

*SWALLOW COMMAND-THAILAND.*

*LOCATION : Headquarters-Thailand.*

*DIVISION : Swallow Command Space Centre.*

*SEMIAR : Star Ship Explorer operations final project report.*

*LECTURER : Prof. John Roy Robert Searl.*

*STATUS : Head of R&D human studies.*

*Star Ship Explorer is to replace the Star Ship Ezekiel MK V project as cost has risen so fast that a cut down study will now continue aimed for the commercial market.*

*In this report, a real study of requirements for the total program will be presented for all to watch how progress moves.*

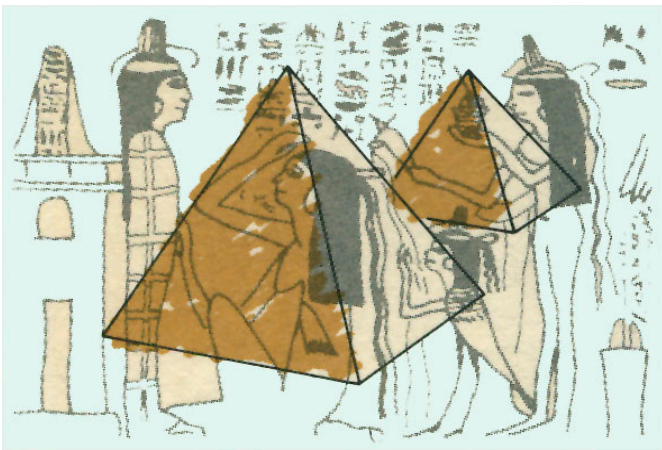
*It might be a could idea if I remind you how the human race developed and the steps by which they took that brings us to this development, as an introduction to mans achievements.*

*I hope that the rough sketches will be good enough to help you to appreciate what is being quoted.*

*Important issue here is that inventors are extensions of many other inventors before them and when one talks about space travel, you are talking about hundreds of inventors across the whole domain of science and technology.*

*It is not just one man or one woman; they only create the concept and act as guide paths towards its birth in the world of reality; agree that they make it happen that is the key issue.*

*My task is to create an idea vehicle that would meet commercial operator's needs, that requires a concept by which a team can manufacture it, and test it for positive acceptance for space missions.*



3000-350 B.C.                      Circa 3000 B.C.

Babylonians measure time.

Pyramid Kings, Egypt.

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

Medicine studied in Egypt.

Chinese use magnetic compass.



circa 500 B.C.

Pythagoras names four elements; **FIRE**, **WATER**, **EARTH** and **AIR**; studies geometry, musical intervals; proves famed theorem.

Rise of Athenian civilisation.



Circa 400 B.C.

Hippocrates; Medicine.

Plato: philosophy.

Democritus; Atomic theory.

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

Alexander resigns; I do not blame him.

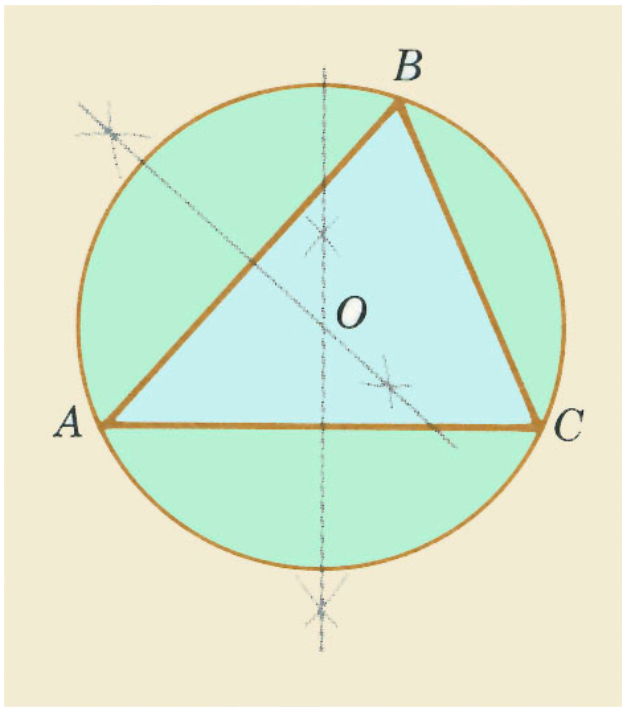
All these people and many others in this time band whose records are lost to modern man, played a part in how we exist today, and without knowing it were helping to create the **Searl Effect Technology**.

Thank heaven that it was not Flowerbower, who would have us believe wrote the physics textbooks or we would all be in the shits.

The domain in which I operate open my eyes to the past how many people were involved in shaping the world to which we exist today; I accept as fact that I will never know how many were involved.

What I do know is if this technology succeeds, the world will change in a massive way from what it is today.

It could also be the end of all wars, new education systems, far better health care, much cleaner air and water better land and water management; space exploration in real time



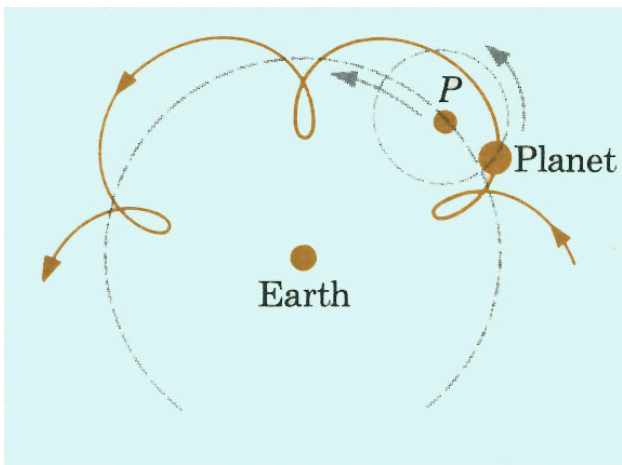
200 B.C – 1200 A.D

Circa 250 B.C.

Archimedes studies lever, hydrostatics, and mathematics.

Euclid develops plane geometry.

Eratosthenes estimates circumference of the Earth.



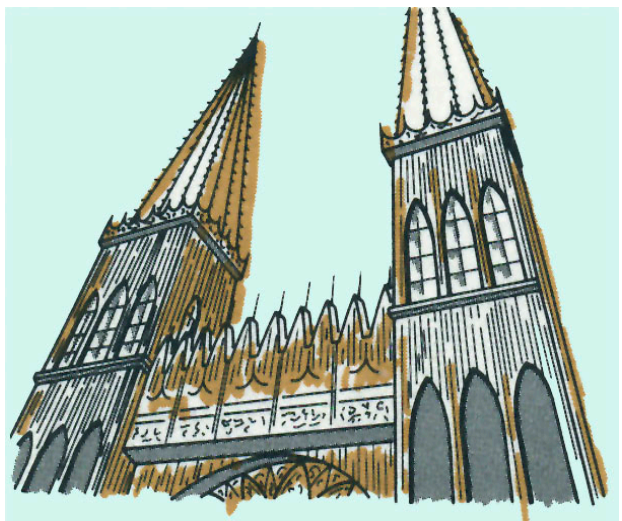
Circa 100 B.C.

Ptolemaic theory assumes Earth to be fixed centre of universe.

Lucretius stresses atomic theory in “De Rerum Natura”.

Galen systematises medicine.

Roman dictatorships.



Circa 1200 A.D.

Omar Khayyam, Persian poet and mathematician.

Al Hazen (Arabia): optics.

Fall of the Roman Empire

Christianity flourishes.

Middle Ages.

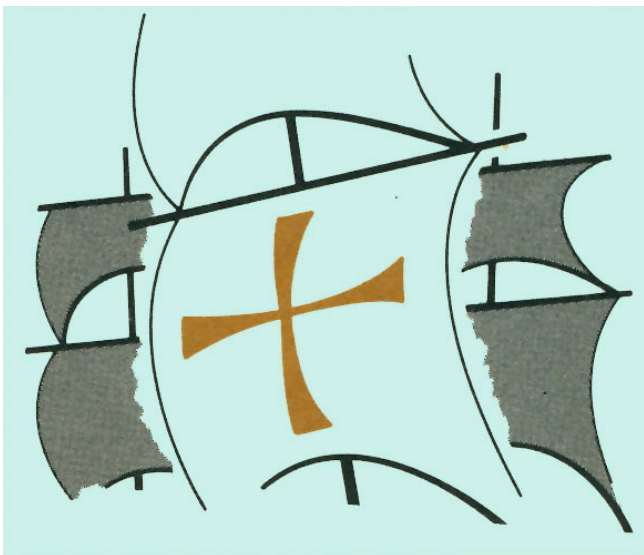
Start of town life.

All of this plays a part of this technology, that is where you and I differ, you exists in today, I am thinking of the future.

For that I need to know what has happened in mans progress to decide which branch is the better option to work from, but first I must look at all options available from the past.

As seen already how man prove that they were running up a gum tree and had to change they thinking, that will also happen with the birth of the *Searl Technology*.





1250 1550

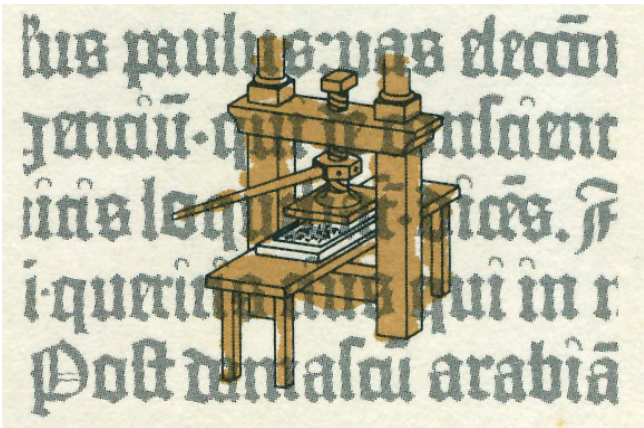
Circa 1250

Exploration, discovery sparks Renaissance.

Roger Bacon stresses experiment.

Thomas Aquinas exemplifies scholastic philosophy.

Italian Petrarch writes poetry.



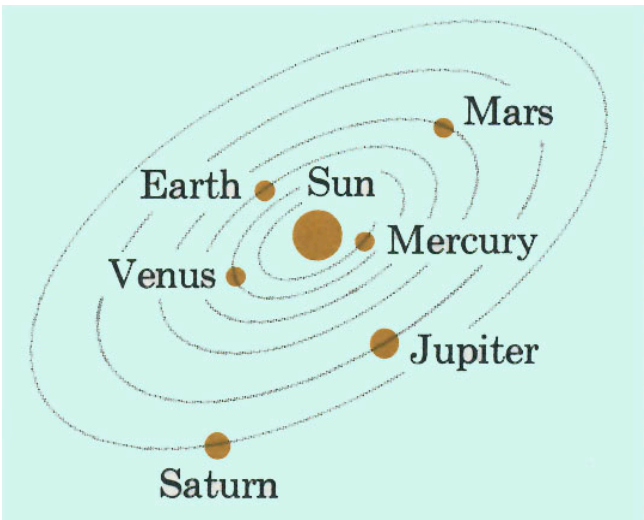
Circa 1450

Gutenberg invents movable type.

1492: Columbus discovers America.

c 1502: da Vinci, physics, chemistry, astronomy, geology.

Michelangelo sculpts "David".



Circa 1500

Copernicus's *De Revolutionibus Orbis Terrarum* presents new view of solar system.

Paracelsus wed chemistry to medicine.

Agricola founds mineralogy.

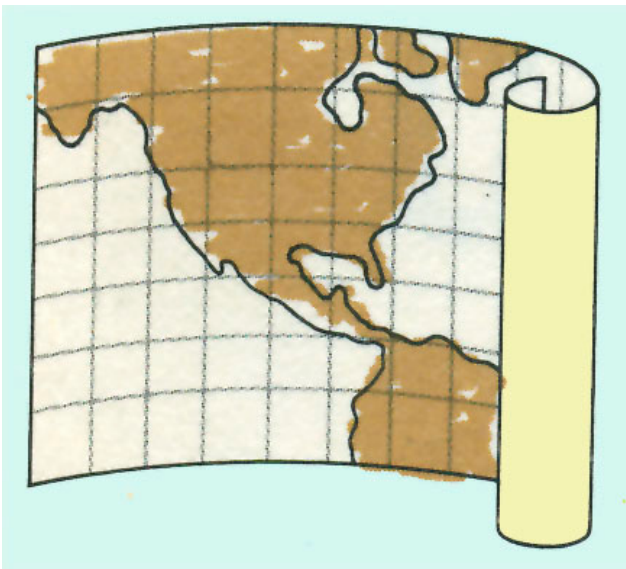
As I scan through time forgotten, to see how man progressed that shaped the way we live and work, that indirectly added to the development of the *Searl Technology*.

Unfortunate, we have now created so much damage to this planet that requires urgently new ways of thinking, new action and new technology in the effort to slow down this planet declined, or otherwise face domes day sooner than expected.

I am not joking, you must drop this world of fantasy and live in the world of reality, and face up to the facts. Do not shut your eyes and say there is nothing wrong, when all hell is wrong; this cover up must end.

If you think god will save you, you are already a dead duck, he has no interest in saving you. Why should he? You did the damage not him, you clean up the mess or die, that the choice you got; you take it or leave it which is your human right, but do not cry when reality hits back hard.





1550 – 1640

Circa 1500

Protestant Reformation.

Elizabethan period; Shakespeare.

Francis Bacon: experimental method, inductive philosophy.

Mercator develops map projection, ocean charts.



Circa 1600

Gilbert writes De Magnete.

America colonized.

Microscope, telescope invented.

1609: Galileo confirms Copernican theory.

Kepler's optics, laws of planetary motion.



Circa 1630

Harvey reveals circulation of the blood.

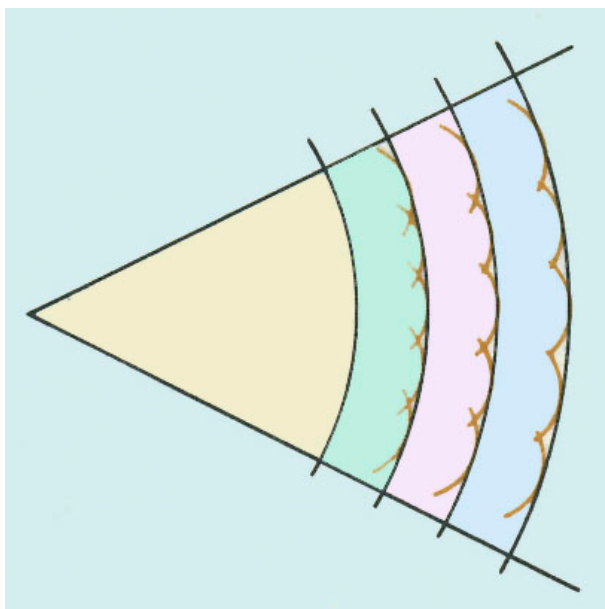
Snell studies light refraction.

1632 Galileo's Systems of the World condemned by Inquisition.

Torricelli: barometer.

Guericke: air pump.

Here we witness the true religion's track record, which held up progress because they feared losing their power over the masses; they felt that their authority was being undermined.



1640 – 1700

Circa 1640

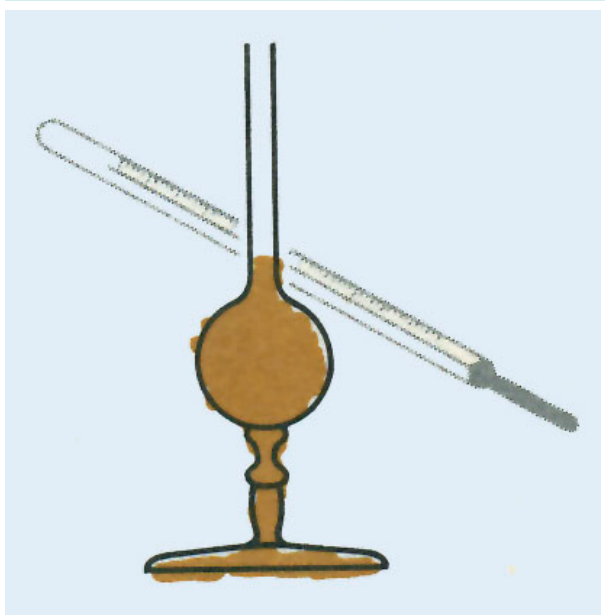
France flourishes under Louis XIV.

Harvard founded 1636, Yale 1701.

1658: Huygens develops wave theory of light.

Philosophers Hobbes and Locke.

Writers Dryden and Defoe.



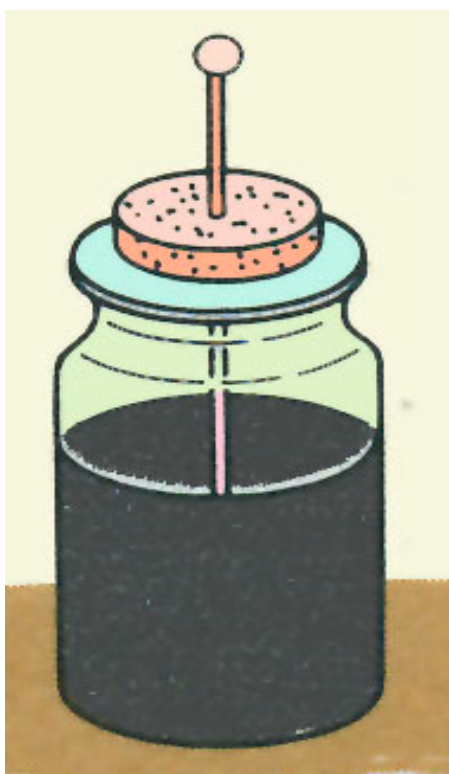
Circa 1675

Royal Society incorporated 1660, called hostile to religion.

Newton's Principia Mathematica, 1687.

Theological scepticism grows.

Fahrenheit perfects thermometer.



Circa 1700

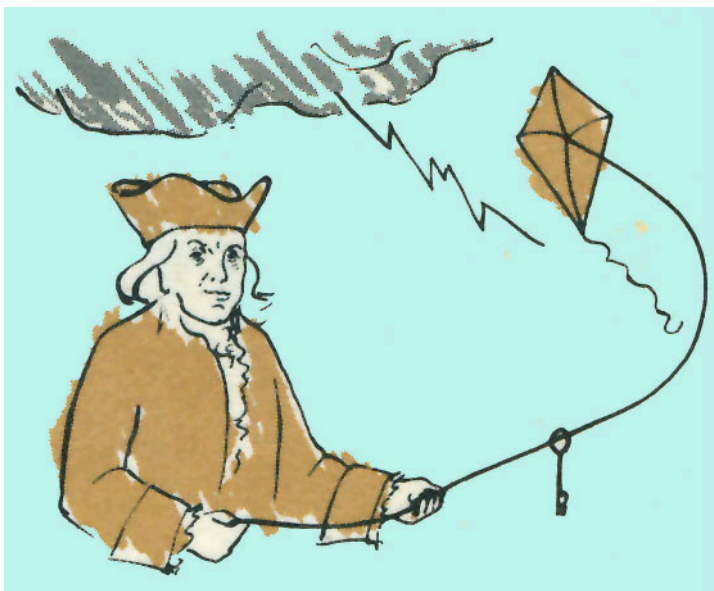
Euler founds analytical mechanics, 1736.

Bernoulli poses molecular theory of gas, 1738.

Leyden jar developed, 1745.

Mathematics, materialism pervades physics.

Yes, all of these played a part in our world today, and the **S.E.G.**



1750 – 1800

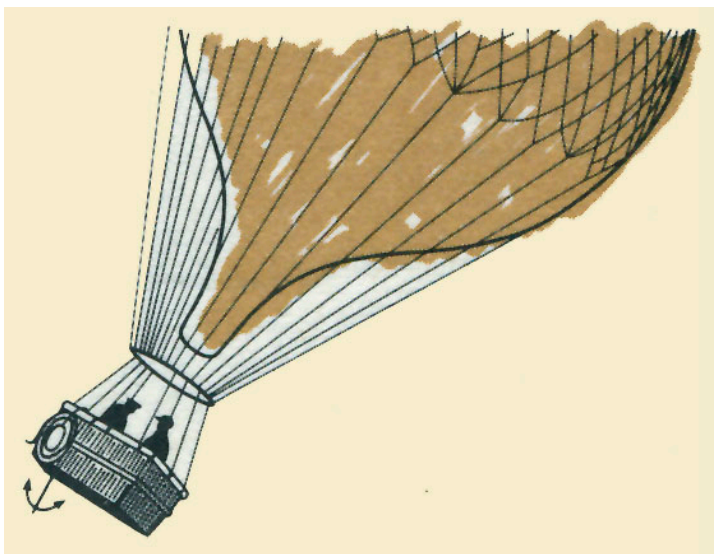
Circa 1750

Franklin draws atmospheric electricity to conductor, 1752.

Britain colonises widely.

Watt improves steam engine.

Philosophers Kant, Rousseau, Bentham.



Circa 1775

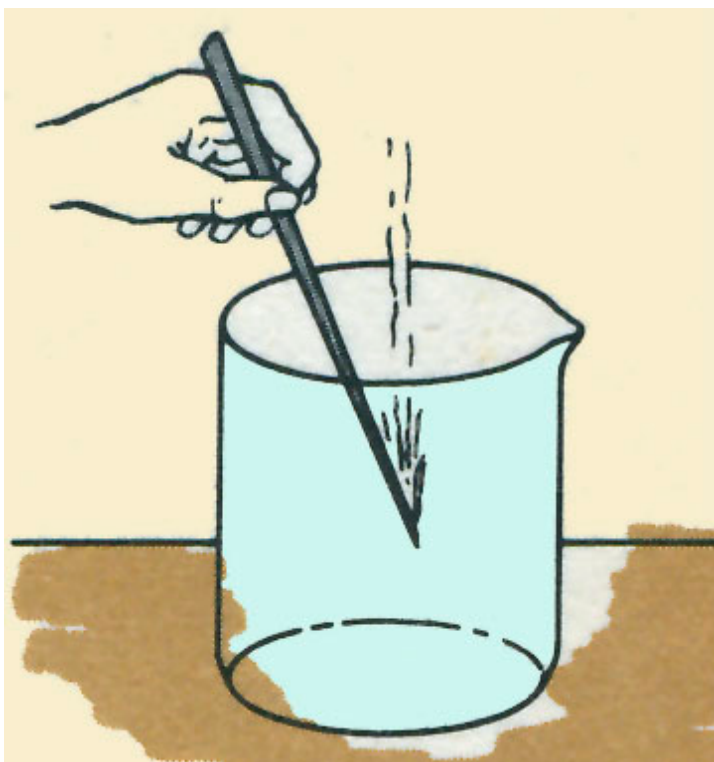
Cavendish discovers hydrogen, 1766.

Montgolfier brothers raise balloons, 1773.

U.S. adopts Constitution, 1789.

Priestly discovers oxygen.

Legrange: *Mechanique Analytique*.



Circa 1790

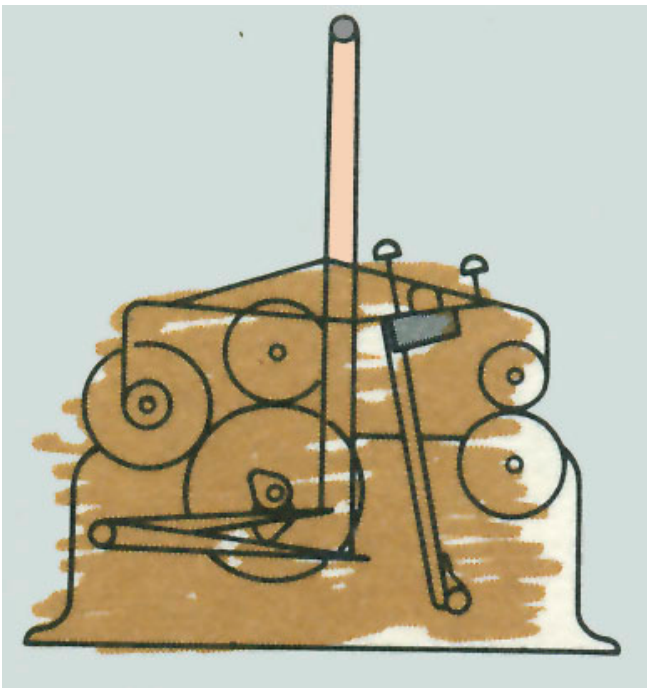
Lavoisier finds oxygen supports combustion, found modern chemistry.

Benjamin Thompson (Count Rumford) proves mechanical theory of heat.

The *Philosophical Magazine* founded.

My home course through a college back there in 1947/8 and just represent basic notes of its contents.





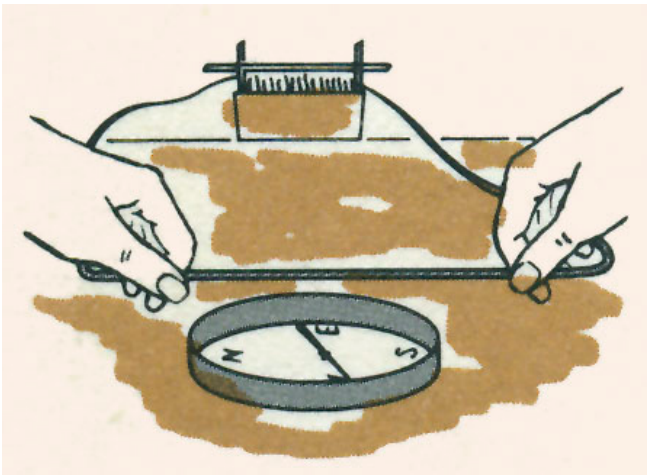
1800 – 1825

Circa 1800

Industrial revolution sweeps textile industry.

Physics: much correlation of apparently diverse phenomena.

1801: Young discovers interference of light.



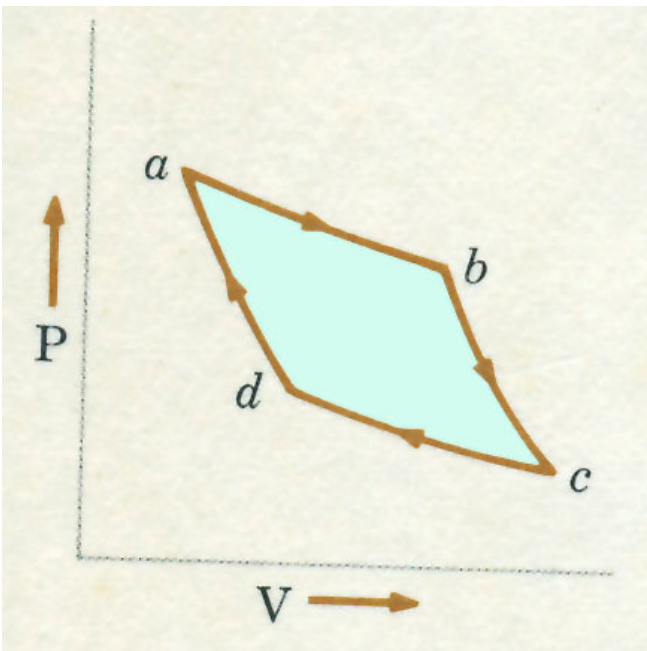
Circa 1820

1808: Dalton founds modern chemical atomic theory.

1811: Avogadro develops kinetic theory of gases.

1812: Laplace devises probability theory'

1819: Oersted discovers electromagnetism.



Circa 1825

1823: Monroe Doctrine

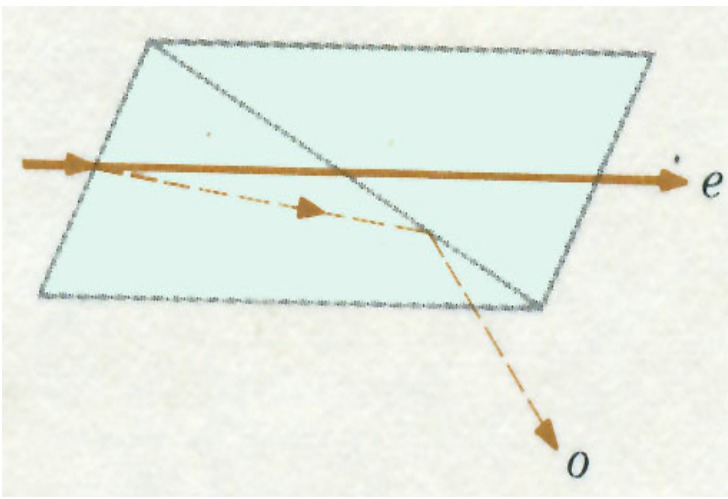
Ampère finds laws of electrodynamics.

1824: Carnot mathematically analyses steam engine cycle.

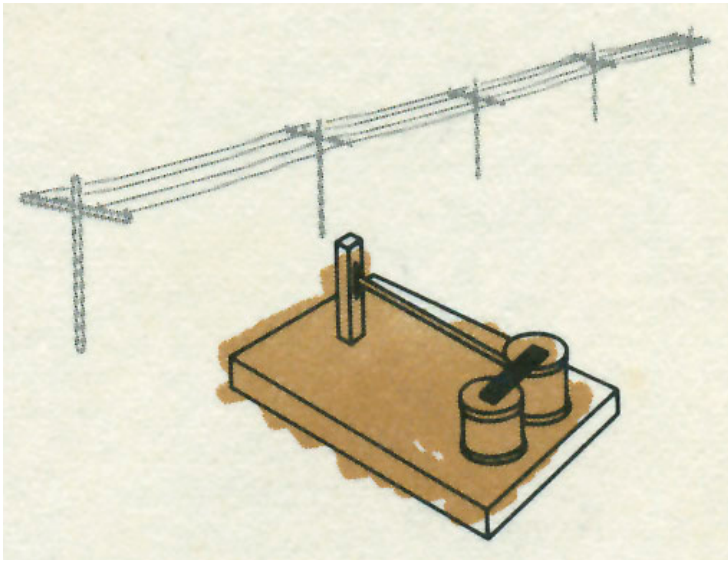
1825: Legendre develops elliptical functions

Here are more briefs of my learning 1946 /1947 one way or another most of these are actually involved in my study work of the S.E.G.

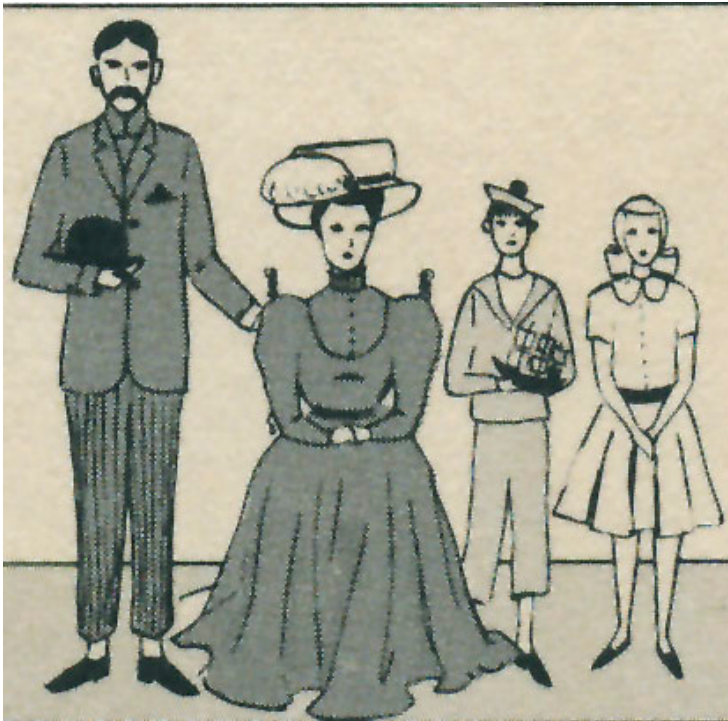
They have create the today's, which we exists in now, agree time have advanced this knowledge base.



1825-1850  
 Circa 1825  
 Flowering of New England.  
 Conservation of energy.  
 1825: Nicol's prism.  
 1826: Ohm's law for electrical conductors.  
 1831: Faraday magnetically induced electric current.



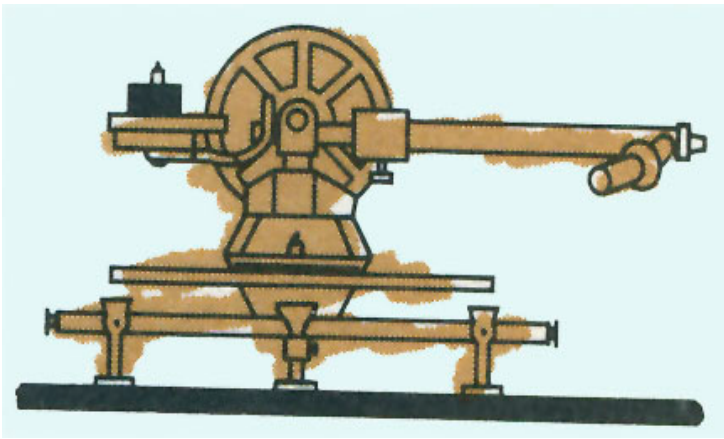
Circa 1835  
 1832: Joseph Henry discovers electrical self-inductance.  
 1837: Morse perfects telegraph.  
 Dana's system of mineralogy, 1838.  
 Bessel measures distance to a fixed star.



Circa 1840  
 Daguerre, Talbot introduces photography.  
 1845: Faraday's electromagnetic wave theory of light.  
 Joule, Helmholtz: energy conservation refined, 1847.  
 Thomson (Lord Kelvin) defines absolute temperature.

Before you start shouting at me that, I have missed out some events; I am aware of that I have listed the most important events that are key issues in the *Searl Effect Technology*.

Once *Star Ship Explorer* becomes reality millions of people will have played a part of that success story; some of whom names we will never know because man failed to record them or records destroyed.



1850-1875

Circa 1850

Foucault finds speed of light less in water than in air, discredits particle theory of light.

1851: Perkin creates coal-tar dyes.

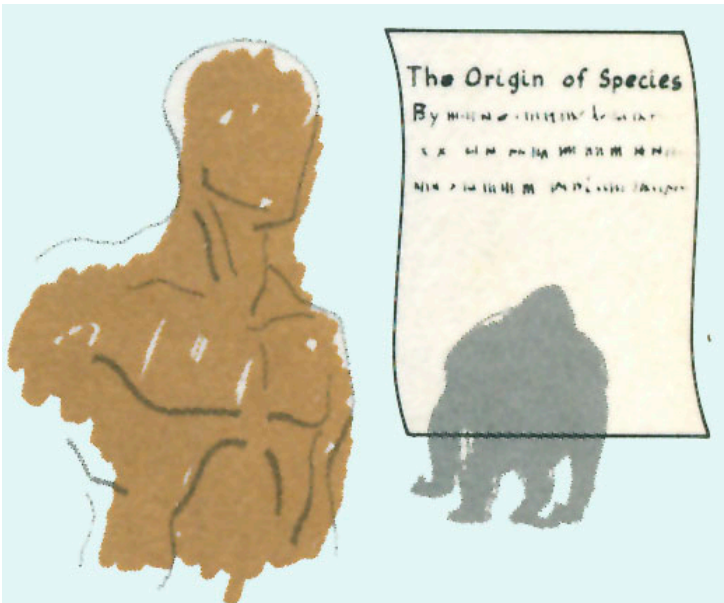
1856: Helmboltz writes Physiological Optics.

		B	C	N
		Al	Si	P
Cu	Zn	Ga	Ge	As
Ag	Cd	In	Sn	Sb
Au	Hg	Tl	Pb	Bi

Circa 1865

1868: Angstrom maps the solar spectrum.

1869: Mendeleev, Meyer, Newlands find properties of elements are periodic functions of atomic masses, predict new elements.



Circa 1870

1871: Darwin compiles observations, data from all over world, writes Descent of Man.

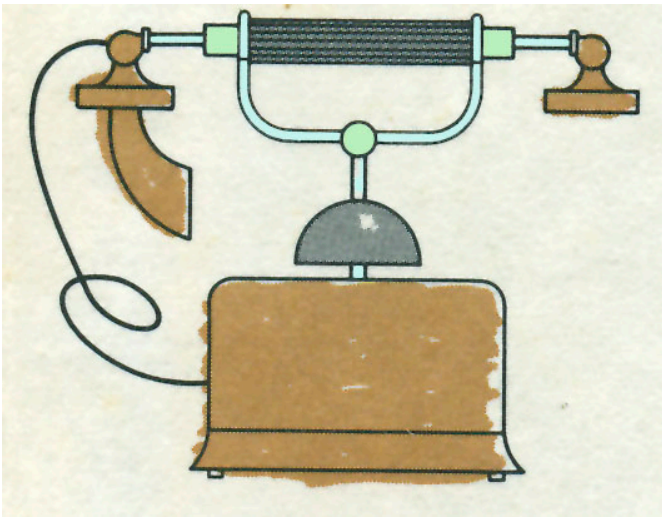
1873: Maxwell's Electricity and Magnetism presents basic equations.

I heard the anti action upon Charles Darwin 1809 – 1882, English naturalists created theory of evolution, which from where I sit I have the same mental picture, cannot find any other answer to why so many products of nature actually exists.

I can understand: why so many types of creatures have vanished in the past for good, I also understand why each year another structure disappears and that reason is that animal termed man lack of responsibility to the planet due mostly by his desire of greed.

Agree, to this planet man is a parasite without mercy, he will destroy for greed and pleasure, but only a few make the effort to save it and try to create beauty for all creatures to enjoy regardless. On planet Earth, we got a massive problem to put right the wrongs done my man.





1875 – 1900

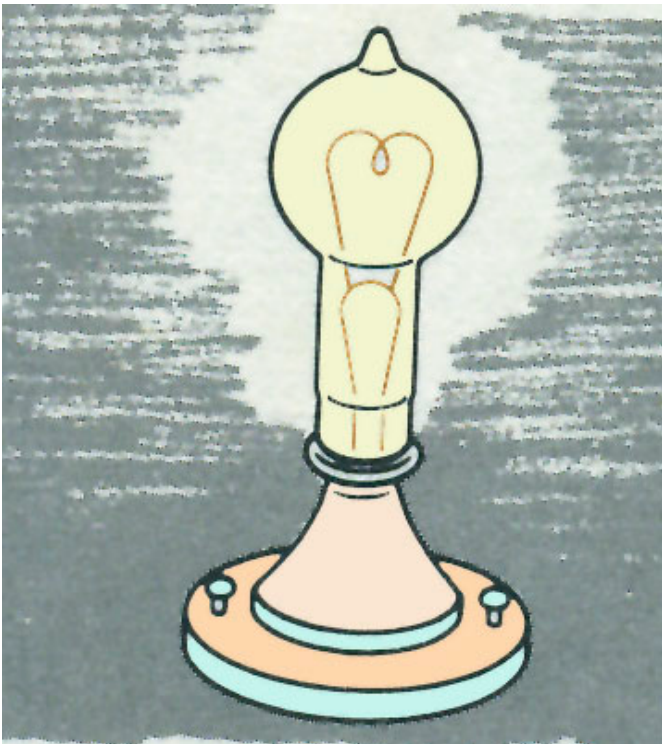
Circa 1875

English foreign affairs under Gladstone, Disraeli.

Revolutionary movement in Russia.

1876: Bell perfects telephone.

1877: Lord Rayleigh's Treatise on sound.



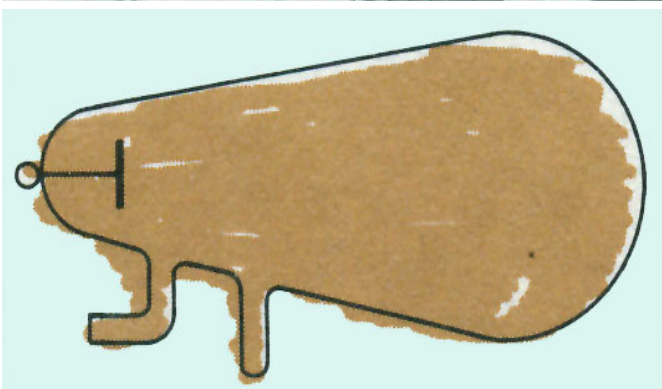
Circa 1885

1885: Edison's incandescent electric lamp.

1887: Michelson-Morley experiment demolishes ether theory.

Balmer, Rydberg discover laws of spectral series.

1895 Marconi wireless.



Circa 1895

Röntgen discovers X Rays.

1896: Becquerel discovers radioactivity,

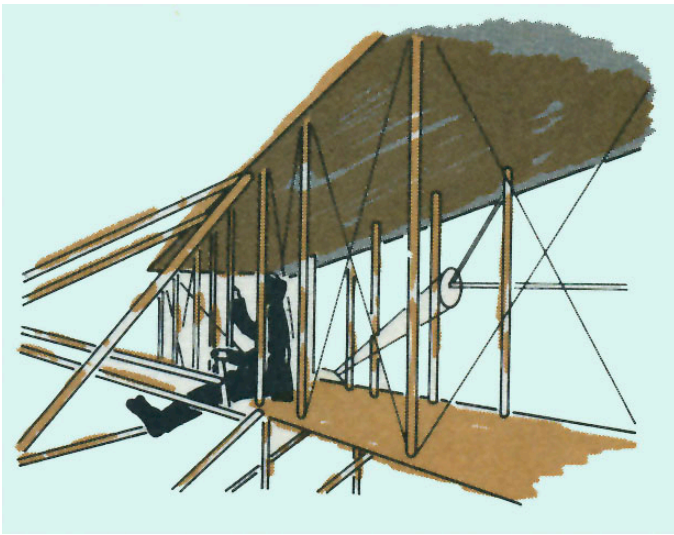
Boltzmann develops kinetic theory of gases.

1898: Pierre and Marie Curie discover polonium Po 84 and radium Ra 88.

Another page of facts as I know them, all these inventors have played in part in my work regardless if they are dead or alive, as this book will expose how.

FACT: not one of today's products made by man was possible until someone said I going to do it then him or she did it, then and only then was it possible.

You will notice how quickly things get started on inventing which will be needed on Star Ship Explorer, if the project gets the go ahead.



1900 – 1923

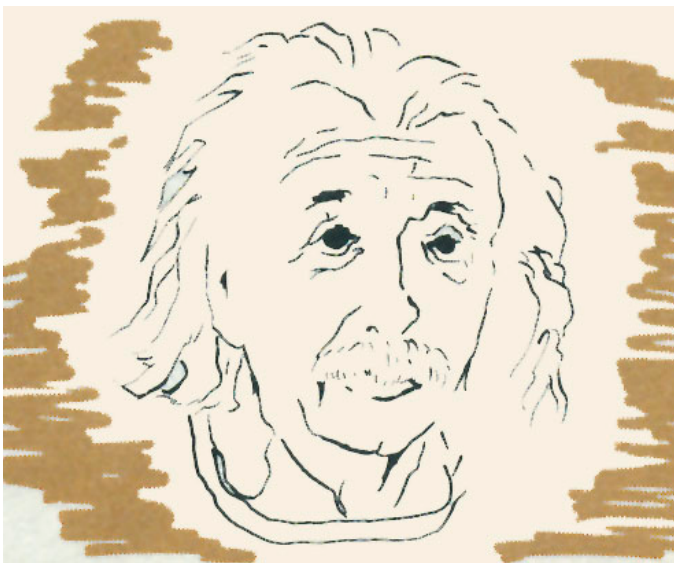
Circa 1900

Matter and radiation, atomic structure, quantum theory, relativity.

1900: Planck develops quantum theory.

1903: Wright Brother's plane flies.

Fleming invents diode.



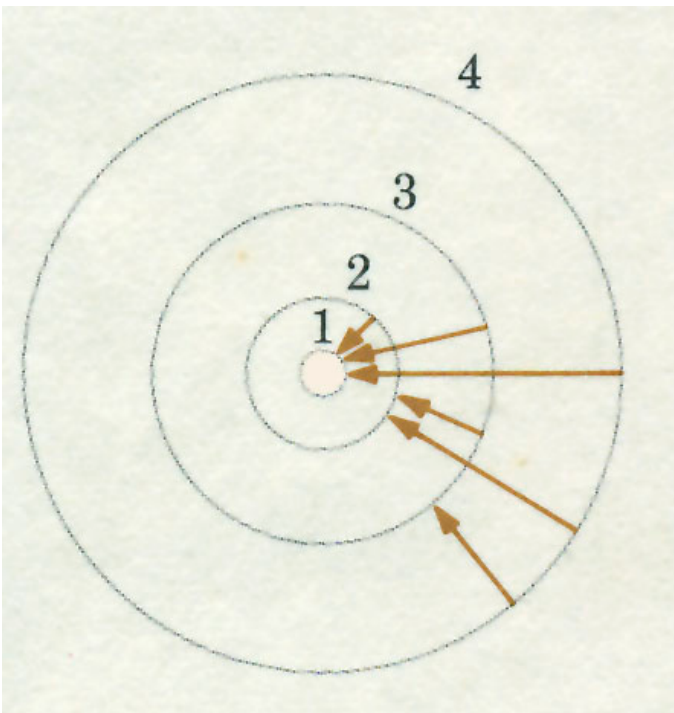
Circa 1905

Einstein proposes special relativity theory.

1907: Lumiere invents colour photography.

1908: Onnes liquefies helium.

Freud founds psychoanalysis.



Circa 1915

1913: Bohr suggests H atom model.

Einstein completes general relativity theory.

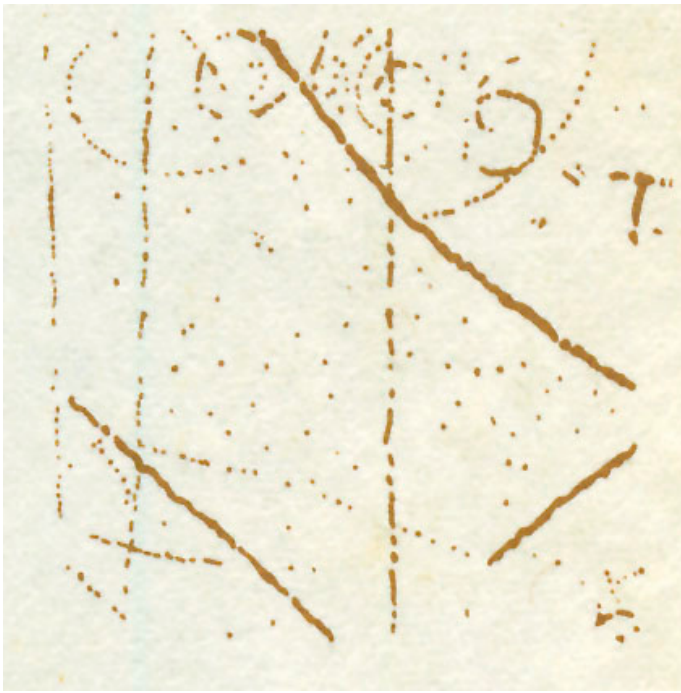
1919: Aston detects isotopes.

1923: Debye, Hückel develop modern theory of solutions.

We are slowly looking at man's progress over time and will soon arrive to the present time. It is exciting to travel thus and each step had to be fought for; same for many other inventions I at this time I have not listed.

Man is still the only animal which has left this planet and stood upon another, has created a home in space.





1923 – 1965

Circa 1924

Quantum mechanics.

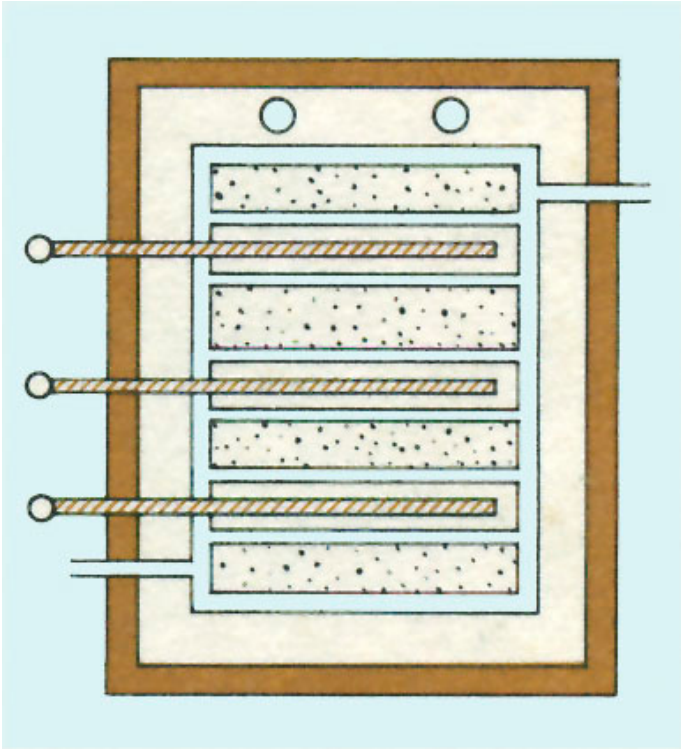
Astrophysics.

De Broglie suggests wave nature of atomic particles.

1925: Heisenberg's uncertainty principle.

Schrödinger's formulates wave mechanics.

Physics of solid state.



Circa 1930

1926: Dirac systematises quantum mechanics.

1932: John Roy Robert Searl arrived on Planet Earth, none worst for his trip through space and time but arrived six weeks early than expected, proving he was operating better than the British Rail schedules.

1933: Fermi studies nuclear transformations.

1936: John Roy Robert Searl appears in Newbury Court, Sentence to remain in Dr Barnardo's Homes care until his 18<sup>th</sup> birthday.

1938: Hahn, Meitner, Strassman, Fermi open era of nuclear energy production.

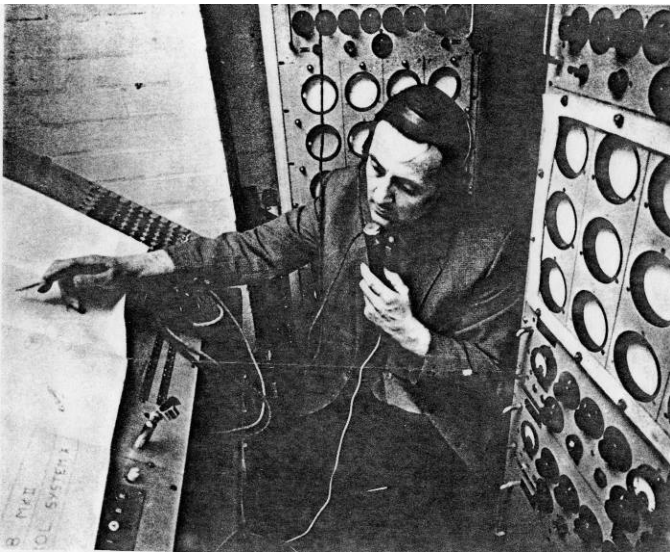
1944: John Roy Robert Searl arrives at naval school to start training as a number and not a name.

1946: John Roy Robert Searl discharged due to ill health, became a person and not a number and started to work as an apprentice to become an Electrical Engineer.



They had no idea what this parasite would do now, let loose on the London Streets. First photo planning his future; Second photo enjoying what he is about to do – what it is, he is not telling.

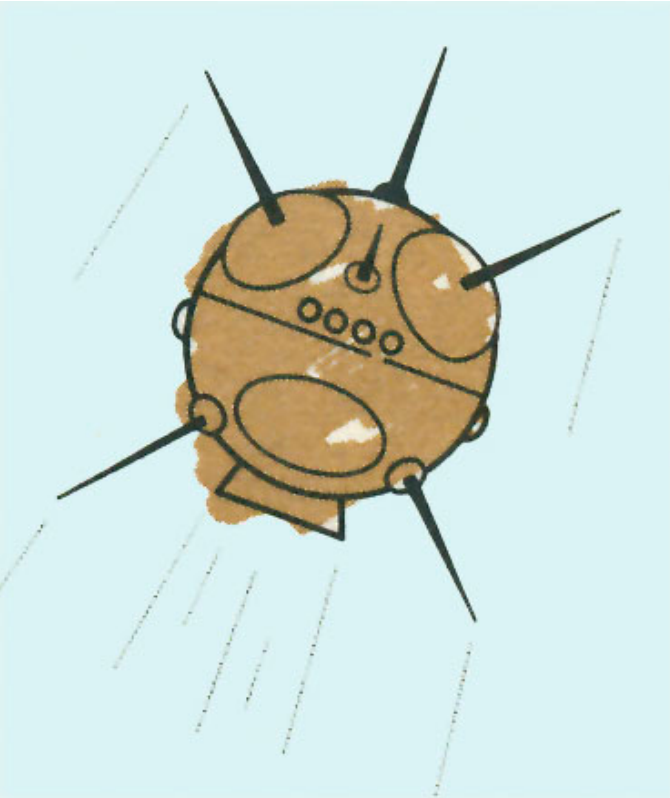




1925 – 1965 continue.

Circa 1956

1956: Searl at Swallow Command HQ, Mortimer, Berkshire, England being interviewed by TV program, and the media.



Circa 1960

1957: First artificial earth satellites transmit pioneering data on outer space.

Masers and lasers provide intense beams of coherent radiation.

That first satellite was Russian, that country that the West had laughed at, that would never be first, the country they claimed did not have the knowhow or the means to achieve such an event, how wrong these experts were which is not unusual.

Searl leaving the naval school early than the legal law sets, as a minimum period of schooling regardless of the child's state of health, was a major issue for this naval officer.

Under the law he should not release him, he is a boy very ill took two other boys with him, clearly he protected and feed them, without money or any legal document and the police force searching for them.

No child before him had every lasted more than 24 hours. He had to consider that this boy on his first run returned himself; he had not been found.

Then while on his vocation he had run away again this time for 3 days and return, had not been found, given six strokes of the cane and other punishments.

Within days, he went on the run again this time took two other boys with him, this time three months without being found.

In addition, the only reason he now stood before him was that he had to perform an act of mercy as the smaller boy was taken very ill to get him medical help, than it was by chance and misfortune that they found him.



1961 – 2009

Circa 1961

1961: Soviet Union, the world's first satellite spaceship Vostok, with a man on board, was put into orbit round the Earth.

That date was April 12<sup>th</sup> 1961; the pilot of the Vostok is Major of the Air Force Yuri Alexeyevich Gagarin, a citizen of the Union of Soviet Socialist Republics.

After successful launching in a multi-stage space rocket the satellite ship, having attained orbital velocity and separated from the first stage of the carrier rocket, had began free orbital flight round the Earth.



Circa 1963

1963: Searl starts his series of lectures on tour of the world.

In addition, monthly day show to induce visitors to his technology and his world of tomorrow and brought official people attend them.



Continue.

The best interview ever done upon this work followed after my lecture, which the interviewer had attended; that was recorded and broadcast twice by public demand.

That recording of that interview is still in my possession.

Thank you for such a wonderful discussion, only wish other reporters had the same intelligence.





Circa 1968

***SWALLOW COMMAND.***

***STAR PORT EARTH ONE***

The first image show the first key members who worked upon the Demo one project.

Because of their main employment were in other distant parts of the country we agree that Sundays would meet and work upon that project.

In fact, the next picture shows the real first ones to work on the new site after I had transferred the struts that I created there.

The man on the left is the worker; the man on the right is the owner of the site.

In the next photo they are holding up one strut to be of model Demo one.

Time flies: these are indeed old images of the pass and who were involved; cameras own by visitors were not suitable for this work but thanks to those who sent copies of what they took.

The last photo actually showing me assembling another strut in place, there will be 64 of them created from 128 acute triangles.

Why we created it from weak materials that were worked with penknives, hammer and handsaw?.

At the meeting at St. John's Hall Mortimer, 400 scientific personal claimed that it would not support itself let alone fly.

To prove if they were right I selected the weakest materials, if it supported itself then the materials I selected for Star Ship Ezekiel MK V would certainly support itself.

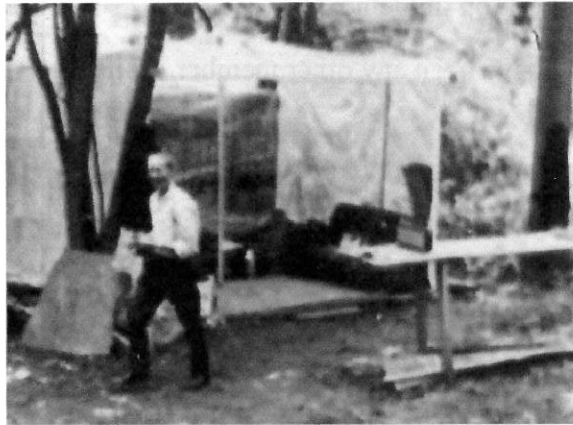
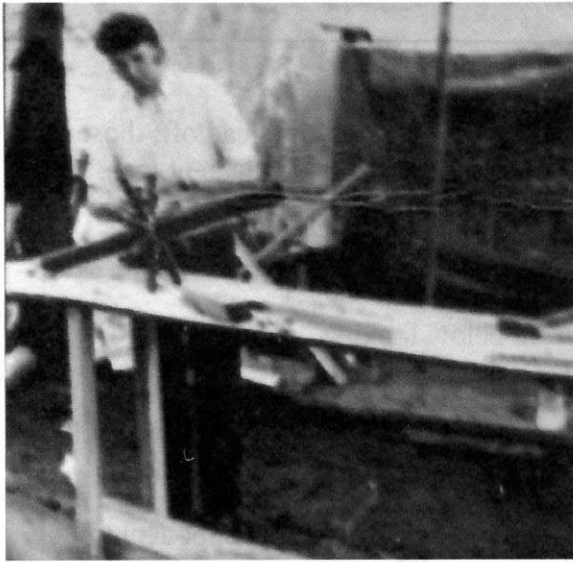
Did it support itself, you bet it did in all weather conditions regardless, and it stood on a slope for added test that the leg concert was ok, it never ever slipped no matter how wet the weather was.

Demo 1 was a success; the story proves experts wrong.

All progress went well; Tony Justice was a real good worker for this task, Wilf Bright, Bill Skellon, and Peter Barrett.

The women played an important part of that development they also worked hard, following my accident things went adrift.





Circa 1968 continue.

First Picture is Tony Justice working on the centre brace for the start of construction of Demo one.

Second photo is Charles who is taking material to the construction site.

Third photo showing the position from the workbench and test equipment department, there are no power or toilets available here.

We had to cope as ancient man did, and we did no problem.

Fourth photo shows the progress of strut construction.

Demo 1 was the first to be constructed to this concept, there were problems to solve to speed up the work and Rev George Nicholson was always ready to help out.

At Mortimer when a Vicar from the USA, visited me at the time I was producing the struts for Demo 1 and explaining to him the whole concept how it worked.

His reply to me was that I had just read the book of Ezekiel chapter two to him of the old bible, details identical the same.

I replied really, that news to me how could anyone known that so long ago.

He asks would I like him to send me an old bible he would mark the pages.

I replied, yes please that would be great to see similar statements in the bible.

In addition, true to form I did receive that bible with pages labelled as seen me reading it in the German TV show ZDF the words that was identical as I explain this craft.

From that time structures based on 64 struts concept are refer to as the Ezekiel class.

However, the law of the squares create this slender disc as classed in a flight design category.

Those years now so long ago were exciting years for all who were involved regardless if they were male or female, that was a challenge with many problems to solve, mainly because everything had to be done by hand.

Everyone was equal, everyone submitted their ideas as to how the structure were to be built, everyone of the team were involved in planning solutions for problems we hit, and the best idea were tested; that was the winning ingredient that brought this technology so much publicity, and Sue played big part for the press.



Circa 1968 continue.

First, photo someone like cutting top half of my head off; those were the days where we actually lived more like ancient men.

Second photo Demo 1: taking shape, regardless of being no power available there yet.

Photo 3: Demo 1, taken from below looking upwards.

Photo 4: I must admit that I am a bit lost who these two of the team were; it could have been Tony Justice working on the shell cover.

Photo 5: Charles Haskell on the ground handing component to Tony Justice I believe it is on top of Demo 1.

I might be wrong it could have been any other member of the team.

No matter whom the Demo 1 is certainly taking shape, and the media loves it.

In addition, that goes for the team as well, from nothing to something, from impossible to possible just shows what can be achieved when people will work together in teams.

Agree increase cost in petrol made it costly for distant members to be able to come so far to help, people visiting the UK from Australia dropped in to help.

Even from New Zealand, visitors came from Japan, many parts of the USA to see if what they saw on TV or read in the media was indeed true, and they were not disappointed.

From that time no more teams were formed, and the site was abandoned, no funds to start the bigger test version of Star Ship Ezekiel MK V, in which Tony Justice brought in a JBC to clear the site to build it in a much more secrete place from possible viewers.

Same all that effort to clear a site then it is not used.

I had carried on with the work by myself when done I left the site as it was to die a natural death.

However, years later, I took Luis to see the Demo 1, unfortunate he missed it by four months, as too many people use to go there to see it, but they would break things off the property to show people that they had been there.

Therefore, they had it removed by scrape merchants and police acquire the house after Mr Fleetwood died.

Sad because like so many have said to me who went to see it that it should had been on display in a museum, I agree, but none could take it was too large for their space.





Circa 1968

A small number of the team stand by Demo 1 for a photo to be taken by somebody.

The distant object behind the IGV structure is one landing leg showing what the eight landing legs would look like.

After testing it was rejected as it failed if, less than half way extended.

Sadly time has pass and gone, due to being robbed of my goods, or press photos stolen by free lance writers, moving a number of times in search of the right place did find one in Inverness for sale but the person who said he would buy it dropped out of doing so.

Then in London, I was again robbed of my property, which was brought between my pension money and wages paid.

So not only did they have things for nothing without paying the taxes which I paid for or in reality failed to pay my license fee which brought those goods.

This case will eventually be brought to court for the £380,000 due to me and compensation for continuing using my copyright terms to obtain funds for work on the S.E.G. which they have no license for.

Things did look very black, and only Fernando Morris efforts to try to help gave me the hope that something might be saved out of all this evil, which had been done to me.

Then an occasion happen that my doctor had retired so booked another doctor who I first meet on moving there, who asked if my work was still ongoing I said yes, and gave him my website which after seeing it came next day to help and fund the cost of materials Morris needed to get on with the work.

From that day until I moved to Scotland he more are less visited me each day to see how he could help me with my work; now I am a bit too far away to help, but he has set up my two companies for now, which their websites are being designed at this time.

After the mock up was actually running I got Terry Moore to put it on YouTube and surprise it worked beyond expectation but it found the nut cases as well which is not usual as you know, these experts who know nothing about it telling all how great they are in knowledge.

Simple, everyone except them: got no knowledge so they think everything they write will be taken as absolutely correct, in my case, this Flowerbower dropped a right bullocks by picking on me; he should have found out about the facts first.

Well, Thailand responded quickly, the doctor and I travel there to check out the place while there I had an operation to assist my heart function, still need another one but had no money available for them to do it at the same time.

I accepted that place and work started to get the equipment which you have watched arriving for the work, and you have watch the building of the special magnetizer the only one of its kind in the world.

Therefore, the dark clouds of yesterday may be moving on after all, and the sun again will shine as work step up in studying each part of the effect to get a better understanding of the functions, which are involved; but we are still winning the race for cleaner energy systems.

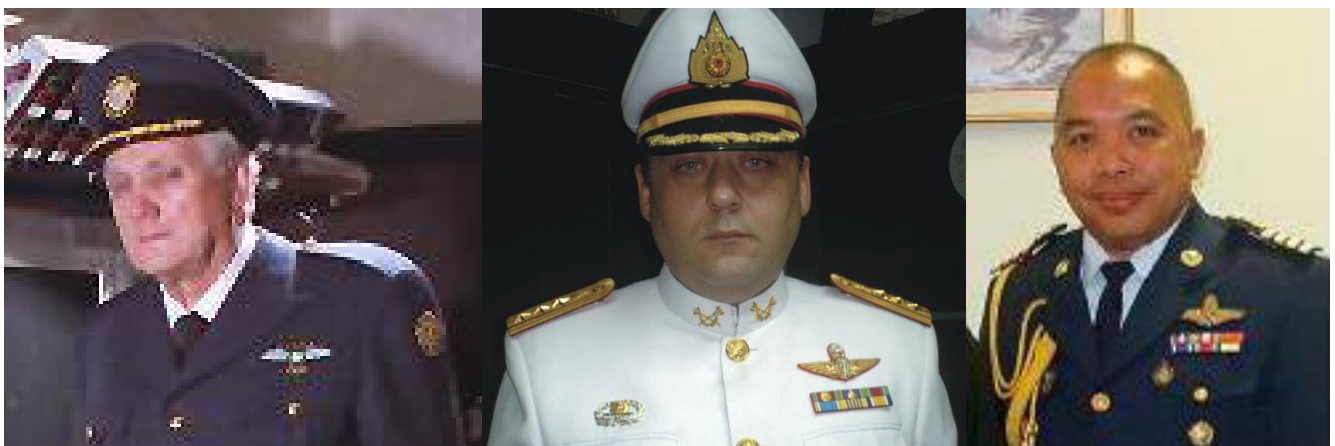




*The day shall come when man / woman will travel into deep space in search of knowledge and material by which Planet Earth can benefit from, and that day may be sooner than later.*

*SWALLOW COMMAND SPACE STATION THAILAND.*

*STAR PORT EARTH ONE.*



*Investors take note we have the men who will test flight the I.G.V.*

*We have the work force.*

*We have the work place.*

*We have the equipment.*



These men will work as a team to make it happen, because they understand what success for Thailand would be to play a major role in exploring space for the benefits of humankind.

To such people my admiration for their faith in such a new concept that Thailand could make it a success is a wonderful feeling after all these years of nothing happening.

There is a new space port being constructed at this time, that we might be able to join partners with to use for this work, as will be seen here; the place in question.

Failing that we have to do it like in Berkshire, but throw up a covering, when ready to test remove cover, such ground is available behind the lab.

Thus, there are two possible options, but first the funds to undertake this massive project must be in place, which they are now bank accounts in place for action; unfortunate they still await filling up with the money so work can start.

Money is always a major problem, for research and development and understandable people are hooked up to the grid they cannot see any need for an S.E.G.

Likewise, NASA and others are already in space researching with rockets so why do we need I.G.V.

Before the success of such research names are not important until after success, then the register of those who made it happen will be released.

The future could be exciting and extremely rewarding to the planet Earth both in knowledge and materials; not only that but can have the means to intercept treats from space quickly and divert them.





This team of men would give all the help possible to make it a success for Thailand, if real funds were in place for the go ahead of such a project research and development, their names are not important at this stage to outsiders until all tests have been proven as safe to start commercial operations.

For such a project, undertaking a full-scale model must be built to check that everything is absolutely correct nothing has been overlooked because the final one must be 100% go nothing found to be wrong during testing flights.

Due to economics, I would suggest that it is built as a simulator for training flight crews; at the same time have a seating capacity for 50 people to have a ten-minute ride on a computer-simulated flight to Mars.

In addition, at a small entry fee, this would help over time to lower the overheads of the research and development, and draw visitors to the site from all over the world for a day out.

Way to make the site attractive for tourists should be considered as a fund-raising means, there is nothing impossible except that your mind makes it so.

So let us use our minds to create tourist interest that will assist our research and development efforts,

Our equipment must be put to good use, if idle seek other jobs to undertake by which money can be raised.

I understand that Rome was not built in a day agree, it will take time to become equal to NASA, but if our hearts are in the work being undertaken; we could bypass them in ten years time.

From rags to riches, it can happen, but that takes devotion and effort to achieve; impossible are possible but it takes a bit more time to achieve.





Circa 2009

***SWALLOW COMMAND SPACE CENTRE.***

***THAILAND.***

Yes, this could become reality at anytime investors put the money in to make it happen.

I have so often heard statements that made that I never tell people about the technology.

That is untrue, not only do we talk about the technology we also demonstrate what has been re-developed as funds allow us to progress.

Here I show that proof, which you cannot deny is true, it would be impossible to show in this book everyone who has seen this technology, as they are thousands of you.

I can only present here a sample that people have and do see and hear about this technology, but like a horse you can lead it to water but you cannot make it drink from it.

Likewise, you cannot make people invest in it, you can only prayer that someone out there will see how important it is to get this technology into the marketplace as soon as possible.

In addition, invest that kind of money that will make it happen.

Their names do not need to be known to outsiders, until the project is on the marketplace.

All investors before mass production commence will be issued type A shares as we trust they will form the management section of the company.

Today is no different from ancient Egypt who needs to leave behind proof of their capabilities to create, and how they achieved that objective; still on show today for all to witness.

Now this planet is in a very bad state of health; we could all work together to create for future generations our capabilities of achievement instead of the present proof to the next generation how good we are at destroying this planet for them.

It is up to you to help, those who are trying to save this planet for our children's future sake.



Circa 2009

We are polite to all even these top rank people we show our affection as human beings.

As stated I am not now giving you the their names, if you wish to help this work you do so because you want to see this technology on the marketplace not because some top rank person name you know is interested and has already meet us.

Across the globe today, the world is becoming aware about this technology, and interest is growing at a surprising rate, yet still the big money needed for the big push fails to appear.

I agree as always for years been a big talk of big money, but the evidence is yet to be seen, and when it does turn up all heaven will open up as full speed ahead and will hit world news.

In Thailand, yes we do have a real dedicated team ready to swing into action Sir Richard Branson... if you are watching now at last you have your chance to play a part and when we have won us, you'll be sitting on top of the world like nothing before that you have done can match.

In the UK, efforts are trying to create a movement to raise funds, which is a terrible difficult task to take on. Likewise I have some here who can produce the money to start up but time flies by not seen any.

Israel has not been able to make a real move yet, but once the magnetiser is fully operational we have other means for Israel to get funds for go ahead.

Baltic is struggling to get setup; Italy is waiting for the magnetiser to go full production so they can start up.

France is still negative at this time.

Mr. and Mrs. Renier from the W.E.C. Institute USA; whose photo is above visited me here on Monday 13<sup>th</sup> April 2009 at 1319 hours to 1740 hours upon my work, will place a link to my site on his web when he returns; offer to machine parts for me, which may become useful soon. They brought me a curry meal on the way here, which was very thoughtful of them – my sincere thanks.





Circa 168 – 2009

1968: John Searl being interviewed by Southern TV from Swallow Command control post.

Yes, it was an outhouse but one with a powerful sting to it as it controlled the flight operations of the Levity Discs under research and development program.

But that is now time long gone.

Second photo deals with Grahame Park Estate address where the rebuilding for the fourth time equipment for this work which had been stolen all done from my pension money by eating out of date food for cheapness.

Third photo; I think that was me standing on top of Demo 1.

Maybe such a photo will never again be taken due to economics the cost today to construct such a craft will be much greater as it would be done in real materials as there are no longer need to prove structure concept is strong – it is strong – bloody strong.

Fourth photo, the set up at Grahame Part Estate before the robbery of all this equipment on Monday 25<sup>th</sup> August 2003, which had been brought from my pension money and wages while I struggle on out date food to recover from the last robbery, and still struggling to replace goods from this last robbery.

There are many hundreds of video tapes here to be converted to DVDs at the same time cleaned up by removing any rubbish content that TV camera crew's think makes a film, which is not required in a serious project.

In a comedy film that is ok, this is not comedy film; it is a serious matter, which still the masses failed to understand the importance involved.

My financial position means the chances of ever converting these tapes looks to be zero-rated, pity that it is a massive loss.

I will now deal with the option, as I understand it: Sir Richard Branson please kindly note what they are, you present an image that is interested in flight and space. There are grounds behind the lab, could be used if nothing better is available, but on the hand there is a new spaceport nearby.





*SWALLOW COMMAND SPACE CENTRE THAILAND.*

*STAR PORT EARTH ONE.*



Circa 2009

These photos are real on a spaceport under construction, more meetings required to get an agreement in place, which is acceptable by both parties.

At this time: I understand they want 100% control, which I cannot, possibly accept.

Well, Sir Richard Branson what are you waiting for? You are a man of opportunities that takes action, get a deal set up so we can get started in the right place at the right time with the I.G.V. researching and developing, testing and take on missions operations.

It clearly has cost a vast sum of money to build this complex and from where I am sitting, I cannot see the economics of its function, as its purpose appears to be rather negative, but I would certainly swing it around into a positive state.

This requires a helping hand from a big backer to help us to get this site, which is still under development.

So sit back and you look at this site, which would be perfect for the space operation of the IGV; it is an amazing sight to see, its objective unfortunate is in my books a sheer waste of money and time unless it is put to real use with research and development for future space exploration missions.

However, I have learnt over time those with money often spend it on useless objects, sad to say.

Circa 2009 continue

Hello Sir Richard Branson surely these photos interest you as a big business man enough to check them out, why not drop into our base with your manager and discuss the work we are doing there.

Only real business people would see the advantages to be gain if this technology reached the marketplace.

These photos are purely to give you an insight to the size of this complex: and how construction work is progressing.

Using members of our team as markers, one can judge the size of the area in the photo.

Think Richard; a full size model with the cockpit built in as a simulator to train flight crew and at the same time 50 visitors could take a computer simulator ride to Mars as a ride for a small fee.

This fee would offset the cost of training flight crews.

At the same time, the model is being checked out for all possible problems before the real craft is constructed economically saving hard cash, surely Richard to you business minded that makes sense.

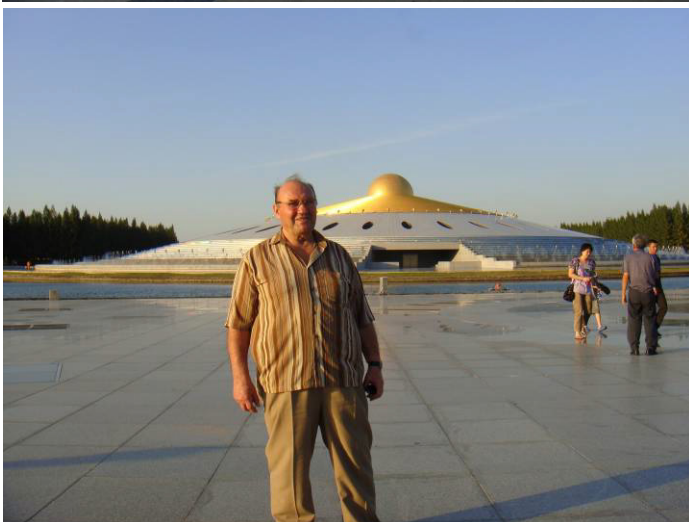
Please Richard thinks hard upon this issue, picture what the success of such an idea would mean in the business world.

Sir Richard you have always appeared to me as a person with the same excitement to create rather than to destroy.

A man who loves challenges, likewise the same as myself, you like flying and so do I.

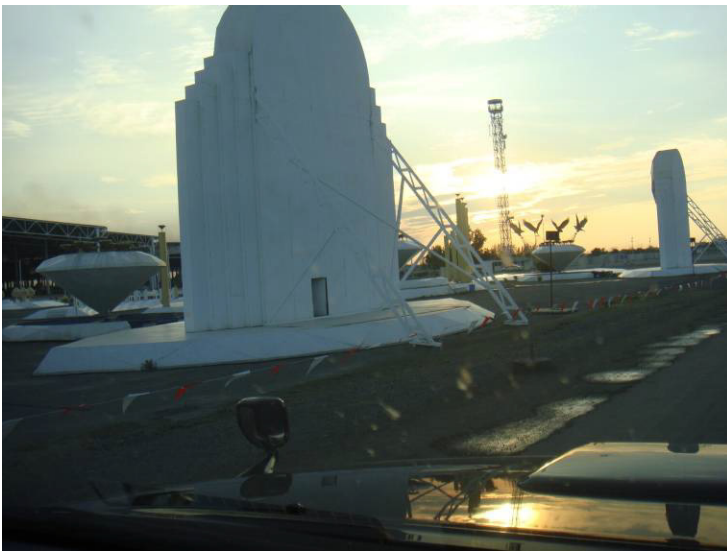
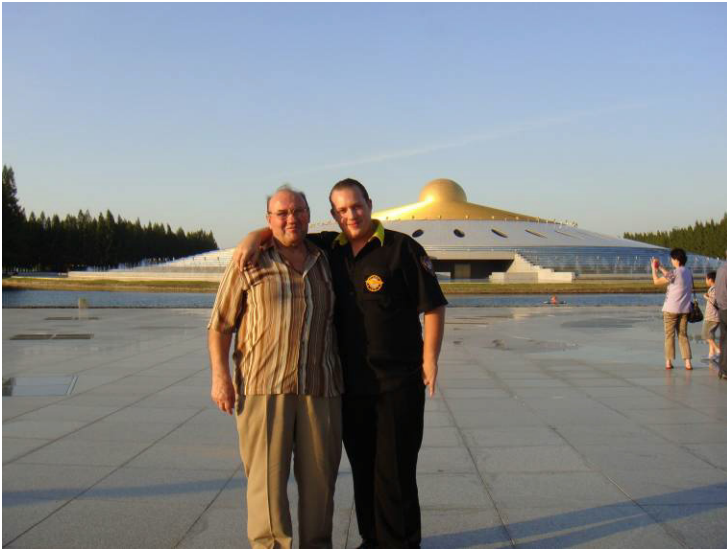
You succeed to make money where I have succeeded in spending money instead on it.

Anyway, it would be an honour to have you visit our workplace and to discuss the Star Ship Explorer concept and plans, and possible the S.E.G. for the marketplace.



These photos are real, taken to show the ideal place as I see it for this development in flight to be developed.





Circa 2009 continue

Yes Richard amazing infrastructure taking shape there, but just picture it as a first commercial space centre which one day in the future will equal or even bypass NASA in operations in space.

There is nothing impossible except that the state of your mind makes it so.

Failing your support and we are not able to get the deal, I wish with them means that we shall have start from the bottom and work upwards, slow work.

However, a determine team will in the end succeed as all before me have done.

Sir Richard: For the world, it would be nice to see you meeting my team and myself to discuss the work, which we are developing and give at least some elbow support to the work.

Understand that in the eyes of the world you are a big business man, to that there are no arguments.

In addition, I admire you for your success, you are indeed a wonderful person to know, and I enjoy watching your interviews.

The Searl Technology appears to upset the scientific world, agree but they will eventually come down to earth give them time to acceptance as they did for the bike, automobile and aircraft; just a few events along the timeline as they say before that it would not work.

To all my viewers I hope these photos are interesting to see, and always remember that someone had that dream and brought it out into the world of reality.

However, I am studying it from the economics point; from what I have been informed, its purpose is not an economic operation event, from that I would guess such a site will in the end closed down.

Our objective would turn around the negative side into a positive one, but this one will be a hard nut to crack, because a partnership would have to be that they would be in control only.

The problem being that their objective is opposite to ours clearly we need a mighty big business man to step in here and join in with future discussions with the operator of the site.





Circa 2009 continue

Sir Richard Branson I trust you with your years as a businessperson can see what I see as a big market opportunity for anyone who dares to accept a challenge so vast in scale.

Space domain is open for anyone, who can come up with a safe fast system, which can make exploration fit into our economics.

I have great faith in the concept, which I have presented within this book.

I appreciate that time will prove me right or wrong, so far, time has been on my side and I trust that state will remain with me.

However, for now let me return you to what I see, what the future could be like, and this is based upon my own experience in flight.

Sir Richard, welcome aboard the Star Ship explorer and experience what will soon be departing.



***How much more proof do you need before you accept the fact of global warming?***



Mars.

Now in 2009 we know a lot  
More about this planet but  
We need to know a hell of a  
More than we know at this  
Time.

Circa 1968 my understanding.

Average distance from Sun = 227.9 million Km = 141.6 million miles

Orbital period = 678 Earth days

Orbital velocity = 24.1 km/s = 15 miles/sec

Rotation period = 24.62 hours.

Diameter at equator = 6,786 km = 4,217 miles.

Surface temperature =  $-120^{\circ}\text{C}$  to  $+25^{\circ}\text{C}$  =  $-184^{\circ}\text{F}$  to  $+77^{\circ}\text{F}$

I have doubts about the plus values that those values are too high.

Mass (Earth = 1) = 0.107

Gravity (Earth = 1) = 0.38

Moons = 2

From where I sit for an economic operation to Mars in the commercial domain, the flight time needs to be around 61 day's duration maximum.

Could a rocket reach such velocity to meet such demand, I doubt it at this time; another major problem a rocket would have to rely upon window slots for lift off, which in itself present problems not simple ones but complex ones.

Therefore, in 1968 the idea was to use the opposite option, the disc, we needed a technique that did not require windows for launch dates, less complication in launching.

The *I.G.V.*, which it is now termed could be just the vehicle needed to meet commercial requirements in reference to exploration of outer space.

Could the *I.G.V.* create velocities greater than 5'918'032.79 km per day, then it would meet requirements.

At this time I have faith that the *I.G.V.* would not let me down on the 61 days flight mission.

Developing such a vehicle would be a pains taking task, to that I have no doubt; might take five to ten years before it could be place in commercial operation.

The testing for 2 years in and out of the atmosphere, could ship materials and staff to the ISS during this testing period, even transport goods to the Moon to be available when the first group of scientists move in to set up observation base there.

I feel, if such a project could start today, it would be 2019 before it went into commercial operation, as it is not quite the same as test proving the 747 for commercial use.

Again, the insurance would be far less as the risk which face the rocket system do not exists, in addition, I cannot picture any constraints at launch, which could or would delay or cancel a mission launch.

The *I.G.V.* is not a multi-unit vehicle that has separation functions to cope with, thus those risks are gone,

What we must consider is the tonnage of water, which will be carried and amount of oxygen O 8 and hydrogen H 1 needed to be generated during flight for air and cooking.

Then there is the problem of bad air and sanitation for the mission staff on flight – for 61 days.

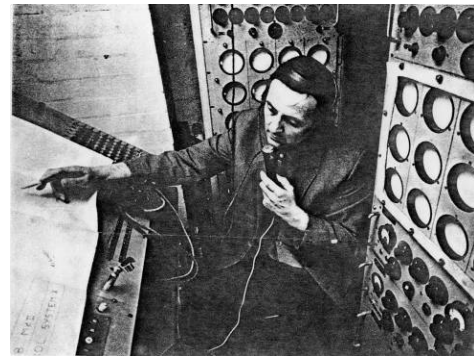


**SWALLOW COMMAND SPACE CENTRE.  
STAR PORT EARTH ONE THAILAND.**



Freddie Brown

- ▶ **SS Explorer**
- ◀ **SS Explorer 5<sup>2</sup>, go ahead**
- ▶ **SS Explorer for Mars**
- ◀ **Clear to orbit, QFE niner niner six, QNH one zero one two**
- ▶ **QFE niner niner six, QNH one zero one two, SS Explorer.**



Control Tower

First Commander SS Explorer is the spacecraft name aircraft have a registration data: GBECFU

You would say: Golf, Bravo Echo Charlie Foxtrot Uniform. Golf is the UK first letter; each country has a different letter to identify which country.

In the case of an aircraft, the full call sign as it is termed of the aircraft is used for first call on any frequency.

Whereby, at all times the spacecraft use its call sign on start of message.

Five means readability 5, which is perfectly readable.

Readability 3 or below may mean that you need to sort out the problem before continuing – like try a different microphone, etc.

The number nine is pronounced niner, and five as fife.

Altimeter settings and important air traffic control instructions should be read back, ending with your call sign.

The problem with aircraft they need a runway for takeoff and landing, which incur a bit more radio work.

However, we are travelling on an *I.G.V* a vertical takeoff and landing craft – *VTVL*.

Now a problem – do we term it a pad – or docking point – or terminal point, because no runway is required.

Would the phrase: docking point three, or pad three then terminal three?

Maybe our fighter pilot Group Captain Surapol of the Thai Air Force could think upon this issue and suggest what he feels would be the best term to employ on the space function.

Maybe docking which has been established at the International Space Station could be acceptable term.

The volume control is an awkward control to use on a conventional aircraft, because signals vary greatly in strength.

When first calling on a frequency make sure that the volume is well up – remember on a conventional aircraft when you increase engine power for takeoff you may need to turn the volume up.

Now on the *I.G.V*, I feel that the best option would be digital radio against analogue radio. In reference to volume control use at this stage, I cannot see any reason why on power up the need to increase the volume control setting would be required.



First, the radio operator's room is near the summit of the craft, secondary the wall separated the S.E.G. is lined with lead to soften any noise that might be present, not that I expect any to be there, only a precaution measure.

The QFE is the altimeter setting that makes the altimeter read height above the airfield, QNH the setting for it to read altitude above sea level.

This is the normal conventional aircraft system in use, it will not work on the I.G.V, and thus another problem had to be solved.

Now conventional aircraft have to taxi and when an I.G.V is landing or lift off at airports, which operate conventional aircraft this has to be careful not to interfere with their movements; we need to understand what they system set up as an operational function.

While taxiing you must not cross the runway in use without clearance, but other runways may normally be crossed unless you have specifically been told otherwise.

However, it is necessary to be very cautious, as another conventional aircraft may be using a different runway – if in doubt ask.

The I.G.V generates a vortex beneath it moving loose particles such as leaves, paper in a circle upwards.

There is a vacuum gap of about 1 m at power up from the rim to the boundary of the atmosphere with large diameter vehicles; this gap is less for smaller diameter craft.

Within this bow wave, one may see a colour glow, which is, photos being trapped within the magnetic field, and what an observer see in relation to the tint will relate the how high the voltage on board is raised before grounding to the brushes.

This action is suction from the ground upwards why we must be careful at such airfields where conventional aircraft operate as they could be damaged.

Launching means, a very slow start to avoid created a strong circulating wind beneath as height is gained velocity from 400 feet could be increased at 1000 feet velocity can be steadily increased once clear of Earth's atmosphere can switch velocity to required rate for mission requirements.

Now conventional aircraft have a set procedure to conform to and one need to understand them:

The holding point is an area well clear of the runway, separated from the runway by a line, see diagram.



No part of the aircraft should project across that line.

When ready for takeoff check that the runway is clear, and that no aircraft are about to land, to avoid wasting R/T time when there is no chance of taking off.

Then:-

You Tango Uniform ready for takeoff.

Control Tango Uniform clear for takeoff<sup>1</sup> (with a right turnout)<sup>2</sup>

**NOTES:**

What I am trying to do is to show the difference which is involved between conventional aircraft and the **IGV**.

- (1) Listen carefully, you may only be told to **hold** your position or to **line up** on the runway. You are not clear for takeoff until specifically cleared.

You may be asked if you are ready for an **immediate takeoff**.

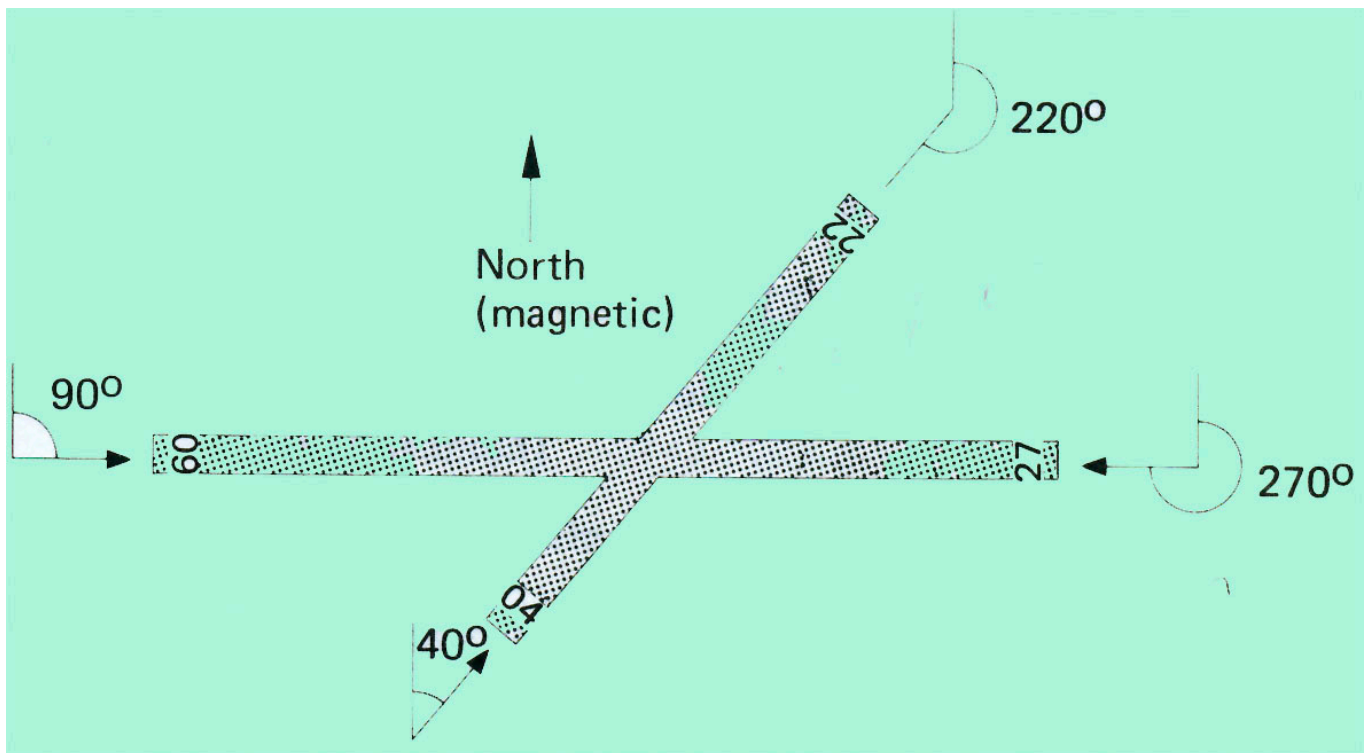
**Only accept if you are ready to takeoff as soon as you are lined up on the runway.**

- (2) A right turnout means that you may turn right to 500 feet, even though the circuit direction is left hand; from my own flying experience a right hand turn out happen on one runway only to avoid housing nearby on the left hand side.

There may be a flight that a right turn out is more covenant for the flight path you require, or a straight line out for the same reasons.

- (3) Here you are acknowledging receipt of instructions.

If there is ever any doubt get the tower to confirm that you are clear to line up, or to takeoff.



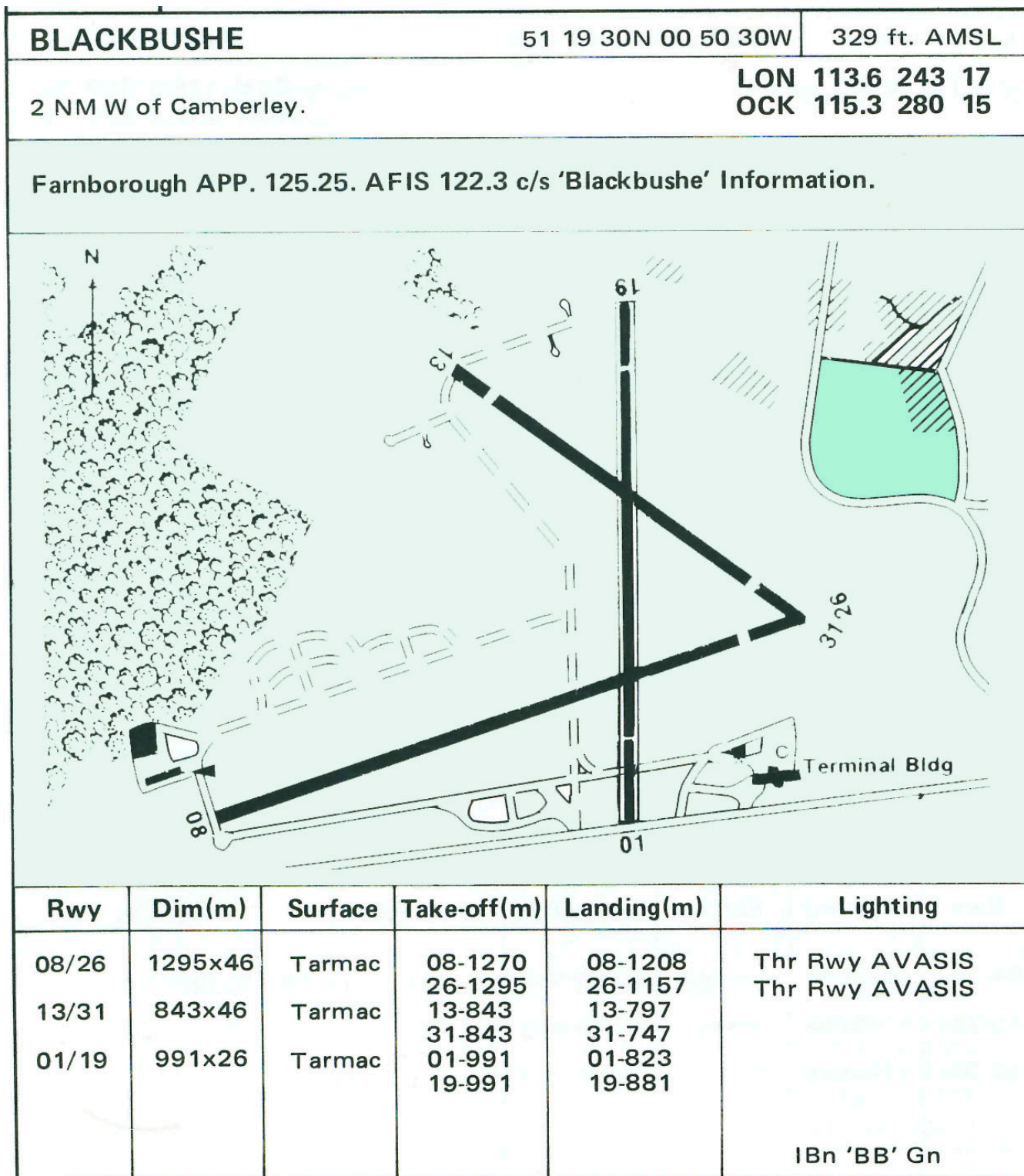
Runways are numbered with respect to magnetic North, rounded to the nearest ten degree's.

The wind given by the tower for landing or takeoff is also in degrees magnetic, but winds given for navigation are always in degree's true.

Before continuing, I like to tell you about my training base details.

Because of some experts who proudly tell you how clever they are in knowledge, now my readers can judge if they are truly clever or not so clever, as I show you the truth and the reality what was involved; my training base was **BLACKBUSHE EGLK**, two schools, two different aircraft training on.

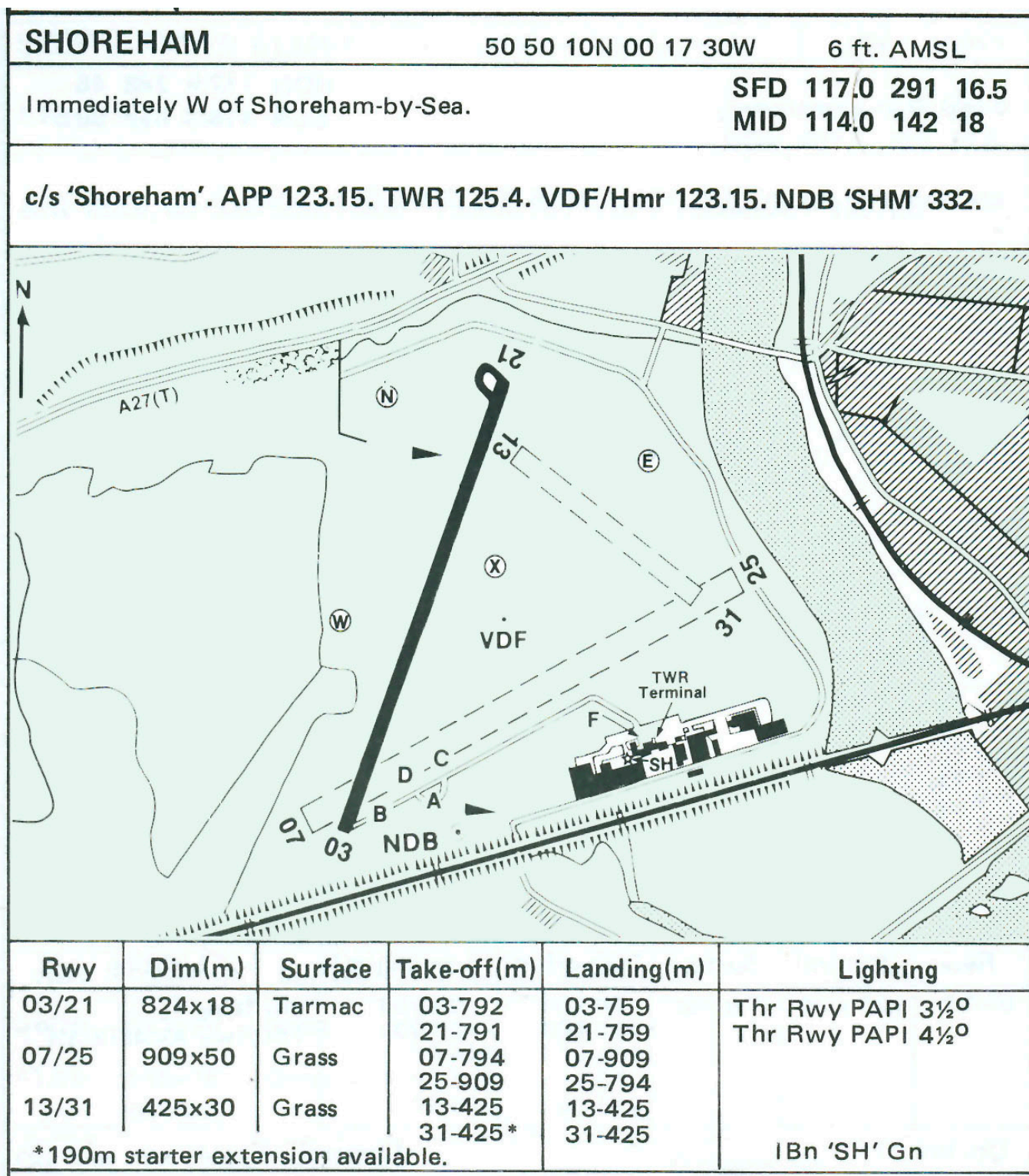




Though I was training on two different types of aircraft, during this time I also flew other aircraft as my pilot log shows, this gave me the opportunity to judge for myself which aircraft I like and which ones I hated. I will not lumber you here with all the data of the site at this time, but that school one was Blackbushe Aero club whose sigma I wear on my grey jacket as seen on TV, and I think also in Hollywood DVD upon my life; and the other was three countries flying school.

Andy at first school, Tim at second school were two wonderful men to know, today if they are still kicking they are flying in commercial capacity at different airfields, I believe Tim flies 747 cargo flights and Andy I am not certain but on departing he told me never give up flying. They both were excited about the *IGV* project – well Andy and Tim if you happen to hit my website, I shall never forget you but I am sorry to say that due to cost I have had to give up flying, but the *IGV* project may restart again during this year 2009, there is a good chance to fly again.

3<sup>rd</sup> October 1977, I took my test, which requires me to land at Shoreham. *EGKA*.



This was the first airfield I had to find and land and get my test form stamped, times and sign by the person on duty, which was completed 100% pass.

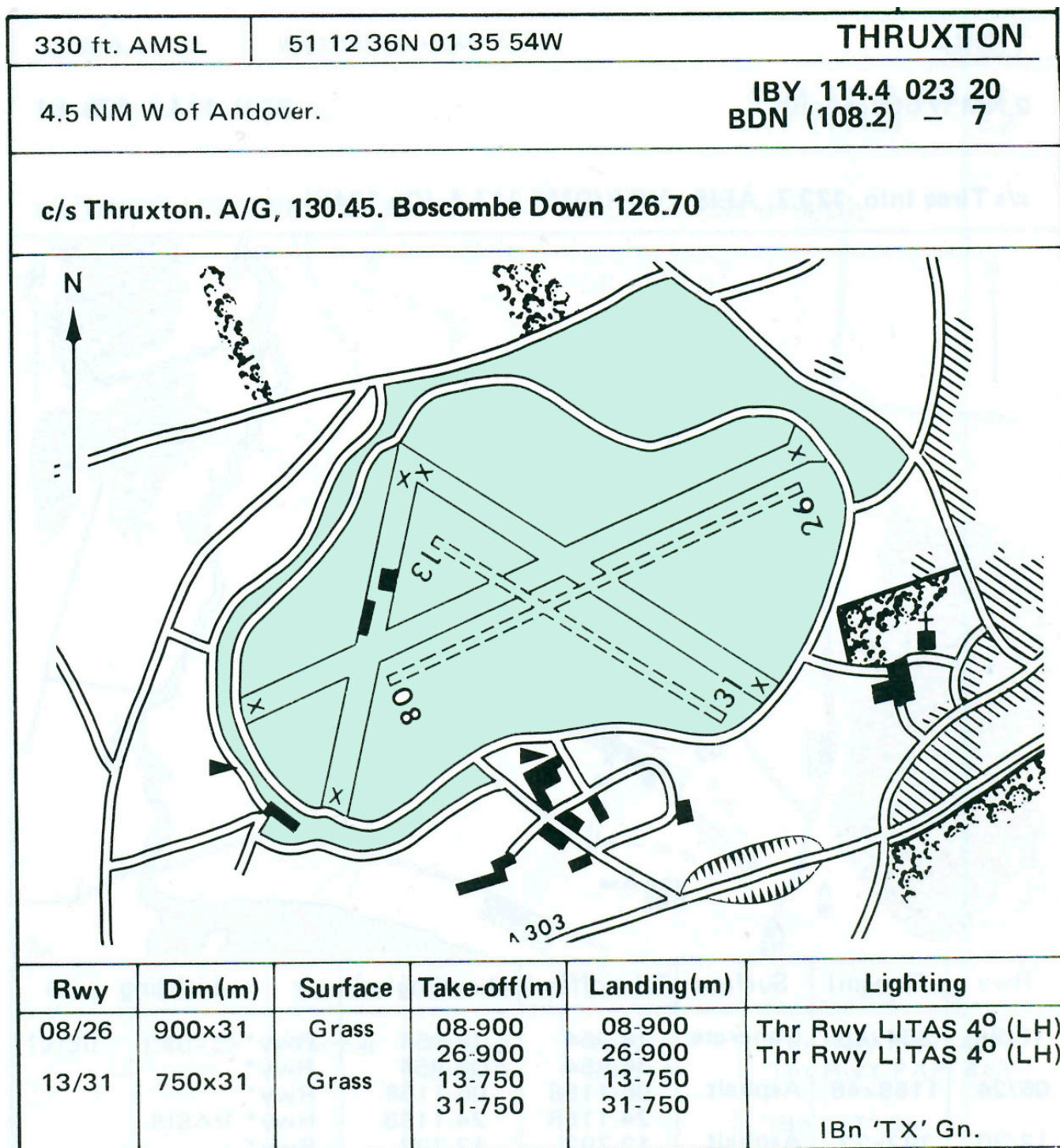
On this stage my T.A.S. = 85 Height = 2,000 feet Track = 144° Co(T) = 151° Co(M) = 158° G.S. = 80  
Dist = 36 Time = 27

I passed Dunsford on my L/H = 17 N / M; I passed Billingham on my L/H.

Pass through the shoulder nipple; keeping right of the river, overhead Shoreham, and landed perfect.



Then I took off from Shoreham for Thruyton, where there can be lots of activity as it is a helicopter-training site and parachute dropping zone it is under Boscombe Down military control zone.



When I reached Alton, I circle to search for Thruyton, while calling the military for permission to enter their control zone, which was granted.

Having to watch out for other aircraft and trying to map read and searching, and no real hearing I failed to hear the military calling me realising I could not see the airfield to put me on course.

Lucky at last I found it and set course for it notifying Boscombe down that I had found it, then a problem occur two aircraft passed me and landed.

In addition, a good thing I never followed them but cross the airfield to check what runway was in use, and got confused as those two aircraft landed on another runway to that which was indicated.

In the end, I decide to land on the one indicated, and trust that all will be well.

Went to get my papers stamped dated and time with their report of my landing, to find that two other full pilots of the two aircraft, which had landed on the wrong runway there.

The examiner seeing that my papers were test papers turn to them and said why this person on test landed on the correct runway and you two full pilots failed to do so, also on this airfield you don't land as a pair.

From **SHOREHAM EGKA**, I passed a mast 375 feet tall on my port side 19 N/M From **THRUXTON EGHO** and another mast 300 feet with golf balls radar again on my port side, at 10 N/M from Thruxton.

I again acquired 100% marks; now I had just one more leg to go without any mistakes then I am home and dry, and behold bang on target landed perfect the complete test 100% marks.

Shoreham – Alton T.A.S. = 85      Height = 2,000 feet      Wind = 10/210      Track = 306°

Co(T) = 298°    Co(M) = 305°      G.S = 85      Dist = 32      Time = 23

Alton – Thruxton T.A.S. = 85      Height = 2,000 feet      Wind = 10/210      Track = 280°

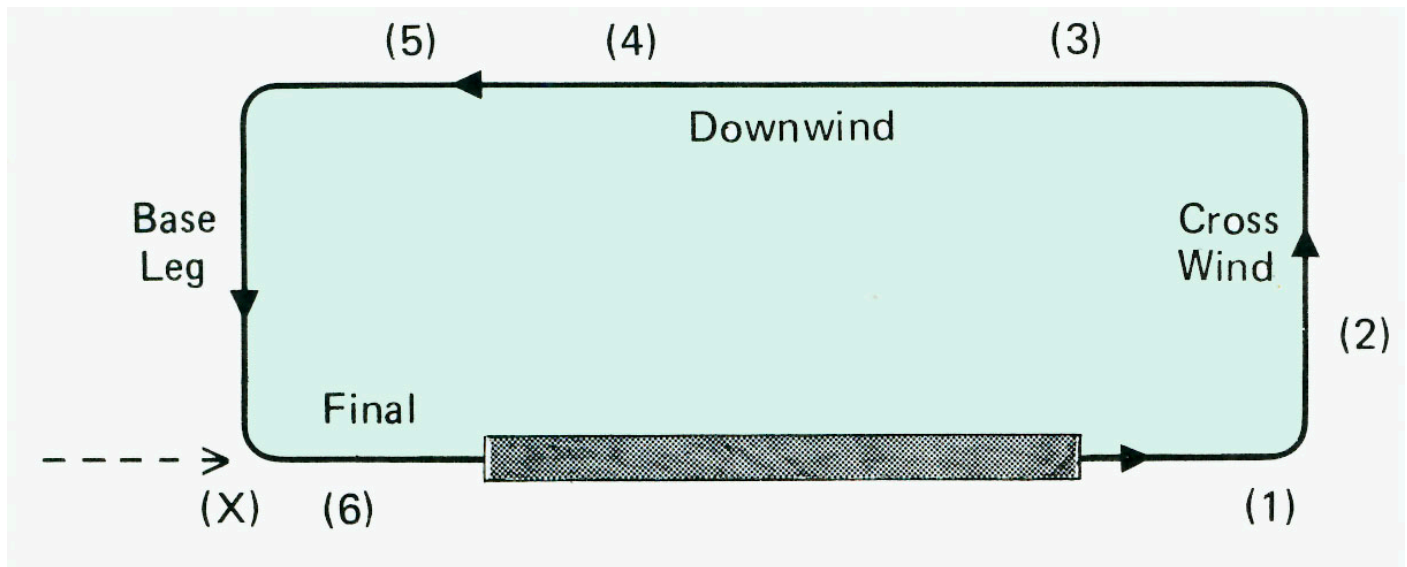
Co(T) - 273°    Co(M) = 280°      G.S. = 80      Dist = 23      Time = 17

Distance total = 55 N/M      Total time = 40 minutes.

In the first leg the distance = 36 N/M and Time = 27 minutes.

I think that is enough proof Flowerbower that I do not; like you talk out of my arse!

**FLYING THE CIRCUIT:**



The close circuit is a left hand circuit because each turn is to the left (Port).

Circuit height depends on the particular airfield but is usually 800' or 1000'.

Now you see another big problem for the **I.G.V.**, no way would it be able to fly circuits as known to conventional aircraft, it could nevertheless use the earth as its circuit taking 60 minutes a circuit.

(1) A climbing turn is normally made at 500'.

If the runway is long or the wind particularly strong, it can be better to climb straight ahead to circuit height.



(2). Level off accurately at circuit height, for the **I.G.V** no height has yet been set but anything above five miles might do for the purpose.

(3). Call downwind when level with the upwind end of the runway:

You           Delta Echo downwind.

Control       Delta Echo clear to final (no 1 (no 2)) etc.

You           Delta Echo (number 2 etc.)

This system would also apply to the **I.G.V** as other **I.G.Vs** might be docking before you.

If you are, clear to final number 2 another aircraft or **I.G.V** will be landing or docking before you.

Similarly number 3 means two aircraft or **I.G.V** are ahead of you.

The other aircraft or **I.G.V** may not be in the circuit.

Occasionally you may be asked to call on base leg, or before turning base leg.

Sometimes you may be asked to orbit as another aircraft is landing as it happens to me once on flying into **BOURNEMOUTH** (Hurn) **EGHH** airport.

There is not enough space for that airport to be displayed here, so that will be another day in the future.

(4) If you are unable to make your downwind call at position (3) call Delta Echo late downwind when you get the chance.

(5) If there are aircraft or **I.G.V** ahead of you try to locate them.

Suitable spacing on finals is normally obtained by turning on to base leg when the aircraft ahead of you passes abeam you on finals (X).

(6) Call finals as soon as you are lined up.

**NOTE:** that the call turning finals does not exist officially, and is normally unnecessary.

You           Delta Echo Finals.

Control       Clear to land wind two eight zero / eight knots.

Or Delta Echo Continue. <sup>1</sup>

Or Delta Echo land after. <sup>2</sup>

(1) Continue approach: clearance to land cannot be given yet (perhaps because another aircraft is on finals ahead of you).

(2) Land after: another aircraft is still on the runway, but a safe distance ahead of you.

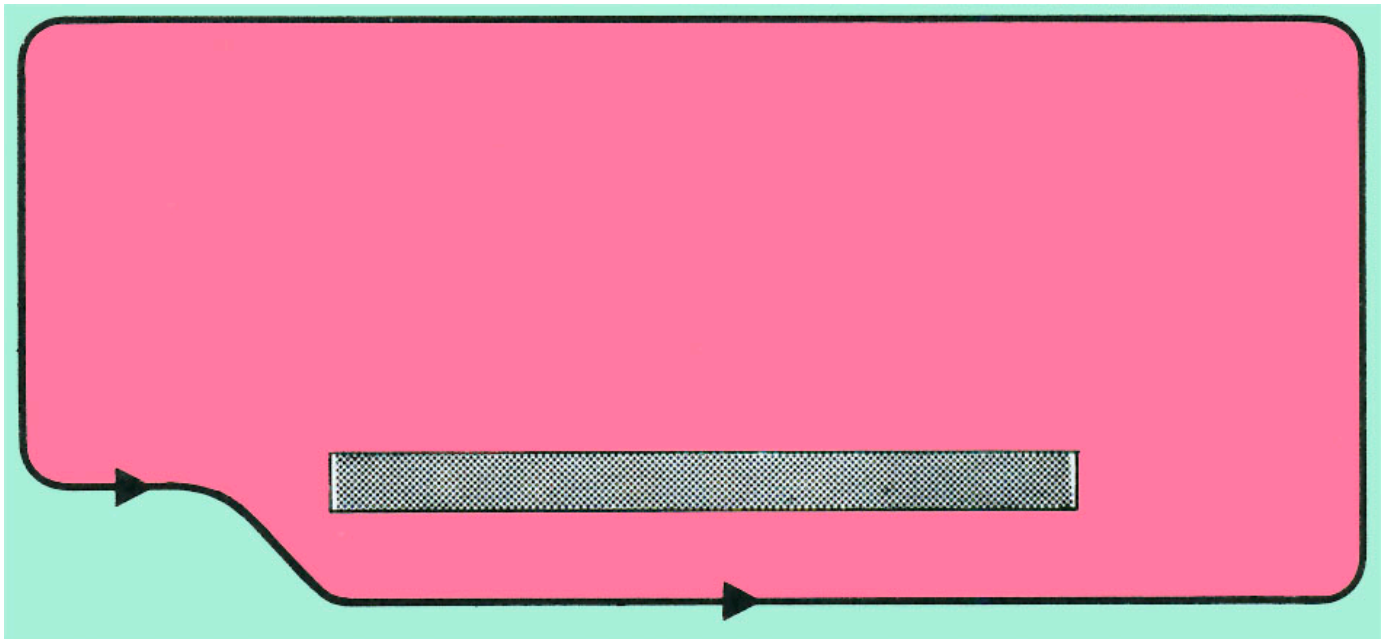
(3) It could also been an **I.G.V** docking or departing, or even an **I.G.V** still loading, or unloading.

Sometimes the tower will want to know whether you will be taking off again without stopping (**a touch and go or roller**).

In this case call **Finals to roll** or **Finals full stop** as appropriate.

The downwind call can be modified in the same way if necessary, which also assists following aircraft or **I.G.V** in providing suitable spacing.

## ***OVER SHOOTING:***



If you get to short finals before the runway is clear you may be asked to overshoot, going back into the circuit to try again.

For *I.G.V* you may be asked to hold your position until docking site is cleared.

During the overshoot it is important to be able to see any other aircraft that is taking off or climbing out.

By overshooting to the right of the runway as shown a pilot in the left hand seat can see other traffic.

If a right hand circuit is in use the climb to the right is followed by a turn onto cross wind leg.

***NOTE:*** that in an overshoot the first priority is to set up a safe climb and retrim, before turning or making any radio calls.

## ***OTHER REMARKS ON THE CIRCUIT:***

The area on the opposite side of the runway to the circuit is known as the ***dead side***, and the circuit side as the ***live side***.

Lookout is even more important in the circuit than at other times, whether the circuit is obviously crowded, or whether you think you are on your own.

It is not unknown even to meet another conventional aircraft head on!

If the circuit is right hand, remember that your view from the left hand seat will be poor.

Similarly, if you are flying a high wing aircraft you may feel more secure if you lift the wing a little when you look before making a turn.

With the *I.G.V*, this action will not be required.

## ***MORE BASIC INFORMATION:***

### ***Words with special meanings:***

The meaning of some phrases used by the tower may not be obvious to someone learning to fly either conventional aircraft or *I.G.Vs*.



Apart from being potentially hazardous misunderstandings can cause delays while they are resolved.

- Affirmative** = yes (e.g. Are you ready for takeoff? – affirmative)  
This also applies to the *I.G.V.*
- Negative** = no. (Do you have the other aircraft in sight? – negative)  
This also applies to the *I.G.V.*
- Expedite** = this does not apply to the *I.G.V.*
- Backtrack** = taxiing along a runway in the opposite direction to the takeoff direction, e.g. after landing, or before takeoff.  
This does not apply to the *I.G.V.*
- Standby** = wait, I will call you again in a moment.
- Standby one** = this also applies to the *I.G.V.*
- Orbit** = circle (in your present position, or as instructed)  
This applies also to the *I.G.V.* as hold in your present position.
- Range** = your distance from somewhere (What is your range? – used when approaching an airfield).  
This also applies to the *I.G.V.*
- Extend downwind** = continue downwind. Do not turn base leg yet.  
This does not apply to the *I.G.V.*
- The active** = the runway in use for landing and takeoff.  
The docking unit in use for docking and liftoff.
- QSY** = an old term for changing radio frequency, used by me and my ham operators in controlling the unmanned models in flight during the 1956 – 1968  
The *I.G.Vs* may still employ this code.
- Break break** = used when the controller wants to speak to another aircraft or I.G.V. during a transmission (*SS Explorer* clear to dock break break Uniform X-ray hold your position).
- Say again** = repeat your message I could not understand it.  
This applies to *I.G.Vs* also.
- Acknowledge** = let me know that you have understood what I said.  
This applies to the *I.G.Vs* also.
- To copy** = to receive (*SS Explorer*, did you copy?).
- Read back** = repeat the details I gave you (so that I know that you have received them correctly).

**Roger** = acknowledges receipt of a message.

Shall be applying to the **I.G.Vs** also.

**Wilco** = acknowledges receipt of a message where action is required (will comply).

This phrase shall be use by the **I.G.Vs** also.

**Over** = end of transmission, you reply.

This term also is employed by **I.G.Vs**.

**Out** = end of my transmission, no reply expected.

This phrase shall also be employed by **I.G.Vs**.



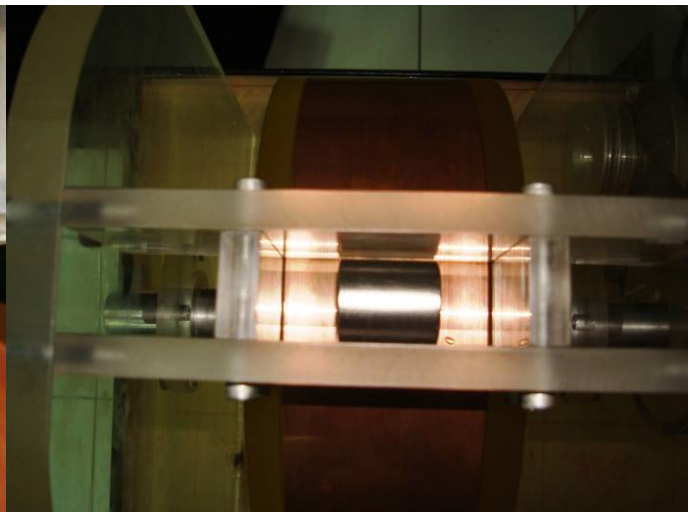
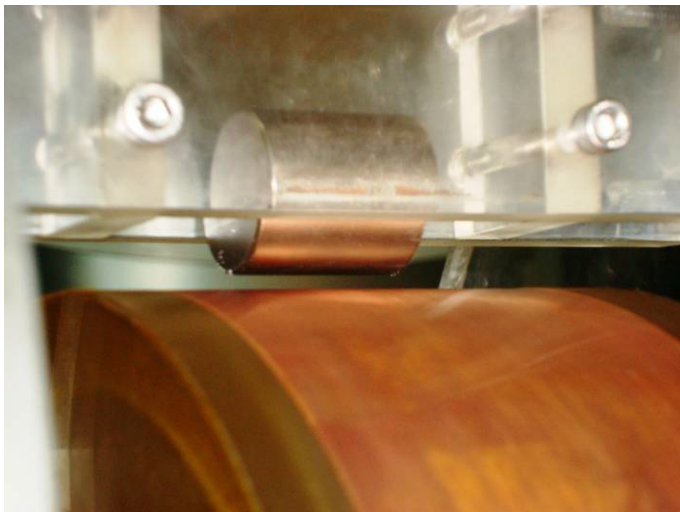
Hello Sir Richard, I feel that this is a good spot to take a break to look at another important issue to complete these 50 pages of chapter 18.

This document released by the authority of:



Prof. John Roy Robert Searl. Manned Flight R&D

Some updates:





*Property of Edwin Seale*

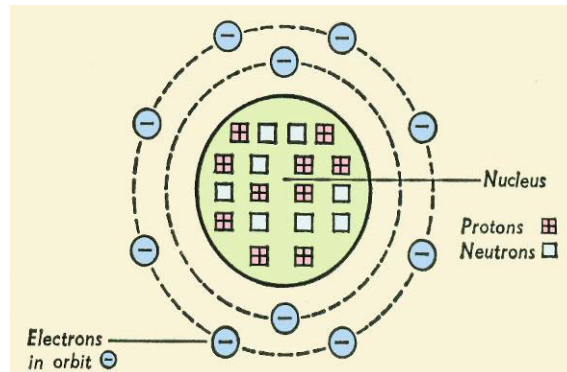
THE PRINCIPLES OF  
*ULTRA RELATIVITY*

*by*  
*Shinichi SEIKE*

*GRAVITY RESEARCH LABORATORY*

Yes, Flowerbower you will find me in there too – but I do not see you in there – **WHY?**





*Swallow Command – Mortimer – Berkshire – England.*

*LOCATION : Headquarters – Mortimer – Berkshire – England.*

*DIVISION : Manned Flight.*

*SEMINAR : Homo sapiens.*

*LECTURER : John Roy Robert Searl.*

*STATUS : R&D Human studies.*

Within Swallow Command, health is now the most important policy in relation to the project Star Ship Ezekiel MK V.

I have absolute horror at female genital mutilation to my mind remains a pressing human rights issue and reliable evidence about its harmful effects, especially on reproductive outcomes, should contribute to the abandonment of the practice.

Such acts are not human, but very evil, and to think that such people undertaking this act are mainly religious people who have the impudence to claim that they believe in god created man, they should be horsewhipped in public, for mutilating their so call god's work of structure and functions.

I have no respects for such evil people, or for those who teach them these evils techniques.

The good news is that within the Searl complex such things will not be permitted, not smoking or taking drugs either.

Health of my teams come first, the technology second and me third, between us we shall succeed to create the answers so that humankind shall explore the universe for better knowledge and thus better understanding for all creatures great and small.

There is much to do I agree before man can venture into the unknown of deep space and through this book we shall see how that can be achieved, what has been achieved and how can we learn from what has been done, which may lead us to new thinking, and new thinking is certainly required.

I understand some will hate what I show here and talk about, but that is necessary, I have to prove it can be done, to find the right people and finance backing to proceed with the research and development of ideas that in the end space becomes a commercial business for those who live in reality.



Experience in teaching and examining requirements for setting up my company has shown me that the need to present a new textbook of Anatomy and Physiology and that certain important points require consideration.

- 1) The necessity of keeping the work as simple as possible but at the same time of maintaining the scientific and technical approach to the subject which nurses will encounter in her / his work in a modern hospital in **SWALLOW COMMAND**.
- 2) The introduction of the facts essential for employment within **SWALLOW COMMAND** operations.
- 3) The presentation of sufficient facts to enable members of the staff to understand the subject and to make it interesting in addition to mere examination knowledge.
- 4) The inclusion of those facts which will have a subsequent practical application and knowledge of which is required for the study of other subjects in **SWALLOW COMMAND** curriculum.
- 5) An effort has been made to be as explanatory as possible whenever a fact or system is mentioned for the first time, but clearly, it is not feasible to do this in every instance as photographic evidence gone missing.
- 6) The balance of this book as shown by the detail given in the various sections and terminology used is perhaps naturally a matter of personal opinion and bias.
- 7) Experience, for example, has indicated that it is quite useless to attempt to teach the majority of people of elementary anatomy the details about individual muscles.
- 8) Apart from a few important ones, therefore, I shall group according to function.
- 9) The organs of special sense and the nervous system, on the other hand, are often given little consideration, but knowledge of them is of great value in subsequent work.
- 10) For employment in **SWALLOW COMMAND** purposes, this book of this type is intended to be used under the direction of competent members of the staff who will indicate the various portions and details, which all new members are expected to know.
- 11) Overall, therefore, more detail than is essential for most readers is probably included.
- 12) Again, the terminology employed varies in different schools as I found out from experience, and it should not be a matter of great difficulty for each member to indicate their preferences
- 13) In many instances, the practical application of various anatomical and physiological facts has been introduced, from which I can judge as to which domain the individual belongs to; if it is reality or fantasy as **SWALLOW COMMAND** requires men and women from the world of reality, there are no room for fantasy.
- 14) This was not intended to be complete and many omissions in my old newsletters were evident, this will be corrected in future releases.
- 15) Their purpose is to indicate the subsequent practical importance of anatomy and physiology and to stress the necessity within **SWALLOW COMMAND** of applying them to the study of medicine and surgery.
- 16) It is a constant source of irritation to teach in the latter subjects to have to spend time on preliminary matter, which should have already been learned, but clearly, it has not – education appears to be missing.
- 17) I trust that some readers will try to learn anatomy from this book; all modern training schools are provided with suitable anatomical models and bones.
- 18) Many of the details in this book have therefore been given so that by using them with the assistance of diagrams the reader may endeavour to obtain a mental picture of the part rather than acquire mere

Verbal memory.

19) I would also mention that one of the easiest methods of learning anatomy is by means of the simple diagram, which my readers can easily learn to draw.

20) An essential feature of all works on anatomy is the inclusion of an adequate number of figures, photos and diagrams and this book will without doubt supply real facts of reality and no fantasy to please those who lack education or blinded by religion into a world of fantasy.

I have no time for them for they are a sheer waste of effort to try to help them to understand how they can help themselves to survive when things go wrong: and they are sure going to go wrong.

21) In order to fulfil this necessity, and at the same time to produce this book to show not only what I know but what I actually understand.

Life is, perhaps, the most mysterious fact in the Universe and it is not unreasonable that Searl has devoted much study to this phenomenon.

The results of his labours have produced the science of biology, which he employs with in his project concept.

In its broad sense this subject embraces all living matter regardless, both animal and vegetable in all its forms, both visible and microscopic.

In study of the simplest forms of life contributes to the better understanding of those, which have attained a more complicated and advanced degree of development in the scale of nature.

From the earliest concepts of the subject, many of which were grossly inaccurate careful study and the application of logical thinking, backed by evidence supported by ever-growing scientific techniques, has provided an enormous amount of knowledge.

In Searl world of reality he appreciate that much of this knowledge which is so advanced and so specialised that it can only be appreciated by the few and even they would be the first to admit that such knowledge is incomplete as Searl states and always capable of further expansion.

Human Biology may be studied as a pure science as Searl applies it.

On the other hand, for doctors, nurses and many other workers of *SWALLOW COMMAND*, it is the practical application of this knowledge to the understanding of disease and the general well being of the human race, which is of major importance; especial to members of flight missions of very long periods of operations.

I am aware of the brainwashing of many into accepting that the bottom, penis, testicles and vulva with its contents are disgusting subject.

Yet the insanity presented to me as they stand there before me and say god created them, and have no idea what they are actually saying about god to me, no wonder god do not want to know these insulting creatures – I support you god, forget them they are not worth your time or mine.

However, in order to attain this understanding some familiarity with science in general is essential and in order to apply it to full advantage there must be further appreciation of the workings of the human mind and the development of one of the greatest of human attributes, namely sympathy.

To return to the basic aspects of Human Biology, this has numerous subdivisions, which include Anatomy, Physiology and Biochemistry.

However, the divisions of the sciences are like the branches of a tree that join in the trunk, and they are, therefore, more or less closely related to one another.



**ANATOMY** is the study of the parts of the body, their form, position and relationship they present to each other.

This knowledge has been obtained by careful dissection and further expanded by the detailed study of the structure of the various tissues under the microscope, which you know already that I was employed at Shenley hospital to do just that as part of my medical training in the laboratory of the hospital, which is termed **HISTOLOGY**.

A greater understanding of the subject has been obtained by studying the anatomy of other members of the animal kingdom, the development of the adult creature from its conception in the ovum or egg – **EMBRYOLOGY** – and a general consideration of the known facts of evolution.

**PHYSIOLOGY** is the study of the functions of the body as a whole and of the individual structures and organs contained therein, which is beyond the capability of those who have been severely brainwash to appreciate.

Some of this is reasonably simple; some involves complicated chemical, physical and electrical details.

Every living structure, whether it is animal or vegetable, is derived, as far as I know, from another living structure.

It has the power of growth and reproduction, and its life is dependent upon its ability to absorb non-living material, which it builds up into the framework of its own body.

Before considering living matter, it is necessary to go back a step further and ascertain the nature of the chemical substances of which it is composed, and which are, therefore, found in the human body as a whole.

Broadly speaking, there are two types of matter here comes the law of the squares: elements and compounds.

The latter may be divided into inorganic and organic.

An element is a substance, which contains only one kind of matter.

The following are the most important elements found in the human body;

Carbon C 6, hydrogen H 1, nitrogen N 7, oxygen O 8, sulphur S 16, phosphorus P 15, chlorine Cl 17, iodine I 53, sodium No 11, potassium K 19, magnesium Mg 12, calcium Ca 20 and iron Fe 26.

Of these, oxygen O 8 and nitrogen N 7 sometimes occur in their un-combined natural state.

The others are found combined with one another in the form of compounds.

A chemical compound is a combination of two or more elements in fixed proportions forming an entirely new substance in which the individual elements apparently lose their identity, thereby differing from a simple mixture.

Every part of a compound has exactly the same composition and properties as every other part.

Inorganic compounds are relatively simple combinations of the elements found in non-living matter such as minerals, water and salts.

The essential feature of organic compounds is the presence of the element carbon C 6, usually combined with hydrogen H 1 and oxygen O 8.

In addition, nitrogen and other elements may be also included and form compounds of a highly complicated nature, which are found specially in living matter.

You should begin to understand that I want to know about every atom of your body and what it does.

The main organic compounds found in the body are:

Carbohydrates containing carbon C 6 , hydrogen H 1 and oxygen O 8; Fats and proteins containing nitrogen N 7 and other elements, in addition to carbon C 6, hydrogen H 1 and oxygen O 8.

Going back one stage further in the structure of matter and in order to understand some of the principles, which must be considered in Physiology, it is necessary to have some knowledge of the Atom Theory which was propounded by Dalton about one hundred and fifty years or more ago.

This has been the basis of chemical science ever since.

This is my understanding when I was 14 years and 8 months old.

1. The basis of all matter is the atom.
2. If further subdivided, an atom consists of protons, neutrons and electrons.

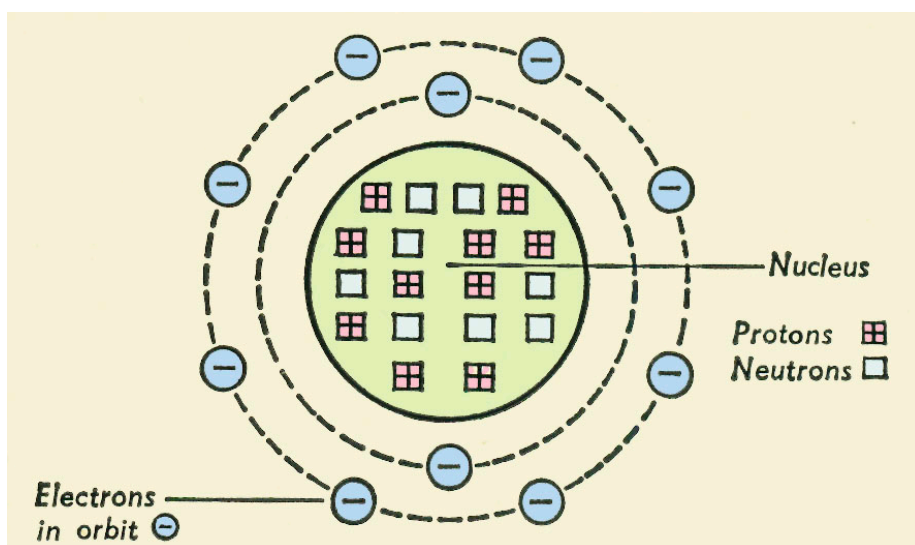


Diagram of an atom with 10 positive protons in the nucleus and 10 negative electrons in orbit.

This is my understanding at that time that all atoms are similar in concept.

I understood that as time goes by we should understand much more about the atom and life itself.

The protons and electrons each carry a unit charge of electricity.

That of the former is positive and that of the latter negative.

The neutrons, as their name implies, are electrically inactive again proving that the law of the squares are correct.

Every atom consists of a central particle or nucleus around which constantly revolve in their own orbit, a few or many smaller electrons.

On an astronomical scale, these are rather like planets revolving round the sun.

The nucleus consists of a compressed mass of protons and neutrons it is positively charged with electricity.

In order to render the atom as a whole electrically neutral it has an appropriate number of circulating negative electrons.

For example, the atom of hydrogen H 1 carries one electron; that of carbon C 6 has six; of nitrogen N 7 has seven; Oxygen O 8 has eight; sodium No 11 has eleven, chlorine Cl 17 has seventeen electrons, and so on.

Under ordinary circumstances, the atoms of each element are stable – with exception of radium Ra 88.

In 1919; Rutherford succeeded in splitting the atom and his work has led step by step to the modern science of Atomic Fission.

You can see that I am determining to understand how you function and why so many differences involved.



The property of the atoms of most elements is to combine with atoms of other elements to form the molecules of new compounds.

This power can be best visualised by imagining that the atom of each element has one or more hooks or bonds which can link up with a similar hook or hooks of another atom or atoms:

Let me say:

Hydrogen H 1, sodium No 11 and chlorine Cl 17 have one hook;

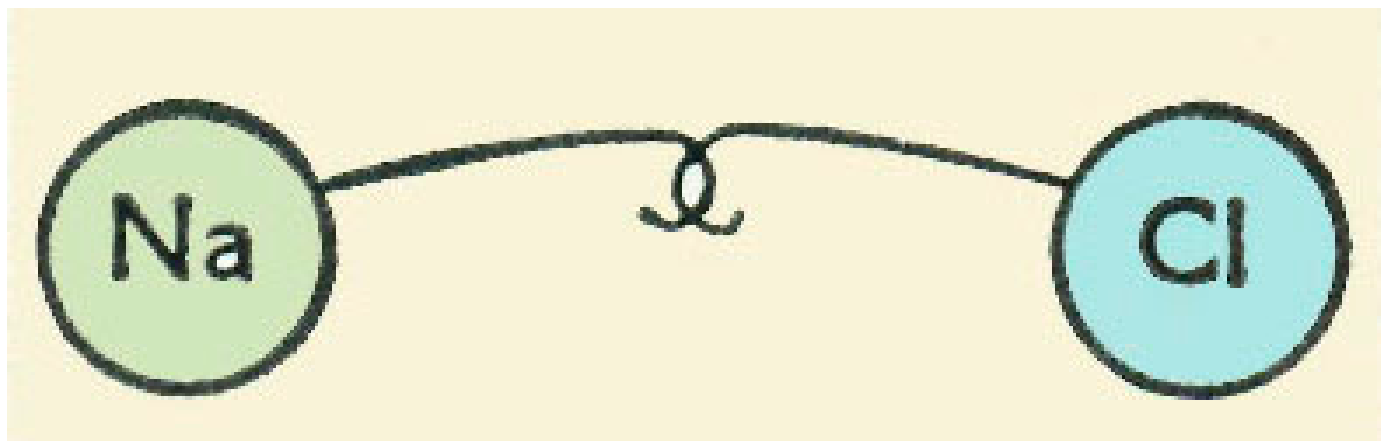
Oxygen O 8, calcium Ca 20 and sulphur S 16 has two;

Nitrogen N 7 has three;

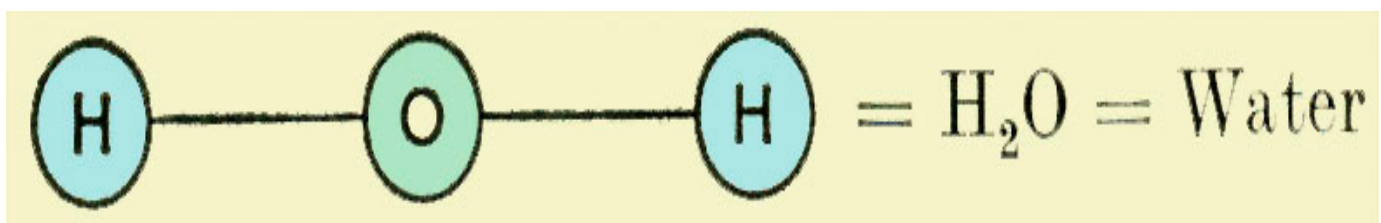
Carbon C 6 has four, and so on.

Thus, one atom of sodium No 11 can combine with one atom of chlorine Cl 17 to form one molecule of the compound, sodium chloride or common salt.

Using standard chemical symbols, this might be expressed thus:

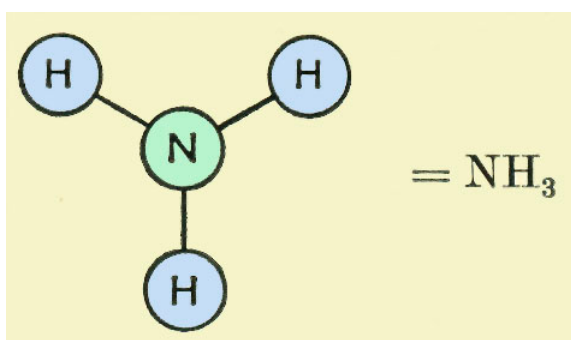


One atom of oxygen O 8 can combine with two of hydrogen H 1



Nitrogen having three hooks can link up with three atoms of hydrogen to make a molecule of the compound ammonia.

In other words, the atoms of elements by union with those of other elements form the molecules of chemical compounds, which have a larger mass than the individual elements, which compose them.



Therefore, in scientific terms an atom is said to have its own Atomic Weight and a compound its Molecular Weight.

I guess you are now getting the message you are complicated product for deep space exploration missions; a big brain tank needs to be implemented for this task.



FIVE THOUSAND  
**PERSONALITIES**  
OF  
**THE WORLD**

THE AMERICAN BIOGRAPHICAL INSTITUTE

*You can blow me over Flowerbower, I am even quoted in here – where are you?*





Here is a good example of a molecule on a much larger scale, now if all humankind could match this within their own kind and then with other animals, we would have at last climb the first stage of the ladder to a paradise on planet Earth.

However, alas this will never happen on planet Earth, because of two key issues, greed and brainwashing. I have been blessed to witness animals of different species playing together and bonding as solid friends even though one is part of the others food chain.

I too, in the past know how animals attached themselves to you even those that should be afraid of you, how they love you, a love which yet I have not experience from any human being.

As I have stated so often, this affection and love is the missing key in human beings existence, I guess in the past it did exist but greed became the god of man, and this love and affection died as greed increased.

You can witness that this snow Leopard is developing well and appears to be contented with the English climate and with direct human contact.

This document released by authority of:



Prof. John Roy Robert Searl.