

MORTIMER – BERSHIRE – 1968.

Location : Mortimer – Reading – Berkshire – England.

Division : Manned flight.

Seminar : Man flight R&D.

Lecturer : John Roy Robert Searl.

Status : Head of human behavior.

As concorde life span is short and we must expect that there will be no replacement for it; mainly due to the shear cost involved. NASA cost is soaring to continue their present system will also have no replacement in place at the end of the shuttle life.

The question now exists, which is; is this the time to look at possible solutions; that it is time that commercial business should become part of the space research and development program; independent of government sponsorship.

This division is to be researched and created for such a study for future flight requirements; both for air and space.

Unfortunate, we are not the first company to get involved in flight – therefore we must fit into the system already operating and, defined how we shall function as a R&D company.

The development shall be based upon a slender disc concept, which I have so often lectured upon. That is a structure which shall be based upon a split beam design and defined as a fix solid construction and not a flexible structure. This structure shall be braced by a column structure; thereby creating departments which can be defined for precise functions.

The craft hereinafter, shall be defined as an Ezekiel class design, which uses 64 struts in its construction. As the craft which is explained in Ezekiel chapter 2 of the ancient bible; as that chapter is almost word to word precise as I explain this structure.

S.S. Ezekiel Mk V is the program now under study: mark V relates to its radius at this stage it is in meters.

I have to state that by 1982 due to unforeseen events and lack of funding this program had to be terminated; due to no suitable work shop or funds to meet the rising cost involved. Up to that date there was no problem except the fact that the power train was an advance SEG; which in those days being of no urgent needs took 3 months or longer to produce it.

But after all; it was pure research and development only; therefore the time taken to make the power train had no importance in the project program. The future requirements may well change this situation and the need to re-think how to mass produce the S.E.G may become an urgent requirement.

Until that date I have to look for the idea place, workshop, tools and manpower to be able to consider re-starting such a costly program. But, there is nothing impossible unless the state of your mind makes it so. In my case it is not the mind but money that say if or if not it can be done.

We shall need a site containing living quarters, workshop, space to film all progress in the R&D stage of the program. We shall need to register a company section to cover this section of R&D to manufacturing stage. Such a company setup will cover design, materials, tooling, and medical, testing and training divisions. Staff living quarters and catering section. To that end is my determination to bring to reality, from a boys dream to the marketplace. It is not a technology problem – it is a finance problem.

So, Fernando Morris registered the company in the USA, first step in our goal to return to R&D in flight technology. Its emblem shall be swallow command. Russell Anderson has been promoted to head that R&D.



SEARL AEROSPACE Inc. U.S.A.

It will take time due to shear cost for funds to allow any form of fast progress in this study work. One thing is certain that Russell is studying the construction problems of the Ezekiel class design to understand problems connected to the work and the solutions by which they can be solved.

One major problem is the cost of this special magnetizer which has to be develop for the power train that is needed to power this vessel, as the raw materials are zooming up in price; like NASA rocket lifting off on a mission; it is difficult to assess what the chances are to complete this study section so we can assess if these days such a project can still be undertaken, or has cost overrun the value of constructing of such a craft – will it just be another invention doomed by financial problems is lost to mankind. Or will mankind save it. I have doubts upon that issue.

At least I shall try to wake up the world that a change is a must and it is now that change must be made.

SECRETARY OF STATE



CORPORATE CHARTER

I, ROSS MILLER, the duly elected and qualified Nevada Secretary of State, do hereby certify that **SEARL AEROSPACE CORPORATION**, did on July 13, 2010, file in this office the original Articles of Incorporation; that said Articles of Incorporation are now on file and of record in the office of the Secretary of State of the State of Nevada, and further, that said Articles contain all the provisions required by the law of said State of Nevada.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on July 14, 2010.

ROSS MILLER
Secretary of State



Certified By: Delaina Marzullo
Certificate Number: C20100713-3349
You may verify this certificate
online at <http://www.nvsos.gov/>

The first objective which is vital is to understand how flight systems now function; hereby termed conventional flight requirements. Documents in this domain of science are vast in context, and somehow we have to slot into their world without creating any danger to their establish domain.

Unfortunate, we intend to misunderstand what we read or are informed – the truth is always hard to accept regardless what the subject content is. It is my duty in some way or form present the real world as it was, and as it is and what the future could be if only we all work together to make it happen.

No one man, no matter how strong he is; cannot move a mountain by his self; he requires a team, tools and knowhow and the most critical component is funds. Today, funds are actually a god; you're either in favor or you are not, and clearly I am not. That does not matter to me, determination and devotion will win.

Searl Aerospace Inc. is the section that deals with flight that includes everything known to man and much that still remains unknown. For the present let us understand that you cannot create some kind of flying machine and fly off just where you like. Other people are flying where over time many gave their lives to solve problems to bring flying of conventional aircraft to today's standards.

Therefore, Searl Aerospace has a major task to blend its future operations safely to match those functions that exists in flight today. I therefore will commence these documents on a vital part of conventional flight.

FLIGHT EMERGENCY PROCEDURES FOR PILOTS.

Here I present a hypothetical situation which could happen to any pilot; for the sake of a realistic situation this pilot name will be known herein as John Searl who had been flying three years or more – odd Sundays, the occasional trip to Holland – nothing ambitious.

It had all been fairly uneventful until the day he invited Roy, his wife and daughter for a flight. The conditions were splendid; blue sky broken by a scattering of fair weather and only a gentle breeze. Picture this, John had made a perfect flight from Three Countries, Blackbushe airfield to Birmingham airport; this was an actual flight and when John went to pay his landing fee he was shown the pilot who own that craft which John was using who was about to depart on a flight. If you read these details you will know why I was shown him.

I collected Roy and his wife and child, and headed back to blackbushe airfield. If you think that is a made up name let me assure you its real; Bradley Lockerman been there to film it where I train first on a tail wheel aircraft then on a nose wheel aircraft with a few odds one thrown in. It is located at 51⁰19'N 00⁰50W 329 ft AMSL.

In this actual flight both directions was perfect; for the sake of getting a point over to you that could happen to anyone, I shall continue with my hypothetical case. Then, three thousand feet above Oxford county side the engine suddenly stopped firing – no smoke, no rough running – nothing. Just silence as the propeller wind milled round. Yes, in conventional flying that can be a problem which a few pilots have experienced; the worst situation is at takeoff.

Carburetor icing! Announce Roy with a confident grin as he pulled out the heat control. Nothing happen. “Good heavens we've a forced landing” he said in utter disbelief, “can you see any smoke Roy for a wind direction?”

There was none (this is a condition that is far too common) and since John had forgotten take-off direction there was nothing for it but to find a field and make a guess at the line of approach. John eyes wandered anxiously from the wind milling propeller to the left, but never once to the right where a large green field lay within easy gliding distance. (I have presented this situation because I know that this is a general case of action by many pilots which is a failure in getting out of trouble).

I am quite aware of why this is the case; a pilot in command of an aircraft sits on the left, the co-pilot on his/her right. Naturally looking to the left would be more common practice than to the right. The pilot; in command of the aircraft normally follow his track in reference to the ground markers on his left. A roadway or a railway track would be kept on his/her left side.

“There’s a likely one over on the left” John thought to himself, “few trees on the approach and a little orchard at the end. Must get close to it (here I am presenting the mental state which is common in this situation) can’t afford to under shoot.”

By now John was gliding along the boundary of his selected field, almost over it in fact, so that when John did turn onto base leg it was only a matter of seconds before the approach was overflowed and hasty “S” turn followed to avoid the woods lying along the right hand side of the field. Too late John woke up to the fact that he was high, very high. In near panic John clawed on full flap in one fumbling heave. Was he imagining it or were the flaps not very effective to-day?

This case is a hypothetical situation which often becomes reality and here, I am attempting to explain normal human behavior in such conditions – where the pilot has not continued practice training for such emergency. Then it dawned on John – he was down wind and it was too late to do anything about it. That is the reality of conventional flying.

You may wonder if I have ever been in that situation – I must admit that in all the aircraft which I have flown, not once have I experience such a situation; only as a mock up training lesson to be prepared in the course of action should ever such an event occurs. In reference; to whether I have found myself too high and too fast on landing, which can happen if your mind is on something else at that time. I have to admit yes on one case only.

Often I would take the test examiner as co-pilot; so we could discuss the I-G-V flight operation on this particular day I just took a local flight to Basingstoke and back to Blackbushe. We got so tied up with the I-G-V that I happen to arrive at the approach end of the runway too fast and too high. Now with the test examiner sitting next to me I had to think fast what to do. Under a different situation I would had done a flyby and gone round the circuit again. But if I did that what would he say to me? I could not attempt to land as the runway was too short to stop.

So I took a gamble on a solution which I had never yet done before, to drop my left wing and fall towards the runway, then level out and made a perfect landing to my surprise. Fortunate for me the examiner thought that I had done this to show that I could handle any problem that came my way, he took over and a take-off followed where he showed me what he could do in a landing like that. From that moment he really took a real interest in my ability to fly. Where before the I-G-V was the key interest. If you think this test examiner is just a dream then his name was Andy Aldridge then based at Blackbushe aero club – Hi Andy, hope you are still flying.

I have to admit that soon after your transfer to another unit, the development program on the I-G-V had to be ended due to team work failed to honor their commitment and the sheer cost that was hitting the program. But I continue my flying with Three Counties flying school; flying that heavy fast aircraft, the one my instructor Laslett hate seeing me flying. Yes, I did some international flying and night flying as well. Of course, now I cannot afford the cost to fly. Flying the I-G-V is not available either at this time for me to fly.

I felt that I need to note this fact, as we see these great experts on the web that claim that I could never had flown an aircraft. My task here is to lay the grounds for the operation of Searl Aerospace INC. this means documents of its operations intentions and how it will fit into the present day conventional flying. This being the first document of many – I have chosen to start with the problems of emergency procedures.

I shall continue with my hypothetical case: The edge of the field flashed by as John pushed into a frantic dive, a last minute attempt at getting down. The ground came up, John held off the float – float – float: would she never land. By now, half the field was behind John then, relief at last – the wheels touched and they ran along the ground. “Brakes – must get the brakes on” John kept telling himself as the orchard raced towards him – filling the wind screen, then – thump! He hit a small apple tree, the aircraft slewed around, coming to a halt with a minor dent on one wing and hardly another scratch. It was unbelievable.

In this case, it was a rare case; as you know most emergency end up with fatal results and often complete loss of the aircraft. Conventional flying is great, but has problems that sometimes happen that is while I made my training to be prepared for the worst to happen; and if it ever happens I would automatically carry out the correct known procedures for such event. Agree the other pilot students through I was mad by keeping doing emergency training.

Back at the club, John, Roy and his wife were busy sinking scotch (reality it would be a Bailey) while the members crowded around. John was the centre of attraction, an ace. After all he had pulled off a force landing with hardly a mark to show for it. (I have presented this statement based upon my study of human behavior as to what would have taken place in reality of such event).

The CFI came in. He had just returned from the field with an engineer. “Been looking at it” he announced to the hushed clubroom. “You must be tired of life, John – you had left the fuel and ignition on”; which of course is not a problem of the I-G-V, only to conventional flying. In some odd way, the silence that followed reminded John of that moment of not many hours ago when the engine had failed. Yes, this could happen to any pilot. I made it my key issue to get the best known procedures for any event; well and truly installed in my mind that it becomes an automatic function in any event, as it can make the difference between life and death.

Now I trust all these people who have communicated with me that they want to pilot the I-G-V will wake up to reality that is impossible: as a vast amount of pertaining is required before you can even sit in a co-pilot seat. Agree, as a passenger you can; once it has been given the certificate of airworthiness. This could take ten years of R&D before that day arrives. So Freddie you need to work hard on flying rules and likewise you to JT.

Before Searl Aerospace INC become flight operational they are much to learn and develop its operations that its future track records will be sound and without any loss of life or accidents during those years, which should in reality never happen.

A newcomer to the world of flying may, at first glance, find little comfort or encouragement in the contents of these documents. Yet it was with a view to giving confidence to people to invest and engineers to join us to create the world of tomorrow that I decided to write these document, which by law is required that all people should understand a company's operations, and understand the company's policy on health and safety for its workforce.

Flight emergency procedures for pilots: in the firm belief that a knowledgeable pilot is best equipped to deal with an unscheduled incident. Conventional flying term herein relates to all forms of flight which depends upon air as a medium for its operation.

The Inverse-Gravity-Vehicle (I.G.V) is so designed not to depend on air for its function, even though it can fly both air and space. But the key is that the I.G.V must blend in with conventional flying, which now has long been established at a cost. Safety therefore is a must and to ensure that status; we have to understand how conventional flying functions. Their operational rules, unless we know them we would be operating like a drunk driver becoming a danger to other road users.

Searl Aerospace INC shall never become a drunk driver in my life time. These documents if failed the public to see will not be my fault. But those entrusted to see that they are posted for all to see as written, without chances, which changes the legal side of it.

Searl Aerospace INC, pilots must understand problems of conventional flying such as detailed below:

How can a pilot deal with a failed undercarriage if he is completely unaware of how it works?

What are the chances of pulling off a damage free forced landing when the pilot has not tried one since he/she was a student?

If an engine fails while taking off in a light twin when it is safe to carry on around the circuit and when should one land ahead?

It is knowledge of this kind that ensures safety and safety brings peace of mind.

This first document will be divided into sections which will be divided into three parts. There is the story, in most cases fictitious but based upon fact, where the pilot does everything wrong, as you have already seen an example here. Then there is a section giving the correct procedure in step-by-step form, while part 3 of the section provides background information based upon experience of the emergency together with subject revision for the benefit of those who learned to fly long ago, like me.

Searl Aerospace INC. understands that one of the greatest insurances available to pilots is the ability to recognize, at an early stage, that which is abnormal. This is vital to all pilots operating I-G-V on space missions. In most cases this is largely a factor of experience, but experience is a time consuming commodity, today that is costly.

Searl Aerospace INC. accepts that its absence can, to a large extent, be balanced by sound training, common sense and the ability to adopt instinctively the correct drill when faced with an emergency.

Searl Aerospace INC. accepts that a few emergencies in a conventional aeroplane are beyond cure. It is what happens after the onset of trouble that so often makes the accident. This also will apply on missions in deep space. Statistics prove this to be the case.

Searl Aerospace INC. staff earnestly hopes that these documents will help reduce the accident rate. Searl also understands that what you know is useless unless you really understand its functions. We can at this time accept that Searl Aerospace INC is just an acorn – but from that acorn grows the mighty oak.

Searl understands that communication is a major problem – in flight English is used – if you think that is easy for air controllers or pilots everywhere you are wrong – track records shows that communications from air controllers can be easily misunderstood by pilots due to their normal language slang not being English failing them. This supports my statements from 1946 we need just one language which is clear and distinct would save many lives. This applies right across the board of speech.

Unfortunate, everyone wants their own language; therefore, we have to accept that accidents that should never happen will happen with loss of life and property. To Searl mind there is only one solution to this problem of transport movement, that all operations of movement should be controlled by robots. Which will also controls emergency events to obtain the best solution for the unexpected problem at a speed which the human mind cannot match. Time is vital in all cases of emergency where life and property is involved. We, require speed to reach our objective; for this to be safe Searl has to study how to make it so.

Searl accepts that human error is a major problem; it is one thing that the human mind is good at; is making errors, from which it is claim we learn how to create safety in our operations. From where Searl sits, he has doubts on that issue. Never mind, in this document Searl will look at emergency relating to flight as he understood them back in 1968. For the benefits of clever dicks who know better.

THE PROCEDURE:

Date: First May 1977; it is an average day with moderate wind and broken cloud at 3500 feet. Searl has taken off from Blackbush airfield on a cross country flight in a Condor G-AYZS with co-pilot Andy Aldridge which is just a local flight, at 1220 hours. While over open terrain when, without warning, the engine fails. This was a real flight, but the engine failed was due to Andy cutting the fuel supply without warning so he could study my instant reaction to such an event becoming a reality. I hope you all understand that this was a real flight on that date and everything stated is correct that the emergency was not a real one but an induce one as a part of my training program to become a pilot.

WHAT WAS MY IMMEDIATE ACTION?

1. Hold the aircraft nose in the level attitude, thus conserving height while the speed is reduced to the best gliding value.
2. Trim the aircraft at best gliding speed. Too high or too low airspeed will result in unnecessary loss of height.
3. Look for a good field taking into account size, apparent surface, and distance from aircraft and if possible, availability of a house or farm for after landing help; but this is of less importance than the other considerations.

4. Look for smoke to confirm wind speed and direction. Alternatively the broken cloud may cast shadows on the ground and their movement will usually be within 15° of the surface wind which will back during the descent. In the absence of any wind indication, use the takeoff direction for landing.

PLANNING THE CIRCUIT:

1. Plan a normal circuit around the chosen landing area, avoiding complicated patterns. Never turn away from the field, which must be kept in sight at all times.
2. Select a 1000 feet point or area. This is the key to the success of the operation – Searl is quite aware from his study of human behavior; yet it is true function and position is very often misunderstood which all can view on YouTube and face book in relation to the S.E.G and I-G-V where they all keep asking the same question which has been answered on the websites and air radio broadcast so often for all to see and hear.
3. Without delay turn towards the 1000 feet point. Assess the ground elevation by visual judgment.
4. Be prepared to adjust the flight path so that the conventional aircraft will arrive over the point at 1000 feet above ground level.(see Figure 1)

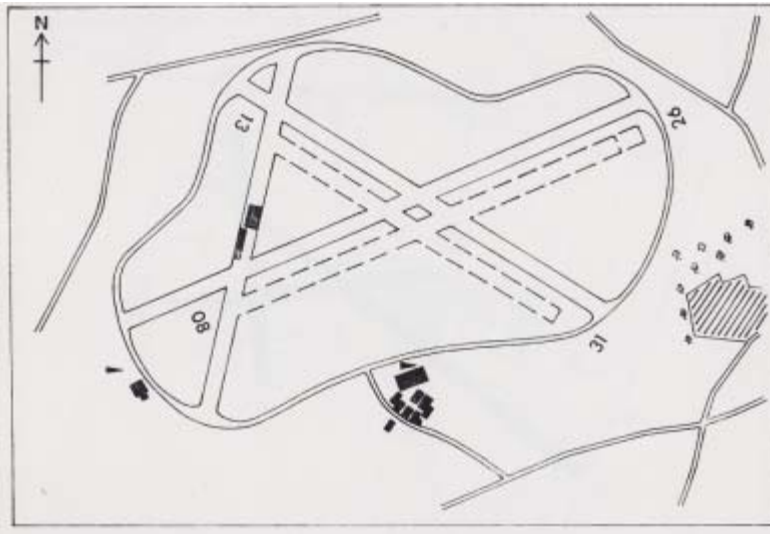
You may wonder why I have presented this material – the answer is elementary – on my test flight I had to land at Thrupton airfield which then only had two grass runways as the concrete runways have deteriorated and are unusable and was operated by Western Air Training Ltd. Parachuting training is carry on here, and on the ground car racing. Extreme caution is necessary when approaching Thrupton. Pilots are warn to take all precautions to avoid flying over an area and at a height which would bring your aircraft into conflict with aircraft approaching to land at Boscombe Down on ILS or GCA Boscombe, freq. 125.33 call, if radio equipped, for essential traffic information.

Boscombe down is 6 NM SW of Thrupton and aircraft landing at Boscombe Down may be expected to pass 1 NM N of Thrupton's perimeter at a height of 1,600 feet AGL, although on occasions they may be lower. That is not the only problem as caution when approaching Thrupton; avoid Danger Areas (Refer U.K. Danger Area Map). Extreme caution is necessary to avoid Middle Wallop Airfield 4 NM S of Thrupton.

Middle Wallop has intensive flying training both rotary and fixed wing and a continuous instrument approach within sector 070° / 080° up to 8 NM. The perimeter track is permanently obstructed and is not available for aircraft.

You may find it hard to understand why we need to understand all of this – the answer is elementary – the Inverse-Gravity-Vehicle (I.G.V) is design to land anywhere. Should ever it need to land within that area and you had no idea what operations were taking place there; you could land up with someone getting kill.

Searl Aerospace INC shall maintain a clean slate on it operations – Searl has a clean flight record he intends to keep it that way, as same with his driving record. Searl is determined that his companies keep a clean record of operations for safety and health.



1968 Thrupton Airfield: This is the image which I know from my test flight for my pilots license, being the second airfield on that test which forms a program that creates a triangle with the intension that you will experience the wind from different angles of flight; such as head wind, tail wind and side wind effects.

Thrupton presents a problem as it comes in to military control zone – it also had other problems to watch out for but really test your skill as a pilot.

This information has been released for the benefits of educating Flowbower and his students, and all those people who actually wish to learn due to the fact that they never had a chance at school to understand such subjects.

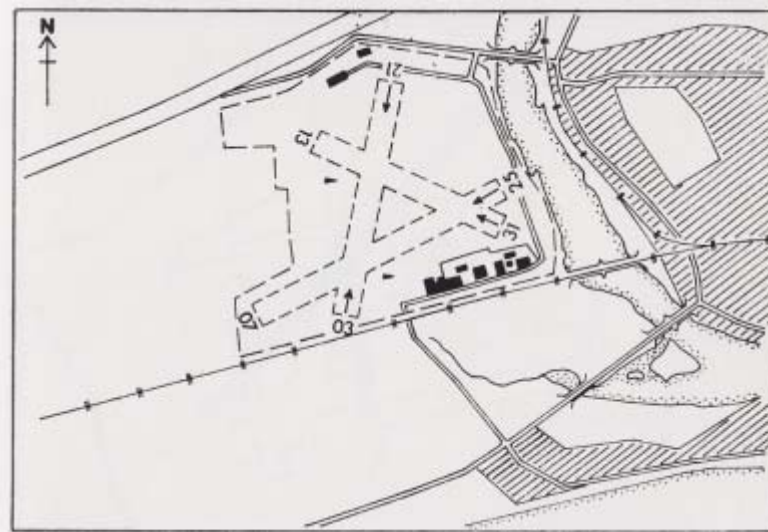
Parachuting, extreme caution is necessary Flowerbower when approaching Thrupton. Pilots are warned to take all precautions to avoid flying over an area and at a height which would bring their aircraft into conflict with aircraft approaching to land at Boscombe Down on ILS or GCA Boscombe Down, freq. 125.33. Call if radio equipped, for essential traffic information.

Boscombe Down is 6 NM SW of Thrupton and aircraft landing at Boscombe Down may be expected to pass 1 NM N of Thrupton's perimeter at a height of 1,600 feet. AGL although on occasions they may be even lower. Caution when approaching Thrupton, avoid danger area (refer U.K. danger area map). Extreme caution is necessary to avoid Middle Wallop Airfield 4 NM S of Thrupton. Middle Wallop has intensive flying training both rotary and fixed wing and continuous instrument approach within section 070⁰/080⁰ up to 8 NM. The perimeter track is permanently obstructed and is not available for aircraft.

Radio: c/s Thrupton. A/G, 130.45. Boscombe Down 125.33. Fuel: 100LL. S.

I agree that I am talking about a long time ago, as long as 1968 – time moves forward, all things change and I agree at this moment in time I have no idea what these airfields are like; or if they still exists. One day I may find out what has happen to them – but once long ago they did exist and this was the information I had to use for my test flight, which I perform perfect in every detail, even at this airfield where two aircraft with skill pilots made a right mess up on landing there. Maybe I shall never live long enough to find out even though I am not so far away from that area; but here there is a rare event if you see an aircraft overhead.

To update you about the requirements of my test flight; which involved starting from Blackbushe to Shoreham then on to Thrupton from there you return to base which was Blackbushe; each landing had to be officially stamped at what time you touch down and if you did everything correct. Agree at Andover I had a problem to identify Thrupton as there were three airfields close to each other. It took me two orbits before I final identify the one I wanted, even though two aircraft passed me by, but I had no idea which airfield they were heading for. In a way that proved to be blessing if I had followed them I would had failed my test by landing on the wrong runway; even though it was the correct airfield.



1968 This is Shoreham airfield as I knew it. 50°50'N 00°18'W 6 feet AMSL. Yes, I had landed there a number of times taking visitors with me for a flight. Code: EGKA. It has a restaurant, refreshments and club facilities available, Landing fee: AOA rates. Hangarage: available. Maintenance: available. Lighting: Portable flare path O/R. AAls, IBn. "SH". That may sound a bit complicated, but is important to understand what you will have available at that airfield on arrival there.

Shoreham has three grass strips 13/31, 759 x 50 m + 07/25, 907 x 50 m and 03/21, 909 x 50 m. which lies immediately W of Shoreham-by-Sea. Customs: Full facilities (24 hours PN) Operating hours: 0900-2000 or SS whichever is earlier.

Shoreham is operated by Brighton, Hove and Worthing joint Municipal Airport's Committee. Runways 03, 21, 25 and 31 have permanently displayed landing thresholds marked by 100 feet arrows. PPO. To non-Radio aircraft.

Radio: c/s Shoreham. TWR, 125.4 VDF/Hmr, 123.15. NDB 332 SHM. Fuel: 100LL, jet A1, Carnets Shell.

TEL: Shoreham-by-Sea 2303 (ATC) and 2304. Manager, (STD 07917): remember this is a long time ago and the details that was in my days may now have changed. Everything changes, some for the better others for the worst. Not only is this information to educate Flowerbower and his students it is also to educate those who want to pilot the Inverse-Gravity-Vehicle (I.G.V) what they need to understand; knowing is not sufficient for flying.

Shoreham airfield was my first point of landing on my solo test flight, which presented no problem and touched down on estimated time of arrival. Having my test flight record data filed in and stamped; I then continue on my second leg of the test, which was Thruxton. Being deaf played an important issue here, as Boscombe Down was calling me to guide me in; but I failed to hear them. A test pilot at Bournemouth airfield heard Boscombe Down calling me but had no idea that I was flying that aircraft, otherwise he would had shouted me by name to draw my attention to Boscombe Down calling me to help me. Regardless of that misfortune, I still got there and landed perfect not quite on the expected time of arrival but just a couple of minutes late.

Being a few minutes late is better than landing in France, which has been known to happen to a few students doing their test flight. Which; is far too easy to do, than not to do, so I understand. Let's face the truth pilots with thousands of hours on commercial flights make cockups, many are lucky to recover from the error without damage to the aircraft, some were not so lucky. I agree there are two classes of errors, one mechanical and the other pilot. I agree that if it's mechanical that is unfortunate, then it is up to the pilot to try to save the day. Quite a number of pilots today have been successful due to their training and quick response to the problem.

Returning to flight emergency procedures for pilots

5. To take note that while gliding to the 1000 feet points try and find the cause of engine failure. The symptoms of the failure will often provide a good indication of the cause – which I shall discuss a little later on. When the power loss is accompanied by smoke, vibration and unusual noise there has almost certainly been a mechanical failure. Fuel and ignition must be switched off immediately. Alternatively when the propeller windmills without mechanical noise it may be possible to restart the engine.

CHECK:-

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



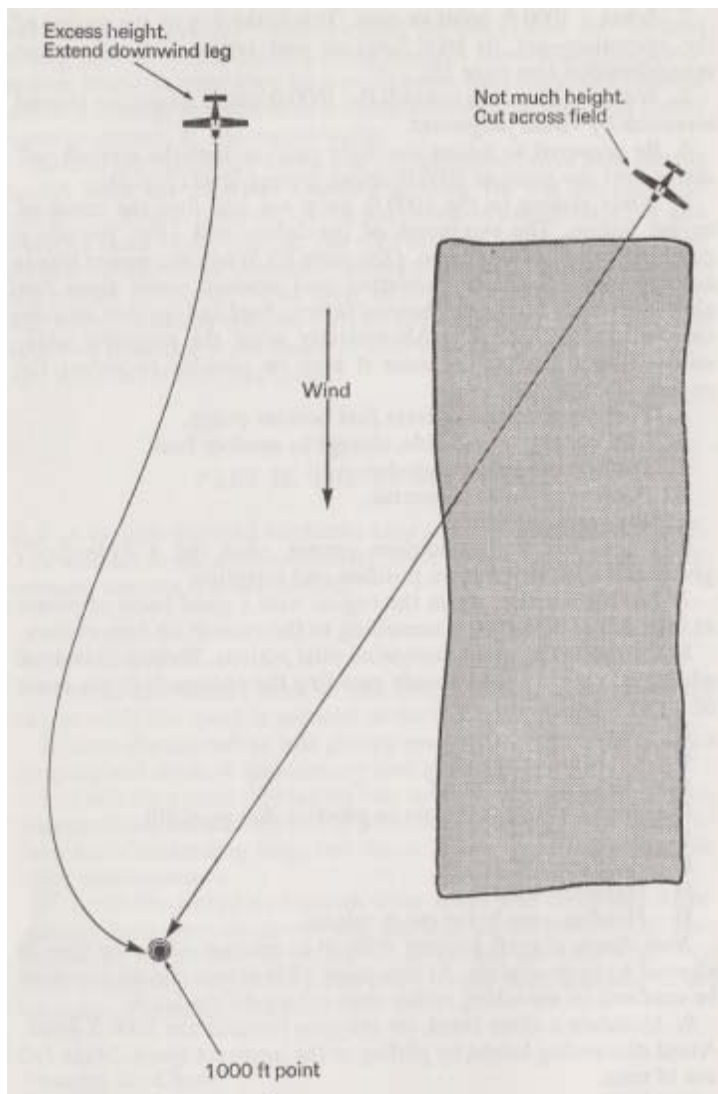
6. When time and conditions permit, send out a “Mayday”, giving call sign, best known position and intention.
7. During practice, warm the engine with a good burst of power at intervals of 500 – 1000 feet according to the outside air temperature.
8. Complete the usual downwind vital actions. These will include additional checks aimed at safe-guarding the occupants in the event of a bad landing.

- B Brakes – off
- U Undercarriage – up
- M Mixture – idle cut off
- P Pitch – coarse (simulate in practice – I shall explain this later
- F Fuel – off
- I Ignition – off
- H Harness – tight
- H Hatches – ready for quick release

NOTE:

Some conventional aircraft become difficult to manage when the door is allowed to open slightly. At this stage pilot action should therefore be confined to unlocking rather than taking off the latch.

9. Maintain a close check on progress towards the 1000 feet point. Avoid dissipating height by gliding at the incorrect speed. Make full use of trim.
10. At the 1000 feet point turn onto base leg. Assess the strength of the wind by the amount of drift and adjust the base leg accordingly.
11. Aim to overshoot slightly thus ensuring that the field is within gliding distance.
12. When certain the field can be reached, lower the undercarriage – if applicable – I shall discuss this later.



Conventional aircraft having a flight emergency requires this kind of procedure as shown to the left side Flowerbower for your education.

Figure 1.

Adjusting the glide towards the 1000 feet point according to circumstances.

NOTE:

The Inverse-Gravity-Vehicle (I-G-V) does not require operating in this manner. Its function of operation has been presented in other documents.



Continue statement 12.

Lower 10 – 15° of flap.

13. Turn onto the approach and look out for obstructions that may have gone undetected. Adjust the landing path accordingly.

14. Use the flaps in stages to bring the touchdown point forward thus making the full length of the field available for deceleration. Full flap should be applied as soon as it is certain the field can be reached. The lower the touchdown speed the better.

15. Before landing turn off the battery master switch.

16. Avoid obstacles and land at the lowest possible touchdown speed which I shall disgust later.

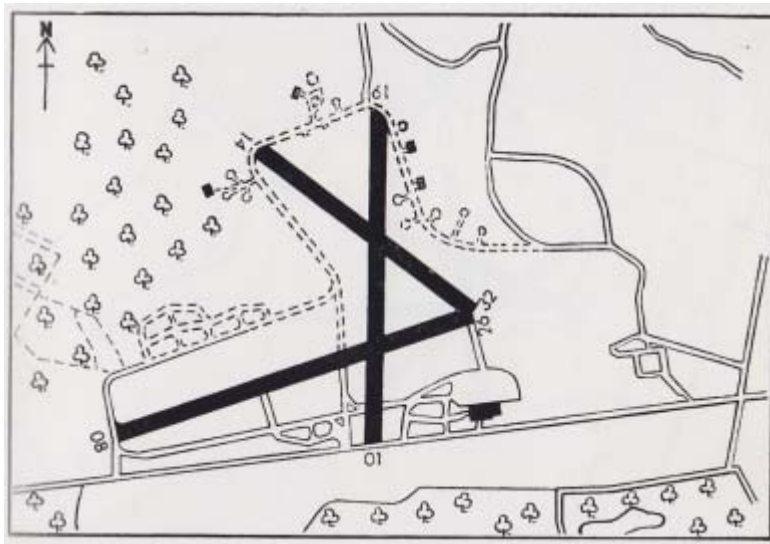
17. During the landing run look ahead and avoid rough ground or obstacles.

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

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

Yes, I agree that is easier to say than to do – as so often the news media inform you that there were no survivors. Such statements make my mind ask WHY? A light aircraft should be able to touchdown with reasonable safety unless the pilot made an error of judgment on the approach; or had a heart attack and flying solo. I appreciate that the accident could be due to loss of stick control.

The Inverse-Gravity-Vehicle is a vertical takeoff and landing craft. Therefore, needs no runways. It still requires pilot skills on landing if there should ever be a power failure. But a power failure is extremely doubtful due to its powertrain functions and design. A solid rotating ring could disintegrate, that is why I segmented it into a select number of units to represent a solid ring, which still equal that of a solid ring by weight. The loading then is reduced to a point where the chances of disintegration becomes zero rated.



1968 This is Blackbushe airfield as I knew it. This was my base airfield from where I was trained as a pilot; by two different schools on two entirely different aircraft on the same days.

Which lies $51^{\circ}19'N$ $00^{\circ}50'W$ at 329 feet AMSL. 2 NM W of Camberley. Customs "BAUA" Code: EGLK. It was from this airfield: I took off and returned to for my test solo flight. Yes, Flowerbower you do not like the truth; do you?

Operation hours: 0830 – sunset or 1800 or 0600 – 0830 by arrangement. Sunset – 2000 by arrangement. There are three bituminous runways 08/26, 1,290 x 46 m. + 14/32. 884 x 46 m + 01/19, 931 x 46 m. Lighting: Electric flare path O/R IBn. Gn. "BB" VASIS 26/08. Yes, on just one flight back from Holland rather late I had to pay in advance an extra cost to the controller at the Tower for being back in time to turn them on for me – which he was, bless him. He was working overtime so it was up to me to pay him what he considered as a fair price for his time.

Maintenance: Available. Restaurant: Restaurant and club facilities available, which Bradley Lockerman used to film where I was trained, before moving on to Mortimer to film. Blackbushe was operated then by Aviation Service (Blackbushe). No non-radio aircraft. The Eastern limit of the licensed area is indicated by standard boundary markers. Displaced threshold markings on runway 01.

Radar assistance will be given by ATC Farnborough to aircraft in IMC equipped with VHF R/T on a frequency of 130.05 or 122.5 MHz. Variable circuits. Radio: c/s Blackbushe. A/G. 122.3 Fuel: 100LL. Jet A1. S.

Tel: Yateley 87 3331, 87 4444 or 87 3338 (ATC) Telex: 858662 today their number will have changed.

Writing Documents; I try to present the facts from my own experience, in relationship to what we need to know. Not just to know but understand that what we think we know Fartbower – in your case – there is no hope of you ever being able to learn, as its capacity is full of shit. But out there throughout the world are thousands of brains that want to learn to understand this technology. Because they are aware their future depends upon a massive change in our thinking and actions.

Yet that future must now slowly blend in to that world which must be developed. Those days as a child in the 70s, you grew up with the likes of Thunderbirds, Joe 90, UFO and Captain Scarlet, happy absorbing whatever producer Gerry Anderson (no not our Jonathan Anderson or Russell Anderson) wanted to throw at you.

I have to admit, at the age of 38 years old, I too was excited by Captain Scarlet; which was a good story well film and Thunderbirds: but in a completely different light. One from a respective if that could become a reality life on Earth might improve from the issue of emergencies by being able to race to problem points with the energy needed to save life. But then, who are interested in such an International emergency unit?

Knowing that these were programs targeted at children. Anderson must have been mindful of the limitations of a youngster's attention span, and employed the trick of using a teaser at the beginning of each episode that montaged some key elements of the action; not enough to spoil the ending, but more than enough to keep you along for ride.

Since 1946, I have been using the same technology, but in print instead of film. But I could also do the same with film. Fast forward three decades, and program makers are still going all out to get us to the end of their offerings, but the strategies have changed. From where I am sitting, they sure aren't changes for the better. We have a wonderful video clip on this technology, but I have reasons to doubt; if the world will ever see it.

Today's world is not my world; it has changed completely, 1932 I was born Disney releases first cartoon in colour; 1949 Training for the navy, first jet, the De Havilland Comet, makes maiden flight; 1958 US congress establishes NASA; 1964 Ranger 7 takes first close up photographs the moon. It was never like that in my day.

The big advantage for them is that hour-long TV programs don't actually last an hour. Once you've allowed for the ad breaks your episode now only needs to last 45 minutes. And for producers worried about the attention spans for their audience, these little breaks are a godsend, ensuring that no viewer needs to concentrate for anything more than 12 minutes at a time.

That is precisely what I have been doing in my books and newsletters, which I have stated so often those human minds have human limits, and only so much can they hold. I appreciated then that information all at once was far too much for them to hold, therefore, it's far wiser to give information in little bits at a time so they can digest it. And you see that I have done the same here. Whereby I can concentrate all day long, in fact I have no other choice if this technology is to reach the marketplace.

When even twelve minutes might be a bit of a challenge, the producers get around this by spending the last couple of minutes of any segment telling us what's coming up after the break, and the first few minutes of any segment reminding us what happened before the break. This is not beneficial for me; but is for the bulk of the viewing public. Agree it gives you time for a good pee.

That means that in any given hour-long slot, there's probably only around 25 minutes of programed to absorb. That shouldn't be a problem for anyone. Should it?

Well, the various members of many households have taken to watching a particular makeover program on channel 4, where some hapless lady who has aged before her time and lost all grip on the rules of fashion is put through an intensive program of cosmetic surgery, full dental work, lessons in make-up use, a radical hair restyling and a wardrobe upgrade. From where I sit that is pretty gruesome stuff and you'd think that fact alone would keep viewers glued to their screens. This domain has the largest number of viewers in the world; while the domain of reality has the least number of viewers.

But just in case, the producers have long employed all of the tricks I have discussed so far. And now they've found one more: to reveal the ending of the program right at the very beginning. There's more, too, because at the end of the program they also show you the ending of next week's show. Surely a line has been crossed here.

Why have I presented this article here? At a time when the UK is trying to set itself up as a global hub of innovation and design excellence; which is in my mind just another dream of fantasy and not reality; as the government is sure killing off such a success, this is pretty worrying stuff. From where I sit; we seem to be suggesting a contradictory picture of a populace who can't offer any project their full attention for more than ten minutes at a time, and who demand instant results without any consideration for quality. Further, I reckon early exposure to Anderson futuristic visions were not among the things that inspired me to take up a career in engineering, but only played a part in my thinking process of what might improve life on Earth from the technology which my dreams had sent me on. I so often wonder what today's TV might inspire other than how to kill people.

That is the end of the break; I shall now return you to the legal concept upon flight emergency procedures for pilots.

BACKGROUND INFORMATION:

With the development of thoroughly reliable engines, the forced landing without power, once an everyday experience for pioneer aviators, has now become a rare occurrence. However the likelihood of a forced landing as a result of mechanical failure, remote as it may be, does not rule out the possibility of unexpected power loss due to pilot error and for this reason the emergency which forms the subject of this document should be fully understood: it should also be practiced at regular intervals, as you are aware of I sure did practice often.

The benefits are obvious –

- A. Ability to cope with the situation should it occur
- B. An interesting and enjoyable exercise which must improve both the pilot's general handling skill and his/her judgment.

This document is for the education of you Flowerbower or fartbower and your students, if that is all possible to achieve, and all those big companies who haven't the guts to back this technology due to the vigor smell emitted by FB.

Possible cause of engine failure:

These may be divided into two categories.

- A. Mechanical:
- B. Pilot mismanagement.

**A. Mechanical:**

The chances of a major component failure – e.g. broken crank shaft, connection rod, etc. – are remote and the most likely engine faults are as follows:

1. Blown cylinder-head gasket:

The gas tight seal between the cylinder and its head. This will produce a reduction in power accompanied by a distinctive sound not unlike that of a leaking exhausts system on a car. Usually it is possible to continue flying but a landing should be made as soon as possible since prolonged running with a leaking gasket can damage both the cylinder and its head.

That is the problem with conventional aircraft. That is where the Inverse-Gravity-Vehicle (I-G-V) wins; due to the fact that there are no Cylinders. Therefore, there is no need for Gaskets to be used – meaning no blown gaskets to worry the pilot.

2. Mechanical fuel pump failure:

This being the final link between fuel tank and carburetor, it follows that an inoperative mechanical fuel pump will cause the carburetor to run dry within a few seconds. The symptoms are easily recognized by a sudden and decisive loss of power, the propeller wind-milling without unusual mechanical noise or vibration, the fuel pressure gauge reading zero. The remedy is simple Flowerbower; switch on the emergency fuel pump.

That is the problem with conventional aircraft. That is where the Inverse-Gravity-Vehicle (I-G-V) wins; due to the fact that there are no mechanical fuel pumps. Therefore, there is no need for a fuel loss – meaning there is no dead engine to worry the pilot. In fact it does not burn fuel, thus there is no pollution generated by the Inverse-Gravity-Vehicle (I-G-V).

3. Fuel line blockage:

Either in the form of foreign matter in the fuel pipe: or an air lock caused by incorrect use of the fuel cock. Symptoms are the same as in fuel pump failure. In each case the remedy is to augment fuel pressure by switching on the electric fuel pump. Should this have no effect, change tanks.

That is the problem with conventional aircraft. That is where the Inverse-Gravity-Vehicle (I-G-V) wins; due to the fact that there are no fuel lines. Therefore, there is no need for a fuel loss – meaning there is no dead engine to worry the pilot. In fact it does not burn fuel, thus there is no pollution generated by the Inverse-Gravity-Vehicle (I-G-V).

4. **Magneto failure:**

May take several forms. An electric fault causing loss of spark is unlikely to occur in both magnetos simultaneously unless the ignition switch develops a short in flight and this is an even more remote possibility. Failure of one magneto will effect a small power reduction but even with fixed pitch propellers this will probably go undetected by the pilot, hence the importance of a magneto check during after landing rundown.

Of more serious consequence is failure of the magneto drive. It is not unknown for the engine drive coupling to shear – when the magneto may continue to rotate, generating sparks and delivering them to the plugs at the wrong time. Symptoms are unmistakable. The engine will misfire to the accompaniment of violent shaking which is transmitted throughout the aircraft in a manner unlikely to be confused with rough running or carburetor icing. If the engine is allowed to continue running while in this condition very serious damage can result and immediate action must be taken to stop the misfiring. Again the remedy is simple – test the switches then turn off the offending magneto. With the engine now dependent upon one ignition system an early landing must be planned.

Thank heaven that the Inverse-Gravity-Vehicle (I.G.V) do not require the employment of magnetos in its power train to function, Thus another issue of success in technology which I feel that pilots will appreciate that there is no shake rattle and roll experience to handle.

5. **Detached or faulty plug lead:**

When; only one lead becomes detached from the sparking plug: little if anything will be noticed by the pilot; unless the lead makes contact with another plug. The design of ignition harnesses makes this highly improbable but in the unlikely event of it happening symptoms similar to magneto drive failure will occur. Here again the cure is to find the faulty ignition system, switch it off without delay, revise the flight plan and land as soon as possible.

Thank heaven that the Inverse-Gravity-Vehicle (I.G.V) do not require the employment of spark plugs in its power train to function, Thus another issue of success in technology which I feel that pilots will appreciate that there is no strange experiences to handle, that arrives without warning.

6. **Sticking valve:**

To achieve power, during the compression and ignition strokes both valves in the cylinder head must be tightly closed. Occasionally, seizure of a valve in its guide, or a broken valve spring, may allow a valve to remain open. In the case of an inlet valve, mixture will be pumped back through the carburetor in the reverse direction to normal flow, thus affecting carburation to all cylinders and causing a general loss of power. In this case it is usually possible to remain in the air until an airfield is reached.

An exhaust valve which remains open during compression and ignition will allow mixture to be pumped into the exhaust manifold, when loud misfiring will be heard accompanied by rough running. This is not usually as violent as magneto drive failure but serious nevertheless. Prolonged running under these conditions may cause failure of the exhaust system with a risk of fire.

Power should be reduced to the minimum possible and an early landing effected.

Thank heaven that the Inverse-Gravity-Vehicle (I-G-V) does not employ such systems within its concept of structure and function; thereby reducing problems which can be encountered in conventional flying. For the attention of all of you who wrote to say you would pilot the first I-G-V. Please note that first you got to learn about present day laws and how private pilots operate then commercial operators. Then how the space operators function because Searl Aerospace INC. must work within their functions; whereby there will be no accidents generated by Searl Aerospace INC.

It is time for another commercial break:

Prof. Searl, head of the Searl Technology Ltd. having spent research time studying industrial operations in the UK industry for problems, which must not happen within the Searl Technology group states: that he feels that diplomas will fail pupils for the working world of Searl Technology Limited. There are mixed views on the latest raft of proposals, with detractors saying they could undermine the integrity of traditional subjects, and even arguing that their lack of practical work will ultimately fail both students and employers. Prof. Searl is determined to get his companies operating on the best possible routes for success. As he has stated so often that it is team work – that is the hardest part to create “THE TEAM” which means a number of workforce functioning around one person; namely the LEADER. Unless that structure is generator progress will take a vast amount of time to complete. But we shall win Flowerbower regardless of you.



The new diplomas planned for the UK, due to be introduced in September 2008, from Prof. Searl opinion, will be catastrophic for the education system and will not prepare students for working in any of the Searl group of companies when vacancies become available.

Searl understanding is that five diplomas are being rolled out which will include construction and engineering, but despite them being hailed as the qualification of choice by Children’s Secretary Ed Balls many are already like Searl wary of their introduction, which Searl understands including top class universities.

Prof. Searl, head of the Searl Technology companies, feels that “it is ludicrous that students can pass the construction diploma without even stepping onto a building site! It is essential for students to have experienced the practical side of the industry so what is the point in having these diplomas when they don’t even take students in the field.

Searl feels by allowing pupils to pass their diploma with work experience in a shop for example and not even remotely relevant will be totally detrimental for Searl Technology companies.

Searl feels that not only will they have little practical experience, which would be of value to Searl Technology companies, students who want to pursue a career in Swallow Command construction may not even be accepted into their chosen university as far as Searl understand it that many universities have said that they would not automatically accept diplomas as they would A levels.

Searl agrees upon the same line of action at his planned training schools, which will be run the same as universities in the UK operates: but with more reality to the study from the hands on experience function. Searl continues: "The government has made another huge mistake". Searl is aware that some universities are already thinking of introducing entrance exams as they feel that the new AS levels are easier than their predecessors; so who knows what will happen to every student in the country that chooses to take these diplomas.

Many of you; who have read my old newsletter and books will know that from 1968 Searl made it clear that all applicants would have an entrance exams to complete; from which he can assess which section of the organization they would suite: or if not suitable at all. That still stands today as a rule to all who wish to join this set of companies.

Searl feels that we need to take a stand as there is already a skills shortage in the construction and engineering industry within the UK, and with pupils not even having the right qualifications to carry out the roles, Searl has many times stated that he see there are going to face great problems in the future. Today, that feeling is even greater that creating the top team for this new technology development will not be easy. Many retired engineers will have to be found who have the experience needed for this work – guess time will find them.

Searl is aware that it is fair to say that there are mixed feelings on the diplomas across industry. Overall, employers have backed the sector related diplomas as a parallel qualification to GCSEs and A levels. They were created with substantial business input and retain the strong support of employers. But Searl understand that employers are worried about the more recent proposals in the government's diploma strategy to introduce a new range of academic diplomas in areas including sciences. And Searl fear they would not have any greater value to young people or to Searl Technology companies than the existing GCSEs or A levels, and would instead be an unnecessary distraction.

Searl accepts that Searl Technology group of companies will have to be fully committed to supporting the following priorities: improving school leavers basic skills; continuing to enhance GCSEs and A levels; and making sure the more vocational sector specific diplomas are a real success. And Searl is also keen to work with the governments of the world to ensure the business community understands the diploma grading system properly. But Searl is urging policy makers to streamline the number of levels of diploma to two, rather than increase it from three to seven as is proposed, which would simply be confusing.

Searl also have concerns that the over loaded education system could not cope with the planned reforms given the lack of resources available, including too few specialist teachers in math's and science, and a poor careers advice service. Going ahead with these plans without tackling concerns, Searl fear, could lead to a fractured two-tier education system with private schools opting for GCSEs and A levels, or even the international Baccalaureate, while state schools use diplomas.

Searl Aerospace INC, USA: comments “We know that our employers throughout the Searl organizations are really keen to have a positive role to play in educating our young people. There has been genuine enthusiasm throughout Searl organization specific, vocation diplomas as Searl staff recognize that they have the potential to add real value to students who are keen to learn in depth about a particular sector and gain vital employability skills. Searl understand and value GCSEs and A levels and firmly believe that these should remain a cornerstone of the education system.

This is the end of the commercial break and I shall now return you to the education tank: Flight emergency procedures for conventional pilots:

B. PILOT MISMANAGEMENT:

The best possible advice Prof. Searl can present is “know your aircraft”. Searl excepts that so often a forced landing has resulted from pilot ignorance, some of it inexcusable, occasionally because the unexpected has caught him off guard. Some of the most common pilot traps are as follows:-

1. Never trust a fuel gauge:

It may work to-day. It may work tomorrow but that is no guarantee it will not tell a lie next week. Even when the aircraft is well known, never accept a gauge as working until its reading has been checked by visual inspection of the fuel tank. Searl is aware that with some aircraft fuel cannot be seen from the filling point and in these cases the dipstick (no not yours FB) but the one provided for the purpose should be use.

Thank your blessings that the Inverse-Gravity-vehicle (I-G-V) has no fuel gauges for flight, but they do have power gauges, water gauges, oxygen and hydrogen gauge. Each gauge need to be fully checked before any mission can operate.

2. Incorrect use of fuel strainers:

The practice of ignoring fuel strainers before the first flight of the day is clearly a source of potential danger. However, Searl is aware that it is perhaps less apparent that misuse of the fuel strainers may create a hazard of another kind. There have been cases when the pilot has omitted to select fuel on before straining the tank. The resultant back pressure has gradually prevented further draining, thus giving the impression that the strainer has been closed correctly when in fact it is partly open. The pilot’s first indication that a situation exists is when he becomes aware of what appears to be abnormal fuel consumption followed by a dry tanks.

Thank your blessings that the Inverse-Gravity-Vehicle (I-G-V) do not have strainers for flight fuel as no fuel as such is employed in the flight operation of the craft. But strainers are used on other systems required for long missions in deep space. Such details will be found in documents on craft design to be release later.

Clearly the Inverse-Gravity-Vehicle (I-G-V) has a lot to offer in technology and function that improves future flights in space. Its disadvantage is that it is entirely a new concept in flight technology. Thus it is class as a high risk project due to the shear cost in construction work.

3. Engine seizure resulting from insufficient oil.

Most engines, irrespective of age or design, lose oil, either through minor leaks, burning or negative “g” incurred during aerobatics. It therefore follows that an engine low on oil at the beginning of a flight may be dangerously low towards the end of the detail.

In extreme cases, shortage of engine oil will produce a complete seizure with potentially dangerous and invariably expensive results. Searl says that the lesson is clear – check the oil before flight.

Elementary airmanship.

Can you name me one drive system that can run without the use of oil? I can with a positive YES – that is the Searl Effect Generator including the advance unit for flight requirements. No matter how high the RPM are it never need oil. Therefore, it can never seize up. So there is nothing to burn and therefore no pollution attached to its operations.

It is time for another commercial break:

We have one philosophy.

We have one identity.

We have one brand.



We are already contemplating tomorrow’s solutions today; we must be at one with the future. We have a single objective: we want to make this planet more successful by creating cleaner air and water, better food, thus better health which is the bonus points from the SEARL TECHNOLOGY; we use our products, ideas and emotions to realize Searl visions of a better world. Many years of experience have helped Searl develop a spirit for innovation and an uncompromising passion.

The result: SEARL is forming a group of companies to specialize with a clear philosophy that shall set standards in outstanding power systems for energy and transportation requirements. High tech products manufactured by these companies shall be launched into deep space, and shall win formula one class races, and shall widen the boundaries of mechanical and electrical engineering and pave the way for advanced medical technology – now united under one symbol worldwide – **SEARL TECHNOLOGY.**

This end the commercial break I shall return you to the studio program: Flight emergency procedures for pilots.

NEVER FLY WITHOUT FIRST COMPLETING THE OUTSIDE CHECKS:

DURING FLIGHT:

1. Carburettor Icing:

I will commence this part on the next page.

It should never be assumed at any time that conditions are such as to preclude the possibility of carburetor icing. The most likely range of outside air temperature when icing may occur is generally quoted as between +30⁰C and -18⁰C. Searl points out that the correct use of the carburetor heat control is complicated by a number of variables and Searl will deal with the subject in greater detail later. That is the problem of conventional flying.

Searl states that the beauty of the Inverse-Gravity-Vehicle (I.G.V) is that its rim is super cold. Due to that function the I.G.V. goes superconducting, which in reality is precisely what is required within a good spacecraft design. Thus no carburetor is required and therefore no carburetor heat control is required for its operational functions. Thus no more misuse of the carburetor control by pilots.

2. *Incorrect use of mixture control:*

Will cause a decrease in power and overheating. Do not weaken the mixture below the minimum flight level recommended in the operating manual. When one is fitted, make full use of the fuel / air ratio meter and never weaken below the minimum setting which is usually 'red lined'. When there is no meter; the mixture should not be weakened to the point where a loss of power and rough running is apparent.

Searl repeats; how wonderful the Inverse-Gravity-Vehicle (I.G.V) is: as it requires no mixture control: thus the pilot cannot get the mixture wrong, can he/she.

3. *Mismanagement of fuel:*

Avoid running a tank completely dry. Should this occur there will often be evidence of surging as the remaining drops of fuel are drawn from the tank, followed by complete loss of power.

Searl says: when changing tanks always turn the fuel cock through the positions detailed in the flight manual. If this recommends going from one tank to the other through the 'off' position make a habit of so doing.

On some aircraft a particular tank is to be used for taking-off and landing. If the manufacturer makes such a recommendation take it as certain that special reasons exists and follow their advice without exception. It is good practice to switch on the fuel booster pump when changing from one tank to another.

Again the Inverse-Gravity-Vehicle (I.G.V) wins, as there is no need to worry about mismanagement of fuel, as no fuel is required for flight operations or flight functions.

4. *Running out of fuel:*

Possibly the most common cause of Forced landing without power, running out of fuel, usually results from incorrect flight planning. With modern radio aids it is not usual for pilots to be uncertain of their position and the most likely causes when running short of fuel are either:-

- (a) Reliance on the readings of an inaccurate fuel gauge, or*
- (b) Failing to allow sufficient fuel for weather deterioration and a possible diversion.*

When it is clear that fuel will be insufficient to reach the destination a Force landing with power (will discuss this later) should be attempted in the best available field on the basis that it is better to be able to choose a field, under power, while you can.

Here again the I-G-V wins; there is no fuel to run out of as its fuel is in all fabric throughout the universe.

5. Misuse of engine controls:

It is not unknown for a pilot under stress to check for carburetor ice by mistakenly pulling out the mixture control, thus operating the idle cut-off. When an engine does fail, naturally the position of the mixture control is included in the checks for possible cause of power loss.

Yes I know that you know what I am about to state – here again the Inverse-Gravity-Vehicle (I.G.V) wins over conventional aircraft, because we are not burning fuel. We therefore make all these control systems as redundant. The power train of the Inverse-Gravity-Vehicle is based upon the Searl Effect Generator; but a far more complicated unit. Its operational functions are basically the same effects with added effects by making use of its gyro effects for flight path operations. All of which will be discuss later.

6. Ignition switches:

While it is remotely possible to accidentally knock off the ignition in flight most modern conventional aircraft have an ignition key and although the position of this will naturally be checked in the event of engine failure it is unlikely to be the cause of the trouble.

Agree that over the years flying of conventional aircraft has greatly improved; from the issue of accidents. Nevertheless, they still do happen – at this point I have no intention to go into this matter until much later. It should be clear that if the Inverse-Gravity-Vehicle does not burn fuel, then all related accidents relating to fuel burning flying machines will not apply. In that case can we assume that the Invers-Gravity-Vehicle is safer than the conventional aircraft in flight?

I believe that the answer to that question is a POSITIVE YES!

But there is nothing that can be done to examine any such process until some ingenious through that century people were excited by shows in musical hall etc. By late 1800 movies started using these effects to excite the viewer. The only problem then was that they had no idea how to put such a motor together. It will take another 200 years before that motor can appear in reality – machinery, test equipment, tools and materials had to be invented first. And the most important material of all that had to be found was Nd 60. After that was found there was one more urgent ingredient called the brain which had to wait until second day of May 1932 by which such a motor could become a reality.

Today, that man is here, today through these books on the web you can be with me, and join in with the team. For the first time: you can sit in your home, in the office, and enter the mind of this man who have dreamt up the concept, and is slowly but successfully pulling the C.P.A. together. For the first time, you can see what he has to endure, the insults, the painful hurts from those whose minds are locked with just bare facts of the pass. For the first time you can be a witness to that struggle to success, the begging the pleading. For the first time you can enjoy each successful stepping stone that is won towards the final object the creation of the Searl Effect Technology: the Searl Effect Generator (S.E.G). For the first time you can watch photographic the success story as each stage of the program is completed.

All this you can do at home without moving one inch to find out the FACTS. All this has been made possible by the fact that man is so determine to see that SPACE PROJECT SWALLOW will become reality in his

Lifetime. Today, Searl cannot see that the Inverse-Gravity-Vehicle (I.G.V) will ever now take to the air again. The sheer cost alone blocks that possibility. Yet years ago that could had been achieved if only people helped even without moving from their home, by financing towards the cost of the materials needed to complete this work.

Should I die before this project is completed, it will not be my fault, but yours, those who keep stealing or destroying my work because they cannot own it, they want to force me to sign over everything to them – today, the position has not changed very much; but it is now difficult to steal the goods – but they are poisoning the airways to stop people investing in this work, for I have done everything possible, and will continue to do so, until STARSHIP EXPLORER is completed, or I have departed from your world.

*Now I shall return you to the studio to your program **FLIGHT EMERGENCY PROCEDURES FOR PILOTS.***

General consideration when engine fails:

When notwithstanding all checks and pre-flight preparations the engine fails in the air, safe landing of a single engine aircraft is affected by the following factors:-

1. Extent of engine failure, i.e. partial or complete. In the case of a multi-engine aircraft failure of one engine presents quite different problems and these will be dealt with later.
2. Type of aircraft and its handling characteristics.
3. Weather, particularly wind strength.
4. Nature of terrain below the aircraft.
5. Selecting the landing area.
6. Position of wheels in aircraft with retractable undercarriages.
7. Amount of light at time of engine failure.
8. Altitude at time of engine failure.



Aer Lingus: Irish airlines: flies an all jet fleet to Europe and the USA. Each jet is named after an Irish saint.

1. Extent of engine failure:

The procedure outline already in this document was based upon complete loss of power. Partial engine failure, i.e. when sufficient power remains to maintain height at a reduce speed, raises the question of whether to land immediately or seek a more suitable area. Over open country however it is usually better to ignore the limited power available and get the aircraft down in the first suitable field rather than fly on and risk complete failure when the ground below may be less hospitable.

You may well ask about the Inverse-Gravity-Vehicle (I.G.V), should ever it loose power – let us look at the structure in question. First there is a massive weight in high speed rotation; do you really think that power or partial engine power is possible?

That mass is divided into many sections and made into long circularly; as roller (cylinders) – Why Do I go to that trouble? That answer is elementary – a solid ring at those RPM should ever get hit with a sudden overload would fly apart. By splitting that mass into parts and those parts again split into sections can safely absorb overloads without damage.

I feel that I can safely state that the Inverse-Gravity-Vehicle (I-G-V) would not suddenly lose power, partial or fully due to its structural functions operations. The power train employed within the I-G-V is massive in weight.

2. Type of aircraft and its handling characteristics:

The gliding characteristics of the conventional aircraft must be fully understood as well the effect of lowering flap and undercarriage. An emergency is not the time to discover that application of full flap with the engine off results in a steeper than expected descent path.

When a constant speed propeller is fitted, glide performance may be improved by selecting “coarse” pitch, this being the nearest equivalent to feathering. During practice procedures coarse pitch should only be simulated, otherwise engine damage may result when opening the throttle at intervals.

I appreciate that many readers do not understand why I am explaining details about conventional flying when we are not involved in conventional flying? The answer is elementary – knowing is not enough – understanding is vital to avoid accidents, which would create a bad track record for a new company just stepping out onto the marketplace is not a good sign for the future.

The Inverse-Gravity-Vehicle (I-G-V): let us assume that the impossible does actually happen and engine fails then what? During 1968 test undertaken on the design of the slender Disc proved that it will not glide like conventional aircraft, due to its characteristics. But it does fall like a leaf from a tree. The design of the flight cells is to take advantage of this function to assist in directing its descent to avoid buildings.

Like the conventional aircraft which requires a glide path to land, without power. The I-G-V needs a descent funnel due to its characteristics. The larger the diameter of the I-G-V: the larger is the descent funnel which is required. Not forget that the time factor of descent will also be affected by the diameter of the I-G-V, The larger the diameter; the longer the time factor in landing without power.

Base on the facts of R&D; the I-G-V is a winner for both air and space operations. Without doubt a perfect device of commercial operations.

3. Weather and wind strength:

When the failing occurs in or above cloud a descent must be made away from known high ground. Full use should be made of the radio, since ATC may be able to guide the aircraft away from obstructions.

The descent through cloud must be made as quickly as possible because unless there is an alternative vacuum source or the gyro instruments are electrically driven, artificial horizon, direction indicator and eventually the turn needle will cease to give reliable indications.

Appreciation of wind strength and direction is all important. It can mean the difference between success and failure when committed to a force landing. Look for smoke – which is the best indication of surface wind – but when none is available it is sometimes possible to use cloud shadows. Assuming the clouds to be at approximately 2000 feet, wind direction will be some 15° less than the line of shadows.

Here the I-G-V is committed to a force landing; the wind strength and direction will be critical; as it swings into the wind it will be slowed down therefore will not reach so far as the swing before it. But on the return swing it will swing further out than the swing before it. This effect continues until almost on the ground here it appears to hover before coming to rest on the surface.

The beauty of the I.G.V. is that you will land safe, which creates another point up on conventional flying which often ends in failure.

4. Nature of terrain:

Obviously this will determine the selection of landing area available. When the engine fails while in sight of the ground it is a simple matter of choosing the best field, but a force landing which begins above cloud will present the additional problem of terrain clearance mentioned under the previous sub-heading. When flying above cloud in a single engine aircraft it is therefore prudent to keep a mental picture of the ground below by reference to the map at intervals.

The Inverse-Gravity-Vehicle (I-G-V) will be extremely packed with measuring equipment due to its planned future operations. Even above cloud it will have a detail map of the surface terrain by which careful selection of flight cells will assist its endeavor to touch down, without creating too much damage to the terrain or environment. Its eight legs are configured to land safely on any surface terrain. Agree, the larger the diameter of the I-G-V the choice of landing site is reduced.

You may ask if it could land on water – that depends on the engineering standards – if perfection is involved then there is no reason that it cannot force land on water. On restart there might result in loads of fish dead from electrocution.

5. Selecting the landing area:

Of the many considerations likely to ensure a safe forced landing without power: none are more important than the ability to judge height, distance and wind. To these must be added the intelligent selection of a suitable landing area. Unlike a force landing with power – which I have already covered – there will be no opportunity for close inspection of the approaches and surface of the chosen field, in fact an assessment will usually have to be made from a height of at least 2000 feet with nothing more than colour and an overall impression for guidance. Obviously a large field, free of obstructions and landing into wind would be a first choice although it is usually better to land up hill and across wind when these conditions prevail. Also the longer run may be preferable to landing into wind.

The I-G-V wins here because it only needs enough space to touch down on; as it does not have to roll to stop. The Inverse-Gravity-Vehicle (I-G-V) is classed as a VTOVL vessel. That is a vertical takeoff craft with vertical landing capabilities. Such conventional aircraft uses vast amount of fuel for such functions. Where the Inverse-Gravity-Vehicle (I-G-V) does not burn fuel as we understand fuel operated systems does.

Let us face reality; we cannot continue burning fuel in the manner to which we have been custom to for a number of years now. We must find better ways for energy powered systems.

The following notes will act as a guide when selecting a field from the air:-

QUALITIES REQUIRED:

1. Large as possible.
2. Clear approaches.
3. As level as possible.
4. Good Surface.
5. For preference near a farm or a house so help may be obtained after landing.



Items 3, 4 and 5 are not important to the Inverse-Gravity-Vehicle (I-G-V) due to the fact that it is a vertical landing craft and that it is assuming a situation which due to its functions may never happen would require in a force landing situation. Again it is clear that it wins over conventional aircraft systems.

The first picture above I hope looks like the Blackburn of the R.A.F Beverley C1 could carry troops in the upper fuselage and freight in the space below. The second picture above shows how the I-G-V will appear like if one was flying above it from the front of it. The third picture is a press photo 1968 of John Searl at his controls of the I-G-V under test in a day lecture to the press; the equipment was brought by the Rev. George Nickolson, who then was living in Burghfield, Berkshire.

Size is easy to determine from the air and major obstructions – such as power lines, trees, etc. – can usually be seen.

Level is not easy to detect until the later stages of the forced landing circuit but small undulations are of little consequence.

Surface presents the biggest problem to conventional flying and this may be assessed as follows:-

Grassland	Varying from dark green to brownish green according to dampness. Surface may be mottled.
Stubble	Generally buff colour. At lower altitudes regular lines may be visible.
Ripe Grain	Colour varies between buff and golden brown according to type of crop. A Distinctive wave pattern is set up by the wind, indicating its direction.
Young Grain	dark green: varying in shade.
Root Crops	Regular lines visible: particularly when crops are young.
Ploughed Fields	Dark to red-brown, according to area: If no other choice, land with the furrows.
Marsh	Dark green with much darker areas: Streams and pools of water may be evident in the vicinity. A last resort.
Heath	Usually on high ground: showing large areas of mottled brown green denoting gorse or heather. Main roughness caused by rabbit holes. Look out for rocks during the approach.
Beach	Sand running within a few yards of the water's edge is usually firm enough to provide a good landing.

These conditions do not present any problems to the Inverse-gravity-Vehicle (I-G-V). Touching down on a beach will generally mean some landing gear will be in water, as long as that level is at least greater than five feet under the rim. It is the restart up that would be a problem that fish and people get instant cooked. I appreciate that it is a shame to waste food, and no way would I be able to eat so much food in a year and certainly not in a day or a meal.

6. Position of wheels:

There has been some rethinking on this subject in recent years, primarily as a result of almost universal adoption of the tricycle undercarriage.

Tail wheel aircraft with retractable undercarriages are now rare but in these cases it is still considered preferable to land on an unknown surface with the wheels retracted, thus avoiding the possibility of nosing over. When a conventional aircraft – nose or tail wheel type – is for any reason landed with the undercarriage retracted it is imperative to make contact in a flat attitude, even if the speed is high. The alternative is to reduce speed by holding up the nose and this invariably culminates in a tail first touchdown or a rapid sink in the nose up attitude, in each case causing more damage than is necessary to the conventional aircraft.

With nose wheel aircraft it is now the practice to lower the undercarriage, thus holding the fuselage and its occupants clear of minor obstacles which may have gone undetected at the time of selection. In any case the undercarriage will very likely absorb the shock of landing on a rough surface and even if a collapse does occur there is little likelihood of injury, bearing in mind the low touchdown speed of most light twin – and single engine aircraft. I shall be dealing with the landing later.

By now you should understand some the problems of conventional flying and its disadvantages. Also: by now the advantages of the Inverse-Gravity-Vehicle (I-G-V) over conventional flying. In the case of the I-G-V the undercarriage is always down for touch down under all conditions.

7. Amount of light at time of engine failure:

This will obviously affect the ease or otherwise of completing the force landing with minimum damage to the aircraft. The worst case is engine failure at night, although when there is a full moon it is usually possible to see major obstacles and take avoiding action. Even the darkest night does not automatically mean disaster. Remember that at the low speeds associated with light aircraft there is no reason why the occupants should suffer injury, in theory that might be true; in reality the results can be quite the opposite. Provided the following precautions are taken:-

- 1. Try and maintain a mental picture of the terrain below.***
- 2. Turn into wind and trim at the lowest airspeed consistent with safety, thus minimizing the effects of impact with trees, etc.***
- 3. The landing light is of no value at 750 feet and the battery will rapidly discharge if care is not exercised. Therefore only use the light during the final 150 feet to avoid major obstacles and effect the best possible landing.***

Yes these are the problems facing conventional flying and strange most of the news say plane crash no survivors. Odd times they might be one – such an event of loss of power with the I-G-V is unthinkable due to its function. And if it was possible by chance that it did fail to produce energy it would like the propeller of an aircraft continue to rotate at a very high velocity and the I-G-V would continue to be stable; right down to touch down. What an amazing machine created from dreams as a child – yes that is strange a child invented it without knowing that the effects had been demonstrated early 1800 century but they could not engineer it as a motor that took a boy to do.

You should thank heaven that I had no formal education or I would be just insane as them and no S.E.G or I-G-V. Clearly these experts are not such experts after all, are they?

8. Altitude at time of engine failure:

May or may not be an advantage. 5000 feet above unbroken cloud is a worst position to be in than 1500 feet below it and in sight of the ground. Other things being equal – i.e. visual contact with the ground a minimum of 2000 feet is convenient, and cross country flights should only be routed below that level for air traffic or weather reasons.

Remember that when the altimeter is on QNH it is indicating altitude above the lowest forecast mean sea level for that area. Although a glance at the map will give some idea of ground elevation it is preferable to develop the ability of judging height above ground.

Safeguarding the aircraft and action to be taken after landing:

Having made a successful forced landing it would be inexcusable to incur damage to the aircraft through lack of precautions on the ground.

Whenever possible push the aircraft to a sheltered position, first checking the ground ahead for ruts, holes, etc. Position the aircraft into wind, put on the brakes and lock the controls. Cows have an affinity for elevators and rudders so it is advisable to place someone in charge of the aircraft while a telephone call is made to the base airfield or the destination.

You may now wonder how the I-G-V position in this same arena – first you will not be able to wheel 2000 tons or more from where it lands. Thus we have not added wheels to the legs so it could be pushed. I accept that cows would love to chew the flight cells, so I have placed these at least 20 or more feet up so they cannot possibly reach them. So no one needs to watch over the I-G-V. Another reason is that on the way down mayday call would be transmitted constant with location data. Therefore you do not need to go walking to find a phone to call base.

Clearly, you can accept that the I-G-V is or will be well equip for any emergency either on route or in orbit or landed on another unit within our universe, whether man made or natural. Therefore, we can honesty state that we are the tomorrow people planning today for the future of humankind regardless. A new age of clean technology and transportation and new education for the future generations, by which they can survive.

Within this website: will be all the legal data regarding our objectives and how we are implementing them, by which investors can feel safe to invest in your future wellbeing. All progress data is free for the sake for your education and will eventually is termed Searl University – knowing is not understanding I trust you will in the end understand the reality around you and what must be done to change the present state for a much better one – the technology is available, the knowledge is available – all that is missing is you and funds. There is nothing wrong with the technology therefore, the fault lies with you.

Watch what it takes to make the S.E.G for ground use. Then multiply that a million times to get the reality which is involved in the flying domain of our operations to be.

Guess it is time for another commercial break. Sorry there is no ice cream or monkey nuts available here. But you can make a cup of tea or coffee as you study the commercial break.

These breaks contain details which you may not be aware of, which are related to this technology.



IF...
You're just trying to help save the world and you disagree with practically everybody ----- When they come to take you away, it helps to have a few good tricks up your sleeve and a powerful ally in high places.

JOHN SEARL:
Genius, Inventor, Teacher, Trouble-Maker — An unusual kind of guy.

POWER TAP

A feature film concept

To: John Seare

N. Thomas Miller

You may question what happen to that film? Well like so many other film producers they were stopped from making it. This man Miller sat through the day lectures to see if there was anything of worth which could be turn into a movie. And he made an assessment that my work needed to be pushed and through that night he wrote his feature film and next day let me read it. I asked if I could have the front page which he gladly gave me and signed it as you can witness here.

This technology is a new window in science and technology. For that to become reality mass publicity similar to which I had in the 60s is urgently required; that is, if we want the technology now or the next century.

Searl Technology companies are no different to Boeing, NASA, and all space companies. It has to specialize in many fields to be able to give birth to a new window in science. Therefore, investing with us we trust that our customer satisfaction, through quality of service and value for money, is paramount to the continuing success of my companies. R&D is the key factor at this stage to bring forth new technology which should had been out on the market in 1968 and again in 2003. In both times the reason for failing to arrive upon the market was not the problem of technology – but the problem of greed and ignorance of man. A mental condition: This is on the increase. Two very bad states on their own but together it's a killer.

They will do all they can to stop the success until you sign over the technology to them as owners, and then tell them how to do it – that is the insanity level I have meet, in fact still is the same today. The question is WHY? Is it related to the pollution in the air which is corrupting the Homo sapiens brain? If this is the case, it is clear to my mind that the Homo sapiens will become extinct sooner than later.

Another case of the insanity I have meet – a very young lady requested me if I would do a lecture in Scotland. Well I know that men take a long time to set up meetings for a day – so I humanize her by saying yes, if you can set it up. She had explained that she would get the Scottish government and other Scottish officials there. I could not see that happening.

She work hard and set up the date which I got Morris and Brad to prepare to come to film and demonstrate the technology. Which they did. The problem was twofold: one was a mental ill person who followed this young lady putting up notices of the pending meeting and a large board at the hall for all to see; and he removed them. The other was another mental person was a freelance reporter, or imagines he was a reporter; who wrote an article in the biggest Sunday paper in Scotland – The Scottish mail that was a libel, slander clearly a smear campaign to stop this technology. Yes I agree it did greatly reduce the number who attended, but the key government personal still attended. Who stated that grants for this kind of work was available but I had to live in Scotland and employ Scottish labour.

But I was living in London and had no Scottish workforce, so the issue stopped there. Years later under force to move to a bigger place, Scotland was the cheapest on offer, thus I move the cost was unbelievable and damage to my electrical gear was a shock. But when it came to the issue of a Scottish grant the present government had not heard of the S.E.G. technology. The stuff had changed, now their interest was wave power – that is bolting generators to the sea floor for the movement of the tides to generate energy. From the times that lecture was completed to the time I moved into Scotland a number of wind power units had been set up. So that is the end of Scotland in relation to the S.E.G. technology.

So I have said farewell to Scotland, which kindly presented me with frostbite which was not happy so it went, infected; and I return to England, who do not want the S.E.G they want nuclear power instead as it is more exciting due to the danger involved than the S.E.G. To me that means the S.E.G. is far too good for humankind to have as they could not make any profit from it.

Hi Everyone,

I read this just now, and on this information I am 100% sure we will be able to get a SQM working within 12 months if this information is available to the public. I REALLY hope it is.

May 18th, 2005

SCOTLAND LECTURE – 2005

BY: PROF. JOHN R. R. SEARL

Written by John A. Thomas

THE SCIENTISTS ARE PROVEN WRONG

PROFESSOR SEARL PROVES TO THE SCIENTIFIC WORLD THAT MAGNETS CAN ACT IN WAVES AND NOT JUST POLES.

Up until now, scientists have maintained that the only method of magnetization that was possible was done with discrete poles of north and south. The industry has produced multiple poles on a magnet, but always with discrete north and south polarity.

On May 9, 2005, at The Victory Hall, Aboyne, Scotland, Prof. John R. R. Searl demonstrated a magnetic wave pattern on a ferro-magnetic metal material, thus proving conventional scientist wrong. This demonstration was witnessed by officials from the government of Scotland as well as a member of the press. The entire lecture was video taped by a production company from Los Angeles California.

The tests showed a magnetic ring rotated at a constant rate and measured by a gauss meter. The readings steadily increased and decreased in an even manner. Further tests were video taped using an oscilloscope to show the complete repeating wave form. This leaves no doubt that the field that Prof. Searl describes can be created and duplicated.

The secret to making this wave pattern on a magnetic material lies with Prof. Searl and his team.

This magnetic wave pattern is used to create the SEARL EFFECT GENERATOR.

We are closer than ever to having a working prototype of the S.E.G. for the world to see. With the proper funding this technology can reach the entire world and bring about a new age.

Yes, this is yet another bit of proof that this meeting was held and the demonstration claim to have been performed is true. That girl: who set this lecture up in two weeks; was none other than Debbie Knights. Who went where no man dare to go. In fact Hollywood has it filed on film, so it cannot be denied that it never happened.

So where do we go – no mass publicity – therefore no big investment – so progress moves like a snail – slow and hopeful steady. In my case I am in the wrong place and lost extremely amount of equipment and data. The cost moving here was extremely high. The doctor doesn't want to come here as I am too far away and difficult to reach. Really no one to help, I had to cancel my help as cannot afford to pay, as this work comes first I have always came second. No way can I move again until the spring 2012 – then it depends on funds and state of health. The cost will be high to move. So it is now up to Morris in California to make the best of the funds available to do the work. We all wish him success – except the evil ones, who are glad that I am in a slow state.

Points to cover my first video clip for YouTube:

GYRO-FLYWHEEL-HIGH ENERGY DENSITY-MECHANICAL-MAGNETIC DEVICE:

1. EXPERT – there are no experts in the world upon this technology except those who are working in this field.
2. Without working experience, it is very foolish to pretend to be an expert. That just confirms a personal ignorance about the subject matter.
3. These experts claim that I am breaking all the laws of physics.
4. Really let see if their claims are correct or are they wrong.
5. Let me use an expert whose assumptions which are used every day; how do my work compare?
6. Let me take Sir Isaac Newton 1643 – 1727; an English scientists. First let me point out that science had not reach todays level. He had only a mass of expert claims to study and his own experiments during the Black Death period. He did a great job with limited proof. He clean up lot of the crap out there and defined gravity what effects it had on objects. He did not prove what gravity is, but what it does. Today are we any wiser on gravity – not really. A number of assumptions are on the marketplace.
7. What his studies achieve was the SI unit of force was accepted as a force that imparts an acceleration of one meter per second to a mass of one kilogram is one Newton.
8. Sir Isaac Newton assumption of gravitation was based upon the principle that two particles attract each other with forces directly proportional to the product of their masses divided by the square of the distance between them. Agree, that Sir Newton was 99% right, but on occasions 1% could be wrong. Why? The answer is elementary – a new window had been open which has to be investigated to create the basic formulas by which progress can be made.
9. Let me look at Sir Isaac assumption of motion as a brief reference – he produced to my knowledge three assumptions of mechanics describing the motion of a body and I shall before your eyes put them to the test to see if these experts are right that I do break the laws of physics.
10. The first law or assumption: states that a body remains at rest or in uniform motion unless acted upon by a force. – is that correct?

Definite YES – the mockup demonstrates this assumption absolute.

In fact, which you may not be aware of is nothing more than a mere restatement of the Galilean principle of inertia. Galileo Galilei 1564 – 1642: Italian astronomer and physicist. He discovered the constancy of a pendulum's swing, formulated the law of uniform acceleration of falling bodies, and described the parabolic trajectory of projectiles. He applied the telescope to astronomy and observed craters on the Moon, sunspots, Jupiter's moons, and the phases of Venus.

What did Galileo stated before Sir Isaac Newton rearranged it as his first assumption term law?

He stated in plain language if an object if left alone, is not disturbed, it continues to move with a constant velocity in a straight line as if it was originally moving, or it continues to stand still if it was just standing still.

The mockup demonstrates this as absolutely correct – Sir Isaac Newton first assumption is clearly Galileo's statement which he just rephrased but still the same results. Maybe had Galileo not made that statement Newton would not have produce his first law? That is also my assumption of the situation. He was indeed a clever man because he never had the technology or science around him as we have today to work our observations from.

Yes the S.E.G roller sets travel in a straight line at constant velocity in relation to the load being drawn. Agree, to us they are moving in a circular fashion – but continue to maintain the same height, as gravity acts upon the mass at a constant force, which means that the mass is falling towards the plate at a constant rate. Therefore it cannot fly off into space.

11. Of course this appears to be the case in nature, for if we force the roller set to move across the plate and turn the force off it stops WHY? That is because it is not left to itself – it is rubbing against the plate.
12. What was Sir Isaac Newton's second law or assumption? States; that a body's rate of change of momentum is proportional to the force causing it. This second law or assumption gives a specific way of determining how the velocity changes under different influences called forces.

Surely that is precisely what happens in the operation of the Searl Effect Generator (S.E.G), Assume that a current of 5 amps is in motion generates 200 RPM – then you switch on another product which increases that current draw to 10 amps this in turn generates 400 RPM. So this second law or assumption holds true – velocity changes under different influences we call forces. Again no law or assumptions have been broken.

13. So what is Sir Isaac Newton's third law or more precise assumption? States that when a force acts on a body an equal and opposite force acts simultaneously on another body. This third law describes the forces to some extent, as I have stated in Sir Isaac Newton's days his assumptions were no doubt 100% correct. But time marches on and today's technology this assumption may only hold true 99% of the time, and 1% it does not hold true, for instance the Searl Effect Generator (S.E.G) and weather conditions.. I shall discuss that at another time.
14. Galileo 1564 – 1642 Italian astronomer and physicist takes credit for discovering the principle of inertia.
15. In the first short film 1968 I discuss the second law which I understand then asserts that the motion of an object is changed by forces in this way: the time-rate-of-change of a quantity called momentum is proportional to the force. That will be discussed later,
16. Momentum is not the same as velocity.
17. Searl agrees that a lot of words used in physics, and they all have precise meanings in physics, which I am aware that they may not have such precise meanings in everyday language.
18. Momentum is an example, and I must define it precisely and that is just one of many headaches that I have to handle.
19. I feel that I should now explain what the law of the squares has to say about this project; but this commercial break has been long enough so I shall return you to the studio; back to your program.

Flight emergency procedures for pilots:

Common faults during force landing procedures:

1. The Circuit:

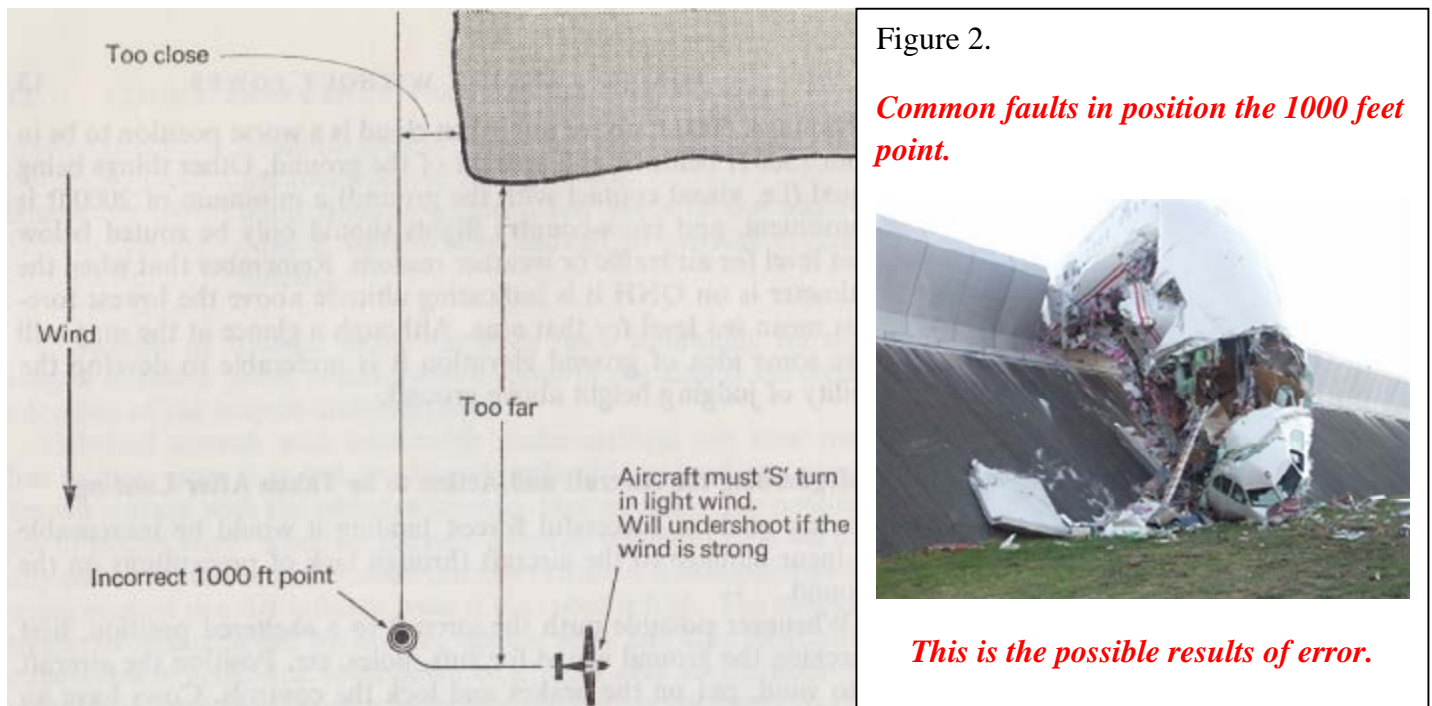
Avoid complicated circuits and try as far as possible to conform to the normal glide approach pattern – Figure 1; Page 13.

2. Selection of the 1000 feet area:

So often the correct positioning of the 1000 feet area is misunderstood yet its intelligent selection can be the difference between failure or success when committed to a Forced landing without power.

Reject all complicated advice Searl states such as “45° from the centre of the field, etc.’ because there is no time to play guessing games, trying to judge 45° in perspective unless the aircraft is directly over the field. This, in any case is a difficult position to initiate a force landing says Searl.

The correct position of this vital 1000 feet point is simple to define. Searl states that it is the beginning of the Base Leg, no more, no less. A common error in positioning is illustrated in Figure 2 where it can be seen that the 1000 feet point is too far down wind and much too close to the approach path. Searl states that such a choice is likely to result in:-



1. A bad overshoot when the wind is light, necessitating last minute “S” turns – *which are to be avoided unless absolutely essential.*
2. An irretrievable undershoots when the wind is strong.

The ideal 1000 feet point is shown in Figure 3. From this position a proper Base Leg may be developed which in turn will provide valuable information on wind strength which will be indicated by the amount of drift. The aim should be to overshoot slightly. It is always possible to lose surplus height; whereas nothing can be done about any undershoot when the engine has stopped. Adjustments can be made on the Base Leg and, in extreme cases when a serious overshoot seems likely, height may be lost in a sideslip away from the field – Figure 4.

I agree that I enjoyed those days when I was able to fly – I flew more hours each day than most students did, and one thing they never did was to train on two different aircraft in the same day. The reason I was allowed to do that was due to my Inverse-Gravity-Vehicle (I-G-V) project which was receiving massive amount of daily publicity. Skill pilots of fighter and bomber squadrons refused to fly it as being too fast and turn far too sharply on the grounds that it would create a massive G force which the body would not survive.

But they were wrong – just like the experts are upon their claims of physics that the rollers would not stay on the plate, they would fly off – but they don’t.

Figure 3. Advantage of establishing a proper Base Leg.

We have come a long way in flight technology in a short space of time. The impossible made possible by human minds. The future in flight looks great, once man accepts that the impossible is possible if you have the money and time. The I-G-V is not impossible. It's humans that make things impossible, as they do not wish to have to use their brains.

Well Done NASA, sad it's over now. But the future is yet to come NASA be there.

Figure 4. Method of correcting a serious overshoot situation.

These documents are presented upon what I understand not what I know which is much more than I actually understand but I am still learning to understand, that is the difference between me and you. You take for granted what you hear is true – where I question what you say to see if it is true. Strange how often I find what you say is true is in reality false.

3. Failure to turn off the fuel and ignition:

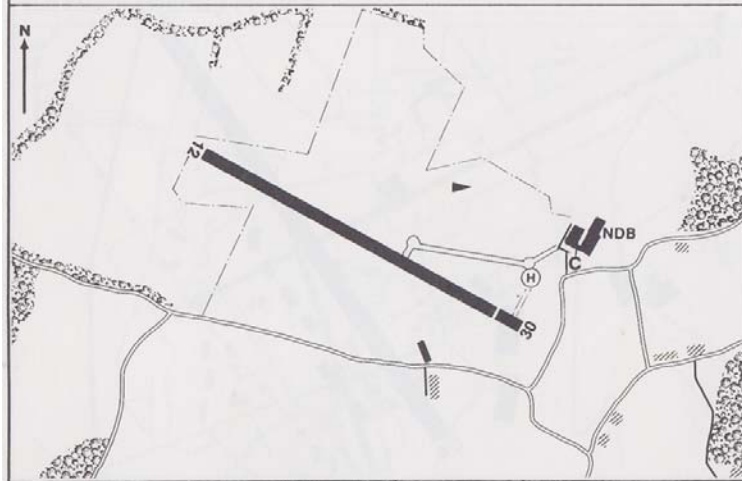
There are two important reasons in conventional flying for turning off fuel and ignition and these actions must always be simulated during practice:-

- (i) Reduction of fire risk in the event of damage during landing:
- (ii) There must be no possibility of the engine bursting into life, so tempting the pilot to climb away. The next failure may occur when conditions for a force landing are less favourable.

This is a problem which the Inverse-Gravity-Vehicle do not suffer from these unfortunate conditions.

4. *Misunderstanding the touchdown point:*

In the more recent years it has become the practice to advise pupils to “land 1/3 of the way into the field.” Searl says that this is misleading and dangerous because unless the field is large, landing anywhere other than near the boundary is a potentially expensive luxury, even under power; I should know as I used Bembridge airfield many times to get experience to land a fast heavier aircraft in a small field with or without power. Searl agrees that by all means aim initially to land 1/3 of the way into the field but on the approach, use the flaps to bring forward the touchdown point.



Bembridge – Isle of Wight. EGHJ
Here at this airfield I did a lot of landings both with the Condor tail wheel and the 177 nose wheel. It then only had grass runway. Since those days it has change to a concrete runway – sorry I never got around to test that concrete runway. The picture of it as I knew it may not now be available will check. I have been lucky to uncover my old drawing when I used this airfield for training. I will include it on the next page.

BEMBRIDGE Isle of Wight which changed from a grass runway to a concrete runway. Guess that is progress in flight technology. Everything is on a change, even us, we never appreciate changes.

This information is based on my knowledge 1985 – and may have change again since then.

Runway 12/30 Dimension 837 x 23 surface concrete Take-off in meters 12-837 30-837.

Landing 12-837 30-775 (D) 30-699 (N) Lighting NIL

Position: 50 40 32N 01 06 25W 55 feet AMSL. MID 114.0 225 29

2.5 NM NE of Sandown which I have often used. IBY 114.4 124 27.5

c/s Bembridge Radio. A/G 123.25 NDB 'IW' 276.5 (Nav only).

Operation winter 0800 to 1600. Summer 0730 to 2000. Customs: Nil Landing fee: on application.

Hangarage: Nil Maintenance: Nil

Operated by Pilatus Britten-Norman Ltd: Circuit direction RH for runway 30: LH for runway 12.

Outside published operation hour's airfield operates as unlicensed strip. Visitors most welcome.

Grass taxiway to the threshold Runway 30 may be unusable during winter months.

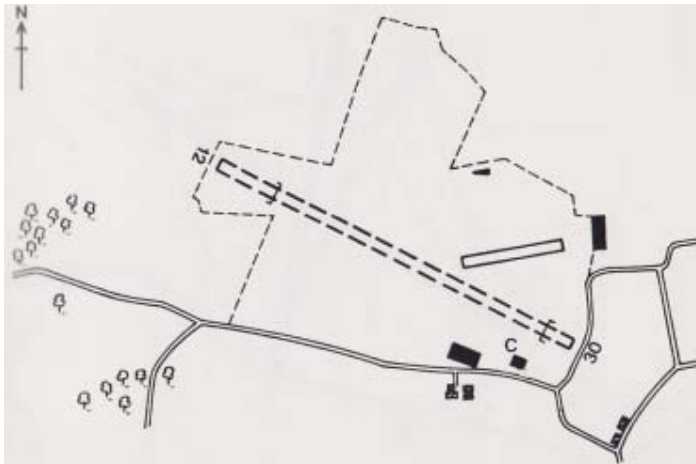
Restaurant: Propeller Inn – bar snacks. I have to admit that I do not recalled that when I used that airfield. But I do recall the fisherman café where you got a good meal cheap. Maybe that has gone like so many places which I knew. Like so many people now gone for good, and I still remaining mostly because I was in the right place when the heart create problems. But now I am not in the right place should that happen again.

Fuel: PNR. 100LL & Jet A1. Tel: 098387 2511, Ext.34

Bear in mind that may have changed or this airfield has shut down – or even enlarged in contents. But I can give you a run down as I knew it. Everything changes as you will see, so now in 2011 they most likely have changed yet again. This will not surprise me at all.

This is mainly to show these experts on the web; that knocks my statements as untrue, now it is up to you who you believe them who have no idea of what they are saying, or the man who has done it?

The choice is yours to make; as far as I go the marketplace is my target. In the end I shall win.



Bembridge (Isle of Wight) EGHJ

This is the airfield which I did so many landings and take-offs in my training as a pilot. I shall only quote what was different then which has changed you has already seen; before the concrete runway was introduced there. I am glad that I proved the chance to prove the homes experts who had help me failed in their duty, forever knocking me down that I would never be a pilot. I will never make an electrical engineer – how wrong were they?

Bembridge as I knew it which must have been around 1977, 50°41'N 01°07'W 57 AMSL.

Grass strip 12/30: 934 x 91 meters Operating hours: PP0. (RT during summer: Telephone during winter).

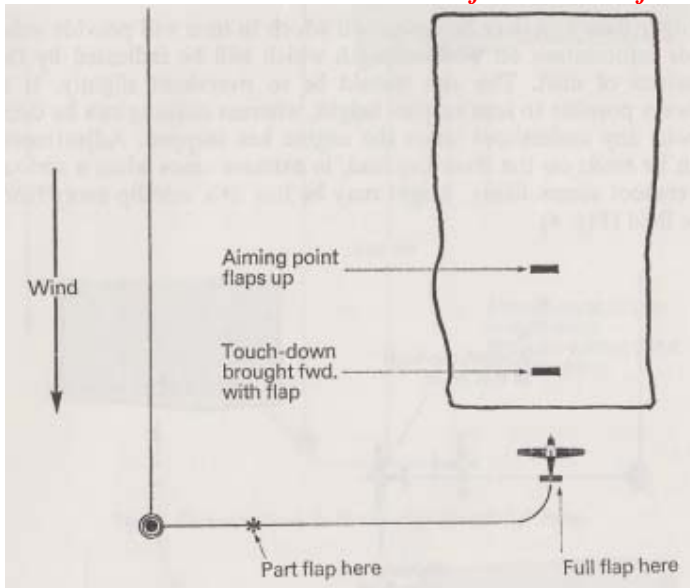
Maintenance: Limited. Fuel: 100LL. BP. Tel: Bembridge 2511 (STD 098387).

Landing fee: Private and club aircraft 1.00 BP Note that I was flying private.

Operated: by Britten-Norman (Bembridge) Ltd. Grass aerodrome has undulating surface. Aerodrome: liable to flooding in winter. The tarmac strip to the NE of the grass runway is strictly for use by Britten-Norman (Bembridge) ltd. only. Aviation Centre: 3612 & 2112

Radio: c/s Bembridge A/G 122.2 advisory only. These are the FACTS as they were.

The I-G-V would not consider this airfield suitable for landings, as it is far too small.



Man has progress in flight, yes, there were failures in designs due to the fact that engines were not powerful enough for the job.

Figure 5: Use of flap to bring touchdown point towards the field boundary; thus making available most of the force landing field for the post landing run.

5. Damage during landing:

It is of course impossible to check the surface of the field thoroughly before landing. Indeed the first close look at the touchdown area will occur during the final stages of the approach when these considerations should be born in mind:-

- (i) *Keep a sharp lookout for ruts, ditches, rocks or other obstacles and take avoiding action as necessary:*
- (ii) *Aim to land at the lowest possible touchdown speed by prolonging the hold off. It is important to get the tail down, even in a nose wheel aircraft, the only exception being when landing with the undercarriage retracted. Then it is advisable to make contact in the level attitude.*

Time for another commercial break:

The scientist and the philosopher have tried to discard from their language such words as rather, somewhat, perhaps and to avoid all forms of adjectives that end with *ish*. They may not object to saying this colour is greyish, but they will not tolerate such expressions as this proposition is true-ish or rather true or even somewhat true. Yet such words that draw attention to the uncertainty and relativity of all our possible knowledge are indispensable if we are not to deceive ourselves, and mislead others in what we say.

That is a vital question; and this is a major issue with the Searl Technology is if Searl made the S.E.G. in 1946 why can't he do it now? Now this is 2011 – I was under the impression that people were all now intelligent, but these emails say that I am wrong, they are not intelligent, and they still think it's 1946. Of course if it was still 1946 the S.E.G. would be here, because I would have been in the right place at the right time at the right cost – instead of being in the wrong place at the wrong time at the wrong cost.

Sample: just received a scanner which was order two months ago from America, in fact the company was Adorama and it cost you Americans less then I paid because banks here charge for handling transactions from overseas. So that cost me 40.01 BP, that is not all the cost there was customs bill of 50.01BP now you think that was the end over 90.00BP which means over twice the price which you in the states would had paid. I expected that would be the end of the cost, but today I found I was wrong. USP phone to say that they could not deliver goods because they could not find me – So after some minutes explaining how to find me they actually arrived with a shock that they was more to pay cash, in fact I gave them a 20.00BP note.

So you think that this scanner cost me 110.00 BP odd – yes if we only look at it from that respective – but the reality is somewhat different as it replaces a scanner which was completely damaged by those who collected it from Scotland to put it into stores near me, which cost Morris well over \$1000 more towards \$2000: then it had cost me to move it from London To Scotland 5000.00BP. So this scanner just to do the work for this technology which is now over 12 months behind is indeed an extremely expensive bit of equipment. This one item has cost me more than the cost of making the S.E.G. in 1946. And idiots waste my time on stupid statements.

The world of reality is rarely considered by the Homo sapiens, only because they do not pay the bills in relation to the work or its required goods. Reality to them just exists for that moment in time. Problem time is indeed running out for them, and they have no knowledge of the problems even when TV and news media show then the facts which are going on in the world today – the reality is far from good for the Homo sapiens.

Throughout the past five hundred years the spiritual history of mankind has been a quest for the absolute. The ultimate values – truth, beauty and the rest – have been pursued in absolute term. Philosophy has demanded of its doctrines absolute self-consistency, completeness and adequacy. Science has sought for final principles of explanation and rigorous laws of nature possessing universal validity. Religious devotees could not bring themselves to believe in a god whom they could not regard as absolutely incomprehensible and, yet absolutely good – absolutely powerful and yet absolutely merciful. Art looked for the ideal of an absolute beauty, and for forms that should be final and imperishable. In political and social life, men and women have looked for ideal forms of society in which absolute justice could be combined with perfect equality and complete freedom.

Searl has made it clear so often that his belief in the possibility of discovering absolute values has been his guiding principle not only of the Graeco-Roman civilization and those that have descended from it. But also of the Islamic, Hindu and Eastern civilizations. Searl has accepted that the reality that this has been a dogma throughout the megalanthropic epoch. The motive behind the unquestioning acceptance of this dogma has been the desire to sustain men and women illusion that he / her stands at the centre of a world which he/she can know and master.

REALITY:

This will never happen because this period in time families cannot live happy together, how on earth can any person create a paradise for all if we cannot work together to make it happen. In the past I thought I had a team; how many times I prayed for such a team, only to find that greed has set in with ignorance to back that up. Two terrible diseases in combination means death to the project regardless how hard I try to make it work.

In the past 60s Starship Ezekiel MK. V. a craft capable to move thousands of people and livestock from danger, or undertake deep space exploration, yet such a massive amount of publicity failed to complete the project because one man in the team secretly was stealing the knowhow and getting the rest of the team to do what he said. Results we lost out a backer who would have made it happen unfortunate I had no option but to dismiss the whole team. So they failed so as from then there was no more data to steal.

Today, if such a project was to be restarted then a much smaller craft would have to be designed, and in principle I am looking at that possibility. Even then the cost to undertake such a venture will be extremely high I guess outside of those who take on risk factors as a gamble. Nevertheless, what I undertook in study work in the 60s can be made public today just as an example what it takes to design the perfect craft for deep space missions.

1968 the product which I took on was known in the media as Starship Ezekiel MK V. What they showed you and told you was just the glamour side of the project. The reality is quite different; in reality this was no simple task. Likewise today's smaller version known as Starship Explorer will not be a simple task either as you will see from the data which I shall be releasing on this website.

1968: Starship Ezekiel MK. V. was planned to represent the best in control and operation; its workshops on automation and ground support will be just as well planned. Robots are a must within a real time space business – unions are out – sorry old boy – work committees are in – and no smoking will be the order of the day, which means every day. Personnel for Starship Explorer will have to be checked for aids, VD, heart and cancer.

To link all systems up will take every bit of skill Searl can master. It will be no simple task to put together the robotic automation research vehicles, which will carry out program routines upon another planet surface. But everything we do/make will be discussed these days on my website and maybe exhibition at big business shows.

2011: The design of Starship Explorer is only limited by our own imagination – its internal décor – its outer shell technology – its functions – all of which must be defined by the limits of one's brain capability to imagine and reason upon that imagination. These so-called imagination periods generally presents a series of building blocks, as a flowchart with the interfaces shown. The prime task is to relate each part of that flowchart to its mechanical representation – there are occasions where we cannot relate parts of that flowchart to component parts, thus we cannot produce the item. This does not mean the person is mad – all it means there is a lot more work to do; to invent and create that part needed. Which has been taking place in the USA with China – there is nothing impossible except that the state of your mind makes it so.

The Searl Effect Technology has bump into many walls due to the fact that we had not yet reached that stage in technology or engineering – but we are creating that technology and engineering, the future looks good. Are you with us – that is the prime question as there are only two prime answers available according to the law of the square, which is YES or NO.

I think it is time to return you to the studio to your program Flight Emergency procedures for pilots: These breaks are important that I do not overload the brain capacity – a change breaks up the strain which I hope you enjoy reading.

Force landing with power:***The situation:***

What started as a little experiment in the land lady home, has now developed into a research lab and Headquarters into a fair enough works within a modern building, and agree; not a payroll of several hundred. Searl had good reasons to be satisfied with the results of Morris hard work and after 15 years struggle he has managed to obtain progress addition of modern machinery, unfortunate it has not been seen any signs of the acquisition of a small company aircraft. But we are not worried upon that issue we can wait for the I-G-V to come online.



FB please notes we do not have to bullshit the public like you do. What we say we do – this is the latest CNC machine produced in China for us and not in FB kitchen.

The truth, part of the reason for this addition to the family was a long nurtured ambition to become a pilot – you might wonder WHY – It became clear to Searl that no fighter or bomber pilots would fly the I-G-V on the grounds that it flew too fast and turn to sharp. Searl understands they assumption is based upon conventional flying condition, very fast velocity and sharp turns generate high G forces which can kill. Searl then did the only thing he could do that was to train as a pilot, which took Searl a lot of effort on his part to get accepted for training due to age. When Searl wants to win – he sure wins against all odds. Only when he wants to lose; he deliberately loses out.

Searl agrees that at this time there is not enough business on a national scale to justify a light aircraft, monoplane or helicopter, not even a glider. But things will change given time.

At this time in the year 1973, here in the UK, many are being brainwashed that just around the corner was the common market presenting new horizons. Where if they are no better off than the UK.

That morning Searl had flown to the U.S.A. on business, in answer to a request to lecture there, as usual promises of investment. It was an ideal opportunity to impress these potentially important people by demonstrating the 1946 magnetic results. How often had a supplier visited Searl: in their own aircraft, only twice during his adult life so far. This so called deal in the U.S.A was done that is on the face of it, a legal man who would write up the contract to send to Searl to sign and a not so jubilant Searl arrived back at the airfield in LA ready for the flight back to London. This is not a story but the facts of reality.

For your information Searl had flown back from Holland a couple of times as part of his international airport training. Under these flights; Searl always arrive back in the dark hours of the night – which gives him a bit of night flying feeling. Based on these facts, let us assume that he now had to decide if he should re-fuel? As you see from his records in his real flight he did refuel each time. In this assume case of course he should but if he left now there would be time to get home before dark and this was important because he had never before flown at night. It is like a baby screams to have the light put on because it is frighten of the dark before it urinates.

It is not until he crosses the English coast line that he suddenly recognized his plight. The wind was far stronger than expected and the trip was taking longer than planned. It would be dark before he reached London and even this was in doubt because by now the fuel was running uncomfortable low. Even as he thought about it the light was fading and he was left with the chilling thought that the nearest airfield was probably beyond his near-empty tanks.

Just to the right was a large, green meadow, big as Bembridge airfield he told himself. An obliging farmer was burning rubbish nearby and the smoke confirmed that he was more or less into wind, the very wind that caught him unprepared. In reality, force landings often have no smoke around to give you some indication of wind direction or force, but in this case this flight is assumed. It all looked ideal for Searl and in an instant he had made up his mind – it was here in one piece or the chance of running out of fuel over a forest. Or at best, his first attempt at a night landing and a lot of awkward questions to be answered.

He turn downwind, hurriedly part completed his checks, made a tight circuit around the field, fearful of losing it in the fading light, then came in to land. Speed much too high – must get below the usual seventy knots – flaps! – Nearby forgot full flaps. He shot across the edge of the field, much too fast and rather high, the throttle closed and his legs trembling. At least he was in and it was a very large meadow.

It wasn't a bad landing and the ground was surprisingly smooth but by the time he saw it nothing could be done. The meadow was really two large fields divided by a low iron fence and Searl went through it like an express train. He stood in the dusk examining the company aircraft; a broken nose wheel strut, the prop twisted, a battered right wing. £3,000.00 may cover the repairs he thought to himself and all for a few gallons of petrol and a little more daylight. Petrol maybe, but need he left Holland so late with insufficient fuel? And having created the situation that followed need he have made a mess of the forced landing with power?

Those of you who wrote me to say you would test flight the I-G-V could you list all the faults Searl made on this assumed flight. For the benefit of those who like to know Searl flight history; Searl never damaged any aircraft which he flew because he had two of the best instructor's one could wish for who I thank for putting up with my constant talk about the I-G-V – readers my wonder if I bored them – NO – in fact I excited them. It was a great time Jim Steggle and Mr. Aldridge to have spent so much time flying with you and putting up with me. I hope that you both are still flying, unfortunate for me conventional flying is out due to age and cost. I guess it is time for another commercial break.

I now have an update to correct a payment for a scanner which still has not been open – it is worst then stated in this document.

Invoice 10639010:

SEX76007 Xerox X76007D – WU flatbed colour scanner subtotal 59.99, this is above the advertise value. Shipping cost 74.95 see this cost more than the item. I was debit the cost of £134.94; that was Adorama of 42 West 18th Street. New York NY 10011. But that was not the end of the cost as there was tax and customs bill to pay of £50.04 and behold that still was not the finish cost the driver of UPS I had to pay with a £20.00 cash. That is only one piece of equipment needed for this work which is above the cost of making the S.E.G in 1946; that is wrong as you living in the States most likely only pay about \$35.00 for it. Well in future before ordering any equipment I shall make certain it is not Adorama of America. The advert cost in the UK was £55.00 delivery free. This is the world of reality. Somewhat different to your world of fantasy.

I would like to know what the actual price is in the USA, for this unit.

I like to present an e mail that I received in response to a lady who sent an email to John Thomas saying that I do not meet people to discuss this technology – REALLY?

03 August 2007.

Dear Professor Searl.

I deeply thank you for your kind hospitality during our visit to your laboratory on July 24th 2007. During the meeting I had the chance to listen to one of your savvy speeches. Your struggles reminded me how my family suffered similarly due to greedy and mischievous people. Though experiences though help us grow stronger while keeping our integrity and respect for people (also the malicious)

In your eyes I read the good heartedness of my parents who, betrayed and robbed, have been able to revive their dreams after many years. There is no white without black. Good people are such since they are distinguished from evil people. They also hold the responsibility of containing and converting the bad ones.

My email might sound too philosophical, but I often think of you as a good man who helps humanity in the difficult struggle to achieve a moral responsibility and realize that there is no humanity without nature, while nature can exist without humanity. We need to introduce a new development model that can rely on a fair use (and moral) of energetic resources.

THANK TO PROF. SEARL, THE S.E.G. WILL HELP HUMANITY GROW AND KEEP EVOLVING IN THE RESPECT OF NATURE AND IN SYMBIOSIS WITH IT.

I am honored to be part of the S.E.G. adventure. I sincerely thank you for giving me the opportunity to developing a R&D facility in Italy. I promise to manage the facility under the precious and complete supervision of Prof. Searl. Our common friend Gianluca D’Aniello (Luca) will take care of triaging communications from Italy to the rest of the world.

I am willing therefore to undertake any effort to anticipate the day when the S.E.G. will be presented to humanity. Please let me know when you are considering visiting the facility near Verona. I hope my family will be able to convey the warmth you need to spend few relaxing days in the land of Romeo and Juliet.

Yours

Ing. Mirco Gregon and family.

You may wonder what happen here; you should know that I will show you the truth.



Indeed Ing. Mico Gregon and family gave me a great welcome when I visited them.



Dr. Robert Lipman had been invited to go with me, unfortunate he could not get the time off from work. So he missed out on this visit. We show around and I must agree it was quite interesting and to me instructive.



Yes; he took us to see his vines which they make their wines. Sadly to say a few years back I was informed that his father had passed on. My opinion of setting up there to make the S.E.G looked rather thin on the grounds the amount of space needed and the sheer cost which is forever rising. Major problem Morris was trying to get the magnetic side up and running in Thailand, which at that time was making great progress.

Not only that Israel want Morris over there to set up site – clearly too all readers; Morris cannot slice himself in 3 parts or can he? In fact no work on the S.E.G has taken place to my knowledge except in the U.S.A under Morris control. But there are those who lay claim that they have made the S.E.G. but it don't work; I can assure you that they have not done so, as they neither have the equipment to do it or the expertise. And if you believe them; then you must believe that there is only day and no night. But we all should understand that there is a night and mostly it is dark.

These breaks are mainly to give you the insight of reality as to what has taken place in this technology, and what plans that we have for the technology and make corrections to those who mislead the public with lies to impress you with their knowledge of nothing. It is a free world everyone is free to believe what they want to believe. Remember at the end of the road, no good crying because we do not listen to you. There are so many millions of units needed and those who believed and helped will get served first.

All great inventors all suffered abuse at the start – which is the first signs of future success. Today inventions appear to be pouring out of the labs faster than any time in history – so tomorrow looks bright.

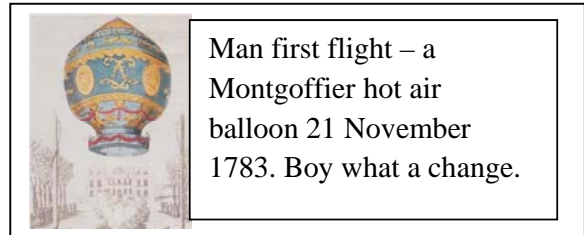
I shall now return you back to the studio to your program Flight emergency procedures for pilots. Commanders of I-G-Vs must understand what to expect in the operation of a conventional aircraft which appears to be in trouble.

THE PROCEDURE:

Due to shortage of fuel, deteriorating weather or failing light it has been decided to land as soon as possible before the situation becomes worse.

1. Reduce to low safe cruising speed and lower 10 – 15° of flap.
2. Select the best possible landing area and determine the wind direction as in a force landing without power.
3. Check the approaches to the field from a height of 100 feet or so, flying to the right of the intended landing path. Look out for high trees, power cables or any tall structures in line with the approach.
4. Maintain height and fly the length of the field checking for drift. At the same time determine if the field will be long enough for the landing and subsequent take-off. Look out for animals and any fixed obstacles.
5. If the visibility is poor set the direction indicator to zero while lined up with the landing direction.
6. After the field has been overflown climb to circuit height, remaining clear of cloud.
7. Maintain low safe cruising speed and fly around the circuit, opening the throttle slightly for the turns. Aim to keep the field in sight at all times. Position the aircraft on the base leg.
8. Having inspected the approach and overshoot from a safe height, plan another run over the field, this time for the purpose of checking the surface. Reduce to approach speed and lower the aircraft to about hold-off position. Look for holes, ruts, large stones or steep inclines, all of which must be avoided during the landing.
9. After the surface has been inspected climb to circuit height and provided the field is considered satisfactory fly downwind a little further than for a normal engine assisted approach. Complete the vital actions:-

- B** Brakes off.
- U** Undercarriage down and locked.
- M** Mixture rich, carb heat cold (check for ice).
- P** Pitch fine (or as recommended for type).
- F** Fuel on, sufficient for overshoot, boost pump on.
- H** Harness tight. Hatches open (if type allows).



Man first flight – a Montgoffier hot air balloon 21 November 1783. Boy what a change.

This is the problem of conventional flying. Where the Inverse-Gravity-Vehicle (I-G-V): has no such problem. Main reason for this it is a vertical landing craft and is equipped with a mass of sensors to seek out problems which are very few as it lands on an eight leg system. Each leg can see and sense surface conditions beneath it. Each leg has a large range of length choice to suite the terrain condition. Only vertical aircraft have this advantage under power even though their landing system is a fix length.

10. Establish a base leg and prepare for the landing which must be at the lowest possible speed consistent with safety. Use a little extra power for the turn onto the approach or if too high, depress the nose and gain 5 knots or so.
11. On the approach slacken the throttle nut and lower more flap leaving the final stage until certain of landing. Control the airspeed with elevators and the rate of descent with throttle. Correct for drift in the usual way.
12. If the approach looks good for a landing lower full flap. Aim to cross the boundary of the field as low and as slowly as possible, always with safety in mind.
13. Look out for obstructions that may have been missed on the inspection run and as the touchdown point comes near reduce the power, closing the throttle completely just before landing.
14. Bring the aircraft to a halt, avoiding rough ground or anything likely to cause damage. Hold the stick back to keep the weight off the nose wheel (or to keep the tail wheel down when the aircraft is of the tail wheel type).

15. After the aircraft has stopped make no attempt to taxi before the ground ahead has been inspected on foot. If necessary, man handle the aircraft to a more sheltered position, lock the controls and the doors, then report the incident to the base airfield or, if more convenient, the destination.

What problems conventional flying generates – blessed be the I-G-V crew for they will have no such problems to endure, that is for certain – no more grey hair – no more loss of hair – what a blessing to mankind – but given time it may make you look like gold – why worry if it does – if others do not care if they looking black – gold is just as good as being white even if not better.

It's time for another commercial break:

The story of a scanner – yes, that story has not ended yet – more surprises has arrived: today Wednesday 30th November 2011, as normal thing for me to do is to check if the post has arrived – for me a complicated task standing up and walking to the front door – it is both time consuming and painful task. But the mail box is fixed on the outside of the front door to the right side of its left side opening and I have to somehow lean out the door without falling to unlock the box for any mail.

Today, that process stopped on opening the door, for behold there sitting on the door step was the overdue cancelled Xerox scanner. Strangely: without the delivery person. The only difference between the first one and this second one is the wrapping, which is that this one had no outer strong wrapping compared to the first one – thank heaven that this morning it was not raining for a change. Or this scanner would have a good washing. Why no outer wrapping is it a secondhand one? The attached invoiced stated that 66.00 BP had been debited from my account. Which was 55.00 BP cost plus Tax of 11.00 BP – what a difference between the cost of these same model scanners.

That is OK, which means that 333 and 999 will now have its own scanner system instead of sharing a system. Thus each will have its own computer and 36 inch screen – but only 999 can be switch to the 50 inch 3D screen for showing our videos to visitors and investors. This laptop will become the mathematical table unit will end up will masses of tables that will be needed in my research and development work.

The major problem is finding a 19 inch 50u rack standing on 4 heavy duty casters with the front two casters being brake, and 6 full size shelves so the mass of equipment can be mounted and return to use, And material to create the workbenches for computers and external HD, scanners, printer, test equipment, cameras, which are needed to plug in to obtain photos of the work being done to be used in documents to show and explain our findings; whether you like it or not do not make any difference, as it will be the truth, the whole truth and nothing but the truth Flowerbower and anyone else who have been brainwashed into insanity over anything relating to life, or its relationship to life without that knowledge man will not be going to Mars or any other deep space reference point.

Searl Aerospace INC will have to study many subjects before Starship Explorer can become reality. Anyone can draw some lines on paper and excite people that this is their spaceship that with go to Mars in half the time at half the cost of NASA. How can any person make that claim when the time factor or cost for NASA to get man there is unknown at this date?

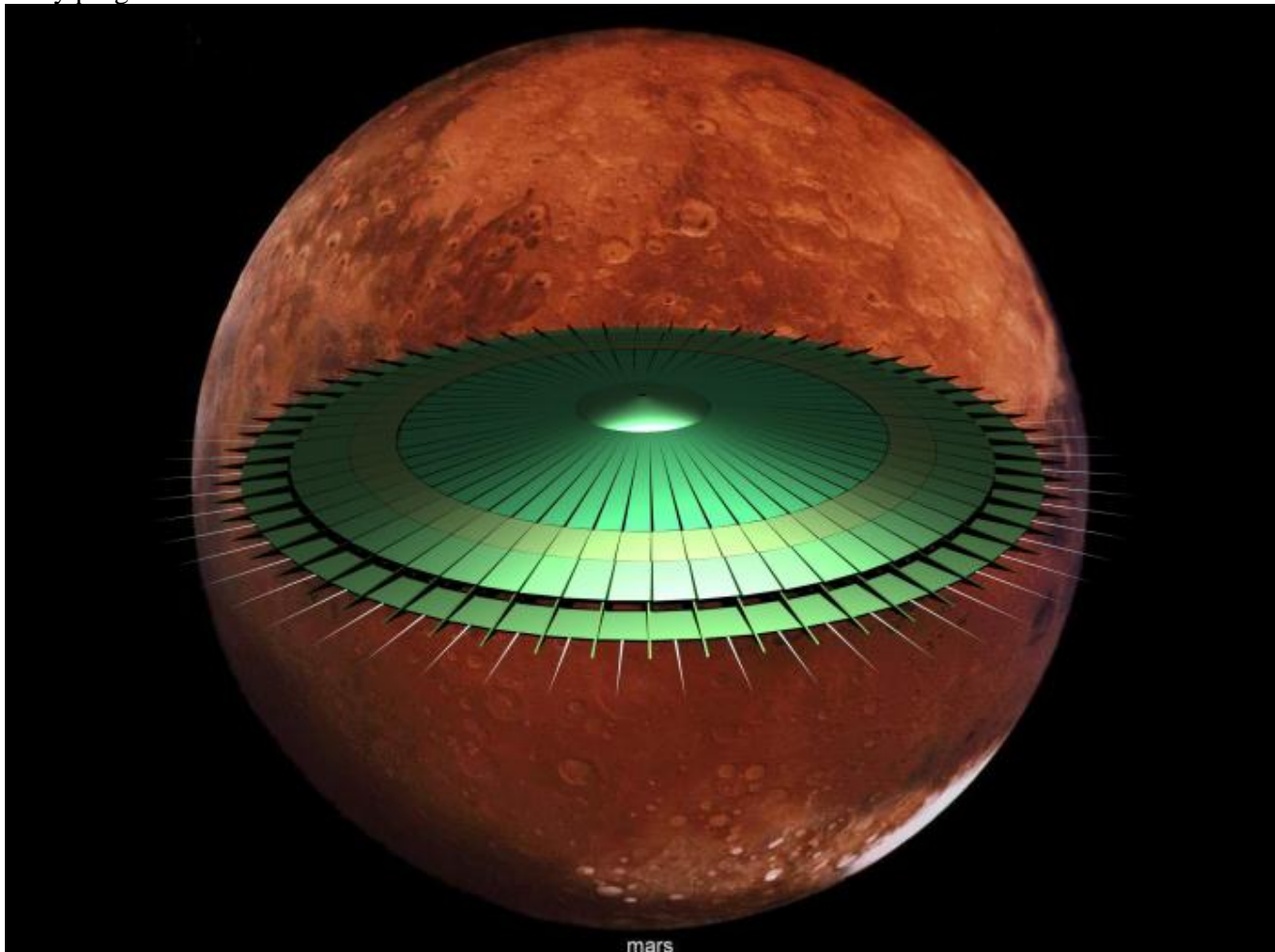
Searl Aerospace INC: states that one of our main objectives is to study the concept of the Inverse-Gravity-Vehicle (I-G-V) as a possible spacecraft for commercial operation of exploration of outer space. That all of its research and development will be made public as an education study of the human mind. Such information will be posted on my website which will eventually become active for the business world.

This will examine every legal requirements of flight at least in the UK. Not only that we shall study every issue in the development of the perfect spacecraft for commercial use. Define what such a craft requires for what a kind of mission it needs to cover. Example would Planet Mars be of value – what would be value – what kind of crew plus work force be required for what investigation. The economics for such venture will play a major problem.

If our aim is a two month flight path – water, food, oxygen requirements for said number of workforce has to be supplied. Not only the input needs but the output needs are a problem too – toilet needs including washing, laundry and all these odd things which we have been brainwashed we need.

But there is the return flight which has to be accounted for in the flight plan. The biggest part of the plan is what needs to be achieved to make the economics worth the cost – not one day – nor one week – but two to five years of investigating Mars. In which time the work force must be house, feed, and toilet needs must be meet. Tools to preform workloads requirements may have to be invented for the task Data obtained has to be sent to Earth.

Where do I start investigating as to what such a craft will have to be design for – today we can look and study what has been done in space from which the mind can function to create that design. Which is urgent to start as it may take as long as ten years to create that concept and bring It into the world of reality. In 1968 such a study was started in 1968 but lack of funds, rising cost and untrustworthy team the study work stopped at a critical point, That study project was Demo one only a few photos still remain of that study program.



The future trips to Mars may be by this system of travel which has been understudy in the 60s.

This document is not intended to discuss the problems of Mars for mankind but about conventional flying on planet Earth. These breaks are intended to give you the facts of the reality of this work in reference to that which we use and understand here on Earth – that understanding in my case is what I understand from what I know.

All these documents are education in their own rights and mostly a record of my life work in full detail with photos or films as backup. And those who with faith and skills help me to create this world of reality of what the future could be like for the next generation who will follow us. It is up to them to take this knowledge and apply it for the benefits of planet Earth, so all shall benefit in health.

Health is an important issue on long deep space missions. Therefore much writings will cover all issues that must be considered on space mission taking 10 or more year's duration in time. Agree, you think that you know it all – maybe that is true, but you clearly do not understand what you know. There is a big difference between knowing and understanding.

I know what health problems are, better still from hands on experience I understand what pain is. The whole of this year 2011 pain has made certain that I know what it is. Today, medical science has had to split up into a number of skill division. Searl Technology has also done likewise if it is every going to succeed on the marketplace. Likewise has the electronic domain, the world has changed so much that my world has passed I too have to change into your world which is becoming extremely complex in nature and we have to re-learn what we thought we knew.

But for the sake of a few evil minds which have and are determine to halt this development unless they own it, I left with no option but to present how I learnt what I know and how I study it to understand why it functions at all. Example you shove food in one end and then push it out at the other end what do you understand about the chemical actions which must start at the mouth to the gut, then from the gut to the outside of the anus. Food, do we have our sums right – or are we wrong on what is good and what is not. I need to know and fast – deep space exploration requires that issue to be solved – another issue that concerns me is a fact that appears to be over looked is how bad is food suffering from radiation levels which can be harmful to humans if continue eating such products.

Because science has succeeded to extend human life span, does not to me mean that we understand everything about ourselves – in fact a road test done recent with women show that they did not know what was what in reference to their sexual organs and this is the year 2011 a number of doctors had no idea how to treat a patient who has a heart attack in their surgery. More shocking careers in nursing homes had no idea how to give an enema they had to be shown.

To me, that spells out a fact that education got a long way to go yet; for basic education, and NASA experts on TV talk about us all going to Mars in a decade time – REALLY? Someone is dreaming and that is not I. Agree, that does not say NASA or any other institution will not send a rocket to Mars again – but not manned – I agree, robots and automation has come a long way in a short time – yes, in a decade we could still learn much about that planet; but there are no Martians to be found.

One thing I wish to make clear, that is that I am not anti towards Mars, I too would like to know the truth, has life ever existed there or not; if so; how far did it reach before it was wiped out - but time is against me now to ever know the facts. I have just to except assumptions, for me, that is hard to do.

It is time to end this commercial break; and return you to the studio for your program Flight emergency procedures for pilots. I trust that you do enjoy seeing the world through my eyes and how my brain works upon that data my eyes see. It is your eyes which do the most work in your learning process.

This page completes the first block of this book – the book continues in the next block.
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