

DOC-ST-SC-BF-1

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GLASGOW-SCOTLAND,

LOCATION : Headquarters-Glasgow-Scotland.

DIVISION : Manned Flight

SUBJECT : Update of facts.

AUTHOR : Prof. John Roy Robert Searl.

STATUS : Head of R&D human studies.

Following the advertising effort to find pilots to fly the I.G.V in the 1968 period, produce a problem that fighter and bomber pilots dropped out as they became aware of the speed of this craft and its manoeuvrability; their argument was the G forces would kill you.

Who on Earth would invest millions upon a craft that would never go airborne, on one would?

Big problem needed a solution, to every problem there is a solution, thus say the law of the squares.

Agree, there was a solution, go and train as a pilot, and so came the day that I took a plunge even if the flight license testing official told me that I was too old to pass as a pilot, but after hearing why I needed to fly, he made me a promise.

That promise I won and training started, we became great friends, and he travel with me on flights many times, he admired me for my determination that I could not accept second best, it had to be absolute perfect.

On my test, though the first landing was perfect to pass, I could not accept that as perfect, so continue to roll and went around the circuit again I had to be absolute perfect.

In addition, this time I was, which to my surprise got a massive radio welcome from the captain of an airliner, which had, stop his takeoff to allow me to land; and from other watches who wonder why I had roll when I had passed the test.

My instructor who distasted me wanted to fail me, watched to fault me, I had to prove he had no hope.

Everyone had accepted that was a perfect landing and was surprised to hear the engine being power up and rolling, even the tower call me and said I thought you were done, I replied that I was not happy with that landing I will try again.

The test examiner had passed me, when he heard the engine powering up he guess that I was not happy with that landing then there must had been something said to me by the instructor about failing me if I just past the line up mark, and the wheels had just clear that line.

So he stay and watched, and he was not disappointed and he knew the instructor was watching and that I was determine to knock him for six, and I did the wheels touched dead on the marker, that was why I got such a massive radio action even the tower join in.

I will never take second best when others insult me about anything I do, it has to be absolute, and absolute will be achieved before I accept it.

During my training sessions, a new rule was passed that all students had to do at least one landing and takeoff from an international airport, so London, **GATWICK EGKK** was arranged for my test.

The airport layout then will be seen on the next page, in my case I was requested to follow in behind the 747 which was landing, which I did with this type of aircraft:



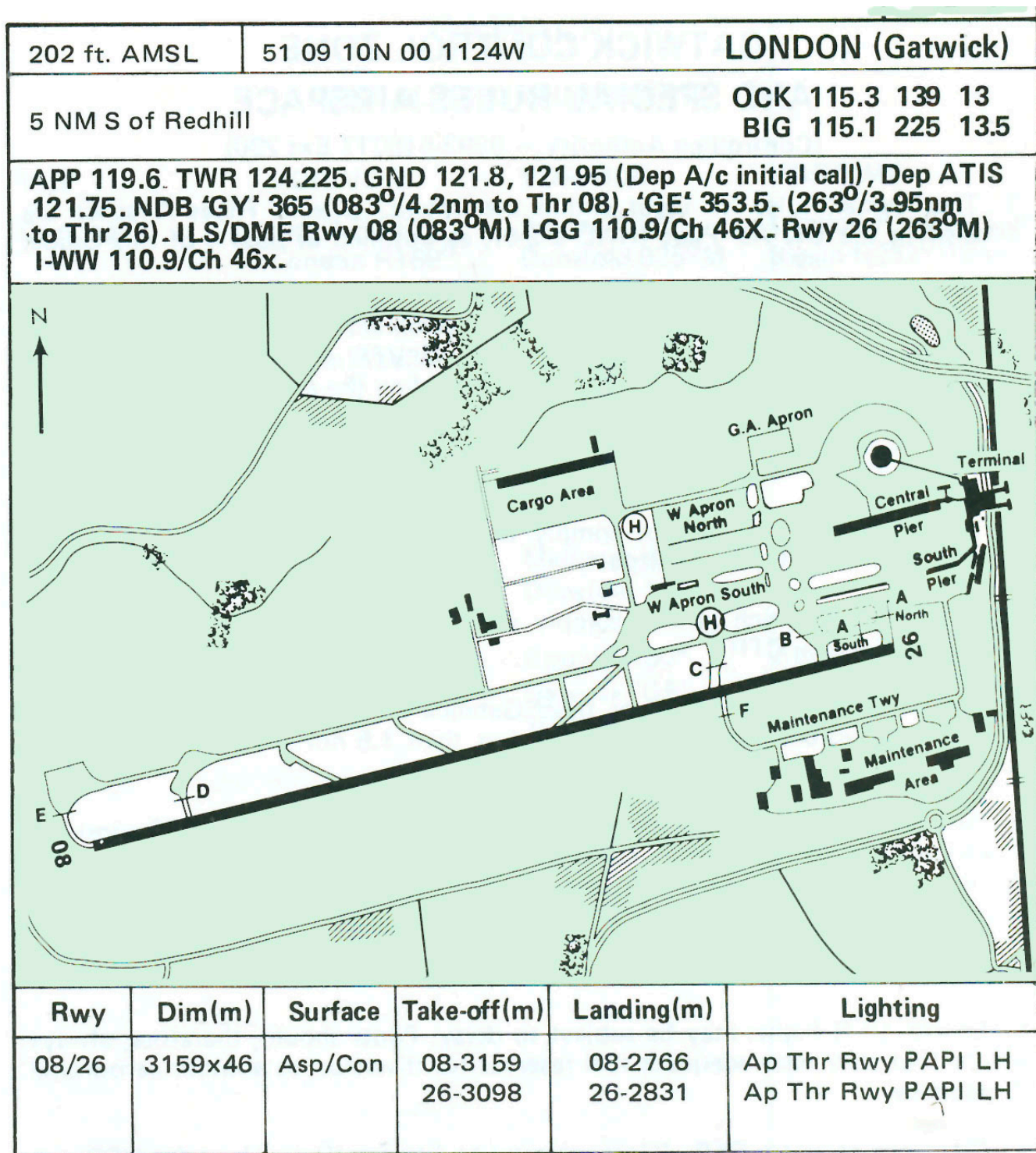
This was indeed the aircraft type I dearly loved flying, to me she was the Roll Royce of the sky; no way would I swop this for the Cherokee PA28.

The landing was perfect; I knew that this baby would not let me down.

By the way, my pilot test was on a condor tail wheel aircraft, the 177 is a nose wheel aircraft.

The Condor is a low wing aircraft while the 177 was a high wing aircraft, the condor was a stick control while the 177 was a wheel control.

I flew a number of types of aircraft, after all this time it is a task to recall what was stick control and those, which was not.



This is **GATWICK EGKK** London, as it was when I took my test there.

Now you have the true picture of reality of that time frozen here on record.

All these airports I can write all their data here, but as such data has no relationship to these flights being quoted so leaving out that data for now.

Flowerbower: you were so bigheaded that I am not a pilot, maybe your rear end rather aches now.

BEMBRIDGE (Isle of Wight)		50 40 32N 01 06 25W		55 ft. AMSL	
2.5 NM NE of Sandown.			MID 114.0 225 29 IBY 114.4 124 27.5		
c/s 'Bembridge Radio', A/G 123.25. NDB 'IW' 276.5. (Nav only).					
Rwy	Dim(m)	Surface	Take-off(m)	Landing(m)	Lighting
12/30	837x23	Concrete	12-837 30-837	12-837 30-775 (D) 30-699 (N)	Nil.

This is the improved runways created sometime after I stopped using this airfield; it was all grass in those days when I was using it for training purposes.

It is **BEMBRIDGE EGHJ** where they did have a workers café there that served up great meals, have no idea if it is still operates there.

Because they only charge £1.00 per landing, it was cheaper for me to use that site for practice, so I used it near on every day regardless of weather.

Only on one occasion did I return back to base without landing there the fog was so thick, I gave up the airfield sent out a search party for me thinking I had ditched, my base failed to inform them that I was returning to base.

Later when I arrived to collect passengers to return them to base, they told me about the search party that had been sent out to find me.

The 177 needed every inch of space available there to get airborne the added weight of three extra bodies meant I needed to see those trees at the end of the runway to be certain of clearing them.

It is recommended that flying into tops of trees is not good for your health, a warning that is appreciated.

There were other airfields, which I landed at from the point of navigation tests.

The other UK main airport was **BIRMINGHAM EGBB**, with the 177, and there I was called to park in front of the main building beside the comet airliner, which looked like if this airliner had given birth to a baby one.

Up in the office I was taken to the window and told to look down at that comet and said that pilot owns this 177 he wanted to see who was the pilot of it and waved, it was no other than Dan Air himself just taking the comet out.

Amazing, whom I have met in this work and actually talk to, I doubt if that aircraft is still operating today, or even if that pilot who owned it is still around.

If so and you read this I wish to say thank you for having had the privileged and honour to fly your aircraft so many times during my training and the airports which I used both in the UK and overseas visited with it.

It was my love, and on these trips we were one, she seem to have a life on her own, and enjoy taking me for flights, maybe she grew attached me as I was about the only one who would fly her.

BIRMINGHAM		52 27 12N 01 44 47W		325 ft. AMSL	
5.5 NM ESE of Birmingham.				HON 112.9 337 07	
c/s Birmingham. APP 120.5. TWR 118.3. GMC 121.8. VDF/Hmr 120.5 RAD 120.5, 118.05. NDB 'GM' 338. 'GX' 347. ILS Rwy 33 (332°M) I-BM 110.1 ILS Rwy 15 (152°M) I-BIR. 110.1					
Rwy	Dim(m)	Surface	Take-off(m)	Landing(m)	Lighting
06/24	1315x46	Tarmac	06-1260 24-1315	06-1025 24-1188	Ap Thr Rwy VASIS Ap Thr Rwy VASIS
15/33	2255x46	Tarmac	15-2405* 33-2405*	15-2134 33-2134	Ap Thr Rwy VASIS Ap Thr Rwy VASIS
Includes 150x30m starter extension at each end.					I Bn 'BM' Gn

Agreed, I have been talking about the aircraft I fell in love with, but I said that I had also a number of time flew the Piper Cherokee (PA28) which is true.

I never was a lover of it, it appeared too heavy on the noise, under certain weather conditions was hard to maintain 2,000 feet, have to use far more fuel to maintain height.

Another point I dislike was loading the craft, the two back passengers and one front passenger had to get in first before I could get in.

Landing you had to watch out, that nose wheel hitting the runway too heavy, agree only once that happens to me at Southend airport when I landed the front wheel dropped very heavy but no damage was done.

48 ft. AMSL		51 34 15N 00 42 00E		SOUTHEND	
1.5 NM N of Southend.				CLN 114.55 231 23.5	DET 117.3 019 16.5
				LAM 115.6 108 21	
c/s Southend. APP, 128.95. TWR, 119.7. VDF/App, 128.95. RAD 128.95, 129.45, 125.05. NDB 'SND' 362.5.					
Rwy	Dim(m)	Surface	Take-off(m)	Landing(m)	Lighting
06/24	1605x37	Tarmac	06-1548 24-1545	06-1374 24-1454	Ap Thr Rwy AVASIS Ap Thr Rwy AVASIS
15/33	1131x27	Tarmac	15-1038 33-994	15-919 33-821	— Thr Rwy AVASIS ABn Wh

SOUTHEND EGMC, I took a twin up – a boy and a girl to see the coastline from the air.



De Havilland Comet 4; the comet was the first Jet that went into passenger service on May 5th 1952, unfortunate crashes believed to be caused by fatigue lost Britain the lead in jet aircraft.

It was this man who owned this comet also owned the 177 which I loved flying, for me to see again the pass is unbelievable.

However, I have never been inside of the comet and certainly never flown one nor was I involved in any part of its construction, as I was for the VC 10 and the Victor Bomber MK II.

However, to see the owner of the craft who had watched me landing it was indeed a surprise, which was not expected.

If you are viewing this, please could you send me a photo of the comet with you, I would appreciate that very much; I expect you do not fly it now.



Piper Cherokee (PA 28)

Yes, I did flow this class of craft to France with passengers for a day out.

Also on other times when the 177 was not available as it, was undergoing checks for magnetic adjustments / corrections; or for renew licence checks or insurance checks.

Any case I survived.

With the PA28, I was given a few pages of information upon what to do or not to do.

PREPARATION BEFORE FLIGHT – CHECK LIST:

Weather:

Check local, en route, and destination.

Flight planning:

Check en route and destination information; check NOTAMS and Bulletins.

Flight Log:

Complete flight log for flight.

Technology Log:

Check Technical log Book is up to date and snags have been rectified.

Charts:

Check charts are up to date, cover area of flight, and are accessible.

Flight Guide:

Check Flight Guide is up to date and is accessible.

Nav / Equipment:

Computer, Scale, Protractor, Plotter and Pencils are accessible.

Survival Equipment:

Life jackets, Life raft, Flares and Emergency Beacon are accessible.

Departure:

Register departure with Airfield Control or I/C airfield and customs book.

NOTE:

Flight Plan Forms are required to be completed for all IFR Flights and flights crossing from one country to another, across water or over sparsely populated areas.

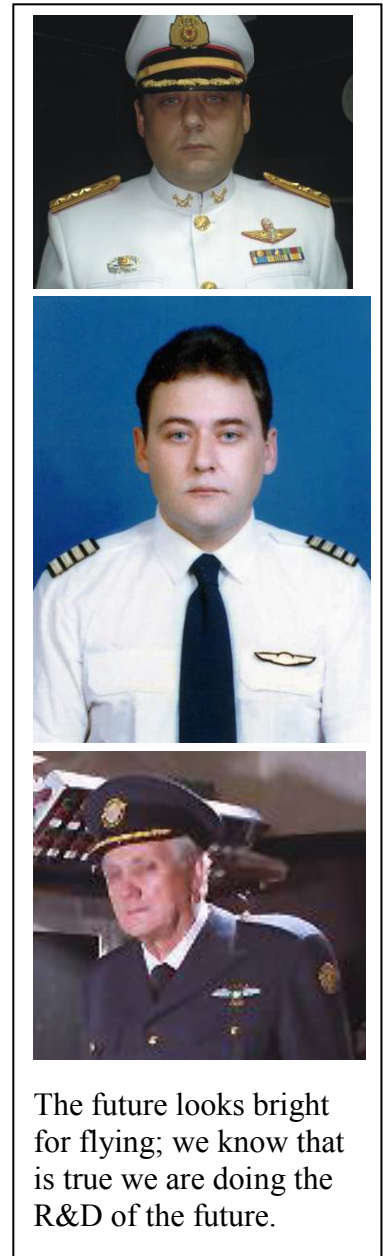
It is recommended that Life jackets are worn but not inflated on all over water flights.

EMERGENCIES – Action in the event of Engine Fire in the air:

- 1. Fuel OFF***
- 2. Electric Pump OFF***
- 3. Magnetos OFF***
- 4. Close Throttle***
- 5. Carry out Forced Landing Procedure***

N.B. – Do not attempt to Restart

In the event of Cabin Fire, operate Fire Extinguisher.



Action in the Event of Cabin Fire in the air.

- 1. If electrical, switch off suspect circuits.**
- 2 Use extinguisher if necessary,**
- 3 Distress Call.**
- 4 If fire goes out, leave suspect electrics OFF, and land at nearest suitable aerodrome.**
- 5 Otherwise, crash drill, carry out forced landing procedure.**

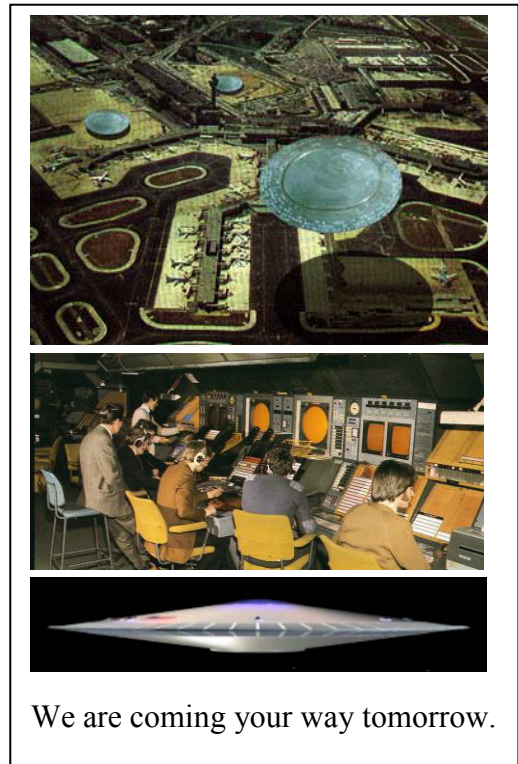
Action in the Event of Fire on the Ground:

- 1 Throttle closed fuel and magnetos OFF-Park**
- 2 Passengers out**
- 3 R/T call**
- 4 Master Switch Off**
- 5 Leave aircraft taking extinguisher**
- 6 Call for assistance**
- 7 When Fire Crew arrive keep clear of aircraft**

Action in the Event of Ditching:

- 1 Distress Call Head towards any shipping in area**
- 2 Harness Tight**
- 3 Door Unlatched and Open**
- 4 Storm Window Open**
- 5 If large swell and light wind, land along swell in tail down stalled attitude**
- 6 If strong wind and light swell, land into wind in tail down stalled attitude**
- 7 Use life saving equipment, i.e. dinghy or life jacket as appropriate**

NOTE: do not inflate life jacket in cockpit.



You fan club members of the Pa28 Cherokee are I correct so far upon the instructions for this craft.

Preliminary and External – In Cockpit:

- | | |
|---------------------|----|
| 1 Park Brake | ON |
| 2 Master Switch | ON |
| 3 Fuel Cock | ON |
| 4 Navigation Lights | ON |
| 5 Rotating Beacon | ON |
| 6 Pitot Head Heater | ON |



- 7 Master Switch OFF
- 8 Magneto Switch OFF
- 9 Check Trimmer Position
- 10 Check First Aid Pack and Fire Extinguisher in Position

Externally – Starboard Fuselage:

- 1 Baggage Locker secure
- 2 Rear Fuselage Skin
- 3 Static Vent
- 4 Radio Aerials
- 5 Stabilator and Anti-Servo Tab
- 6 Fin and Rudder
- 7 Rotating Beacon
- 8 Navigation Light

Port Fuselage:

- 1 Stabilator
- 2 Rear Fuselage Skin
- 3 Static Vent



All you pilots: who fly the PA28 Cherokee are satisfied that I have flown the PA28; or do I need to carry on explaining systematically what you have or should do before commencing your start up.

I am going to assume that you do accept that as fact and, will end this document at this point.

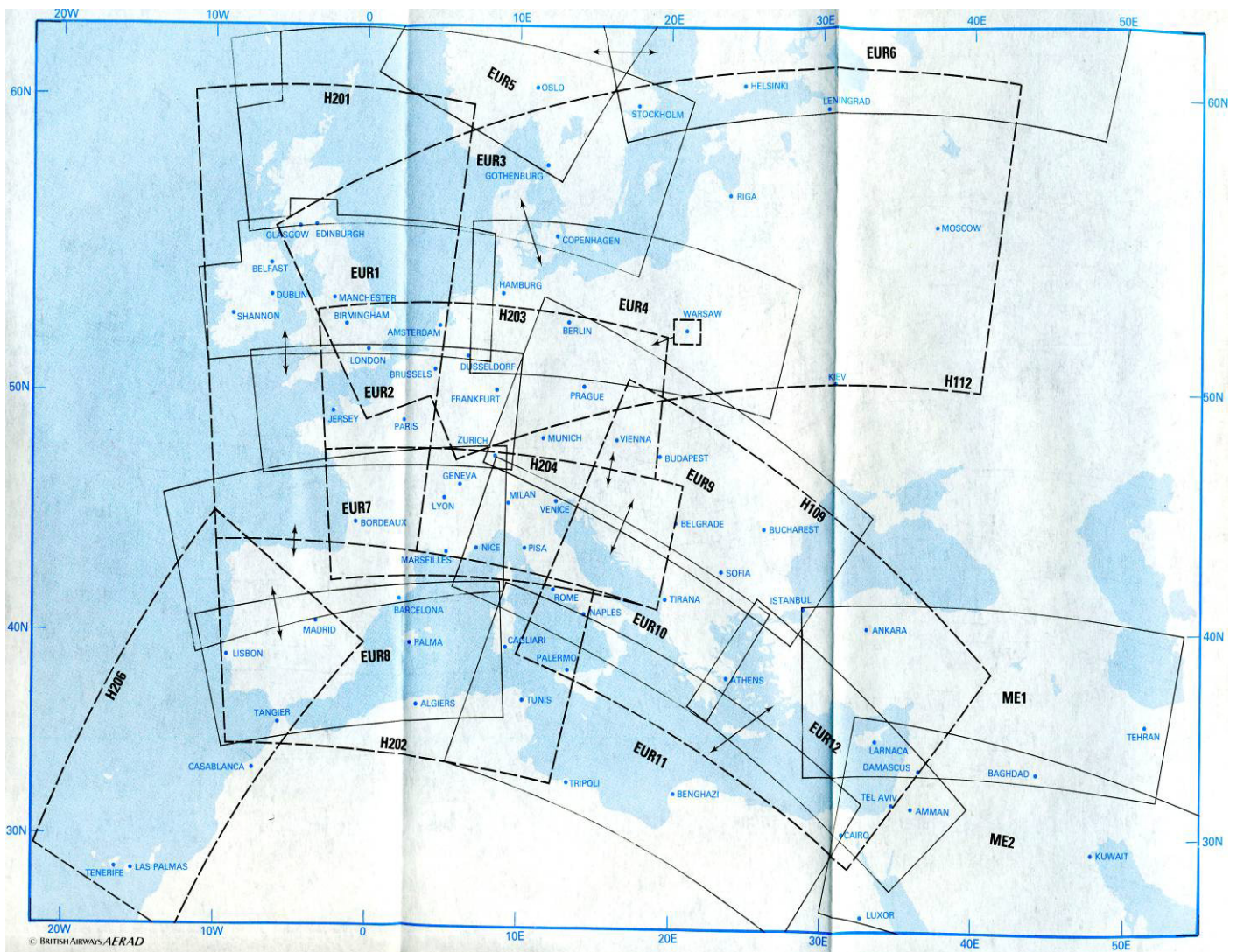
This document released by the authority of:



Prof. John Roy Robert Searl Head of R&D Human behaviour studies.

Manned Flight Division.

Our duty to planet Earth is to respect it, and develop means to improve the environment situation, which is running wild by man's greed, it is time to **STOP – THINK – ACT** today.



Flowerbower do you know what this is, or is it beyond your mental capabilities, if so then there is no sense in explaining what this is to you.

Navigators will know immediately what is being stated here, and then if Searl need this information, he must be flying, and if he is flying then it has to be some type of aircraft as the *I.G.V.* is not yet in production.

This data shown here relates to 20th May 1991, and lack of funds not been able to keep up to date on these important issues.

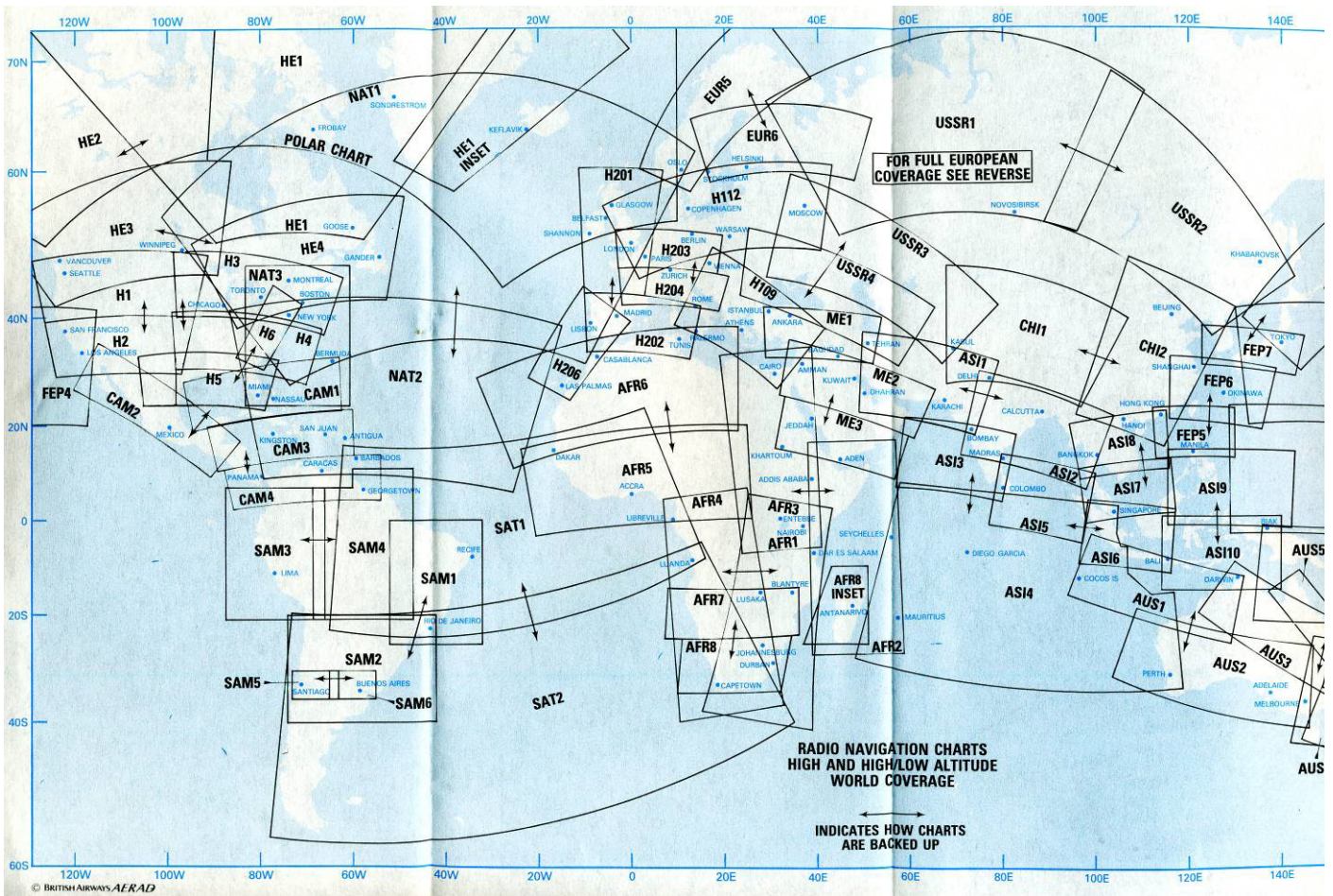
What it does show is the reality of my world, my interest and my determination to create better ways to mans future outcome.

But as you can witness, it takes a vast number of people to make it happen, reality is everything, not a few people playing football, or fishing, but all people working together to change the way things are going to better route where the chances of survival are better.

Nature creates and destroys it has no sympathy or feelings for anything whatsoever, you have to create protection for survival or be prepared to die the choice is yours.

All that I can do is to create a future image and try to bring that image into reality, at the same time understand man has been severely brainwashed creating a massive brick wall to block progress to a better world than at this time.

It been stated that Moses saw the promise land but never lived in it – that may also be true in my case, I can see the promise land but doubt if I will ever live in it, shame the mean to create it is available.



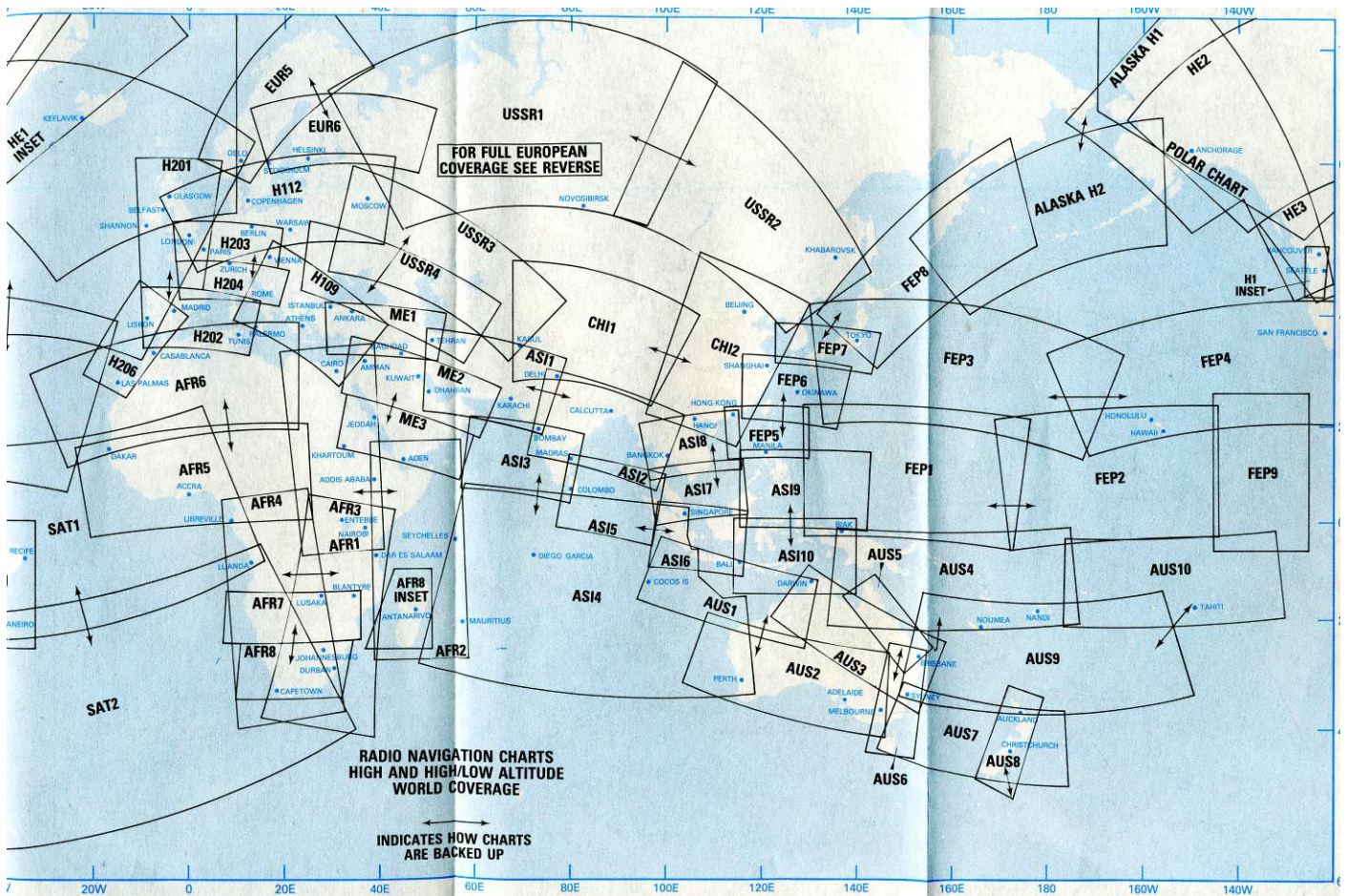
Very smart and adaptive. Also very willing to listen but strongly protect friend's secrets. People love to share their sorrows and happiness with. Don't let betrayer go easily. Sometimes look in vain because of confidence and determination. Opposite gender always find very sweet and easy going. Have little self-control over pleasures and a down-to-earth carefree attitude. A great fun and exciting lover.

猴



[Click here to know what Chinese animal you are](#)

Yes, Flowerbower who knows if those words are true or not: unfortunate you are not very sweet dear son.



TAURUS - The Tramp



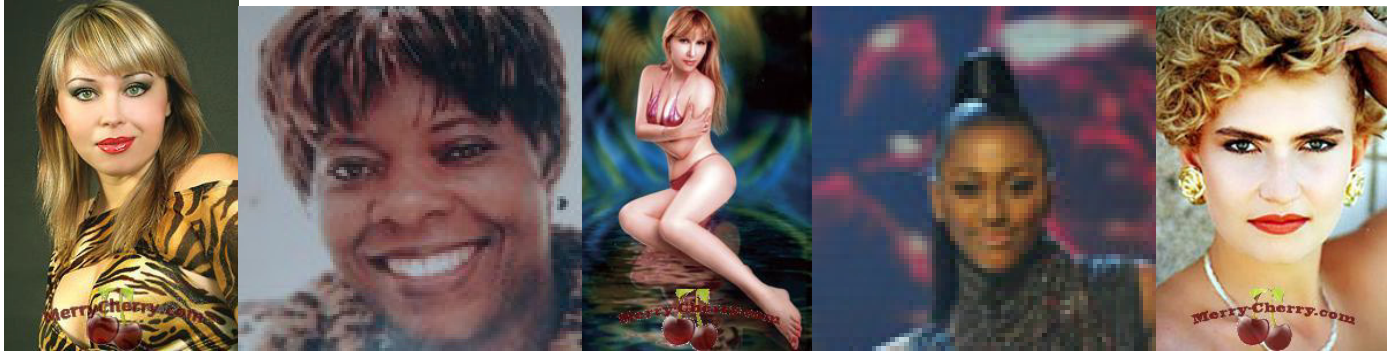
Aggressive. Loves being in long relationships. Stubborn and hard-hearted. Firm Standpoint. Likes to give a good fight. Not one to mess with. A caring person. One of a kind. Strong-willed and highly motivated. Hardworking. Beautiful physically and mentally. Extremely outgoing. Good kisser. Loves to dream. Strong clairvoyance. Attracts others and loves attention. Loves to help people in times of need. Loves traveling. Dislike being at home. Restless.

[Click Here To See What Your Stars Say...](#)

On planet Earth the only Homo sapiens that live in the world of reality are nudists, and the records of the past shows an interesting results, they are not ill like the rest of us, and there are if lucky about one birth a year in each camp.

Not been able to keep up to date on the health side of the nudists, but I doubt if the records show much differences as more people return to reality as the true way to live.

Everything we see is an illusion; my concern is what lies beneath that illusion for there is the reality that created that illusion.



Knowing an illusion is one thing, understanding that illusion is another thing, for the success of this technology it is not just knowing it: it is in understanding what you see is reality.

In this book you will witness not just what I know but what I understand, that is what makes the *I.G.V.* possible and future deep space exploration an option as a commercial operation success story.

All this thinking started from the time I commenced my first day apprenticeship where slowly all the things which I had observed through childhood days at Thorndon began to click together to make sense, not the sense as those who were trying to brainwash me like themselves.

But sense in the nature order, as my learning increase it create more and more questions with no answers; that to my mind said that it is an illusion, and if that is the case then I need to look behind that front and examine the reality that lies behind it.

As I did so, I discovered an amazing world of complex structures, each containing sets of functions with a set of order, therefore, nature was not entirely in disorder, it did have some order, and that order was in my dream one as a child I saw the law of the squares that give the order of functions within nature.

Yes, you will be shocked by some pictures shown in this book because the world which you have been brought up in has brainwashed you in to not to accept the truth of reality – which confuses me as to why should you not accept the truth of all things regardless.

All other animals accept reality and get on with living, unlike most Earthlings who cannot accept the truth and must oppose it by every means possible: Flowerbower that is true you are one of them.

In my world reality is foremost my concern, and I shall now move forward with my learning as from 1946 late to 1947 early how I studied and what I understood from that learning.

This is not fantasy or brainwashing just straight information generated by other inventors of the past through their devotion and loves to understand nature makes it possible for the *Searl Effect Generator (S.E.G.)* and the *Inverse-Gravity-Vehicle (I.G.V.)* to be created for the benefits of all creatures except the domain of the bacteria and virus.

Within this book I shall study all domains regardless, and if you have any problems about what you see just pass by that page, that is your human rights to miss that which you cannot accept, no problem.

However, to all my viewers I hope you will enjoy seeing my world through my eyes as it was, and is.

DOC-SISRC-MFD-PM-1.

DATE: 12th December 1968.

EDITION: First.

ISSUE: One



MORTIMER-BERKSHIRE-ENGLAND.

LOCATION : Headquarters-Mortimer-Berkshire-England.

DIVISION : Tomorrows energy and transportation systems.

SEMINAR : Plastics Materials.

AUTHOR : John Roy Robert Searl

STATUS : Head of R&D Star Ship Ezekiel MK V studies.

In dream one; suggest concept of the power drive should contain four ingredients, three of which must be elements and one a non-element.

So, what is a non-element?

It is a compound, which a number of elements join up to form a different substance.

Such substances are normally referred to as insulators.

My attention is target at compounds term plastic materials.

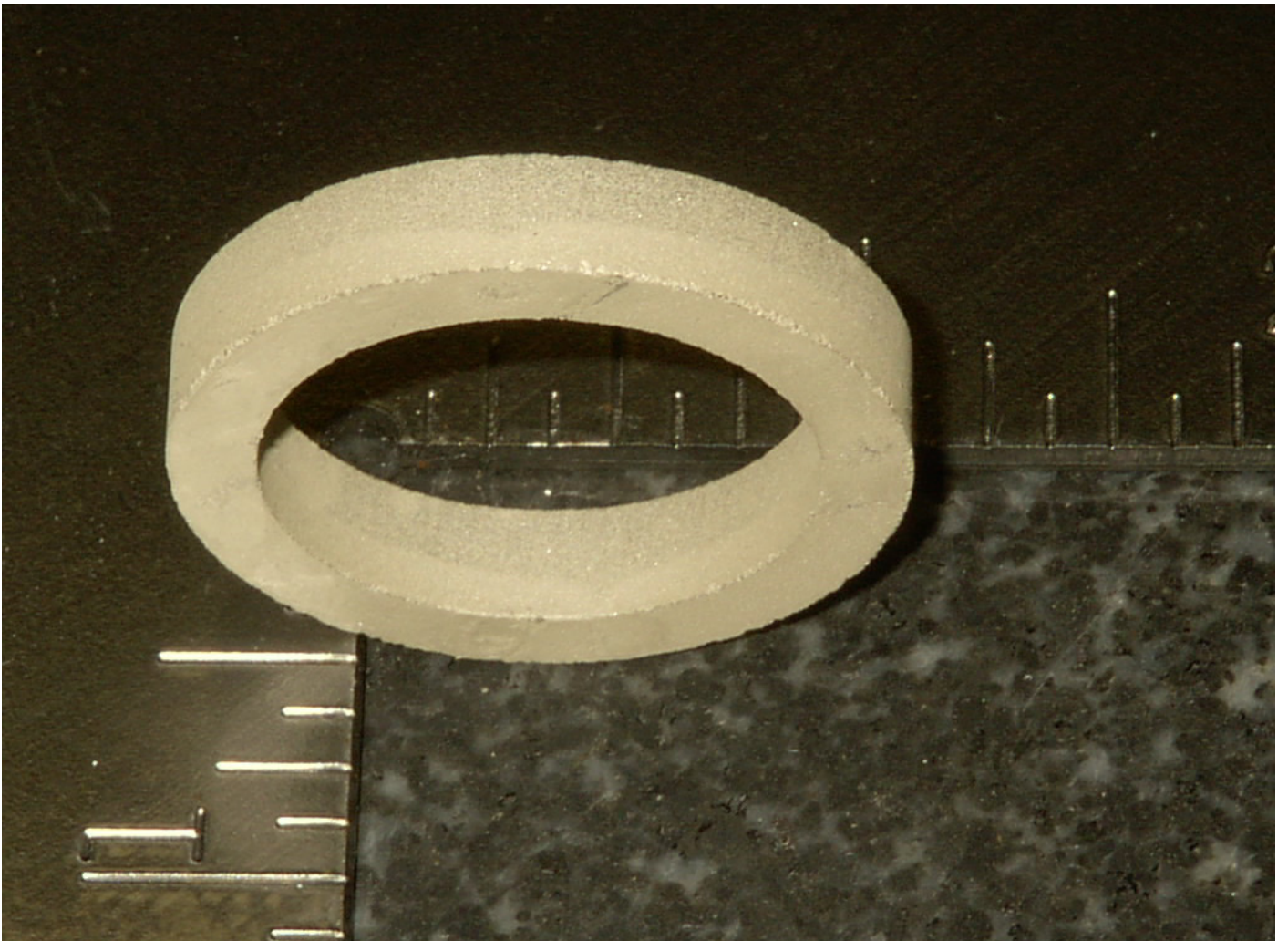
That in itself is a massive subject to understand mans progress to where we are today in knowledge.

My problem here is that there are at the present time many thousands of grades of commercial plastics materials offered for sale throughout the world, and I am not joking upon that issue.

Only rarely are the properties of any two of these grades identical, for although the number of chemically distinct species – *polyethylenes, polystyrenes* – is limited, there are many variations within each group.

Such variations can arise through differences in molecular structure, differences in physical form, the presences of impurities and also in the nature and amount of additives, which may have been incorporated into the base polymer.

My aim in this book is to show how the different materials arise, to discuss their properties which is vital for the *Searl Technology* and to show how these properties can to a large extent be explained by consideration of the composition of the plastics material and in particular the molecular structure of the base polymer employed.



The two pictures presented on last page are the work undertaken by Fernando Morris in California USA.

After I give you a brief historical review, then this book can cover a short summary of the general methods of preparation of plastics materials and follow on by showing how properties are related to chemical structure.

These are important steps to the *Searl Effect Generator (S.E.G.)*.

These particular chapters of this book are largely qualitative in nature and are aimed not so much at the theoretical physical chemist but rather at the polymer technologist and the organic chemist within Swallow Command; who will require this knowledge in the practice of polymer compound formulation.

Subsequent sections will deal with individual classes of plastics.

In each case, a review will be given of the preparation, structure and properties of the material.

In order to prevent this subject from becoming too large I shall have to omit some detailed discussion of processing techniques.

Instead, with each major class of material an indication will be given of the main processing characteristics.

The applications of the various materials will be considered in the light of the merits and the demerits of the material.

The requirement of the *Searl Technology Ltd*, that a definition of plastics materials be given; this is however very difficult.

For the purpose of this book I shall use as a working definition – *Those materials which are considered suitable for the Searl Effect Technology to be plastics materials by common acceptance.*

Not a positive definition: but one, which is probably less capable of being criticised than any other definition I have seen.

Regardless what you say there will always be someone who has a mental problem and must expose it as such by criticising what others try to do to help the world to understand; by trying to undermine their efforts.

Perhaps a rather more useful definition but one, which requires clarification, is **Plastics materials are processable compositions based on macromolecules.**

In most cases – *certainly with all synthetic materials* – the macromolecules are polymers, large molecules made by the joining together of many smaller ones.

Such a definition does however include rubbers, surface coatings, fibres and glasses and these, largely for historical reasons, are not generally regarded as plastics, but nevertheless important to *Searl Technology Ltd*.

While we may arbitrarily exclude the above four classes of materials the borderlines remain undefined.

How should I classify the flexible polyurethane foams – as rubbers or as plastics?

What about nylon tennis racquet filament? – Or polyethylenes dip coatings?

Without being tied by definition I have for convenience include such materials within this book but will give only brief mention to coatings, fibres and glasses generally as they belong to another section of this book.

The rubbers I will treat as rather a special case considering that my foster mother found it useful material to put some colour into my pale arse: them as plastics materials that show reversible high elasticity, which make them idea for that purpose my foster mother employed them.

For this reason, I shall briefly review the range of elastomeric materials commercially available.

I hope that this book will prove to be of value to all my technical staff who is involved in the research and development of the *Searl Effect generator (S.E.G)* and the *Inverse-Gravity-Vehicle (I.G.V)* in the use of plastics materials who wish to obtain a broader picture of those products than they could normally obtain in their everyday work.

Problems that are encountered in technical work can generally be classified into three groups:

- 1 *Problems, which have already been solved elsewhere.*
- 2 *Problems whose solutions are suggested by a knowledge of the way in which similar problems have been tackled elsewhere*
- 3 *A completely novel problem.*

In practice most industrial problems fall into the first two categories so that the technologist who has a good background knowledge to his / her subject and who knows where to look for details of original work has an enhanced value to industry.

I hope that in a small way this book will help to provide some of the background knowledge required for the manufacture of the *Searl Effect Generator (S.E.G)* and that the references, particularly to more detailed monographs, which will appear within this book.

The information that is contained within this book in relation to the *Searl Effect Generator (S-E-G)* and the *Inverse-Gravity-Vehicle (I-G-V)* is a distillation of the work of very many scientists, technologists, engineers, economist and dreams across time of thousands of years without which this technology or this book could not have existed.

Today, men and women are working to add to their success to bring this baby home to the marketplace where it should have been in 1968.

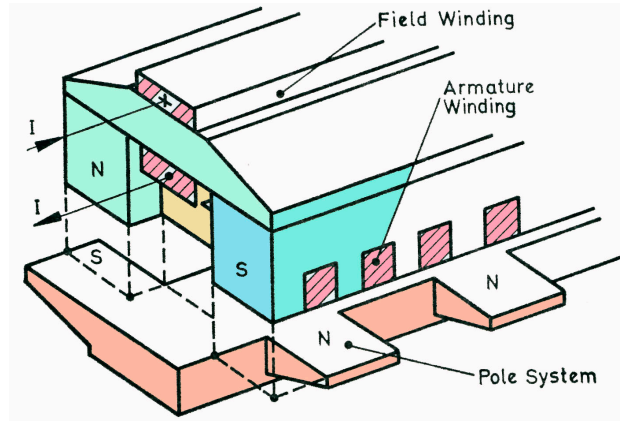
The question remains, will they be able to fund such an effort as costs have multiplied as I forecast it would in 1946, has not failed to become reality.

I will close here on this subject to allow time for it to sink in what I am stating here.

This document released by authority of:



Prof. John Roy Robert Searl: Head of R&D Energy and Transportation Systems.



MORTIMER-BERKSHIRE-ENGLAND.

LOCATION : Headquarters-Mortimer-Berkshire-England.

DIVISION : Energy and Transportation Systems.

SEMINAR : Advanced Ground Transport.

LECTURER : John Roy Robert Searl.

STATUS : R&D spins oscillation motion.

Why do the roller sets spin and rotate around the plate as witnessed in the Searl Effect Generator system.

Why can we not employ such system in an advance ground transport operation?

In this report, I shall present what I understand and where appropriate present my view upon the subject.

At this seminar, I assess the status and needs of research into magnetic propulsion and levitation in relation to possible future modes of ground transport.

I review the state of the art and draw conclusions about the important research, and research attitudes, needed to form a basis for sound future decisions, be they negative or positive, on the adoption of new modes of ground transport.

I also pointed out the needs for a similar review of aerodynamic aspects of high-speed ground transport and a detailed assessment of the requirement for full-scale testing facilities.

This investigation has been started.

In my newsletters, I have published my report so that it may be widely read and commented on, even if it was only 2,000 copies issued form the basis for discussions from the public on the best way to develop the necessary programmed.

The extent and type of support for further research in this field will depend on the comments received, on the financial resources made available to S.I.S.R.C. and on the outcome of the continuing debates.

PROSPECTS FOR AGT DEVELOPMENTS:

The general difficulties of assessing societal needs in a study of this kind have been touched on in the Preamble to this report.

However, any detailed assessment of AGT systems must have regard to the ultimate application.

In particular, the applications fall into two distinct types with very different technical and economic characteristics:

Low-speed urban systems:

High-speed inter-city systems

URBAN SYSTEMS:

The demand for advanced urban transport systems arises from the realisation that extensive use of the car has unacceptable environmental, social and planning consequences and cannot meet the transport needs of all sections of the community.

Improve public transport is therefore necessary and the proposed automatic track system with vehicles carrying 25 to 35 passengers are intended to have some of the advantages of the car, whilst retaining the advantages of public transport, with the additional prospect of reduced labour costs.

I am aware that several systems with wheels, air cushions and magnetic suspension have been demonstrated during the 1970's.

The advantages of using maglev with urban systems are claimed to include lower track costs, low noise, simplified maintenance, and less visually intrusive track sections, but the work to date is by no means conclusive.

There is concern over vehicle weight and the low efficiency and power factor of current designs of linear induction motor, particularly in view of recent increases in the cost of energy.

City authorities, although interested in automatic transit systems, have been slow to install any of the commercial systems offered.

It is possible that some schemes will be operating by the end of the decade, but potential customers have been made wary of maglev systems by the Toronto experience,

Recently, higher fuel costs and socially acceptable traffic management schemes have reduced some the congestion and environmental problems caused by the car and it is now easier to operate bus services, which can be improved without the large capital investment required for a new system.

The immediate urgency for new overhead transit systems has declined in consequence but the problem is likely to return in the not too distant future.

The first installations are likely to appear where there are special circumstances, for instance in Tokyo, where there is severe pollution and a high premium on space.

The Japanese already have advanced prototypes of wheeled systems running.

The prospects are not so favourable in European or American cities and no contract for provision of an urban system of advanced design is known to exist.

The conclusion Searl has is that the market prospect for urban light transit systems in general is not encouraging up to 1980 or even later.

The use of maglev for urban systems is unlikely unless there are significant improvements to the technology.

The world situation regarding developments in urban systems is rapidly changing: the following notes relate to the beginning of 1975:

North America:

A number of different designs have been developed to the prototype stage by various firms in the USA, most of them being sponsored by the Urban Mass Transit Association, a government agency.

All the designs that have been developed beyond prototype stage involved wheeled vehicles.

The Krauss-Maffei maglev design for the Toronto scheme is not being proceeded with but a British firm – Linear Motors Ltd – is successfully involved in the provision of linear motors for scheme in the USA.

Germany:

Several firms have developed vehicles to prototype stage, with support from the Federal Government.

Recently the Government withdrew support from the most advanced system – ***Krauss-Maffei's Transurban System*** – which was a magnetically support vehicle, and the work on this design has been abandoned.

A system of small vehicles is probably going to be installed in Hagen.

France:

Several vehicles have been designed and built, and can be seen running on test tracks.

So far, there has been no firm commitment to proceed to an actual installation in any town.

There are no known maglev projects.

Japan:

Several firms have built prototypes of different vehicles.

The CVS and VONA systems, both wheeled, and the equivalents of Cabtrack and Minitram in the UK, are being demonstrated.

As far as I know, no decision to install has been taken nor are there any maglev projects underway.

U.K

Project definition studies of Minitram have been carried out.

These have concentrated on wheeled vehicles, but maglev options are also being explored.

INTER-CITY SYSTEMS:

Advanced high-speed systems are intended for long distance routes where there is a high level of demand for inter-city transport at speeds greater than those possible with conventional railways.

Air transport can fulfil this requirement up to a certain level of demand, but where the demand is very high, of the order of 6 M passengers / year, it may be economic to install a high-speed ground system.

The major European railway operators are planning services at speeds of 250 k/h on routes where the heavy investment can be justified and in some cases new track is being built to overcome capacity problems.

The UIC has prepared a master plan for a European high-speed rail network.

A number of studies of certain long-distance corridors with a very high demand have been carried out.

The principal ones to date have been of Boston – New York – Washington, Hamburg – Munich. Paris – Lyon and the WPICT study of London – Manchester – Glasgow.

The WPICT report concluded that demand could be adequately met by improved rail services using APT and improved air services using conventional aircraft at least until the late 1980's.

I had taken the opinion that this APT system would fail, and it did; I had travelled up to discuss my rail system with those top brass hoping they would fund a full rail system, as you know they told me to build a full size train and they would give me a test track to test it.

If it did not interfere with the modification which was done in signalling system they would back it; of course they was no hope of me being able to manufacture a full train system, they knew that it would cost money to do that was why I met them for funding.

It was predicted that a new tracked hovercraft link might break even by about 1985.

Recent changes in energy costs and revised forecasts of economic growth make it unlikely that a new system could now be justified before the 1990's.

If the economic growth rate in other European countries is greater than that in the UK, earlier opportunities for new high-speed ground transport systems may arise there.

For example, SNCF are planning to build a new conventional rail link between Paris and Lyon to open in 1980 and the French government has approved the project in principle.

It has been agreed international that European countries should not make investment decisions on high-speed transport systems in isolation, but should co-operate in research and agree on policies, which do not preclude the possibility of an inter-link European network.

Cost project 33 aim to identify the likely future demand and to explore the strategy and system options for high-speed inter-city passenger transport in Europe.

This multinational study is being carried out by OECD as contractor to the participating governments, EEC and ECMT.

It will report in 1976.

The indefinite postponement of the Channel Tunnel will affect considerations of the link between this network and the UK.

In the next part I shall recap upon the stages of the beginning of 1975 on what progress were made.

This document released by the authority of:



Prof. John Roy Robert Searl.

Energy and Transportation Systems R&D.

Searl International Space Research Consortium.

BOOK 16B.



*Prof. John Roy Robert Searl
President of S.I.S.R.C. and D.I.S.C. INC.
Lecturer: Author: Consultant: Controller.*

- 1 Welcome to book 16B, like all my other books and newsletter before them I shall continue with presenting my view and opinions across many subjects that in the long run relate to designing and operating a new concept of flight.
- 2 As in the pass from time to time I include reports from other people, this will continue to be so.
- 3 In this issue I shall target those idiots who insult me from many walks of life, who call themselves experts.
- 4 You would be surprise at the type of phone calls and letters, which I have received over the years.

REALITY OR FANTASY 2004.

5 I am determining in this issue to define what I accept as reality and what I accept as fantasy.

6 My dream one as a child made it clear that there are 3 conditions in all things.

7 Two of which are prime conditions.

8 One is variable in nature.

9 Let me explain reality.

Two prime states in reference to all things regardless:

1 Birth

2 Death.

10 The third mode is length referred to as the time between these two prime states.

11 Now some phone calls and mail suggest that I am an Alien from planet Jupiter?

12 Why Jupiter, there are no life forms there, it is not like that there are thousands of planets with life forms on them from which I could come from except just one which is named Planet Earth.

13 Sadly I must admit that I was actually born via all stages of normal action, and I can confirm that I was not born in a test tube as some can claim today that they were.

14 But my birthplace is an embarrassment to the locals of the area as shock was seen upon their faces when I asked where this place was, they said that it could not be the place that they knew.

When I ask, why not they replied that it was a workhouse a disgrace to mention it, but I could not had been born there, as children do not survive there.

15 So embarrassing was the issue that they have moved Wantage out of Berkshire into Oxford as no one there knows of that workhouse.

16 In 1931 I had to be conceived accordingly to the law of the squares define:

1 There must be two opposite states plus:

2 Time for transfer of sperm, the natural law is therefore conserved.

17 Thus there must be a female and a male for the two prime states.

18 That was absolute true back there in 1931; today some women do not have to use a male and it may become possible that given time men want be needed at all in this requirement of reproducing their kind.

19 Instead; they will just be a work force for heavy-duty cycles; sex will no longer be available to them, women will just be queen bees banging out men designed for various jobs.

This is not a joke; it may become reality sooner than you think.

I have missed the next 4 pages out as so many people cannot accept reality education problem.

50 **CAESAREAN SECTION** (siz-air-iǎn) n.

A surgical operation for delivering a baby through the abdominal wall, usually by a transverse incision in the lower segment of the uterus.

51 **LOWER UTERINE SEGMENT CAESAREAN SECTION.**

It is carried out when there are risks to the baby or to the mother from normal childbirth and may be performed, if necessary, as soon as the child is viable.

“And this is Doctor Searl, our underwater Delivery expert.”



52

53 Talking about birth of babies in water is a massive subject in print, far too large for this book but I have in earlier books covered some of the details.

54 In reference to caesarean section: I must admit that I am not up to date upon today’s tools as the cost is far too high with so many subjects to keep up dated upon for deep space missions.

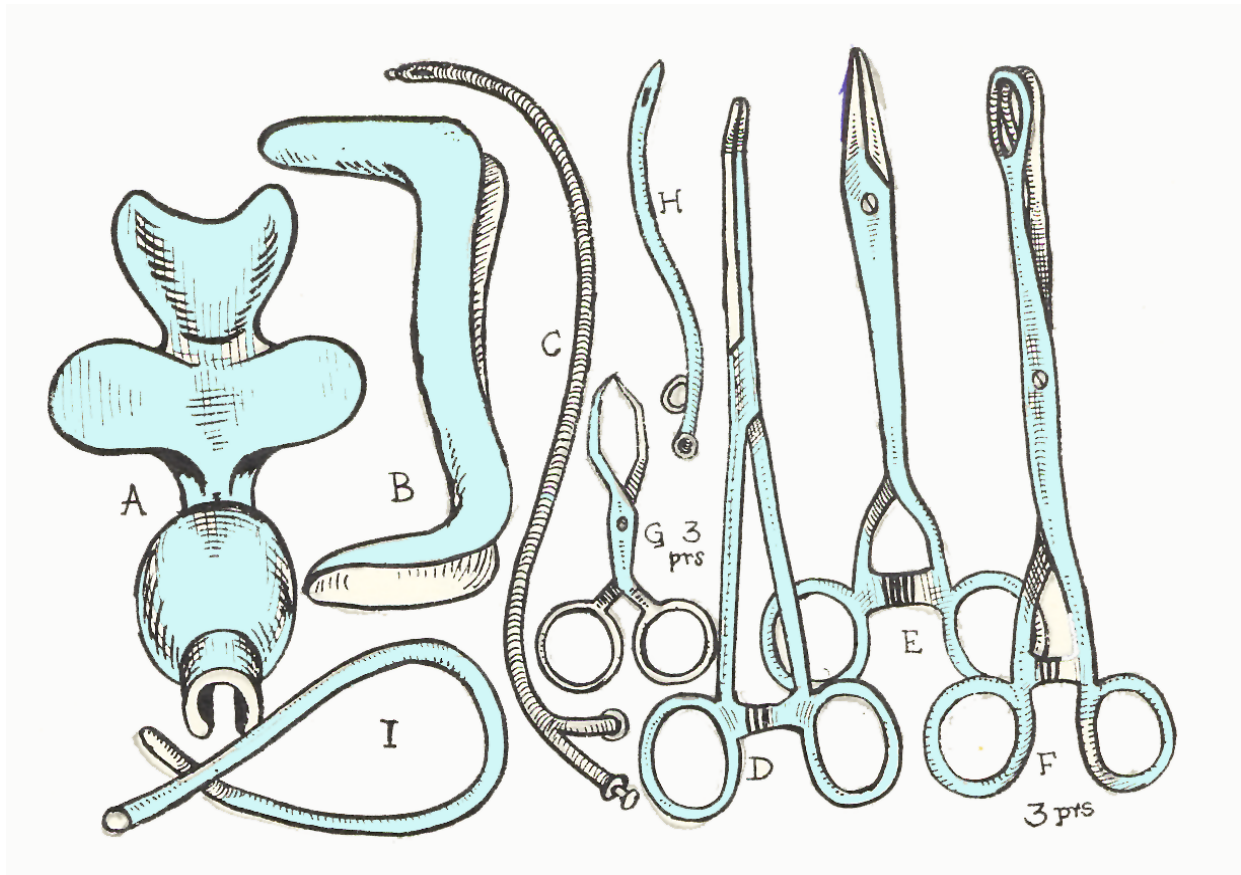
55 But I certainly can tell you what we had in 1956 and these tools will take up space within this book.

56 I really enjoy writing books but it has to be reality not fiction any fool can write fiction articles but they cannot write articles of worth.

57 I also accept the view that a photo is worth a thousand words, especially for those who are not good at reading, or cannot read the printed word.

58 One other thing to consider is: you pop out into the world nude, which is reality, that means the real world, then we put clothes on them, that is fantasy so they may never really know reality or experience reality until they are old enough to have sex.

59 Let me now present my world of 1956 in reference to instruments used in Obstetric Operations.



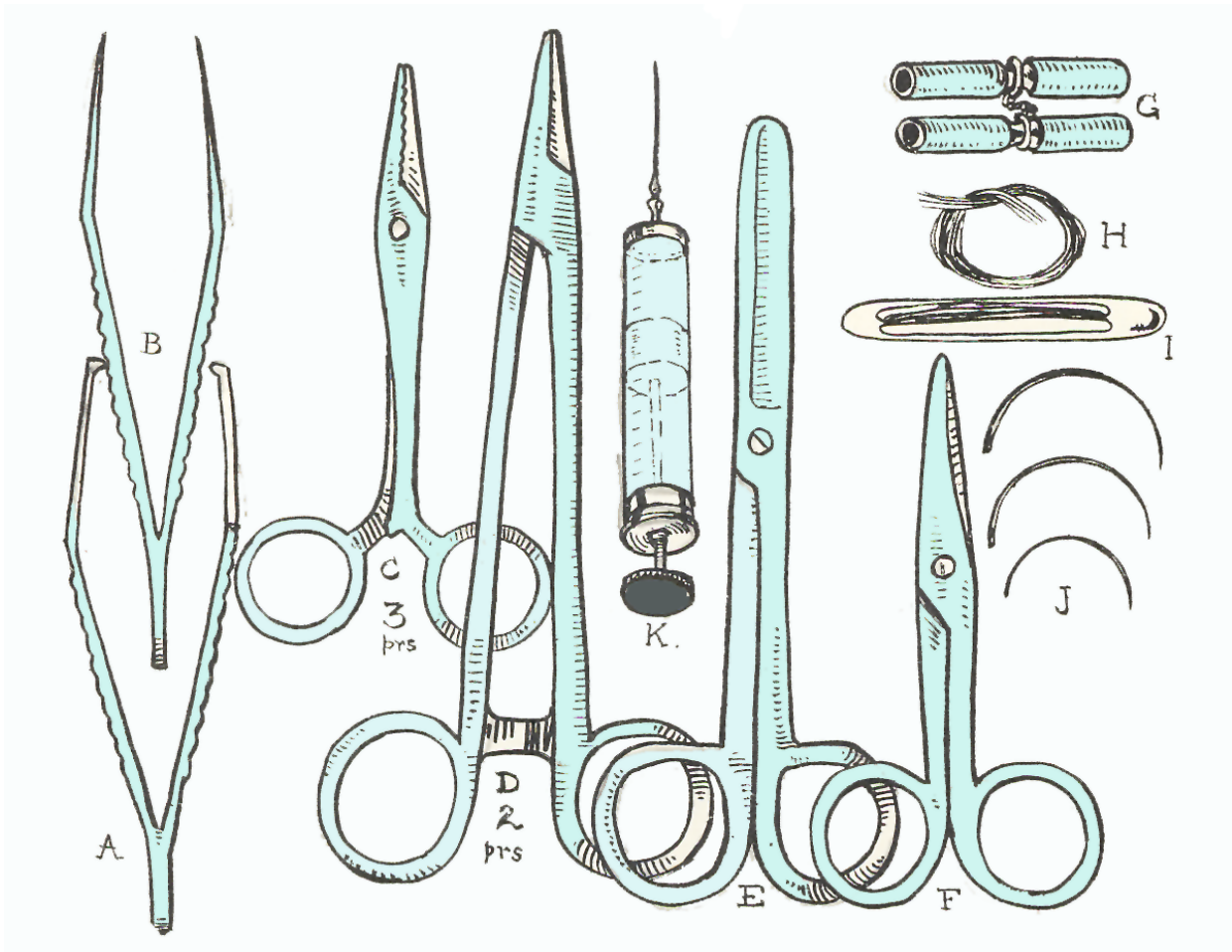
60

Figure 16B.1. **INDUCTION OF LABOUR.**

- (A) *Auvar's speculum.*
- (B) *Sims's speculum.*
- (C) *Drew-Smythe cannula.*
- (D) *Curved Kocher's forceps.*
- (E) *Spencer Wells forceps.*
- (F) *Sponge holding forceps.*
- (G) *Towel clip.*
- (H) *Metal catheter.*
- (I) *Jacques bougie.*

61 Well that is a start of this fact-finding program defining reality from fantasy.

62 This discussion now proceeding is the reality of 1956; which also grows and change with time, just as we do. Nothing stands still in reality. That is also a fact.



63

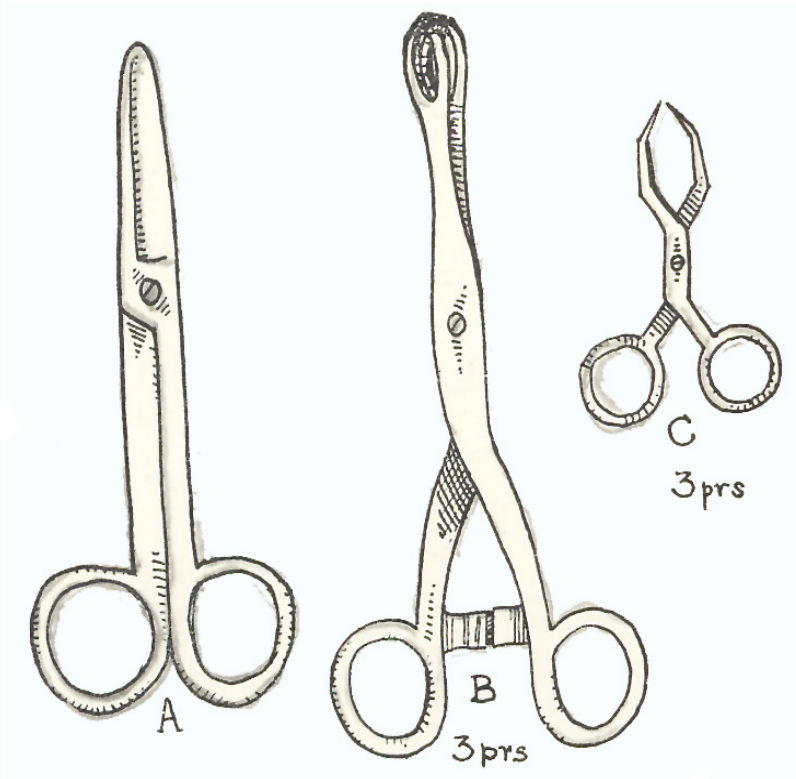
Figure 16B.2, **REPAIR OF PERINEUM,**

- (A) *Toothed dissecting forceps.***
- (B) *Plain dissecting forceps.***
- (C) *Spencer Wells forceps.***
- (D) *Needle holder.***
- (E) *Scissors.***
- (F) *Stitch scissors.***
- (G) *Catgut breaker.***
- (H) *Nylon.***
- (I) *Catgut.***
- (J) *Perineum needles.***
- (K) *Syringe.***

64 We are going strong with this research program.

65 **PERINEUM** (pe-ri-nee-ŭm) n.

The region of the body between the anus and the urethral opening; including both skin and underlying muscle.



A = Scissors.
B = Sponge holder.
C = Towel clip.

66 Figure 16B.3. **EPISIOTOMY.**

67 **EPISIOTOMY** (ep-izi-ot-ŏmi) n.

An incision into the perineum during a difficult birth.

The aim is to make delivery easier and to avoid extensive tearing of adjacent tissues.

68 **EPISIO- PREFIX** = denoting the vulva.

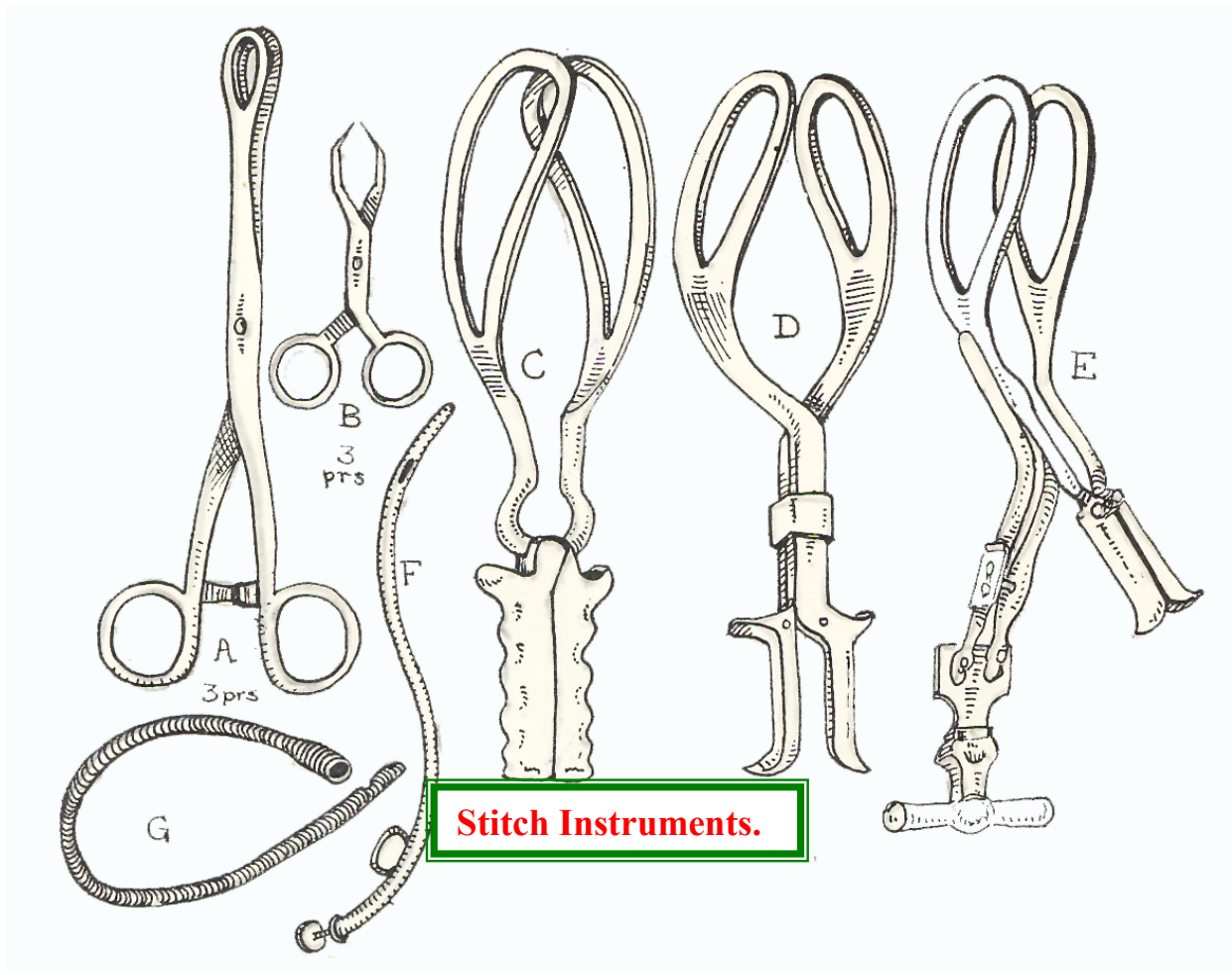
69 The world of reality is stranger then fiction

70 Yet everything, which man and women have invented, came from the world of fantasy in the first place.

71 The law of the squares define that there are two prime states always the largest is the world of fantasy which about 90% of Homo sapiens permanently exist in and rarely enter the world of reality, and then only when it suites them.

72 That remaining 10% mainly exist in the world of reality.

73 Yet how strange it is – you talk to those 90% about a new product that exist in their world to develop it to bring it into the world of reality that will create a paradise for them – they love the idea – but that’s reality which they do not want to know about.



74

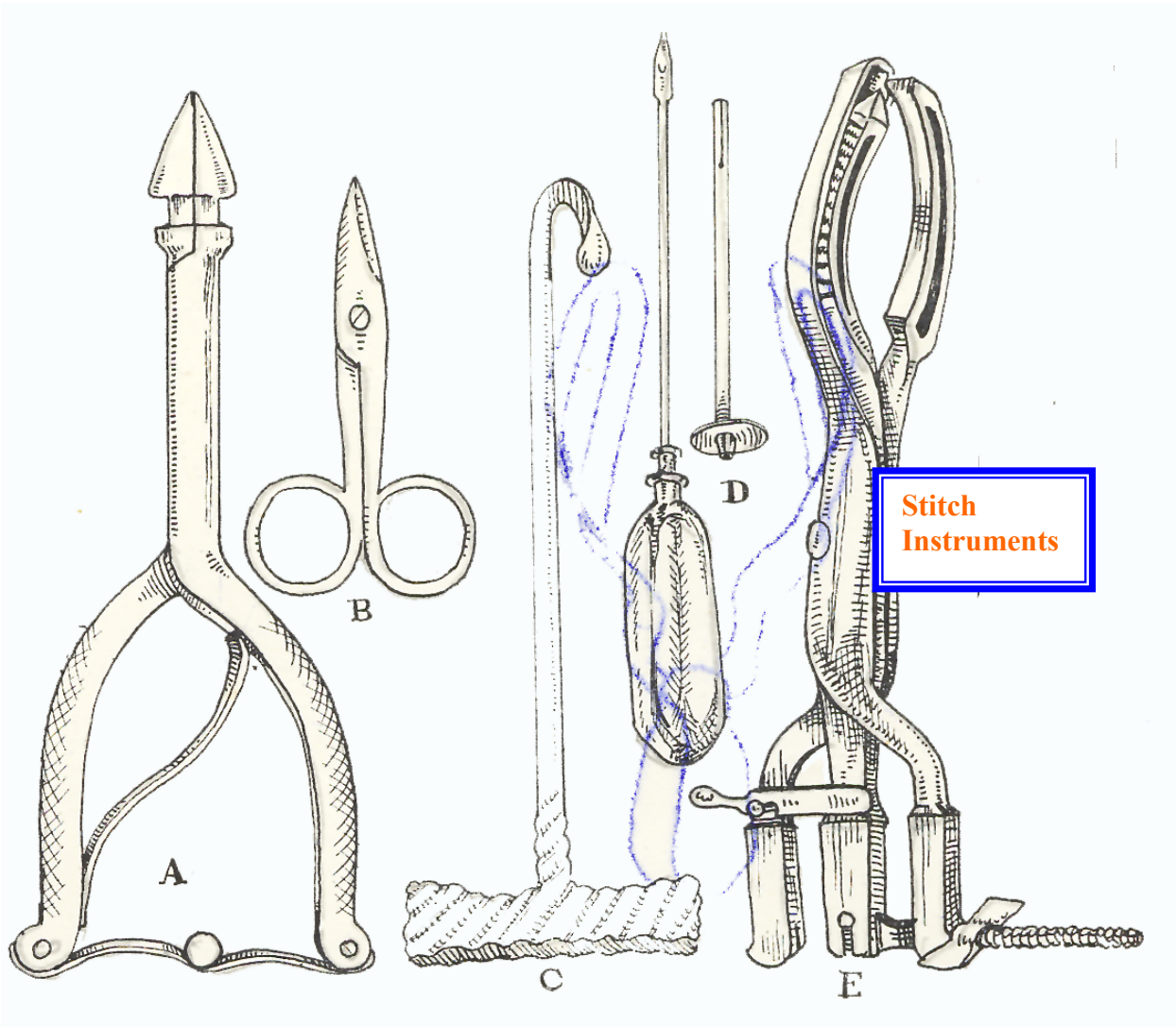
Figure 16B.4. **FORCEPS DELIVERY.**

- (A) *Sponge holder.*
- (B) *Towel clip.*
- (C) *Anderson's forceps.*
- (D) *Kielland's forceps.*
- (E) *Milne Murray forceps.*
- (F) *Metal catheter.*
- (G) *Rubber catheter.*

75 The world of reality is extremely strange to your world of fantasy.

76 Any female allowing a man to insert his penis inside their virginal opening are playing a game similar as that of the Russian Roulette, he shoots and hope it want make a hit.

77 The law of the squares states that only one in every four hits manages to reach the foetus strange the other three will pass out of the body without the woman having any knowledge whatsoever of the event that has taken place within her body.



78

Figure 16B.5. **EMBRYOTOMY.**

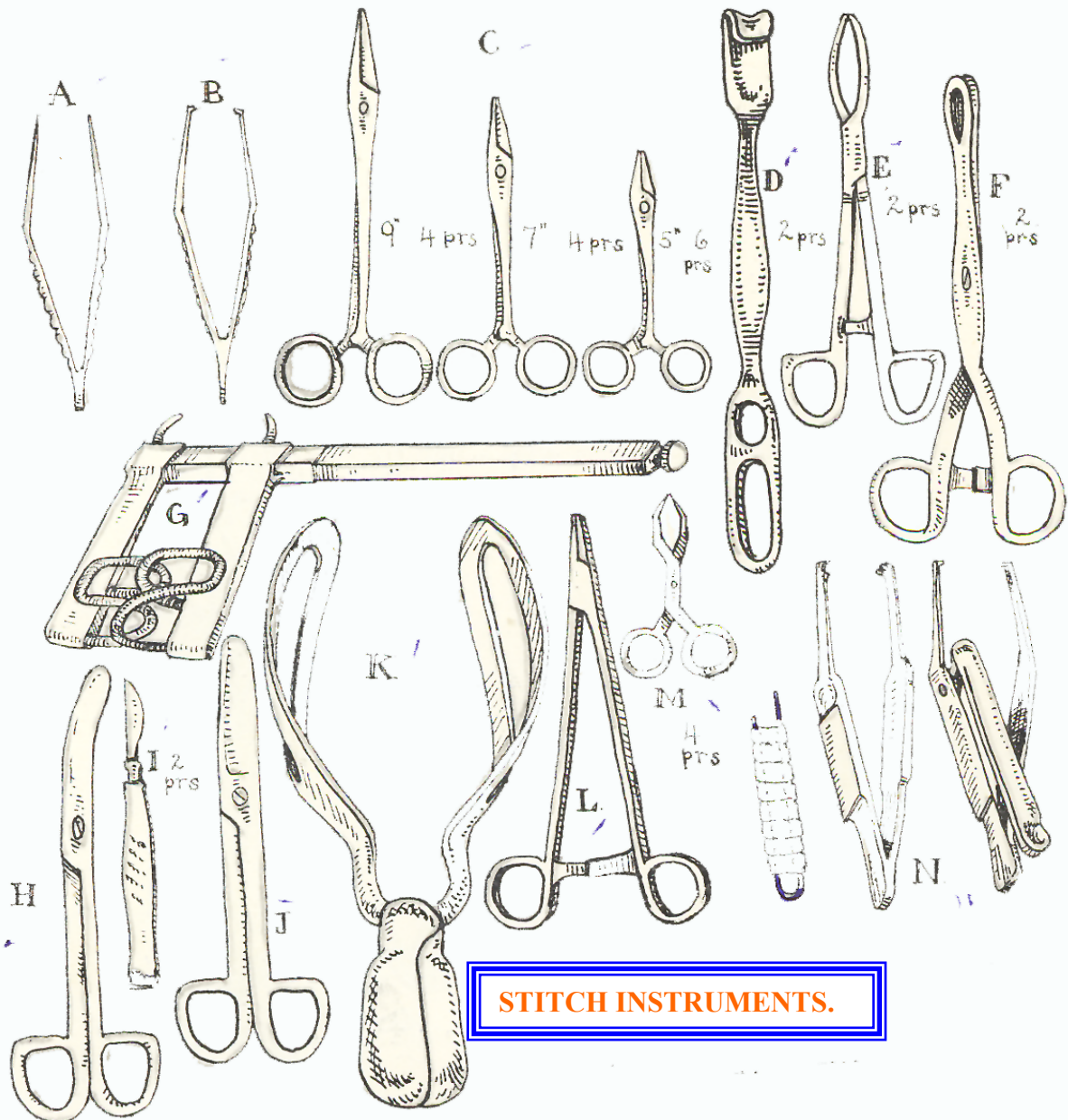
- (A) Perforator.**
- (B) Scissors.**
- (C) Decapitating hook.**
- (D) Trochar and cannula.**
- (E) Winter's combined cranioclast and cephalotribe.**

79 There is just one more page on the instruments used back there in 1956 to cover.

80 **EMBRYOTOMY** a word which appears is no longer used today, I do not record any reference to that term since the 1960s; I might be wrong as my memory bank is now over 72 years and maybe getting rusty with time.

81 **RATIONALE** = a reasoned exposition, one defining the fundamental reason for an action.

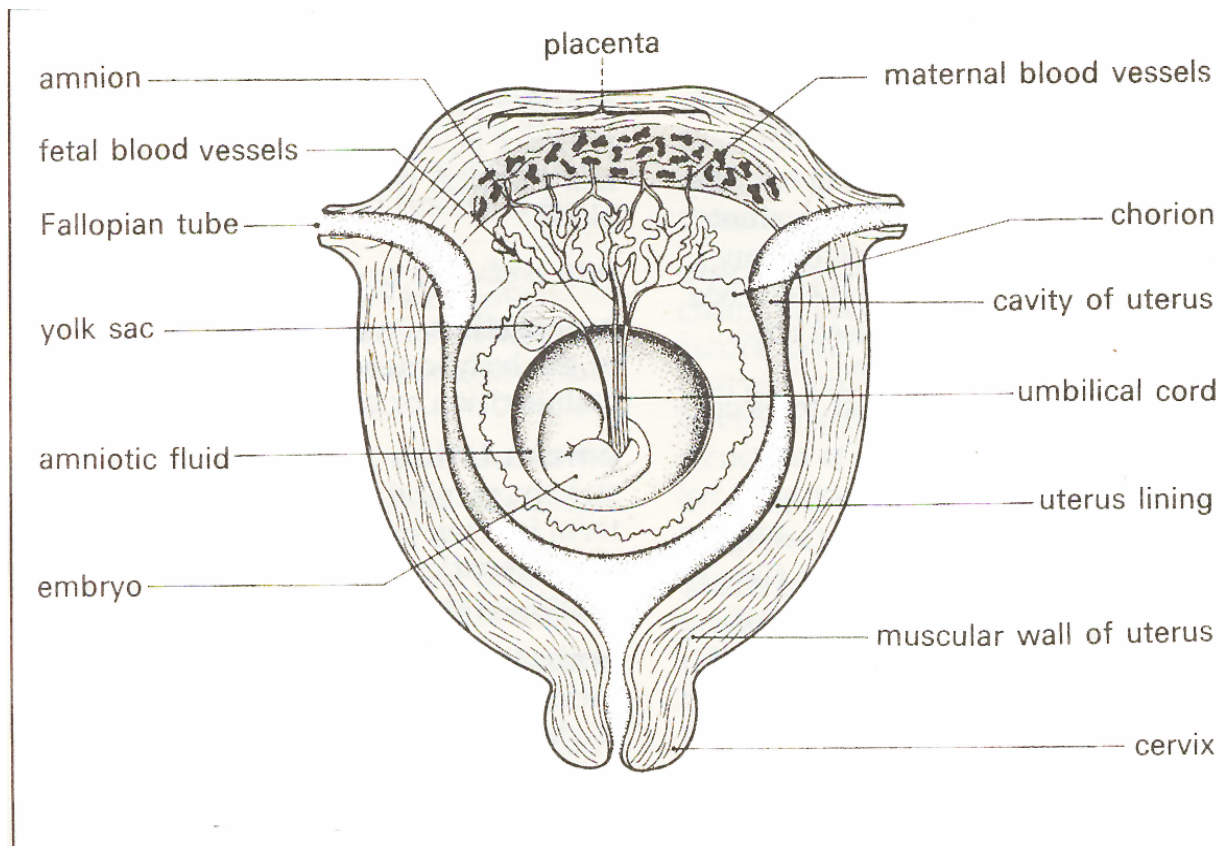
This applies in reality to having babies and to the S.E.G and I.G.V.



82

Figure 16B.6. **CÆSAREAN SECTION: CÆSAREAN HYSTERECTOMY.**

- | | |
|--|-----------------------------------|
| (A) <i>Dissecting forceps.</i> | (H) <i>Curved scissors.</i> |
| (B) <i>Toothed dissecting forceps.</i> | (I) <i>Scalpel.</i> |
| (C) <i>Spencer Wells forceps.</i> | (J) <i>Straight scissors.</i> |
| (D) <i>Retractor.</i> | (K) <i>Wrigley's forceps.</i> |
| (E) <i>Littlerwood's forceps.</i> | (L) <i>Needle holder.</i> |
| (F) <i>Sponge holding forceps.</i> | (M) <i>Towel clip.</i> |
| (G) <i>Gosset's retractor.</i> | (N) <i>Michel's clip forceps.</i> |



83

Figure 16.7. **A DEVELOPING EMBRYO.**

84 By 1979, this was my accepted understanding of a developing embryo. In addition, it is based upon the world of reality.

85 **EMBRYO** (em-bri-oh) n.

An animal at an early stage of development, before birth.

In Homo sapiens, the term refers to the products of conception within the uterus up to the eighth week of development, during which time all the main organs are formed.

EMBRYONIC (em-bri-on-ik) adj.

86 The aquatic ape theory may explain why Homo sapiens are so different from other members of the ape family.

87 Unlike apes, we are born with practically no hair.

88 We are fat.

89 We cry.

90 We are wonderfully adapted to diving underwater.

91 When we are older we sweat.

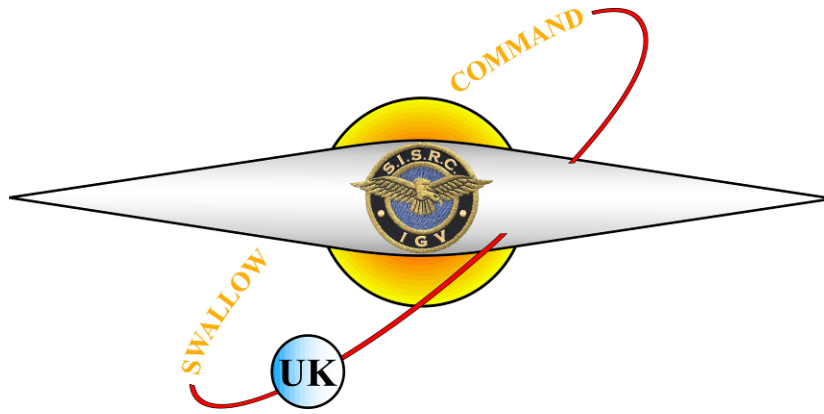
92 We walk erect.

REALITY OR FANTASY 2004.

- 93 We learn to talk and can make love face to face.
- 94 These peculiarities separate us from other apes.
- 95 Although I understand the claims made by experts that man has descended from apes, there appears nevertheless a mysterious gap of 10 – 20 million years between our ape-like ancestors and the first evidence of fossilised man.
- 96 That was my understanding back there in 1956, events have somewhat delayed my knowledge upon this matter, so this information may be lacking and sometime in the future it will get up dated.
- 97 During the last few years scientific facts, which were taught in schools, have had to be change as satellites have proved them wrong.
- 98 What about if the Earth is not as old as scientists have brainwashed us to believe.
- 99 What about if life started much earlier then experts claim.
- 100 What about if earth movements have buried early man fossils, earthquakes for example can cause vast land drops, which eventually get covered over forcing the material to drive deeper.
- 101 An aquatic age would explain the gap and was first tentatively suggested by Sir Alister Hardy when he was talking to the British Sub-Aqua Club in Brighton in March 1960.
- 102 I can quite appreciate that a mere suggestion of man’s aquatic ancestry would create such a burst of publicity that he decided to write a longer explanation of his ideas in the New Scientists.
- 103 Hardy’s theory to my understanding is that Homo sapiens might have spent a few million years living by the seaside.
- 104 He suggests that some of our ape-like ancestors spent hours wading and digging for shellfish, gradually becoming more adept at swimming and diving further and further from the shore.
- 105 Man might even have learned to stand upright in the sea.
- 106 Remember this has not been proven thus it remains in the world of fantasy for the present.
- 107 The aquatic ape theory would explain our ability to swim and to dive.
- 108 Newborn babies go through the motions of swimming although they seem to forget by the time they are toddlers and need to be taught how to swim just like young otters.
- 109 This I can understand that once they are toddlers they have acquired the knowledge that water is a dangerous substance, not only that their internal functions have changed to live on land, than in water.

These pages taken from one of my books leaving out four pages, which are intended for those who are intelligent that live in the world of reality, to show that my books cover reality because our work calls for reality at its absolute state.

You are constructed of atoms; I want to know what they are how they function, because you are the problem



FREDDIE:

Listen then, Prof.

The story is a strange one, but Peter, the wisest of the seven wise men, once vouched its truth.

He was a relation and close friend of Luis, my great-grandfather, as he often says himself in his poems, and told the story to my grandfather, who in turn repeated it to us when he was an old man.

It relates the many notable achievements of our city long ago, which have been lost sight of because of the lapse of time and destruction of human life.

Of these the greatest is one that we could well recall now to repay our debt to you and to offer the Goddess on her festival day a just and truthful hymn of praise.

Prof. Searl:

Good.

And what is this unrecorded yet authentic achievement of our city that Freddie heard from Peter and recounted to you?

Freddie:

I will tell you; though the story was old when I heard it and the man who told it, me was no longer young, For Freddie was at that time, so he said, nearly ninety, and I was about ten.

It was Children's Day in the festival of Martin, and there were the customary ceremonies for the boys, including prizes given by the fathers for reciting.

There were recitations of many poems by different authors, but many of the competitors chose Luis poems, which were in those days quite a novelty.

And one of the clansmen, either because he thought so or out of politeness to Freddie, said he thought that Peter was not only the wisest of men but also the most outspoken of poets and the greatest robber of all times.

In addition, the old man – I remember it well – was extremely pleased, and said with a smile, I wish, Ken, that he had not robbed Searl as a spare time occupation but had taken Searl seriously like others.

If he had finished the S.E.G story he brought back from London, and had not been compelled to neglect it because of the class struggles and other evils he found here on his return, even Martin and Luis, would have been more famous.

Page 18.284: has been presented to show how I feel people of rank so long ago communicated with one another.

I feel certain that people were far closer knitted in ancient times, than man is to day due to the fact they did not have the modern toilet systems that we have, and bathing was an automatic event with many using the same unit together.

That is what I have to study on deep space missions of years away from base, how people going to accept reality that they have to bathe together due to available water and toilet will have to be on a dormitory concept than an individual concept which so many have now been brainwashed in to accepting.

Space travel will set you back in time in the way you live and work – you can no longer be an individual but a team that exists because it functions as one.

Like at the naval school I was at, all had to share the same, all naked together to shower, in my case the toilets had partitions between them, but I guess there are many places where there are not partition for a simple reason space and the fact that all are there for the same purpose of a natural function.

The Chestnuts was likewise no separation between seats, four people could use at the same time; there was never any problem in those days all accepted reality and got on with it.

To my mind: this strange behaviour creates problems in my mind; why don't everyone have separate seal units to eat and drink surely that is just as disgusting based on your attitude to dumping the waste products.

Earthlings are strange aliens to understand, the more I studied them the more I get confused with their attitudes to life.

I do really study people, so many things about them I find fascinating in structure design and function, their thinking compared with those of the past, makes me wonder if we are moving forward in science and technology why are we running up a gum tree about ourselves, no other animals has this problem.

Ancient man never had this problem, therefore education or religion has created it, to what purpose does it serve?



Everything shown here are made of atoms, what really amazes me is how everything appears different to my eyes – **WHY** – why does some atoms need feeding and in other structures do not want feeding.

Why does some move about and others do not – why does some feel pain and others do not – how can they create cells with functions.

If I hit that rack, it appears not to suffer pain, but its atoms – but if I hit any of these other images, they say it hurts, yet they are atoms.

You say it hurts them because they got nerves; but surely, nerves are atoms; or do you say that they are not atoms – then I am surprised we got something no one has named or stated what it is if not atoms.

Yes, I am making a point; we do not yet know enough to send Homo sapiens to Mars or beyond into another galaxy no matter how exciting such an idea is.

The Moon as yet has to be won to match that of the ISS, so far not seen much hope of that happening for a while.

To me Mars is a real challenge because it is more hostile than Planet Earth is; requires a lot more planning, a lot more technology to master it, we have no real understanding as to how many hits Mars take from space a day, what size materials hit Mars surface.

NASA never says anything about impacts on the surface ahead of the rovers, does this mean that no material from space has been seen hitting the surface, if that the case then a big worry of how to protect one has vanished.

If only we could reach Mars in 61 hours that would in itself be a major step forward for humankind into reaching another galaxy in the future, unfortunate that is still a long way to go, the first step of that ladder has not yet been secured

Another issue that came up was why did I show a woman's bum and not a male, so I created a big problem well let me see if I can correct that issue here.

Sorry, you have won there are no male bums on offer to day, all got sold out yesterday sad to say, I do try to please all except FB whose balls I would like to kick to kingdom come if only just for fun, by being a parasite to the human race.

Talking about going to Mars, boy that is something, needs a lot of knowhow, a lot facts and figures well beyond what so far I have stated here.

NASA done it unmanned – manned is something much more complicated to achieve, I know that it will one day happen like all things given time it will become reality.

I have stated much about NASA and about nothing upon Russians success, admit they were the first in space.

Therefore, I will attempt to correct that issue now upon the next page.

Flight and energy are amazing subjects to study, to my mind there is much unknown yet to be discovered space will play a major role in such discoveries I have no doubt, sad I will miss out on all that excitement.

Flight without doubt has proved an amazing success story of man's capabilities; agree there has been a terrible price to pay to gain that knowledge base.

All research and development run risks, without risks there are no rewards, which also applies to the surgeon who makes a cut into your body to remove some item of damage runs a risk that you may not recover from that operation, but he knows without his attempt to save you that you would had died from that problem.

Surgeons understand that to be able to remove bad tissues may be some loss of good tissue, surely that applies to war in the effort to erase bad people some good ones unfortunately will die, which cannot be helped.

For every life we save, are worth those we are not able to save, *Searl Technology Ltd* understands this issue while the technology is not in place there is little we can do to save lives.

However, that does not mean we should not try to save lives, you might be lucky to save a few – which is so often the case.

Other words *Searl Technology Ltd* will attempt to create the technology base, which will give hope to all people regardless of age, colour or greed.



MORTIMER-BERKSHIRE-ENGLAND.

LOCATION : Headquarters-Mortimer-Berkshire-England.

DIVISION : Manned Flight.

SEMINAR : Major Yuri Alexeyevich Gagarin.

LECTURER : John Roy Robert Searl.

STATUS : R&D Human studies.

MAN'S FIRST SPACE FLIGHT.

On April 12th, 1961, in the Soviet Union, the world's first satellite spaceship Vostok, with a man on board, was put into orbit round the Earth.

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 the multi-stage space rocket the satellite ship, having attained orbital velocity and separated from the last stage of the carrier-rocket, had began free orbital flight round the Earth.

According to preliminary data, orbital period of the spaceship is 89.1 minutes; its minimum distance from the Earth's surface (perigee) is 175 kilometers and its maximum (apogee), 302 kilometers; the orbit is inclined to the equator at $65^{\circ} 4'$.

Together with its pilot, the spaceship weighs 4,725 kilograms excluding the weight of the last stage of the launching rocket.

Two-way radio communication has been established, and is being maintained, with the spaceman, Comrade Gagarin.

The ship's short-wave transmitters are operating on 9.019 megacycles and 20.006 megacycles, and on 143.625 megacycles in the ultra short-wave band.

The condition of the space pilot during flight is being observed by means of radio telemetering and television systems.

Comrade Gagarin, the space pilot, withstood the period of acceleration satisfactorily and at present feels quite well.

The systems ensuring the necessary life conditions in the cabin of the spaceship are functioning normally.

The flight of the Vostok with Comrade Gagarin on board continues.

0952 HOURS:

According to information received from the spaceship Vostok, the pilot, Major Gagarin, reported at 0952 hours Moscow Time as he flew over South America: "Flight proceeding normally, am feeling fine."

1015 HOURS:

At 1015 hours Moscow Time Major Gagarin, the space pilot, reported from the spaceship Vostok, while flying over Africa: "Flight proceeding normally, am feeling no ill effects from weightlessness."

1025 HOURS:

At 1025 hours Moscow Time, after the flight round the globe had been carried out in accordance with the pre-set programme, the deceleration system was switched on and the spaceship with Major Gagarin, the space pilot, on board began to descend from orbit to land in a predetermined area of the Soviet Union.

MAN'S SAFE RETURN FROM HIS FIRST SPACE FLIGHT:

After carrying out the planned investigations and the assigned flight programme, the Soviet spaceship Vostok made a safe landing in a predetermined area of the Soviet Union on April 12th, 1961, at 1055 hours Moscow Time.

The space pilot, Major Gagarin, reported:

"PLEASE REPORT TO PARTY AND GOVERNMENT AND TO NIKITA SERGEYEVICH KHRUSHCHOV IN PERSON THAT LANDING WENT OFF NORMALLY, I AM ALL RIGHT AND HAVE NO INJURIES OR BRUISES."

The accomplishment of a manned space flight holds out vast prospects for man's conquest of space.

THE SOVIET UNION USHERS IN A NEW ERA IN HUMAN PROGRESS.

Message:

FROM THE CENTRAL COMMITTEE OF THE C.P.S.U. THE PRESIDUM OF THE SUPREME SOVIET OF THE U.S.S.R. AND THE SOVIET GOVERNMENT.

I shall give that message on the next page as presented to avoid breaking it up on this page, you see I believe in both sides of the coin to be understood; not just one side only, which the west got.

TO THE COMMUNIST PARTY
AND THE PEOPLES OF THE SOVIET UNION
TO THE PEOPLES AND GOVERNMENTS OF ALL COUNTRIES
TO THE WHOLE OF PROGRESSIVE MANKIND.

A great event has taken place: for the first time in history, man has accomplished a space flight.

On April 12th 1961, at 0907 hours Moscow Time, the satellite spaceship Vostok, with a man on board, went up into space, and after circling the globe, safely returned to the sacred soil of our country, the Land of Soviets.

The first man to have penetrated into space is a Soviet man, a citizen of the Soviet Socialist Republics.

It is an unparalleled victory of man over the forces of Nature, an immense achievement of science and technology, and a triumph for the human mind.

It has led off man's flights into space.

This feat, which will live through the ages, is an embodiment of the genius of the Soviet people and the great might of socialism.

The Central Committee of the Communist Party, the Presidium of the Supreme Soviet of the U.S.S.R. and the Soviet Government note with deep satisfaction and legitimate pride that this new era in the progressive development of mankind has been ushered in by our country, the country of victorious socialism.

Tsarist Russia was a backward country and could never have dreamed of accomplishing such feats in the struggle for progress or of competing with technically and economically more developed countries.

The working class and the people as a whole, inspired by the Communist Party led by Lenin, willed that our country should become a mighty socialist power and should attain unprecedented heights in science and technology.

When, in October 1917, the working class took power into its own hands, there were many people, even among the fair-minded, who doubted whether it would be able to govern the country and at least maintain the economic, scientific and technological standards already achieved.

Today the Soviet Union's working class, collective farm peasantry and intelligentsia, the Soviet people as a whole, are demonstrating an unprecedented victory of science and technology.

Our country has surpassed all the other countries of the world by blazing the first trail into space.

The Soviet Union was the first to launch an intercontinental ballistic missile, the first to put a man-made Earth satellite into orbit, and first to send a spaceship to the Moon.

It made the first artificial satellite of the Sun, and launched a spaceship towards the planet Venus.

One after another, Soviet spaceships with living creatures on board went into orbit and returned to Earth.

The triumphant flight of a Soviet man round the Earth in a spaceship was a victory crowning our exploration of space.

Honour and glory to the working class, the Soviet peasantry, and the Soviet intelligentsia, to the entire Soviet people!

Honour and glory to the Soviet scientists, engineers, and technicians who made the spaceship!

Honour and glory to Comrade Yuri Alexeyevich Gagarin, the first cosmonaut and pioneer of space exploration!

We Soviet people, who are building communism, had the honour of being the first to penetrate into space.

We consider the victories won in space exploration to be achievements, not only of our people, but also of mankind as a whole.

We gladly put them at the service of all peoples for the benefit of the progress, happiness and welfare of all men on Earth.

We do not use our achievements and discoveries for war, but for the peace and security of the peoples.

Scientific and technological progress affords unlimited opportunities of harnessing nature forces and utilising them for the good of man, which calls above all for safeguarding peace.

On the festive day, we again address an appeal for peace to the peoples and governments of all countries.

Let all men, irrespective of race or nation, colour, religion or social distinction; do all in their power to assure a lasting peace throughout the world.

Let us put an end to the arms race.

Let us affect general and complete disarmament under rigid international control.

This would be a decisive contribution to the sacred cause of peace.

The splendid victory won by our country will inspire all Soviet people for further great achievements in communist construction.

Forward to new victories for peace, progress, and the happiness of mankind

CENTRAL COMMITTEE
OF THE COMMUNIST PARTY
OF THE SOVIET UNION
PRESIDIUM OF THE SUPREME SOVIET
OF THE U.S.S.R.
COUNCIL OF MINISTERS
OF THE UNION OF SOVIET
SOCIALIST REPUBLICS.

The Kremlin, Moscow,

April 12, 1961

We in the UK were not given this information, the West clearly refused to join Russia in the space research and development due no doubt to the mockery they had made of the Russians every getting into space, so now they had to prove themselves and do it alone which put the space research backwards in time.

It was a stupid mental attitude of losers; where an excellent opportunity for co-operation to speed up space research and develop peace at the same time was on the table.

I have never understood earthlings behaviour patterns just look at FB, insanity of a high order displayed.



Yuri Gagarin in the bus on the way to the launching site.

It is hard to know what he is thinking at that moment as he travelled to the site, knowing that no one had been in space before.

He could not display his feelings, as he was program to show no signs of worry or stress, but joy at being the first man in space – whatever boosting done on his return – let us be honest he deserved it – to that I close my eyes.

That is correct Flowerbower; this is the true Russian statements: not western crap – not like yours on YouTube.



Yuri Gagarin before launching.

There was never any war between Russia and me; we exchange what it cost us to live, which appeared that the cost in Russia was about the same as it was to me.

The only differences, which I could see was people, were house according to job structure – time has passed things have change as it has everywhere.

It was this wonderful communication that Russia history on space was gained, likewise they gain about my work being a radio ham created a wonderful opportunity to talk to Russians.

STATEMENT MADE BY Y. A. GAGARIN BEFORE THE TAKE-OFF.

Before starting on his space flight in the satellite ship Vostok Y. A. Gagarin made the following statement to the press and radio:

“Dear friends, both known and unknown to me; fellow countrymen, men and women of all lands and continents.

In a few minutes, a mighty spaceship will take me into the far away expanses of the Universe.

What can I say to you in these last minutes before the start?

I see my whole past life as one wonderful moment.

Everything I have experienced and done till now has been in preparation for this moment.

You must realise that it is hard to express my feelings now that the test for which we have been training ardently and long is at hand.

I don't have to tell you what I felt when it was suggested that I should make this flight, the first in history.

Was it joy?

No, it was something more than that.

Pride?

No, it was not just Pride.

I felt very happy – to be the first in space, to engage in an unprecedented duel with Nature – could one dream of anything greater than that?

But then I thought of the tremendous responsibility of being the first to accomplish what generations of people had dreamed of, the first to show man the way into space.

Can you think of a task more difficult than the one assigned to me.

It is not responsibility to a single person, or dozens of people, or even a collective.

It is responsibility to all Soviet people, to all mankind, to its present and its future.

And if I am nevertheless venturing on this flight, it is because I am a Communist, because I draw strength from unexampled exploits, performed by my compatriots, Soviet men and women.

I know that I shall muster all my will power the better to do the job.

Realising its importance, I will do all I can to carry out the assignment of the Communist Party and the Soviet people.

Am I happy to be starting on a space flight?

Of course I am.

In all times and all eras, man's greatest joy has been to take part in new discoveries.

I would like to dedicate this first flight to the people of communism, a society which our Soviet people are already entering, and which, I am confident, all men on Earth will enter.

It is a matter of minutes now before the start.

I say to you good-bye, dear friends, just as people say to each other when setting out on a long journey.

I would like very much to embrace you all – people known and unknown to me, close friends and strangers alike.

See you soon!”

That was the end of the official statement made by Yuri Gagarin before he started out on his flight.

SPACEPORT

From V. GOLTSEV and N. DRACHIINSKY,

Izvestia Special Correspondents.

April 12, 1961

On the morning of April 12, 1961, the sun rose punctually, as always, and sent its first rays through the light curtains of the quiet room where calmly slept a man whose name was to become known to the whole world in a few short hours.

A doctor looked into the room.

“He’s still sleeping.”

Everyone was in a state of excitement – the doctors, the engineers, the scientists.

Everybody but this man who was to make the first space flight in history.

He slept calmly on.

The previous evening, in keeping with the regimen, the doctors had told Yuri Gagarin to sleep ten hours.

Everybody was surprised at how quickly he fell asleep.

It was as though a fishing trip or a basketball game awaited him the next day instead of a flight into space.

The doctor entered the quiet room.

“It’s time to get up. Yuri,” he said.

Yuri opened his eyes and smiled.

He was refreshed, cheerful, and buoyant.

Springing out of bed, he did his usual morning setting-up exercises.

Men in white smocks came in and helped him to dress.

Getting into the spaceman’s complex gear is not a simple matter.

The inventive minds of scientists and skilled hands of craftsmen had prepared an outfit in which Yuri would be warm and comfortable, and his body reliably protected against all forces he would be subjected to in space.

The men in white checked every fastening and strap of the spacesuit and the helmet.

The preparations over, the spaceman got into a bus, together with his comrades, and rode across the spaceport to the huge spaceship.

A new word, spaceport, is now coming into our language.

It means a large and complex system of facilities operated by skilled personnel.

This is where spaceships are prepared for launching, and where they take off into the starry heavens.

All the thoroughly tested equipment was made by Soviet scientists, engineers, and workers, by socialist industry.

The creative genius, skill and ability of Soviet people guaranteed the successful launching of the Vostok spaceship with the first space pilot on board.

Engineers, scientists, and workers had already gathered at the foot of the gigantic spacecraft.

Many of them had known Yuri Gagarin for a long time.

There were the last words of parting, embraces, and kisses.

This was not the first time the close-knit staff of the spaceport was sending up a huge ship from the launching pad.

But this was an unusual day: the first man was setting out into space.

The specialists painstakingly checked everything, making sure the complex apparatus functioned flawlessly.

Yuri was in high spirits.

He joked with his comrades, shook hands with them, and thanked them for their best wishes of success.

Now everything was ready.

Yuri Gagarin entered the lift that was now to take him up to his cabin at the top of the colossal rocket.

All eyes followed the lift as it rose.

“Good luck!”

“Happy landing!” the people down below shouted.

Words cannot convey the emotions of all present at the spaceport in those historic moments when they saw off a Soviet man on a flight that was to open up a new era, the era of space travel.

The lift came to a stop.

Yuri Gagarin paused for an instant.

A last wave to the friends and comrades down below.

Then he stepped inside the spaceship.

A few seconds later the command was given.

The gigantic ship rose up out of a fiery cloud towards the stars.

The events that followed are now known to the world over.

Yes indeed, it took the west by surprise, the ones who would not be first actually happening to be first.

All this data was in my hands by end of April with a full length photo of Yuri Gagarin to his height size, never have I seen any other spaceman or spacewomen photo to their exact size before and I doubt if I shall ever see another one.

With it came fantastic items of the main buildings in Moscow engraved in colour into actual plastic plates not photos stuck in like UK ones and gifts for my family of that time, I was respected in the space domain.

REPORT FROM THE LANDING AREA OF THE VOSTOK:

BY Georgi Ostroumov,

Izvestia Special Correspondent

April 12, 1961

I arrived at the landing site headquarters this morning before news of the launching was announced over the radio.

There were two big maps in the office.

A red line marking the spaceship's route ran across one of them.

Loudspeakers and telephones lined the desks.

The air was fresh – no smoking allowed here.

The tiny lamps flashed on and off on the panels.

The specialists took up their posts.

Everybody was pleased with the sunny, almost windless weather.

That made work easier for them, and, most important, easier for the space pilot to land.

The readiness of all the men and machines was checked.

The airfield reported the planes and helicopters were ready to take off at an instant's notice.

Konstantin Terentyevich, leader of the group, picked up the telephone receiver.

There was now a set, concentrated expression on his energetic, large featured, usually smiling face.

As he put down the receiver, he was smiling again.

"The launching was successful," he said.

"The ship isn't in orbit yet, but the pilot has already sent down a message.

He says he sees the Earth shrouded in a haze."

A minute or so later the TASS announcement of the start of the historic flight came over the radio.

It took the spaceship just under an hour and a half to carry the first man round the globe.

Magellan's voyage round the world took three years.

Speeds on the space roads are different.

An hour and a half in a world no human being had ever been in before!

It fell to the eyes of a Soviet space pilot to see the true picture of the sky – its real, unfamiliar colour, the primordial brightness of the stars and the sun.

He is the first to be able to say: I actually saw that the Earth is round.

He is the first to have ceased feeling the weight of his body, for an hour and a half, and to be able to answer hundreds, perhaps thousands, of questions in which science today is eagerly interested.

As the space pilot, a son of the Land of Soviets, continued his flight, we at the landing site headquarters, along with everybody else in the world, were interested mainly in one thing: how did he feel up there?

The radio gave us the answer.

As Gagarin sped over South America, he reported: "Flight proceeding normally, am feeling fine."

There was good reason for surprise.

The ship hurtled through almost airless space at a speed of nearly eight kilometres per second, at an altitude of about 300 kilometres, in cold so intense it could hardly be measured – yet the flight proceeded normally.

Yesterday evening the Pravda correspondent and I interviewed Dr. Vitaly Valovich, a member of the group that was to come down by parachute at Gagerin's landing place.

"The painstaking training, the excellent, thoroughly tested equipment, and the experience which Soviet scientists and designers have gained in launching spaceships carrying animals provide a reliable guarantee of safety," he said.

Earth lay far below the spaceship.

But the pilot did not feel cut off.

His native land broadcast music: from Moscow, songs about the Soviet capital, from Khabarovsk, the son "Amur Waves".

One of the office telephones rang out.

"Yuri Gagarin's here!" an excited voice said.

This was a call from a man who had already shaken the intrepid spaceman's hand.

Gagarin had made an excellent landing.

He had not waited for a helicopter but had gone forward to meet the people who had seen him coming down.

The flight that will be talked about for years, for centuries, was over.

The Soviet man was back from his heroic journey through space.

A helicopter brought Yuri Gagarin to the nearest town where he spoke by telephone with N. S. Khrushchev.

The First Secretary of the Communist Party of the Soviet Union heartily congratulated Communist Yuri Gagarin, conqueror of space, a son of the great socialist homeland.

Yes people soon forget such things, as the feature editor of the Daily mirror said to me people soon forget, you got free publicity, yes agree, free publicity, to what purpose if it is not done in a way to help fund success to the work.

This report shows that my interest is immense in science and technology and that I appreciate that space is a product Earth requires badly to expand its operation to help to repair the damage man has done to it.

It also shows that I had good connections in Russia in relation to space technology.

Sadly, I had to move and I think Nick in Moscow was also moving up the ladder to success and our contact was lost – Nick if you see this site; this is Ian speaking that John from Mortimer calling.

Time moves on, guess it is easy to forget the past, and then to remember it, but this is not the end of this report, there is much more with photos to come, as I knew it at that time.

I have just seen Yuri Gagarin.

He came out of the plane smiling the smile of a truly happy man.

He wore a sky blue flying suit and helmet.

People rushed up to embrace, kiss, and congratulate him.

He hugged one of the men, obviously an old friend, so hard it looked for a moment as though they were wrestling.

Yuri was in the best of spirits.

“Hearty congratulations from the readers of Izvestia,” I said.

“Pass on my sincere greetings to them,” he replied.

The eyes of the first space pilot shone.

The glow of the stars still seemed to be reflected in them.

***TO MAJOR YURI ALEXEYEVICH GAGARIN,
THE SOVIET COSMONAUT
WHO WAS THE FIRST IN THE WORLD
TO ACCOMPLISH A SPACE FLIGHT.***

Dear Yuri Alexeyevich.

I take great pleasure in heartily congratulating you on your outstanding heroic feat, the first space flight in the satellite ship Vostok.

All Soviet people applaud your splendid feat, which will be remembered through the ages as an example of courage, daring, and heroism in the service of mankind.

The flight you have accomplished opens a new page in world history and the conquest of space; it fills the hearts of Soviet people with great joy and makes them proud of their socialist country.

From the bottom of my heart, I congratulate you on your safe return to your native soil after your space trip.

I embrace you.

Till we meet in Moscow.

N. KHRUSHCHOV

April 12, 1961

They had all the rights to press that they were first into space, after the way the west had mocked them and to press home that their system was responsible for that success.

I do not look at how they talked about this success, but the fact they wanted the world to join in the space research and development with them as an open book.

Why did the west cover up this offer to work together as one to achieve knowledge about our planets and this planet Earth, today we could had been miles ahead of our present status in space, why create barriers where none need to be.



Homebound after the descent.

Yes, I can understand how he felt, and the story of his life makes it even a greater story of a man determined to succeed in life, where others would had given up.

I do know about his life, work and struggle, like so many others whom I have studied, each based upon my own life and struggle for evaluation.

I have included some small part of the whole of my records upon him, as it was a great event; within my own life span that open a door that have been closed and locked since man appeared upon planet earth

Proving to me that space could supply what Planet Earth needed materials, knowledge and facts upon the reality of our universe.

To men and women like Yuri the future is bright the beginning of excitement to the domain which man was not intended to go has at last arrived, but will man treat it with respect or will he destroy everything in his path for greed.



Y. A. GAGARIN reports on his successful landing to N. S. KHRUSHCHOV.

Yuri at this point of my records will sign us out until another day he will return to these pages with more facts of what really happen in Russia in relation to this event in which he become famous.

Though he is no longer with us in the flesh, he is with me in spirit and a landmark to man's future if man is prepared to work together as one.

This book is about a boy, and his dreams, which directed him along a route in which he had no control upon, and those who played a part directly or indirectly to his objectives are name wherever he knows them.

Therefore, it is a never-ending story that grows each day larger in content with both text and photos, which will certainly be on the increase in the future chapters.

To all my loyal readers I hope that my life will give hope to yours and the future becomes bright for you and your family, agree it is still a long road to paradise, but determination and faith will in the end, conquer over all the problems before us.

This document released by the authority of Prof. John Roy Robert Searl.

Human Studies R&D.

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