strike – stop dead – could had died of old age.

IMMEDIATE ACTION:

1: ***No you don't use your mobile to call up superman as he is on holiday, so you must hold the aircraft nose in the level attitude, thus conserving height while the speed is reduced to the best gliding value.***

2: ***Trim the aircraft at best gliding speed.***

Too high or too low airspeed will result in unnecessary loss of height

3: ***Look for a good field taking into account size, apparent surface, and distance from the aircraft and if possible, availability of a house or farm for after landing help; but this is of less importance than the other considerations.***

4: ***Look for smoke to confirm wind speed and direction.***

Alternatively the broken cloud may cast shadows on the ground and their movement will usually be within 15^0 of the surface wind which will back during the descent.

In the absence of any wind indication, use the take-off direction for landing.

229: ## *PLANNING THE CIRCUIT:*

1: Plan a normal circuit around the chosen landing area, avoiding complicated patterns.

Never turn away from the field, which must be kept in sight at all times.

2: Select a 1000 feet point or area.

This is the key to the success of the operation – yet its true function and position is very often misunderstood, this issue I shall be dealing with at a later date.

3: Without delay turn towards the 1000 feet point.

Assess the ground elevation by visual judgement.

4: Be prepared to adjust the flight path so that the aircraft will arrive over the point at 1000 feet above ground level, see Figure 16.1.

5: While gliding to the 1000 feet point try and find the cause of engine failure.

The symptoms of the failure will often provide a good indication of the cause, which I shall deal with at a later date.

When the power lost is accompanied by smoke, vibration and unusual noise there has almost certainly been a mechanical failure.

Fuel and ignition must be switched off immediately.

Alternatively when the propeller windmills without mechanical noise it may be possible to restart the engine; CHECK:-

A: Fuel pressure and operate fuel booster pump.
B: Fuel content. If possible, change to another tank.
C: Position of ignition switches.
D: Position of mixture control.
E: Try carburettor heat.

6: When time and conditions permit, send out a "mayday", giving call sign, best known position and intention.

7: During practice, warm the engine with a good burst of power at of power at intervals of 500 – 1000 feet according to the outside air temperature.

8: Complete the usual downwind vital actions.

They will include additional checks aimed at safe guarding the occupants in the event of a bad landing:

B: Brakes off
U: Undercarriage up
M: Mixture idle cut off
P: Pitch course (simulate in practice, I shall discuss this issue later)
F: Fuel off
I: Ignition off
H: Harness tight
H: Hatches ready for quick release

NOTE:

Some aircraft become difficult to manage when the door is allowed to open slightly.

At this stage pilot action should therefore be confined to unlocking rather then taking off the latch.

As a matter of interest, other students were calling me mad as I was always doing an emergency drill as I believe that in any emergency ones function reactions should be automatic without having to think what you are expected to do, and strange when I met the only one case I had on landing and pulled out of it without any problems or even left the runway either, and it never even effected me about flying.

That is what happens when you can treat emergency as just a normal event, correct it and carry on as if nothing unusual had happen.

9: Maintain a close check on progress towards the 1000 feet point.

Avoid dissipating height by gliding at the incorrect speed.

Make full use of the trim.

10: At the 1000 feet point turn onto base leg.

Asses the strength of the wind by the amount of drift and adjust the base leg accordingly.

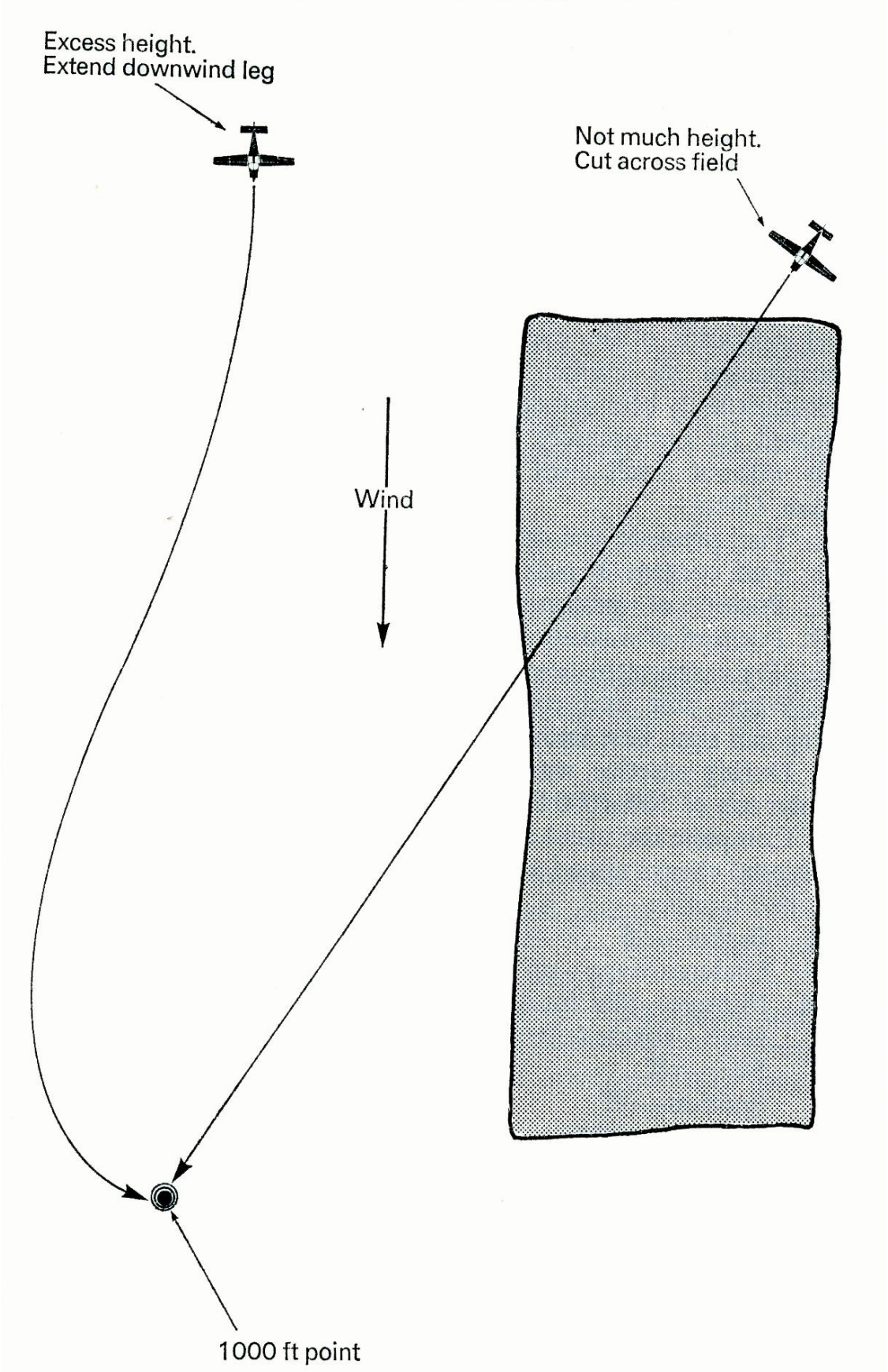


Figure 16.1 adjusting the glide towards the 1000 feet point according to circumstances.

11: Aim to overshoot slightly thus ensuring that the field is within gliding distance.

12: When certain the field can be reached, lower the undercarriage (if applicable. This issue I shall deal with at a later date.)

Lower flap 10 – 15 degrees.

13: Turn onto approach and look out for obstructions that may have gone undetected.

Adjust the landing path accordingly.

14: Use the flaps in stages to bring the touchdown point forward thus making the full length of the field available for deceleration.

Full flap should be applied as soon as it is certain the field can be reached.

The lower the touchdown speed the better.

15: Before landing turn off the battery master switch.

16: Avoid obstacles and land at the lowest possible touchdown speed (This I shall be dealing with in a later document).

17: During the landing run look ahead and avoid rough ground or obstacles.

18: Apply the brakes and bring the aircraft to a halt as soon as possible.

19: Take steps to safeguard the aircraft and, if possible, put someone in charge while telephoning the base airfield.

230: You may wonder why I have gone to this trouble, well for a pilot licence you have to go through it but the reason I kept repeating it; it served as good training for landing an I-G-V.

On planet Earth special space ports will be set up where approach guidance will be available to guide you down to touch point – clearly there will be no problem there.

The problem would relate to emergency units having to land at unprepared points that the skill of identifying a suitable spot close to the point needing your service to touch down safety.

And then let's face reality, the neither Moon nor Mars, or in fact any planet in this universe would not have such prepared landing sights for your arrival; you must be able to judge quickly a suitable touchdown point, and carry out a soft touchdown procedure.

In a way the I-G-V landing is much like a helicopter landing, some pilots make soft landings while others make rough landings.

Of course the I-G-V landing gear is some what different to that of a helicopter as it will contain independent automatic adjustable landing legs so that its base line remains at a true horizontal level upon most uneven ground surface.

231: This document has been released to answer many e-mails that were received from the public for reply to the general public at large, by the authority of:


Prof. John Roy Robert Searl: Head of Research and Development.
Manned Flight Division
I-G-V human studies.

232: I am quite aware that over the years there have not been great experts, or more precise thought that they were great experts, who proudly informed you that I never meet people to explain this technology to them, nor do I release any information relating to it.

The question I wish to put to you is this: was that ***TRUE*** or was that just ***EXPERT CRAP!***

Well I guess that it is up to me to show you the ***FACTS*** and you make up your mind if these experts have any idea at all about John Searl?

Experts appears to suffer from a mental image that they know everything, and whatever their minds say they utter just like farting, in value no different, just one mighty big stink.

And it impresses them that you are sucking it up just like a baby at its mother's tits, let face it from this seat that sure appears to be the position which I witness from this seat.

No one can know everything, not even me.

In research work a team must be formed, each with special gifts of skills and a leader who can organise this team into a program of functions which through their skills can create the desire product in question.

That is my task to organise a team effort to make maximum effort of all individuals' members' skills so the target objective will be achieved regardless of expert's claims of impossible.

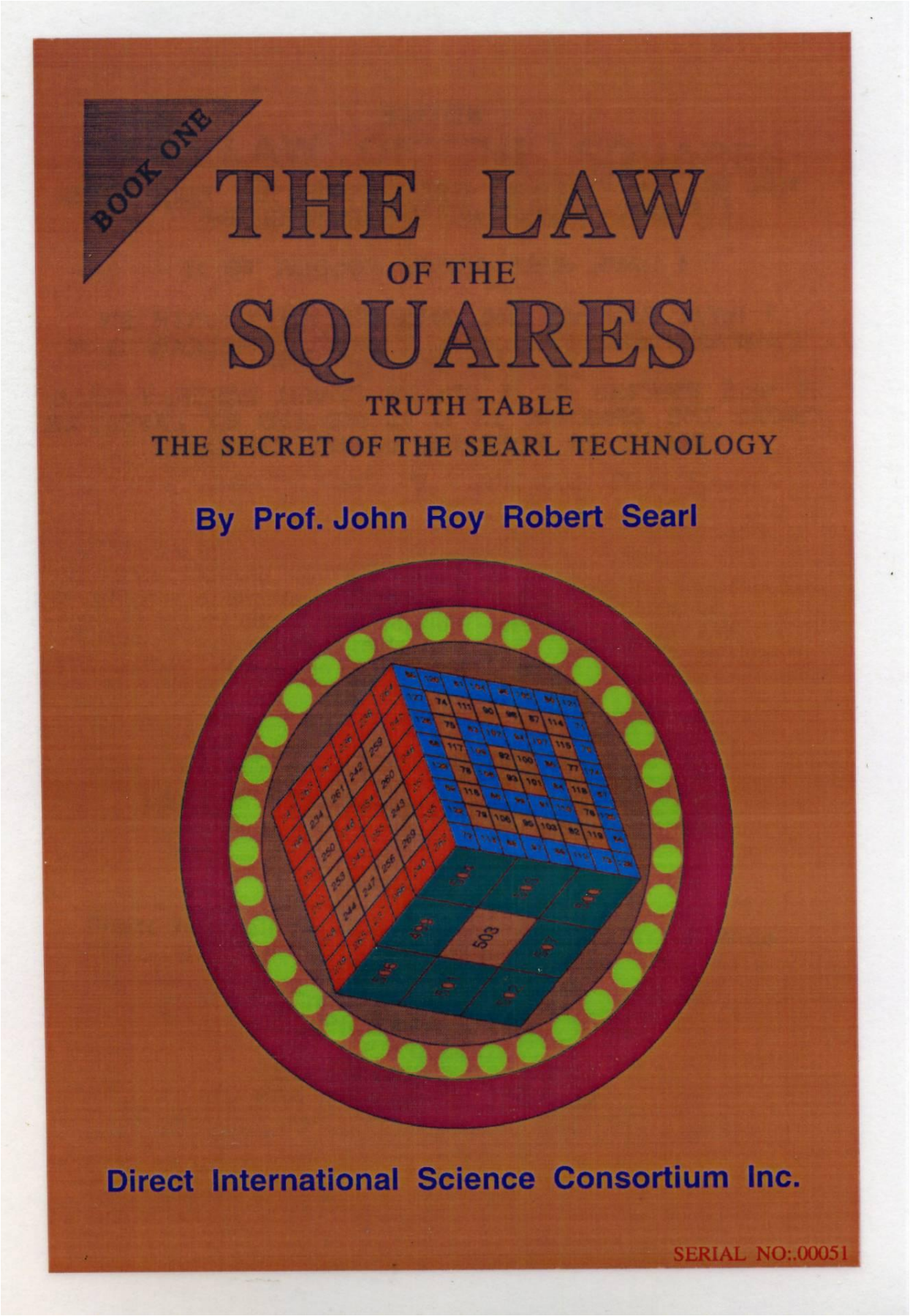
Time for the impossible to become possible in reality.

I must admit that I had no education due to being deaf, I could not understand what was said, and therefore I could not write or spell at the age of 12 years.

Most of my knowledge is self taught and most based on two types of dreams; strange that I have been employed in top positions of technology and cope through many sciences throughout my life through this book shows what I have achieved.

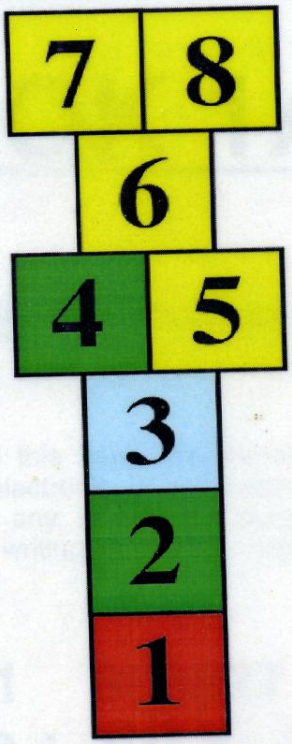
Yet I do not claim to be experts either in English or grammar or even spelling for this issue within this book is from my heart and you may find errors which unfortunate may only be typing errors, due to cataracts on both eyes, as such than a real error in context to which I cannot do much about that, accept if you find one please inform me as to which part and page number and section where quoted, so I can correct it. Only idiots would spend time in mocking such unfortunate errors, and there is one around.

Here I shall show the front cover of Book 1 which was released in sections I – 1F.



This is part one of book 1. The company name was used at the start then changed to S.I.S.R.C.

THE LAW OF THE SQUARES



DIRECT INTERNATIONAL SCIENCE CONSORTIUM

TOMORROW'S TRANSPORT SYSTEM

BOOK 1A.

SERIAL NO : 00001

Book 1B is missing at this moment if it is recovered then it will be added later.

THE LAW OF THE SQUARES

BOOK 1C.

By Prof. John Roy Robert Searl

Direct International Science Consortium

Tomorrow's Energy and Transport Systems

Serial No : 00001

These books are produced on A4 paper and contain over 200 pages per book.
172.

THE LAW OF THE SQUARES BOOK 1D.

By Prof. John Roy Robert Searl

DIRECT INTERNATIONAL SCIENCE CONSORTIUM
TOMORROW'S TRANSPORT AND ENERGY SYSTEMS

SERIAL NO : 00001

THE LAW OF THE SQUARES

By Prof. John Roy Robert Searl

BOOK 1E.

DIRECT INTERNATIONAL SCIENCE CONSORTIUM INC

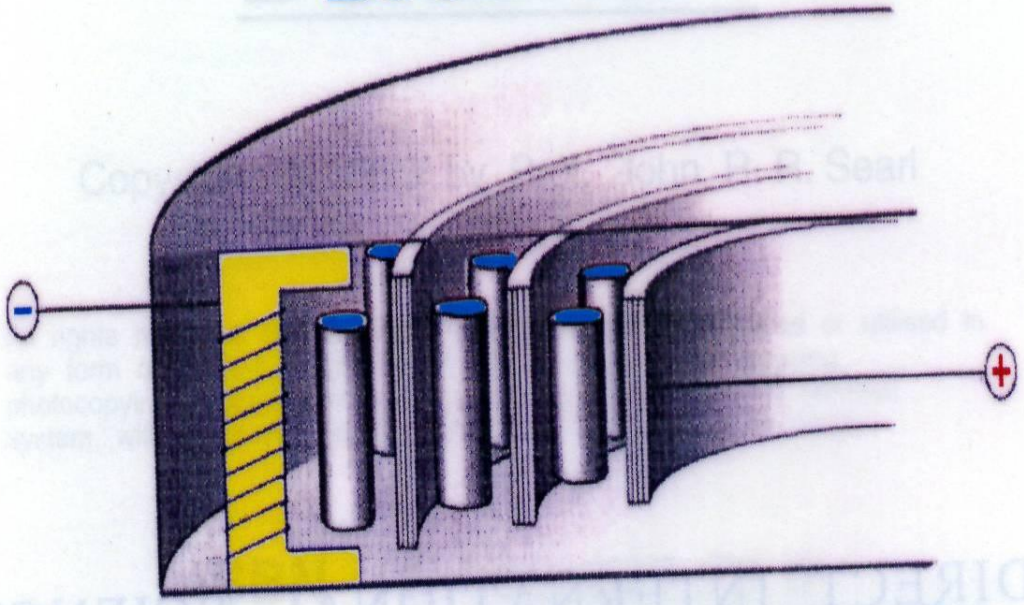
TOMORROW'S ENERGY & TRANSPORT SYSTEMS

SERIAL NO : 00001

THE LAW OF THE SQUARES

By Prof. John Roy Robert Searl

BOOK 1F.



DIRECT INTERNATIONAL SCIENCE CONSORTIUM INC.

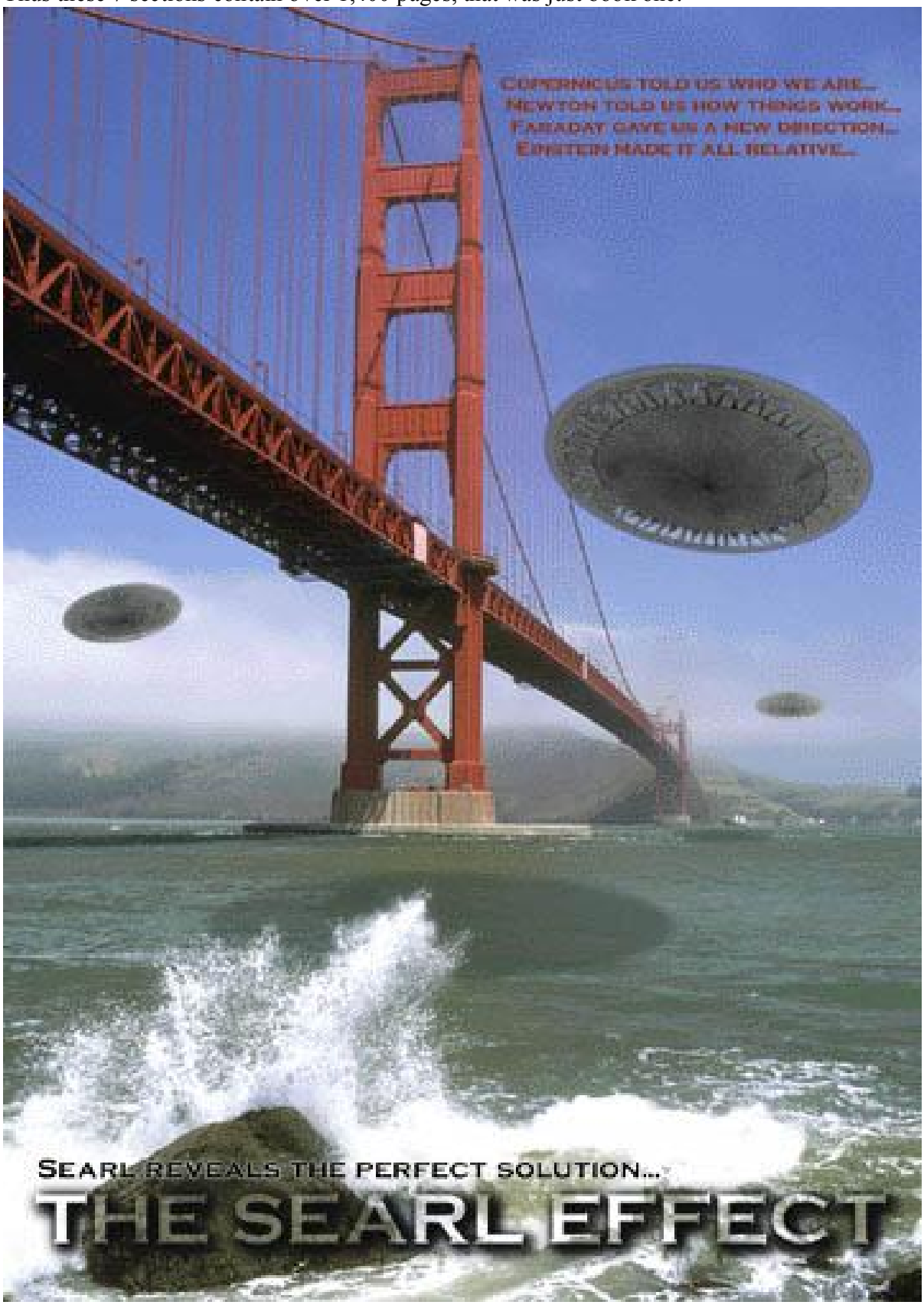
TOMORROW'S TRANSPORT AND ENERGY SYSTEMS.

SERIAL NO : 0001

This book one started being released from July 16th 1993, which replaced newsletters that I was writing each month and sending out to 2,000 members of that period. And the last part of book one was released on October 25th 1993.

Book one was a massive book and readers complained that the text was too small to read and could I make the pictures larger. That is why I split it up into sections, this book one complete is heavy to lift.

Thus these 7 sections contain over 1,400 pages, that was just book one.

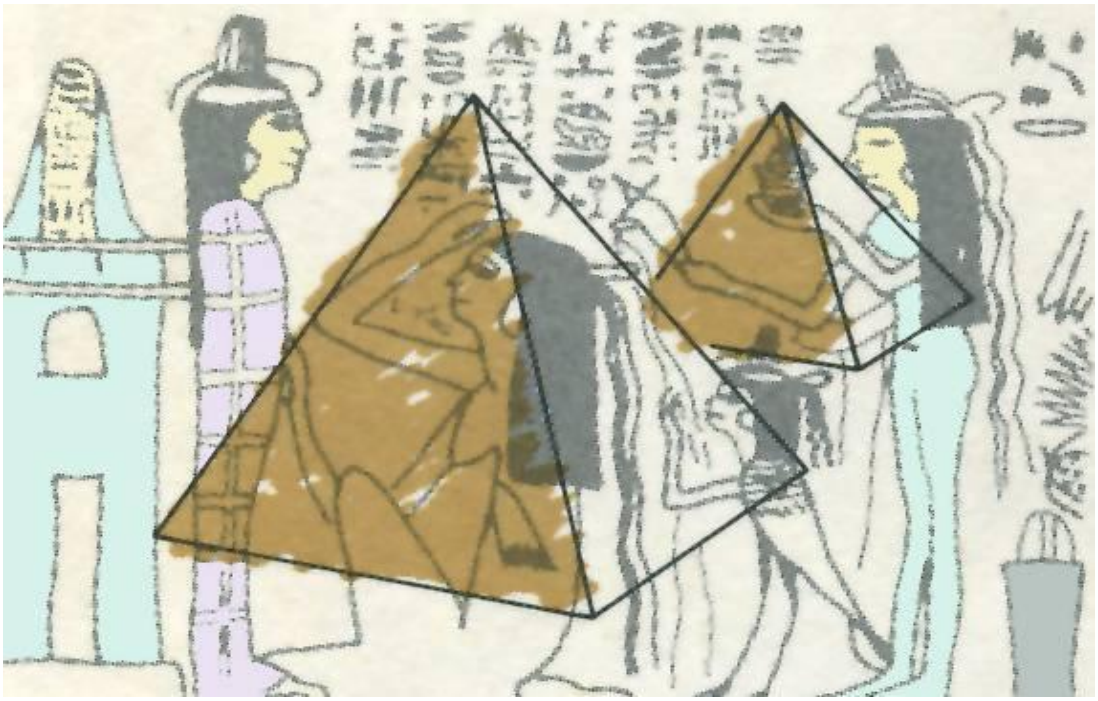


DOC-SISRC-P-M-3
DATE: 25th July 1956
EDITION: FIRST.

MORTIMER – READING – BERKSIRE – ENGLAND.

LOCATION : Headquarters – Mortimer – England.
DIVISION : Manned Flight.
SUBJECT : Tomorrow's Energy and Transportation Systems.
AUTHOR : John Roy Robert Searl: Consultant Engineer.
STATUS : Head of Research and Development.

3000 TO 350 B.C.



Can we blame the Babylonians for the S.E.G. technology?

After all they were measuring time; which is a vital component of the Searl Technology.

Pyramid kings, Egypt.

2000 to 1000 B. C: Code of Hammurabi, Babylonia.

Medicine studied in Egypt.

Chinese use magnetic compass.

234: Strange that so long ago this block of time was laying the base, not only in one country but others as well indirectly for the Searl Technology; and having no knowledge of that fact.

And that is not all, let me move on forward in time and just drop into a circa 500 B.C.

Circa 500 B. C.

Pythagoras also played a part unknown to him in the Searl Technology.

This fool goes and names four elements: Fire – water – earth, and air, he also studied geometry – prove s famed theorem; yes he did, he left me this theorem which is; that in a right angled triangle the square of the length of the hypotenuse equals the sum of the squares of the other two sides who was a Greek philosopher and mathematician; without ever knowing that he had just played a vital role in the design structure of the Inverse-Gravity-Vehicle, that is absolutely amazing because that was some time block between 580 to 500 B.C.

That is a shame that I had no time to pop in on him to thank him for his help. He also performed musical intervals.

During this time block: the rise of Athenian Civilization.

235: Let me take off again on my time trip forward and make a touchdown in the period circa 400 B. C. and see what has happen there.

Hippocrates **:** Medicine.

Plato : Philosophy.

Democritus : Atomic theory.

350 B. C.: Aristotle classifies animals, also writes first physics textbook.

No doubt that blew the brains of Alexander who resigns.

So I will take a rest here as these time travel missions are tiring.

Yes and many others no doubt also played their part in the Searl Technology during this time interval, but were afraid to file their belief as one could be put to death as being insane.

This print is one of a set done by Jason Thomas son of John Thomas Jr.

236: To my mind it has been asserted that the sciences and the humanities are producing two cultures which are not on speaking terms with each other – to the detriment of each.

As I have said so often that it may be illuminating to look for similarities, as well as differences.

I define science as a method for describing, creating, and understanding Homo sapiens experience.

Perhaps you could class me as a painter; or a musician would accept that as a definition of his activity, too.

Value judgements are made in science as well as in the Humanities.

Creation is accomplished by scientific experiments in fields which the experimenters judge to be of interest or important.

That is the one reason why I have return to this project on the demand of many around planet Earth that has came as a surprised to me; to continue with this project.

Scientists make value judgements when they choose among theories; or they should do.

They develop humility in their work and try not to overlook other theories and points of view.

I feel that has not been the case for me, for they have down this work without testing, WHY, just because of their image was at stake.

To my understanding, the scientific attitude and scientific methods do have important characteristics which distinguish them from other attitudes and methods, which I can support from experience is true.

The scientific attitude seeks to solve a problem, not by appeal to authority, by oratory, or even by taking a vote, but by suggesting a solution – well, I have been making a suggestion since 1946 on how not to pollute the atmosphere – but alas non took up that suggestion – now the Earth is in a bloody mess – thanks to their expertise on knowledge – I could clearly see where we were heading for, and to prove it we are there now.

Let's do a test and see what the answer is:

A scientific method is unique in its capacity to be self-connecting.

For physical science involves observation under controlled conditions, generalisation, deduction from the generalisations, and finally additional experimentation to check the deductions.

This is what the Searl effect Generator and Inverse-Gravity-Vehicle is all about experimentation, observation under controlled conditions and generalisation of the findings.

I, like all other scientists in research; started off with assumptions and with an initial point of view, it can, to some extent, revise this point of view creatively.

Science tries to develop theory which is both self-consistent and also consistent with all known experimental data.

In this sense science is a search for eternal truth.

I agree that the practical fruits of science are increasingly important to our material prosperity, the conveniences of life, and often to life itself may yet depend on both the S-E-G and the I-G-V technology.

To some, an emphasis on gadgetry and on know-how confuses science with technology.

Others call attention to the interplay and mutual dependence of science and technology: invention of a device such as a microscope, radar, or laser has been of immediate benefit in pure science.

In this book I shall emphasize the concepts and principles of physics, for with an understanding of them my readers can master the Searl Effect Generator (S-E-G) or the Inverse-Gravity-Vehicle (I-G-V) and applications he / she may later encounter.

An understanding has been seen to be missing in the case of the S-E-G and I-G-V; but that is an essential character of scientific investigation is best acquired from the study of a particular representative science.

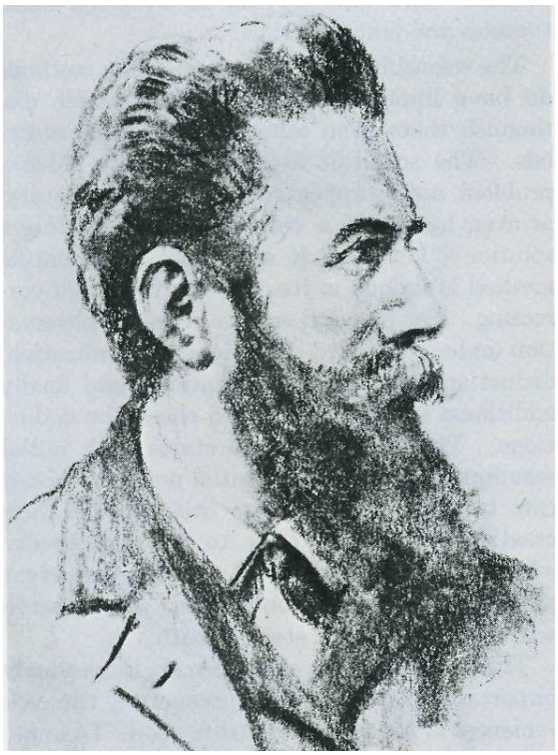
It seems desirable to choose the science which is most responsible for the attitude and viewpoint of the scientific age and which (along with mathematics) is today influencing scientific thought most profoundly, or it ought to be; namely physics.

I like to think that physics is found to have a unity whose significance should not be lost in concentrating on the separate fields of study into which it is somewhat arbitrarily.

Historically, certain areas of physics, originally explored separately, have been found to be intimately related, for example, electricity and magnetism.

The table of contents of this section of the book suggests four major areas of physics, in each of which there will be found considerable unity in the concepts, principles, and methods of analysis

Used.



WILHELM CONRAD RöNTGEN
1845 – 1923.

Born in: Lennep, Rhenish Prussia.

Professor at: Würzburg and Munich.

Awarded the 1901: Nobel Prize in Physics;
For his discovery of X-Rays.

Yes, he too had made a contribution to this technology; and an important one at that.

The historic divisions of physics into smaller compartments are reviewed in the following paragraphs.

MECHANICS:

Are to my mind the oldest and the basic branch of physics.

This portion of the subject deals with such ideas as inertia, motion, force and energy.

Mechanics includes the properties and laws of both solids and fluids, of point masses and of continuous matter.

The subject of heat includes the principles of temperature measurement, the effects of temperature on the properties of materials, heat flow, and thermodynamics – the study of transformations involving heat and work.

The study of sound is concerned with vibrations and waves and with their recording, transmission, and perception, as in music and speech.

Electricity and magnetism deal with still other aspects of matter and space in which the key concepts are electric charge and current.

Optics is concerned with the nature and propagation of light, including the refraction that occurs when light passes through prisms and lenses.

Of importance also are the separation of which light into its constituent colours, the nature of spectra, and such wave aspects of light as interference, diffraction and polarization.

The fascinating portion of physics known as modern physics is the interpretation and extension of physics in the light of key events which happened about 1900: the discovery of X-Rays, radioactivity, and the electron, and the formulation of quantum theory and the theory of relativity.

In this sense the term modern physics is not synonymous with contemporary physics but rather implies a viewpoint in contrast with that of pre-1900 classical physics.

Contemporary physics is, of course, the work on the present frontiers of physics, dealing with both experiment and theory.

I seem to progress first in one aspect and then the other.

There are attractive frontiers in all areas of physics previously mentioned, including problems in quantum mechanics, low temperature phenomena, unconventional sources of electric energy, coherent light radiation, and extension of atomic theory to the properties of the solid state.

237: I shall cut here, as there are so much information to be assessed within this technology, so until part 17, keep smiling, keep fit, keep laughing, just carry on reading what follows.

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


Prof. John Roy Robert Searl: Head of research and Development.
Tomorrow's energy and transportation systems.

The philosophers have only interpreted the world in various ways; the point, however, is to change it.

From where I sit in this chair; it appears to my mind that most people sell their souls and live with a good conscience on the proceeds.

I cannot forgive my friends for dying: I do not find these vanishing acts of theirs at all amusing.

NOTICE:

Lost, yesterday, somewhere between Sunrise and Sunset, two golden hours, each set with sixty diamond minutes.

No reward is offered, for they are gone for ever.

What is good for the country is good for General Motors, and vice versa; so stated the experts of the day.

Of great riches, there is no real use, except it be in distribution; the rest is but conceit. I trust these short inserts give you some insight of my views.

Hello Joe, I still remember you, do you remember this shot, you were part of a movie being short and I was lecturing at the same hotel in the Rockies. I have seen that movie a few times with Brad and Jim.

Brad has continued to communicate with me upon the Searl Effect generator and have been here to film my lecture in Scotland and film some of my life story where it happens.

Pity you were not able to come to London on these events, I guess California is warmer than London is, I do not know if your old home still stands here, but John, Jason and myself wish you all the very best to the future, including your wife.

I guess Joe; its only time before I return to Hollywood and stay at Brad's home, with intent to create a big show on the technology which he will film as a movie. I say he will film but precisely I think the world media will be filming this even.

I know Brad is hoping to release a DVD on my life and work; it was delayed as he went and took more film shots of the work that was done in California to add in that film.

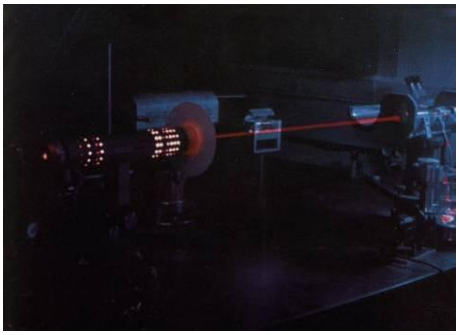
Good old Brad he is trying to make the effort of creating an interesting DVD. But time rolls on, and the older you get the faster it goes, as if time can't wait to bin you.

Don't forget that children begin by loving their parents. After a time they judge them.

Rarely, if ever, do they forgive them.

The future that has yet to come – and come it will – like all those things we take for granted today.

DOC-SISRC-MFD-ALL-1.
DATE: 30TH April 1968.
EDITION: First.



MORTIMER – READING – BERKSHIRE – ENGLAND.

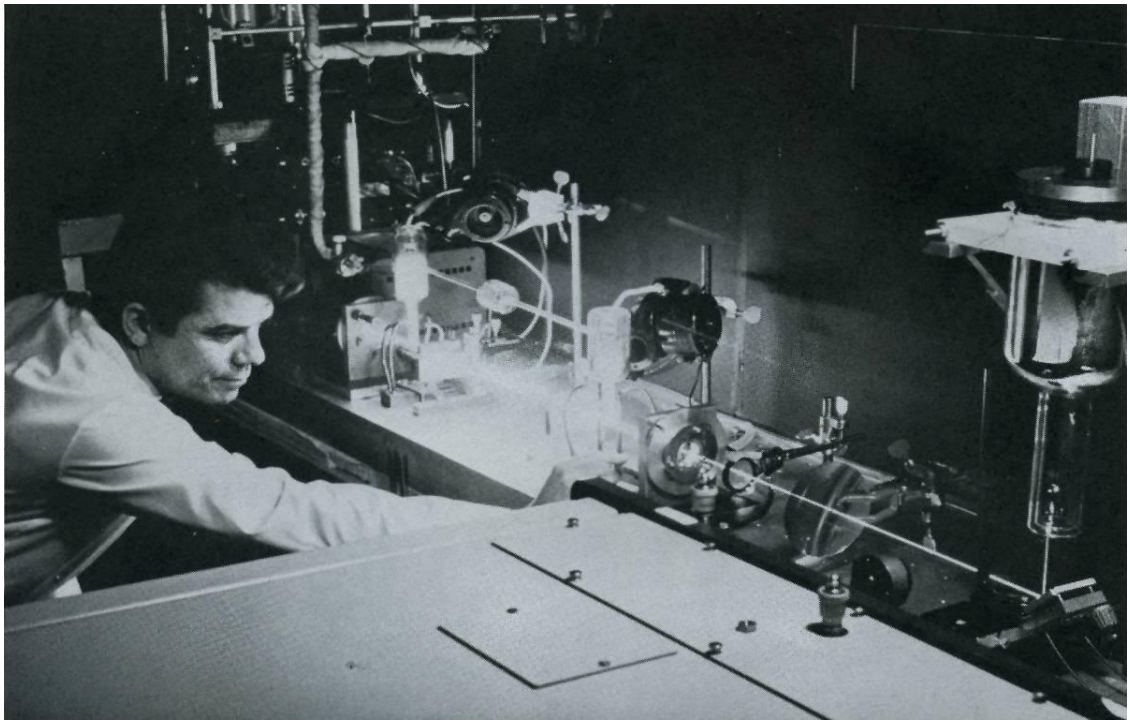
LOCATION	***:***	***Headquarters – Mortimer – Berkshire.***
DIVISION	***:***	***Manned Flight.***
SUBJECT	***:***	***Atomic Light Lasers.***
AUTHOR	***:***	***John Roy Robert Searl.***
STATUS	***:***	***Head of Research and Development.***

I believe that one of the most important pieces of equipment for research upon other planets surfaces will be the laser.

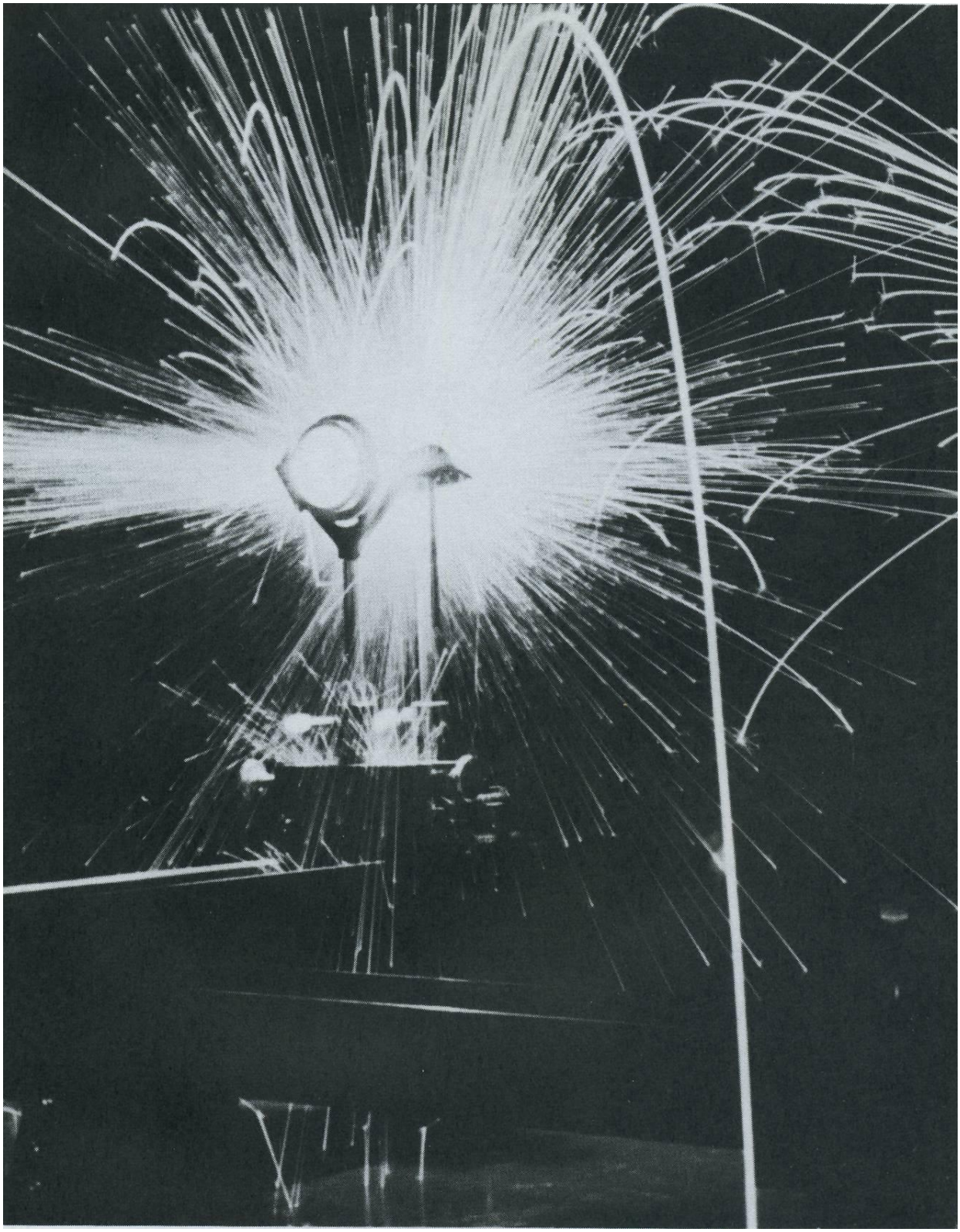
1: What are lasers?

2: How do they work?

3: ***NOTE*** that LED is also listed as lasers.



A pencil thin beam like this, which is created by an argon gas laser, will be used for communications with the Moon when men are landed there.



The dramatic effect of a burst of light energy emitted from a neodymium doped glass laser and striking a piece of stainless steel.

Here I am showing the reality of what now exists and how it's being employed in business.

Strange, it also is paving the way for Searl International Space Research Consortium, by cutting the cost and time of development of such products.

As they will be already available on the market; ready to obtain for S.S. Explorer space exploration missions.

You see the technology is already in place for the future success of a commercial business.

A laser beam guides the boring machine in an arrow straight line to cut a tunnel through two miles of solid sandstone for the Navajo Indian Irrigation project in New Mexico.

Now you understand why I am not interested in sport, far too busy trying to create the perfect answers to our energy and transport system which takes everything in time to achieve.

But the impossible is in fact, after all possible only time stood in its way, for every picture shown in my books were once listed by the great experts of the day as impossible – really?

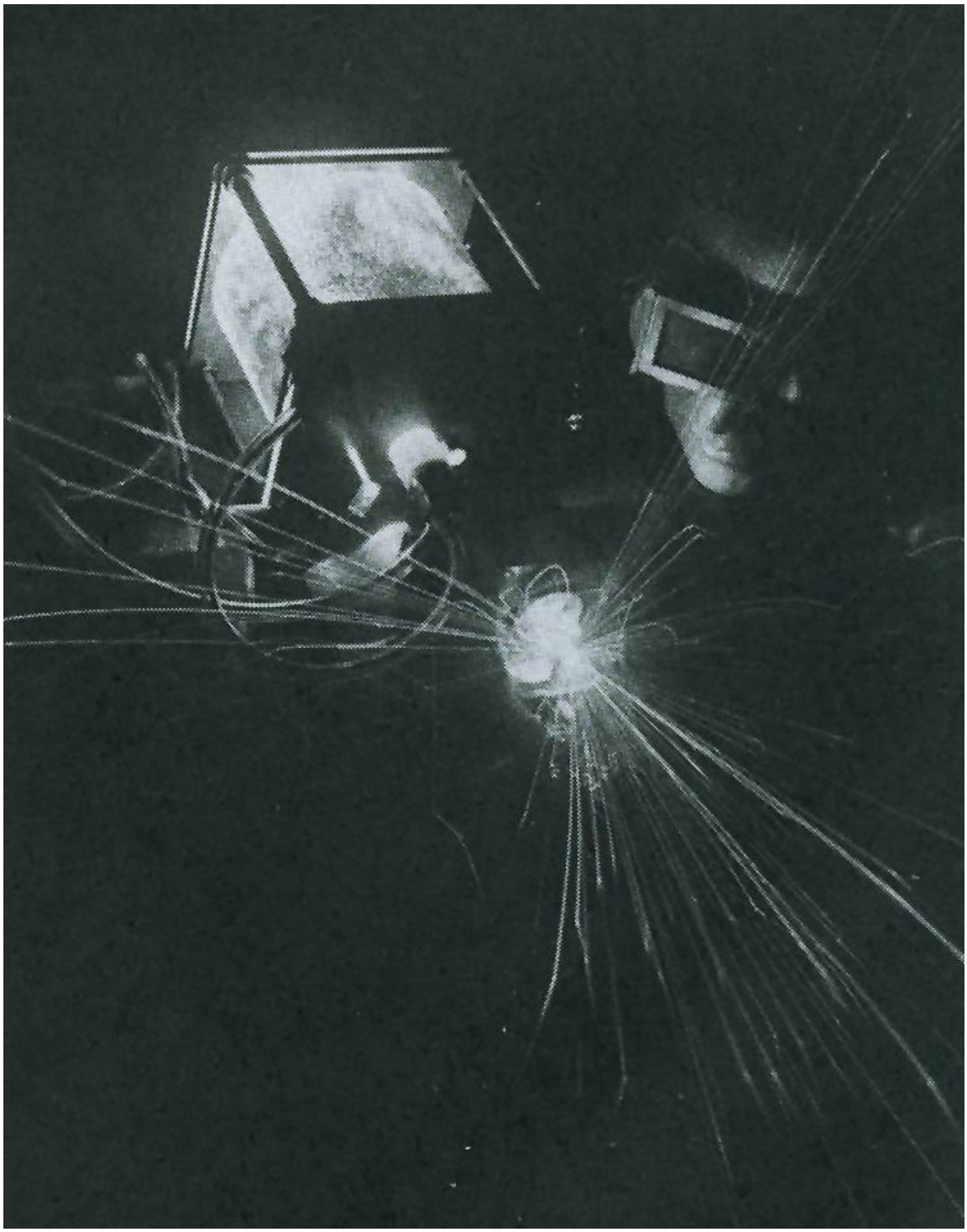
239: ***THE REDISCOVERY OF LIGHT:***

An engineer, digging a tunnel through granite, directs a beam of light on the tunnel face, and watches it crumble and fall away.

What a few seconds before was a hard mass of rock becomes a soft, pulpy mass, easily removed by his diggers.

Yes man has came a long way, since that day he left the forest to survive – and he has only just started the real impossible, yet signs are that man will leave his cradle and fly beyond the bounds of his prison planet earth to seek future home for mankind.

But the question I ask you here is; will he too buggy that up; like he has done to planet Earth?



As it punches a hole through a piece of aluminium Al.13, this ruby laser gives off a shower of molten metal - Impossible – never!

A surgeon adjusts his / her goggles; and focuses a beam of brilliant light on a malignant tumour.

The light knife, as we can call it; carefully cuts away diseased tissue, but there is no bleeding during the operation - impossible – strange that it is possible after all; the light cauterises the incision as it cuts.

Just to remind you that I exist in the domain of reality, and that is what I am talking about in case you are wondering what I am talking about.

In an observatory, an astronomer looks into a telescope and makes final adjustments.

Once aligned on target, he / she triggers the release of electrical energy stored in a nearby capacitor, and watches a tiny shaft of red light stab out into the darkness of outer space.

In seconds it can be observed to strike the Moon and return to the observatory.

After making a series of these shots he / she have a detailed map of the surface of the Moon.

The soldier aligns his sight on a distant tank.

He / she touch a button and see a fleeting pulse of intense light appear on the tank.

In a fraction of a second he / she know exactly how far he / she are from his / her target – impossible – no it is possible and in use today.

A photographic plate made by a process called holography using a laser beam has been damaged so that only a small corner of the plate is left.

Nevertheless, when a laser beam shines through this broken corner, the complete original image is reconstructed in 3-D – impossible – No it's possible.

The night is dark, no Moon.

A burglar is about to enter a warehouse.

He / she don't know that a laser television camera has been installed across the street to keep silent watch.

As he / she breaks the door lock, he / she sets off a picture on a closed circuit TV set in police headquarters, unfortunate as I am an old man there is no laser camera here to inform the police that this place was being robbed.

Before he / she can get away with any loot, he / she have been apprehended – by a laser beam that sees in the dark.

When I move to an idea site; a laser camera will not be sending a picture to the police instead it will send a power full heat pulse at the intruder that will mark them for life, and deter them from entering the building – I am sick of being robbed by mental idiots – its time to be counted.

A pilot watches a small TV screen, while it record the results of short bursts of light probing into the sky ahead.

He / she are detecting unusual disturbances in the atmosphere, invisible to the eye, by monitoring the light waves.

Just some more of those impossible things that became possible was due to the fact that the missing components had now been invented to make that possible. This applies to everything which was invented – until the means are available the product cannot be created.

The captain of the ship stands on the bridge watching his / her vessel cut into the gray fog.

Nearby he can see a faint glow coming from a small gyroscope.

The light rays in this gyroscope can detect the slightest movement of the ship, and thus can keep it precisely on course.

The laser range finder gives the operator an accurate measurement of distance to his / her target.

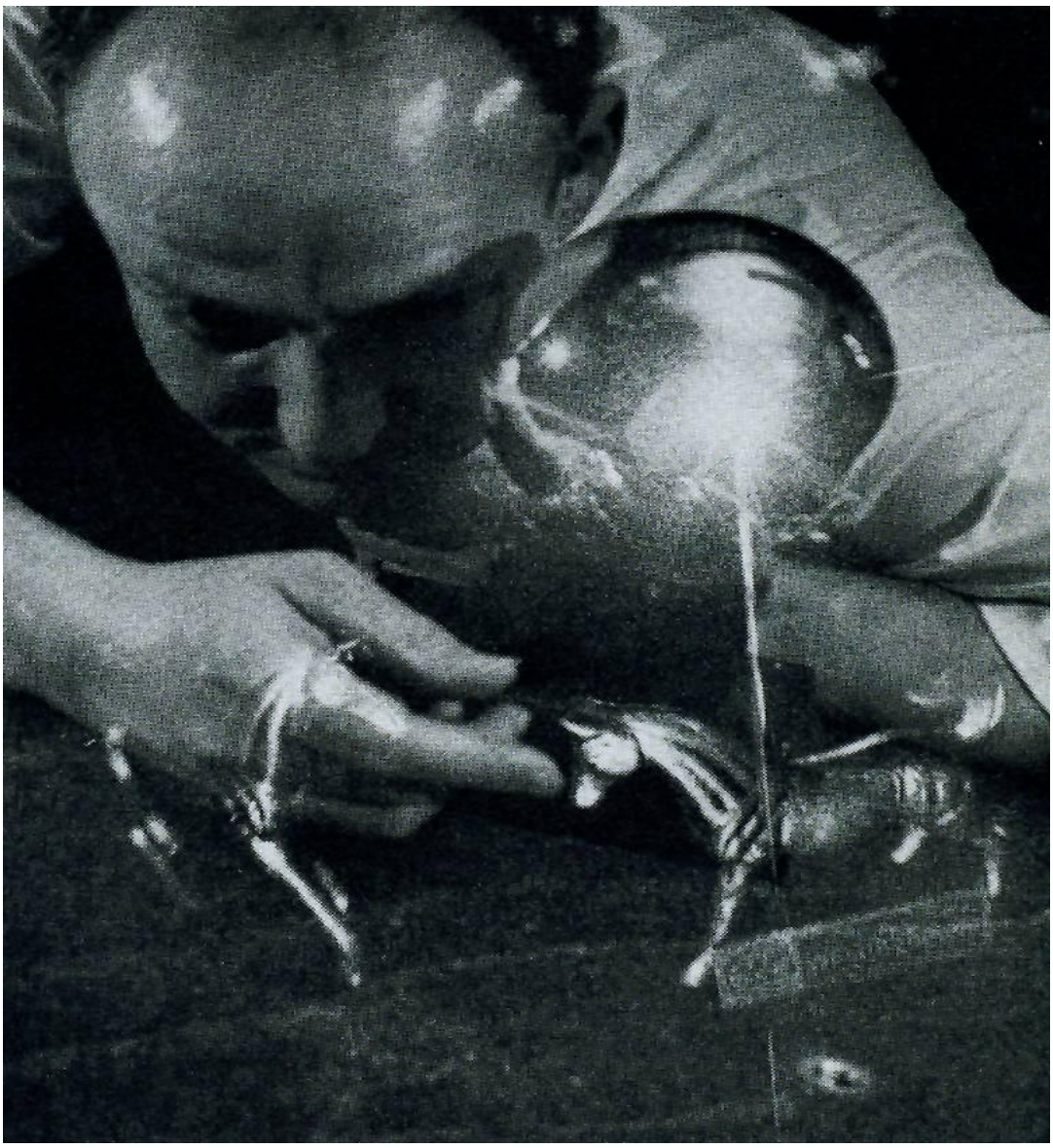
Light, long regarded as having completed its destiny in illumination, has suddenly emerged in a dramatic new role: the laser.

It is convulsing the entire scientific world and most of the world's industrial corporations, for it are proving its versatility by solving problems as widely dissimilar as microsurgery, space communications, and tunnel digging.

So this impossible thing; has already proven to be a useful tool for the Homo sapiens survival and likewise will play a vital role in the Searl International Space Research Consortium operations of the future.

Already I have shown that many people have played a part in the development of the SEG and IGV indirectly or directly, but there are many more to be named without them the SEG would be impossible to be achieved.

No inventions are person achievements but extensions of many other inventors before them



A dividend from laser research was the development of what is called holography.

The process results in a 3-dimensional hologram as seen here.

The sculptured horses seem to be floating in space.

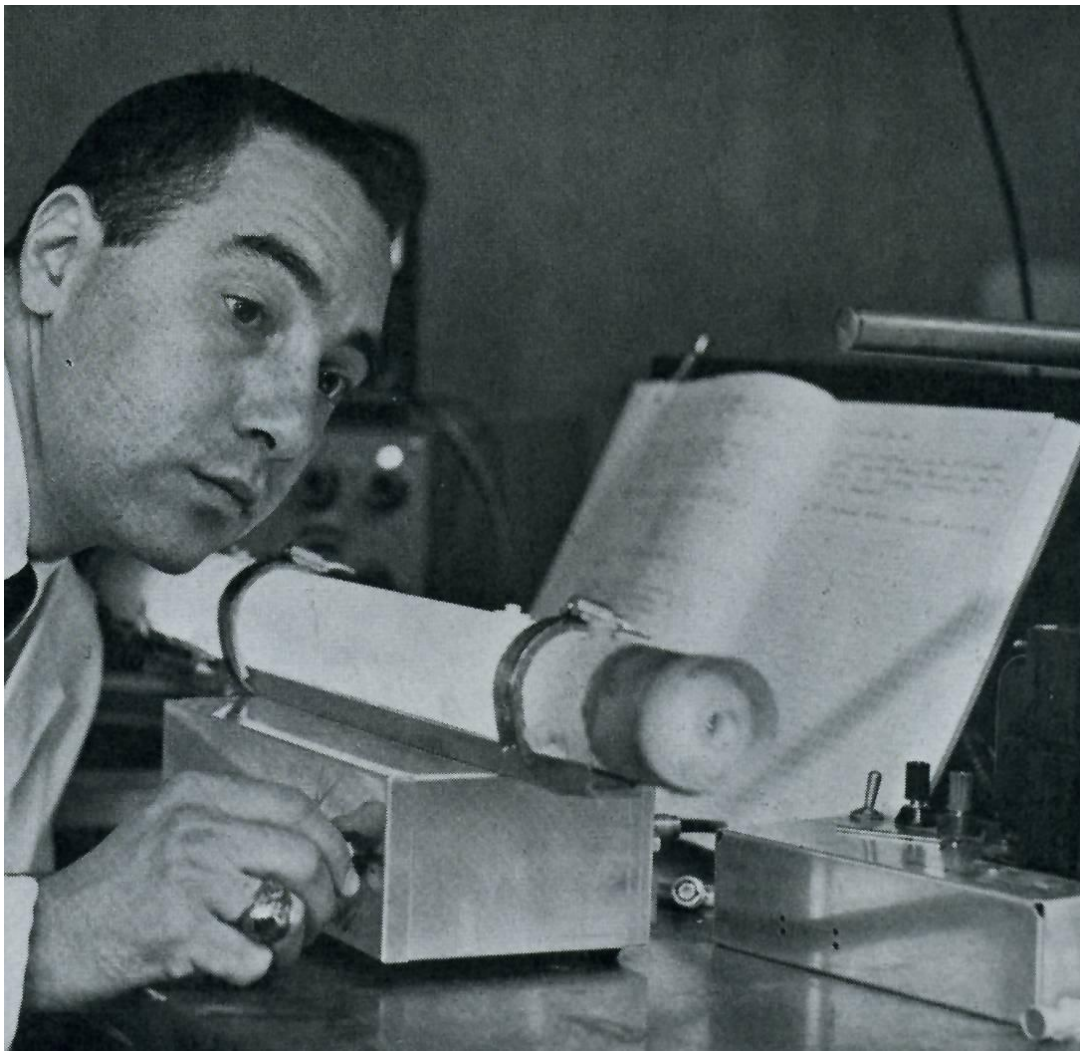
240: ***THE POTENTIAL OF THE LASER:***

The laser can give us a blinding light, burning billions of times brighter then the light on the surface of the Sun.

This tremendous pulse of light energy can vaporise any known material on earth, and does this in a fraction of a second.

It can easily pierce a diamond or bore holes in hard, brittle, titanium alloys.

Carefully controlled, this same light energy can be used to perform delicate eye surgery, remove skin tissues, or eradicate a single red blood cell.



The laser interferometer being adjusted here a used to measure minute difference in lengths.

Welding gold foil thinner than a human hair is easy for a laser and so is measuring the exact distance from here to the Moon.

The laser can also be made to produce a continuous beam of light, offering Searl International Space Research Consortium the potential of carrying at least 100,000,000 messages, equal to all the world's present telephone and radio communications as the same time, on a single beam.

That is another reason why I think that laser beams would solve many business requirements, such as communications.

Impossible – you might believe that – But I don't believe that to be impossible – there will always be challenges for man to his future survival requirements.

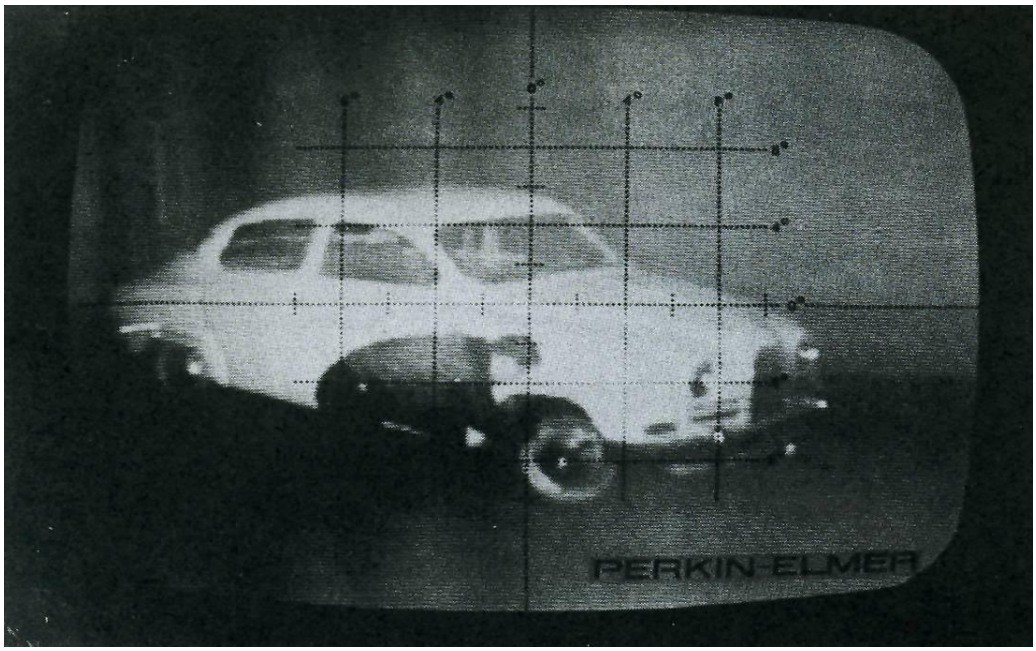
There will always be those few who will accept the challenge regardless; just as I have in relation of the Searl Effect generator and Inverse-Gravity-Vehicle.

Without risks there are no rewards.

The Searl Effect Technology has its risks as it has never been attempted for mass production.

An invisible fence is built around property that needs that needs protection by this little laser intrusion detector.

When the laser beam is interrupted, it sets off a remote alarm.



Taken at night in alight rain, this photo with a laser TV beam required no additional lighting.

In the near future vacuum of outer space, the laser has also been used to transmit electronic

Information.

Laser interferometers, complex instruments able to make very precise measurements, were able to detect that the standard meter bar at the Bureau of Standards was off by almost 1/10,000,000 of a metre.

This error might seem very tiny, but by present day standards it is actually large.

Similar techniques long length interferometers are used to make earthquake detectors.

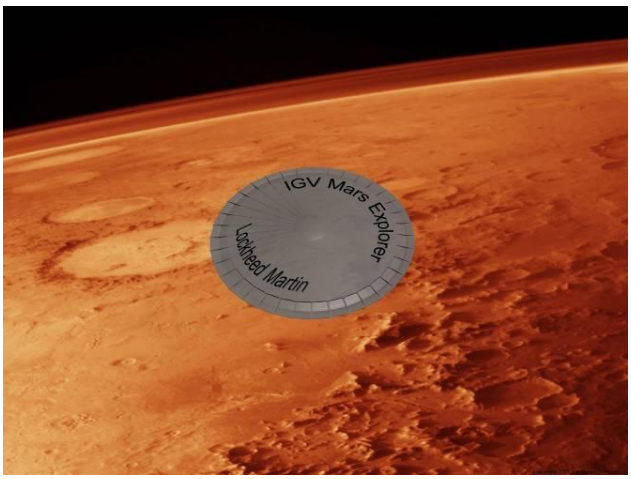
241: This introduction to this document set, which will start in part 17 gives some of the operations which the laser has made its point of success.

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

Prof. John Roy Robert Searl: Head of Research and Development.
Manned Flight Division.

242:

DOC-SISRC-MFD-MM-FPR-1
DATE: 15TH July 1968.
EDITION: First.



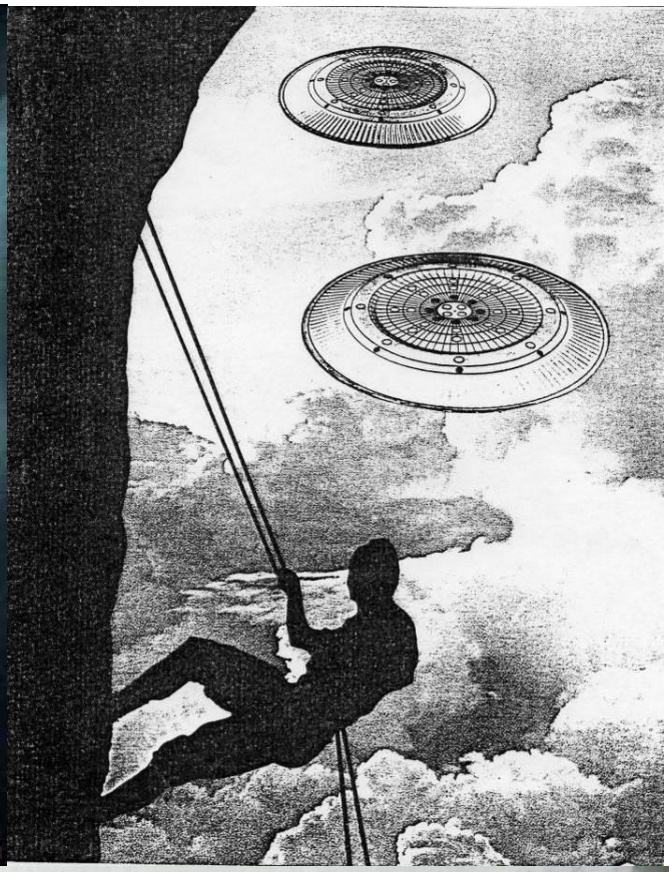
MORTIMER – READING – BERKSHIRE – ENGLAND.

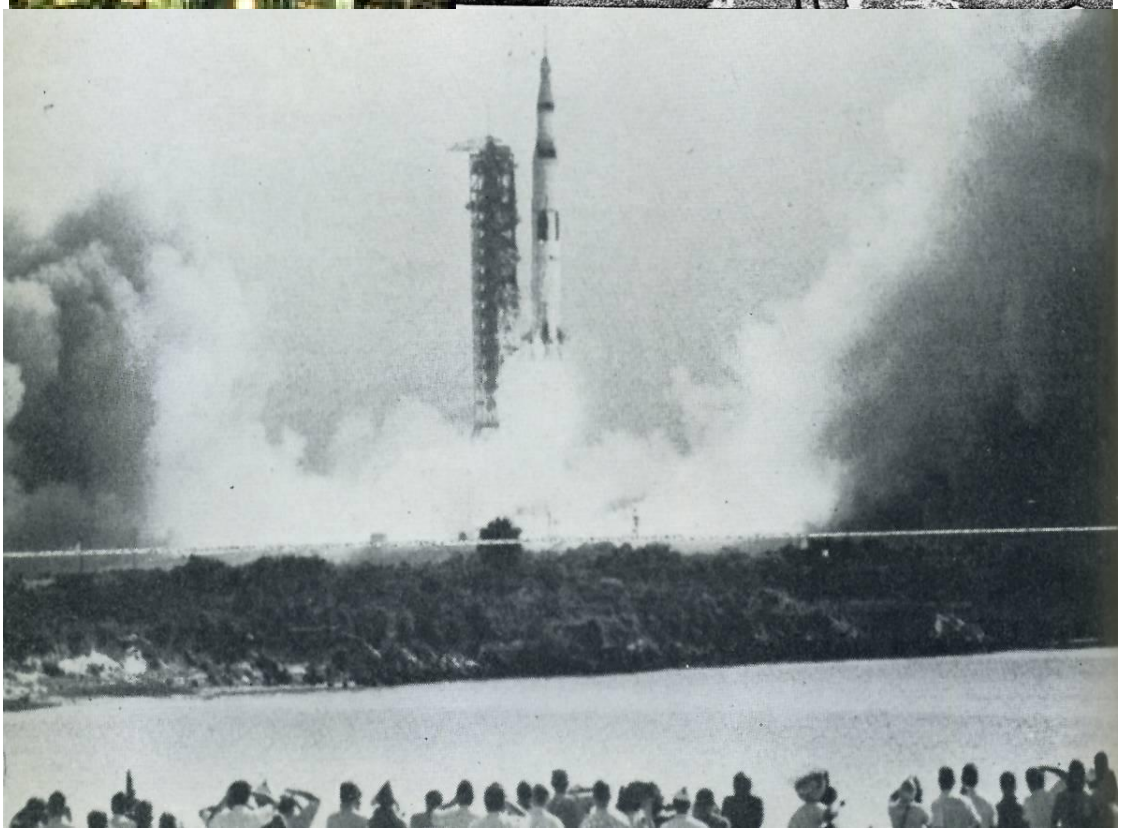
LOCATION	***:***	***Headquarters – Mortimer.***
DIVISION	***:***	***Manned Flight.***
SUBJECT	***:***	***Mariner – Mars 1964.***
AUTHOR	***:***	***John Roy Robert Searl.***
STATUS	***:***	***Head of Research and Development.***

The Law of the squares states that in this universe there are two prime states and they are opposite.

Does this hold true for space travel?

Yes it does.

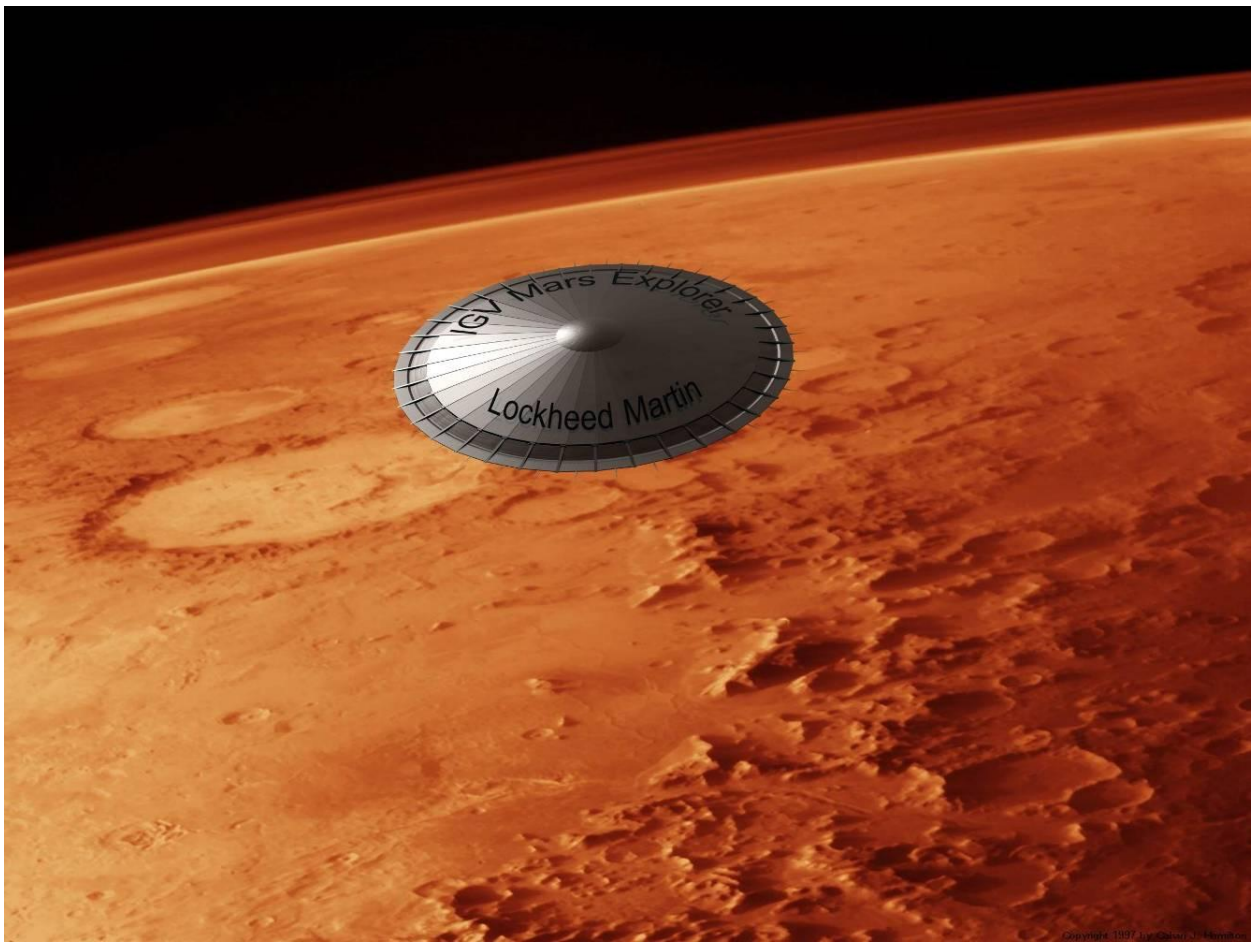




1) Vertical 2) Horizontal

MARINER – MARS 1964 FINAL PROJECT REPORT.

To my knowledge, in November 1962, the National Aeronautics and Space Administration established the Mariner – Mars 1964 Project as the first phase of U.S. unmanned exploration of Mars.



Mariner IV, developed under that project, joined the growing list of U. S. space accomplishments when, on July 15th, 1965, it flew within approximately 9800 km (6100 statute miles) of the planet.

A television instrument photographed Mars, obtaining significant data about its surface; particles and electromagnetic fields experiments yielded a vast storehouse of scientific information about the near Earth and near Mars environments and interplanetary space; and, by measuring changes in the characteristics of radio signals as Mariner IV passed behind Mars – as viewed from earth, information about the atmosphere of the planet was obtained.

Mariner IV was launched on November 28th, 1964, as far as I can remember, on a trajectory which would have taken it within approximately 242,960 km (151,000 statute miles) of Mars.

By a single, successful midcourse manoeuvre on December 5th, 1964, its flight path was altered to enable the close flyby.

The total flight time was approximately seven and a half months, but the story of Mariner IV actually began two years prior to its launch and it extends beyond the July 15th close approach to Mars with chapters yet untold; that is for certain true and it is this lack of release of data that gives power to idiots to write about as it never happened.

MARINER – MARS 1964 SPACECRAFT.

This project to my understanding was prepared under contact for NASA by Jet Propulsion Laboratory – California Institute of Technology.

This document presents that story from the time the idea for the mission was conceived until October 1st, 1965, when two-way communications with the space craft were terminated.

Plans for tracking Mariner IV as it continues in its path around the Sun and for attempting to obtain telemetry data during a future close approach of Mariner IV to the Earth are also discussed.

Actually, the Mariner-Mars 1964 story involves more than the recorded facts and figures included throughout this book on this website.

The portion of the story which I cannot tell you on paper is the human aspect: a story of a team whose members combined their skills and talents toward one common goal.

Which are precisely my statements on Searl International Space Research Consortium project S-E-G- and I-G-V is purely team work for success – my task is to create such teams whose skills and talents will bring these babies home to the marketplace; there are no other options available that could certify market success.

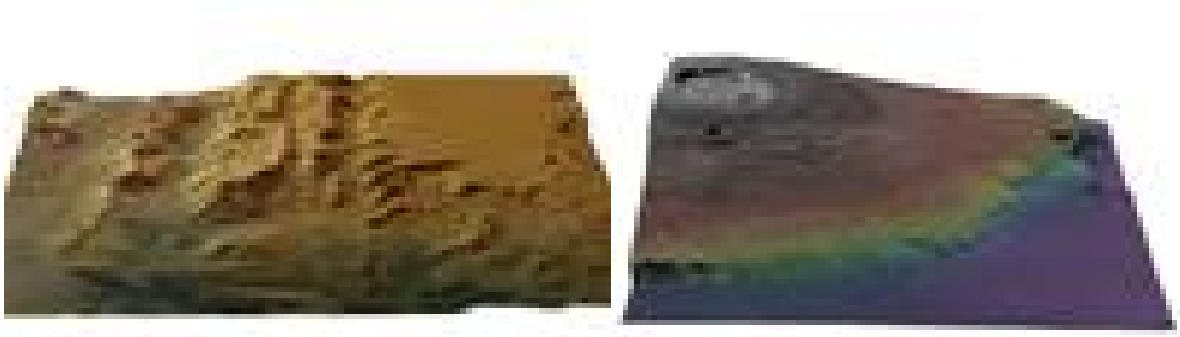
The Mariner-Mars 1964 project was an extremely complex undertaking, and, as such, required an enormous effort by many people; strange how so many people wrote me and expected me to perform at the same rate as that mass of people, on my small amount of earnings – that was the insanity I met, for this project is far more complex in nature.

I do agree that the success of Mariner IV is a tribute to their efforts, which clearly points the way that Searl International Space Research Consortium should be performing.

We should not forget that it was also a tribute to the country's economic strength and resources that a mission such as Mariner IV could evolve from an idea to a reality in a little over two years; now times that by 1,000 would be equal to their two years for me and that is an understatement based on facts.

I guess I have the rights to say that I have done well, in such a short time in relationship to NASA efforts, which is in no way degrading to them, instead they have helped me by proving so many problems solutions even if much of that data was destroyed to stop my progress – which today I doubt if all that data could be replaced by NASA, as their chain of operations have changed completely to that of 1968.

But here in my book on the web I shall report my documents as it was with any updates that I have found.



In some future time I shall be dealing with these images of Mars, as they are inserts updates of what we now know about Mars.

Such rapid progress is made possible by a fast moving intricate mechanism of many functioning parts.

For Mariner-Mars 1964, the functioning parts included the:

1) ***Engineers.***
2) ***Scientists.***
3) ***Administrators.***

And many other individuals who played a direct role in the project and also, of equal importance, the support of the entire country sharing our commitment to meet the challenges of space exploration.

A combination of the new concepts, methods, and techniques developed under the Mariner-Mars 1964 project and those already proven by Mariner IV's predecessors in space – such as the Ranger flights to the Moon and the Mariner II flight past Venus – was indeed a winning combination for

our first attempt at Mars exploration.

And, as was true with Mariner IV, the invaluable information gathered both in the development stages of the project and during the Mariner IV mission will be used in future space projects involving unmanned spacecraft which will orbit the planets, soft land on them, and explore their surfaces.

As I recall it a W. H. Pickering was the director of Jet Propulsion Laboratory, California Institute of Technology: which I would like to say thank you; for your help in those days that now is so long ago.

I have no idea if you are still there or even if you are still kicking like me, but you did a great job back there in time, that actually help me in my objectives, even though they were opposite concept to yours; but both systems in reality have within their concepts common points of require functions.

I understand that you did not have any knowledge that you were actually helping me in the development of the now termed Inverse-Gravity-Vehicle, and I appreciate that at that time you were not interested in such concept, as you were already committed to the other side of the coin.

I appreciate the fact that you took what appear as the winning side of the coin due to the reality that there were many of you and a massive load of cash; while on the other side of the coin there was what appeared as being one man with a shoe string – but that one man has a mighty big sting in his tail and that shoe string has rather a big stretch to it.

This is my introduction to the report you will be reading in this present book on the web, as this report is long as all the other documents are, I shall split it down as I have done to the other subjects being discussed in this book, thus you can at lease continue to see what I knew and how I used that knowledge in this research.

242: ***UNDERSTANDING MY KNOWLEDGE BASE:***

The planet Mars was named by the Romans for their ancient sanguinary god of war because of its vermilion colour.

With the traditional belief; that it may support life.

So you can see what the Romans did for us.

Mars has overshadowed its far more brilliant Olympian sister, Venus, in public interest.

Since it is the planet in our solar system thought to be most like Earth, scientists, philosophers, and writers have for many years speculated on what this life, if it exists, might be like.

AS our knowledge base of Mars has improved as more sophisticated observational techniques have become available over the years, the fabled surface environment of Mars has appeared less promising in regard to its ability to support terrestrial life forms.

However, because of the amazing adaptability of life on this planet the possibility of life on Mars cannot be definitely excluded.

Myself, I have great doubts about any life forms being found on Mars.