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This newsletter of the 60s being re-printed and updated will also be modified to meet the present situation as things are shortly going to start in the United States of America, which means an update plan for Star Ship Explorer aimed at Mars as its first target; as I expect things to move much faster than the last three years has shown.

In this modified issue: I shall attempt to present a overall picture as to what I expect a mission will involve and how it will function to defined points upon the reality of such an event becoming FACT and there is a 50 – 50 chance of it becoming fact as did for the aircraft with Orville and Wilbur Wright even though there are far more problems to solve, but one must start somewhere, and the best place to start is the beginning.

And in the beginning there was nothing –no idea – no design concept - no place – no tools – no machinery – no test gear – no funds – no workforce – but there was one man who had been bless with two different dreams yet in some ways related. Clearly if these dreams were work dreams then sooner or later they will start to fall into place; all the bits of the jig saw.

It was just a matter of being in the right place at the right time, as the place where the dreams took place was in the right place at the right time that gave the first clue to success of the impossible to switch!

A concept for flight is complex, and when we talk about travelling in space as a business whether it is just exploration or collection of materials for the benefit of planet Earth it becomes a real nightmare until it becomes a daily routine.

But first that routine has to be created, so Searl will attempt to modify his first newsletter on the subject to cover his views upon the issue of a mission to Mars.

We have the concept, we have the land in the United States of America, we have the machinery, we have the tools, we have the test equipment, we have the communication equipment, we have the workforce and the funding to undertake the mission to Planet Mars – but how are you going to achieve your objective and what is that objective: is the question that needs answers to.

July 1968, Searl only had a basic idea about Planet Mars, guess no more then you knew, and it is that base which he has to develop into a possible objective target, that in itself is a massive undertaken. One thing he was certain of was the statement made by top NASA engineers that within years everyone will be moved to Planet Mars in the first step to finding a new home, forgetting the next statement he made which was even worst then his first belongs to the domain of fantasy.

Just think straight for once we are not yet set up on the Moon as a daily business, agree we are slowly building up the ISS on a work base – Mars is a much more complex for the Homo sapiens structure, which Searl deals with in another newsletter.

Searl accepts that besides our Moon; Mars is possible for a few Homo sapiens to exist on: but calls for far more technology than going to the Moon requires.

FACT 1:

Only a few humans will ever have the opportunity to actually stand on Planet Mars – agree they will be workers similar to the ISS.

FACT 2:

Do we have the right class of carrier to transport living goods such as Homo sapiens to Mars, how do we feed them and handle the sewage problem these are just critical problems add to them the oxygen requirements, these are just shear basic problems to solve. Searl accepts that in the end all these basic problems will be solved.

FACT 3:

The critical issue here is the economics of such a mission, which requires creating a return value upon investment value which at this time is a difficult question to solve – yet strange Searl feels that there is a solution to make economics work for such a project.

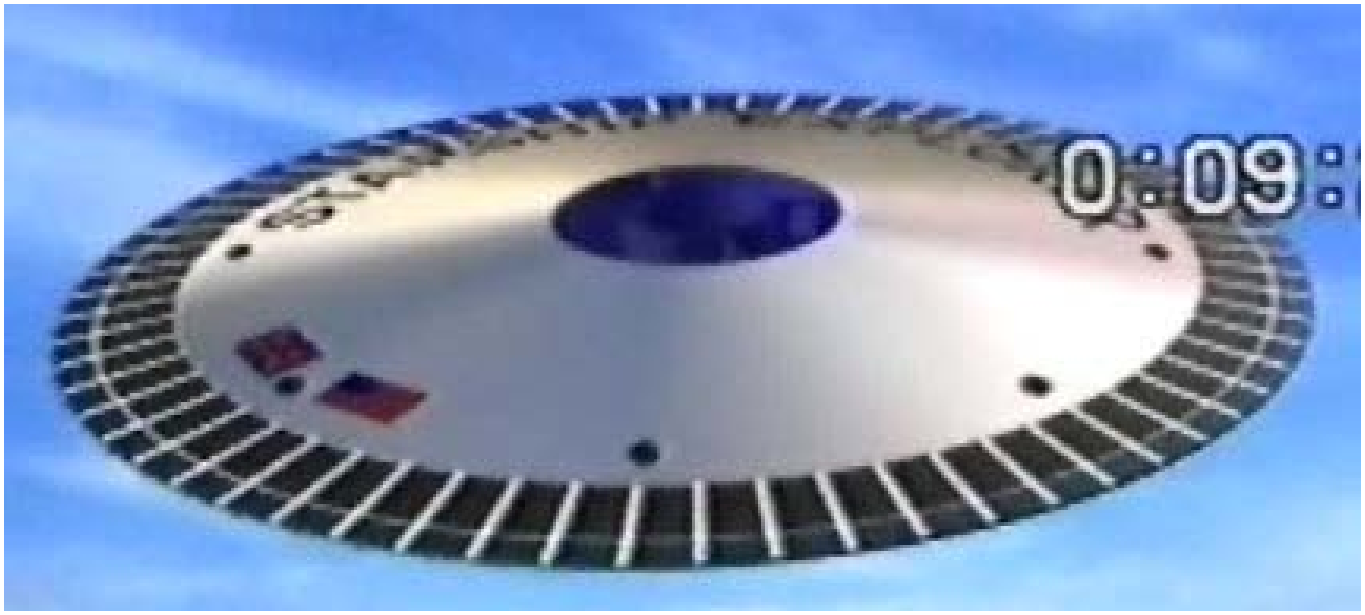
It must relate to the mission objective which the time factor must be large enough to undertake a workload that gives the return value for the investment value, that simple means you don't just fly there and plant a flag and sing a song then return to Earth, that is not economics.

Economics means the transfer from Earth to Mars must be as short time factor as possible; likewise the return trip – major issue – what would be an economic flight time? As Mars position in reference to Earth changes surely economics calls for a fix window slot regardless where Mars is in relation to Earth. Searl suggest that for a commercial operated space business Planet Mars flight plan should be fix at two months flight slot – impossible – of cause it is until you do it then it is possible. Like the Wright brothers with the aircraft.

FACT everything is impossible until someone proves that it is possible then and only then is it possible. Yes America have been to planet Mars but not yet by man or woman.

Searl feels that the slender disc is a better option for real commercial space operations; because commercial operations must be simple to launch and land.

The slender disc Searl visualise is of $7^{0}5'$ angle from the rim to the centre – but not quite to the centre which should be spherical in nature, so there are no points at the centre, and the periphery should be razor sharp.



The project should have a title which could be project wonderer; and the craft having a registered name Star Ship Explorer or just S.S. Explorer.

Why the razor sharp rim? The fact is based upon the expected loading force per square inch, so I selected a value that is equal to an acute absolute, so if you can use the rim to shave with that is perfect, save buying razor blades.

Though we call the rim the heat barrier because conventional news use that term in rocket reporting, in relation to our case it is the cold barrier, the sixty-four division termed flight cells are like rudders in function they actually control the direction and angle of flight.

So it is clear that there is a concept of a structure that has functions suitable for flight both in air and in space regardless.

Searl will now attempt to relate operation in respect to conventional flying, from which you will witness the lengths by which he is trying to fit into present day conventional operations.

The flight crew will be at the airport, space port or cosmodrome an hour before takeoff – earlier if the route is unfamiliar. Each member has to sign in, understanding that he / she has read the flying regulations. Licences, vaccinations and passports must be up-to-date and all crew members must be dry: no alcohol within eight hours of a flight sometime more, depending on airline rules or state laws for conventional fliers and three months for astronauts and cosmonauts.

All astronauts and cosmonauts will have to live in house for three months before their mission starts; this complex is a complete dry house; not only to be certain that they have any alcohol in their system other than that which the body makes; also if they have any health problems hopefully would show up in those three months quarantine period. And it also a non-smoking zone neither astronaut nor are cosmonauts permitted to smoke neither on flight nor in the command base.

It is clear that both alcohol and smoking damages your health which in turn places other members of the flight team at risk, such conditions on missions will not be tolerated and will be punish by 25 lashes of the cat and nine tails plus six months hard labour, including lost of rank.

Neither captains nor airlines like to deliver their customers late, so crews vie in the Flight Dispatch Office for the most favourable altitude on the shortest route. Such information applies in the commercial space domain, being late to intercept a planet at a given date is not good from the economics point of view, but altitude data has a different operation function to that of earth bound traffic.

The dispatcher recommends a route, the captain may disagree. An unfavourable route may add half an hour of flying time. be grounded for repair.

In the case of the ***Inverse-Gravity-Vehicle*** (***I-G-V***) the flight engineer is accompany by the Commander to undertake the walk round check; any problem found or suspected the ***I-G-V*** is grounded for repairs. In the case of the ***I-G-V*** has much more equipment on board: all of which must be tested before mission can be cleared to proceed.

A captain of conventional aircraft or a command of an ***Inverse-Gravity-Vehicle*** (***I-G-V***) employed on civil transport under normal Earth bound flight paths can close his / her doors on late passengers, but he / she may wait if the delay is justified commercially. ***NOTE*** that astronauts and cosmonauts commanders close the doors dead on time; they do not wait for late passengers.

On normal conventional aircraft Pilot in command and ***Inverse-Gravity-Vehicle*** (***I-G-V***) commander may call the control tower while the last passengers are boarding to request clearance for start-up. ***NOTE*** that in the case of the ***I-G-V*** will be treated as it was ***Concorde*** regardless of the queue structure; if several planes are scheduled to fly the same way at the same time, the first to be cleared gets the best route. ***NOTE*** that the ***I-G-V*** is a vertical takeoff craft; therefore can get clearance immediately on request.

Now Searl reaches the situation which the conventional aircraft has to cope with that the ***I-G-V*** doesn't have that problem. The co-pilot calculates the maximum allowable takeoff weight. This depends on ground conditions, outside air temperature, wind speed and direction, and runway length. These components do not apply to the ***Inverse-Gravity-Vehicle*** (***I-G-V***) departure. Conventional aircraft can make last minute changes are possible: in the Persian Gulf air temperature can rise – and air density fall – within minutes.

Freight, free ticket passengers – ***often airline employees*** – fuel and sometimes even passengers may be off loaded. If the cargo has been unevenly loaded, it affects the plane's trim and has to be relocated.

Cleared for push back, the aircraft is manoeuvred out of the parking bay by a tug. The tower gives the taxi route to the runway over the radio. This function is not required by the ***Inverse-Gravity-Vehicle*** (***I-G-V***); as it is a vertical takeoff vehicle.

In conventional aircraft, once in line for takeoff the crew checks the flying controls and instruments, and runs through the appropriate takeoff drills. Whereas: the crew of the ***Inverse-Gravity-Vehicle*** (***I-G-V***) undertake their checks for the flight transfer of passengers in a similar manner.

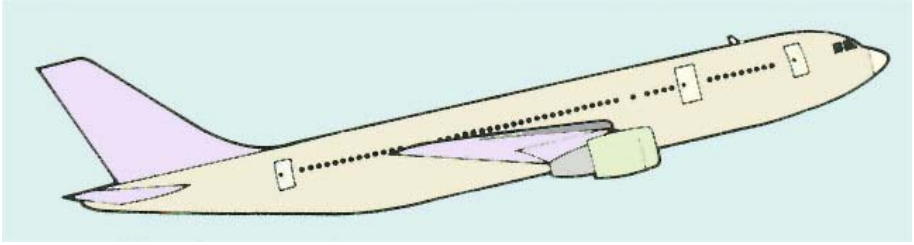
When takeoff clearance comes, the captain of the conventional aircraft pushes the throttles forward with his / her right hand; the flight engineer backs him / her up, watching the myriad engine instruments. The captain, his / her left hand on the nose wheel steering tiller by his / her left knee, steers the aircraft like a bus until the rudder becomes effective.

The co-pilot holds the yoke steady, calling out the speed as the needle on his / her dial flickers: "Eighty knots," "Crosscheck. I have the yoke," calls the captain, taking the wheel with his / her left hand.

His / Her right hand stays on the throttles, ready to chop power should a sudden need to stop arise. The white centreline markings rush at them, faster and faster. "Vee-one!" The co-pilot calls out the decision speed – velocity one; if nothing untoward has happened the captain commits to takeoff. He / she put his / her right hand on the wheel....."Rotate!"

There are differences between conventional operations to that of the ***Inverse-Gravity-Vehicle*** (***I-G-V***) as witness here.

This is your world - and that is my world two completely different worlds – your world is yesterday - my world is tomorrow – your thinking is yesterday – my thinking is the future – welcome to the future.



The press photo on the right is Searl with his first model for the design of the Manned Flight version of the ***Inverse-Gravity-Vehicle*** (***I-G-V***) which was under investigation. Only four legs were used instead of the eight actually planned for the manned craft – this goes back to 1968 period.

It is expected that during later part of 2010 that Searl will commence his research and development of the ***I-G-V***, and we expect to see video clips appearing on this site upon its progress.

The ***Inverse-Gravity-Vehicle*** operations follow a slight different approach, the Commander informs the flight engineer to power up.

The flight Engineer: Replies Powering up.

All flight cells are open at start of powering up.

The commander has two meters in front of him to deal with power.

At one million volt level at 35000 rpm commander will shout rotate, the engineer will reply all flight cells closed and locked as he / she closes all flight cells.

Commander shouts commence mission, the engineer closes the relay that supply the power to the flight cells and top shell, the ***Star Ship Explorer*** commences its journey to Mars on its maiden two month journey, slowly gaining altitude at 2,000 feet Commander will shout reduce shell power by one half, the flight engineer replies one half power ***Star ship Explorer*** increases velocity once the correct velocity is reached for the plan trip commander shout lock velocity; the flight engineer reply St power on, now the space ship will cruise to Mars.

This also applies to flights from one airport to another for pilots in command of the craft, of cause it is a bit more complicated then shown here; but the basis are true of the functions involved in both conventional aircraft and the ***Inverse-Gravity-Vehicle*** (***I-G-V***) regardless; the only difference being that ***Inverse-Gravity-Vehicles*** (***I-G-V***) do not require runways but they do need docking sites upon planet Earth, but can land anywhere if needed.

In conventional flying, a gradual tug on the yoke and the nose rises. The ground falls away hopefully, “Vee-two – positive rate of climb.” Such a term will apply to the ***Inverse-Gravity-Vehicle*** which means that the plane and ***Inverse-Gravity-Vehicle*** are at the takeoff safety speed, calculated to produce the best angle of climb for the weight, even though the ***Inverse-Gravity-Vehicle*** indirectly climbing straight up nevertheless it is slowly falling away due to the direction angle of the rotation of planet Earth in relation to the launch site.

“Gear up,” intones the captain in command and the landing gears trundle into their wells of the conventional aircraft. “Gear up,” shouts the commander of the ***Inverse-Gravity-Vehicle*** to the flight engineer and the eight landing legs retract into their respective wells and the flight engineer shouts gear up locked; it is important that these landing legs are locked in place.

The aircraft climbs steeply at first, at about ten to 20 degrees, to gain height as quickly as possible and so reduce noise on the ground. The crew's attention is fixed on the flight instruments – the captain in command of the airplane maintaining optimum speed, monitored by the co-pilot who calls out any discrepancies, the flight engineer watching the engine indicators. If speed drops too low alarms blare a warning.

Now, the ***Inverse-Gravity-Vehicle*** (***I-G-V***) does not have a large noise footprint and therefore does not have this problem, but it has a problem which conventional aircraft do not have which is that it compresses the air far more than the conventional aircraft do as it creates its own vacuum space conditions that conventional aircraft prefer not to fly in, but the ***Inverse-Gravity-Vehicle*** prefers to fly in.

Once clear of noise-sensitive zones. The aircraft is levelled off, speed increased, flaps retracted and the after takeoff checks carried out. The seat belt signs in the cabin are turned off, altimeters reset and systems checked. The autopilot may be engaged, relieving the pilot of much physical workload, but he / she still commands the automatics to fly the correct path.

The ***Inverse-Gravity-Vehicle*** (***I-G-V***) on airport to airport passenger or freight would basically follow similar functions but would not need to change its original flight path as the weather has no affects upon it functions in flight.

The ***Inverse-Gravity-Vehicle*** (***I-G-V***) is clearly Concorde replacement only at a higher velocity between points requiring no runway for its functions, or handicapped by weather conditions.

The conventional aircraft flies from radio beacon to radio beacon overland. Crossing the Atlantic from London to New York, the captain may follow a Standard Instrument Departure routeing (SID), initially heading for the Beacon radio in South Wales while he / she calls up the Shanwick control centre for a route to Gander in Newfoundland.

The centre, or area, controllers may question the captain's route, and he may concede a reroute, argue or negotiate with another pilot on the pilot's band, if he / she have to take a longer route than he / she planned, or is held down at an altitude uneconomical for his / her aircraft's engines, he / she may have to make a refuelling stop. Pilots usually give consideration to the flight with the longest haul and the heaviest load.

In the case of the ***Inverse-Gravity-Vehicle*** (***I-G-V***), longest haul and heaviest load would have no effect as no refuelling would be required and again its flight path would be well above all other conventional flight paths.

Once the conventional plane is cruising, a rest roster is arranged, some captains try to visit the cabin, a courtesy still appreciated by many passengers. On long flights, the crew keeps track of weather reports, checking winds regularly against the forecast, ready to request a rerouting to gain a better flight time or a smoother ride.

The hard work begins again about 200 miles out from the destination; at busy terminals the plane may be cleared to descend to about 13,000 feet by a specific point on the map, and then guided by radar to within five miles of the runway. At airfields with little traffic the captain may be free to make his / her own approach, from cruise altitude. Tower controllers do not know exactly who to expect, or when. Clearance to land is given as planes arrive.

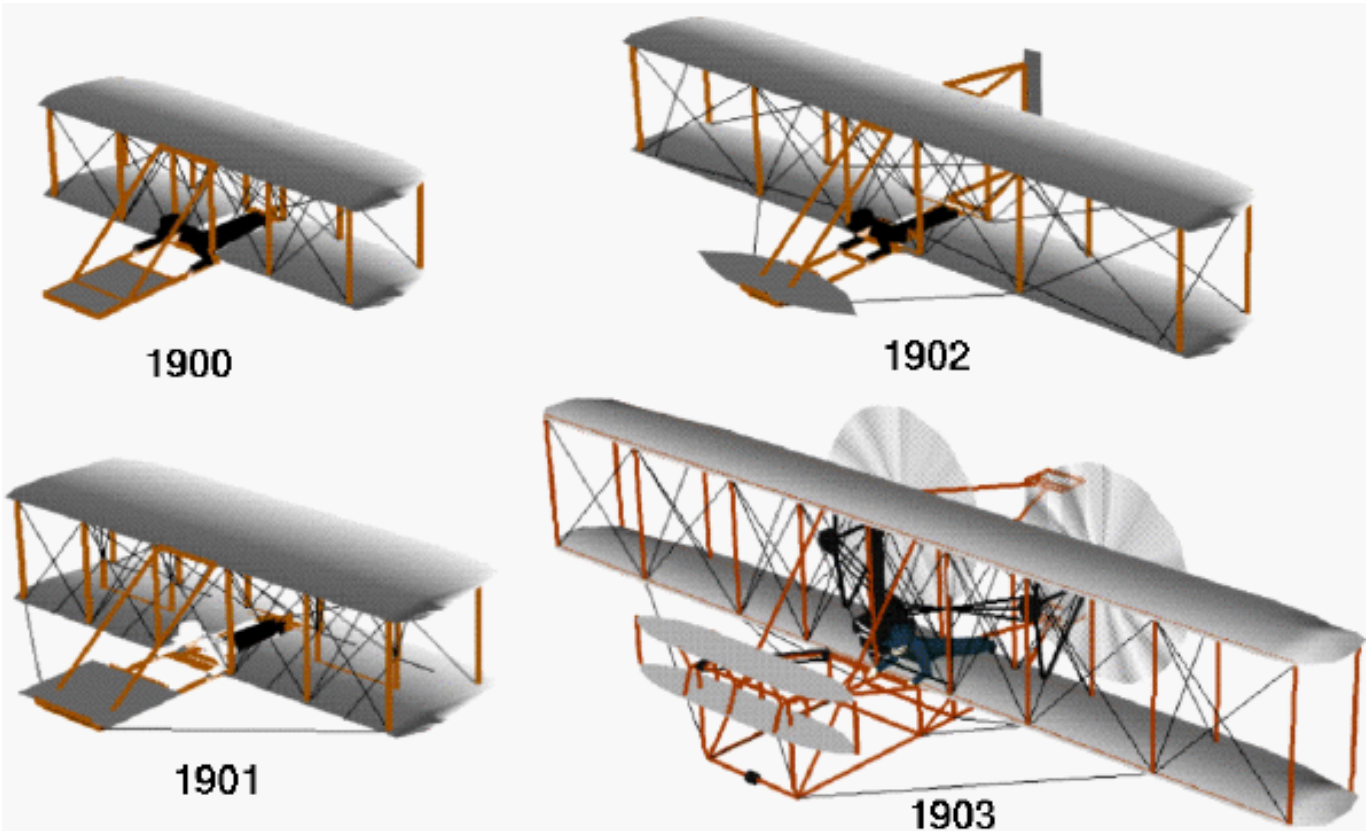
Some aircraft are equipped to land on the autopilot, but it is usually cut out at about 1,500 feet. Sometimes in bad weather one pilot will fly the approach and the other will take over when he / she see the runway clearly.

The ***Inverse-Gravity-Vehicle*** (***I-G-V***) has to call the tower for clearance to dock and instructions where to dock and lands under radar control, as the craft has to be position correctly to dock, the rate of descent is controllable to suite conditions. This is a vertical landing system therefore it is a VTVL craft and not truly an aircraft in the sense in which we have grown accustom to, but we shall grow accustom to in time as usual.

With the flaps extended and the landing gears down the conventional plane needs more engines thrust and are noisier, so the pilot tries to keep it clean for as long as he / she can. It must be stabilised to land by 1,000 feet; if the gears are down five miles early, the drag may cost an extra 80 gallons of fuel. To use minimum fuel, the plane should descend slowly, like a glider.

There may be a long stay in a holding stack – ***where inbound traffic is directed to fly around an airport radio beacon*** – if there is a queue of traffic, two minutes before touchdown, landing checks are made. Thirty feet above the runway the pilot raises the plane's nose slightly in order to slow its rate of descent. He / she aims for a touchdown point; which disappears beneath the nose as he / she touches down at about 130 mph. Reverse thrust is engaged. Brakes are applied sparingly. As the rushing runway centreline slows in the pilot's vision to a series of separate markings, after the landing checks begin.

The ***Inverse-Gravity-Vehicle*** (***I-G-V***) does not have to queue like the conventional aircraft, if a docking point not available it just holds where it is until cleared to dock. The actually touchdown speed is about zero.



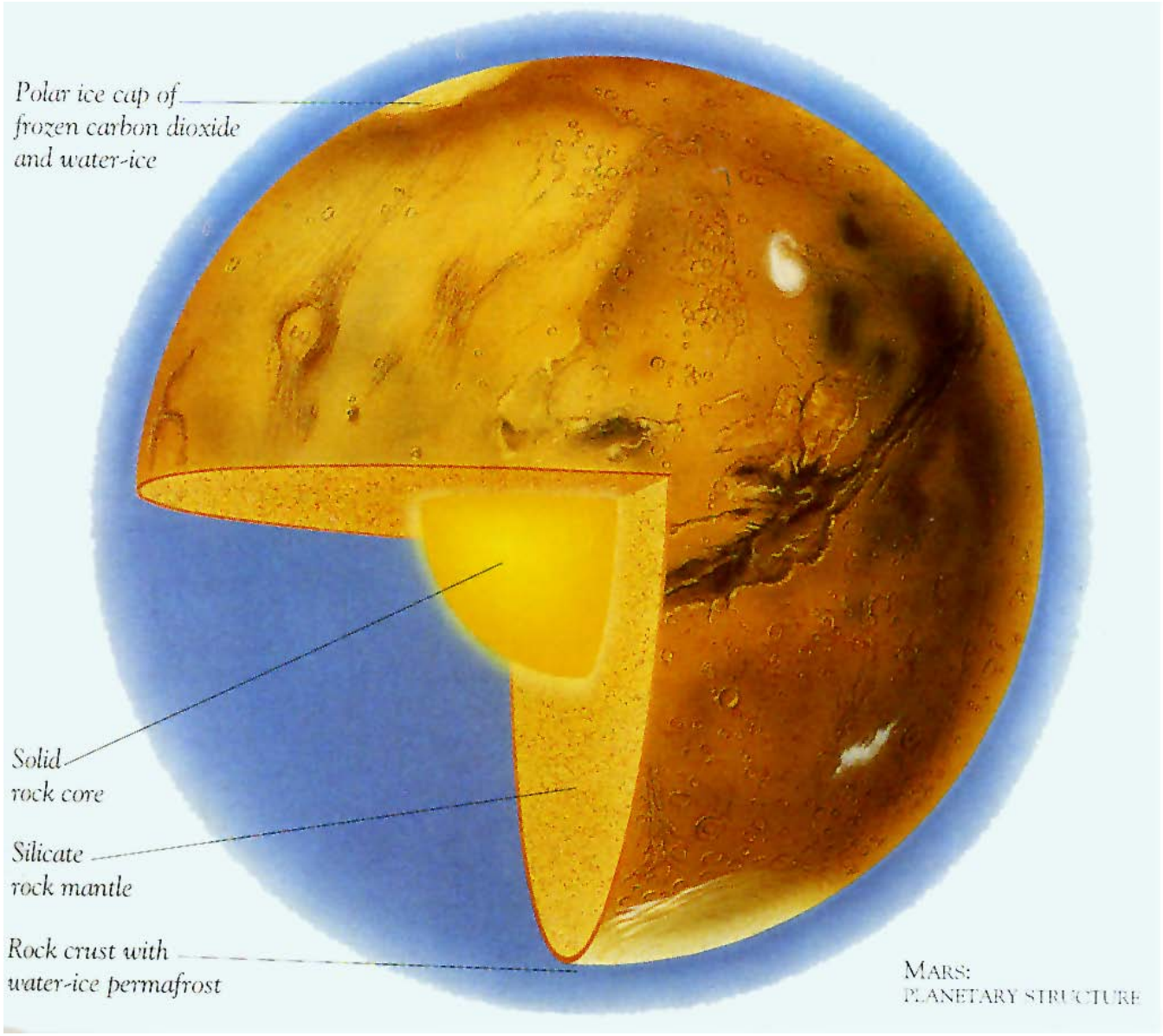
Man's progress in the air has been amazing; from this time to 2010 man continues to exceed what has been achieved. What was claim impossible by the experts; were proven to be wrong; it turn out that it was possible. Experts claim today as they did yesterday that the ***Inverse-Gravity-Vehicle*** (***I-G-V***) would never fly let alone stand in one piece, but they are wrong as time will show, it will fly and it will become the space technology of the future.

The future is not ours to see, we can only assume that if this fits and that fits than it works and the future will have gain another step in real knowledge instead of assumption, ***SEARL TECHNOLOGY LIMITED*** and ***SEARL MAGNETIC LIMITED*** do not accept assumptions as such but search for the reality for such technology to be given birth to that end both the ***Searl Effect generator*** and the ***Inverse-Gravity-Vehicle*** will be born through determination, faith of a team of workers whose key objective is to see such technology on the marketplace; until then we have our conventional aircraft to cope with our needs on planet Earth.

Many have given their lives to achieve today's standards in flight, even so accidents can still happen, I trust that the ***Inverse-Gravity-Vehicle*** will end that problem for good.

In this first document of the set Searl has try to illustrate the present day conventional flying the functions which are involved, lots more documents as Searl shows how each operation requirements are and how they are implemented in reference to the requirements of the ***Inverse-Gravity-Vehicle*** (***I-G-V***) in relationship to the two concepts.

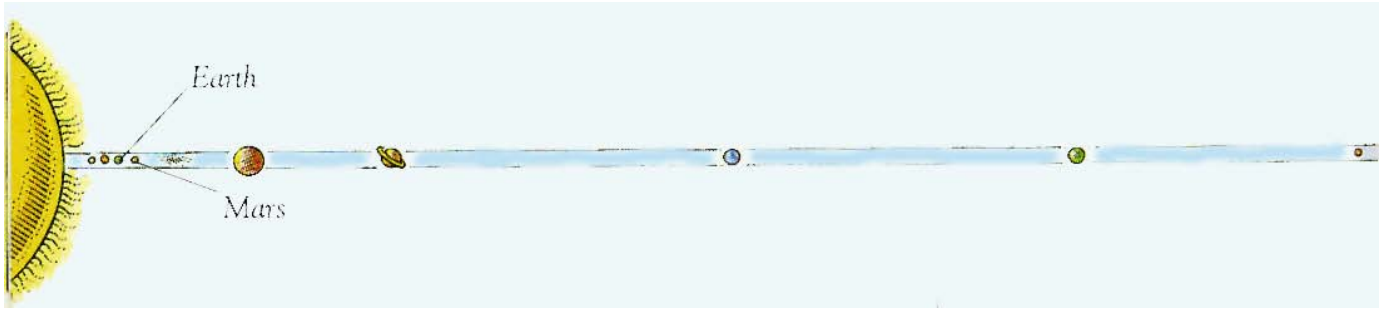
Searl accepts that only a few Earthlings will ever travel the cosmos and see the true reality that is there, and Searl only knew so little about Mars in 1968 which cover mainly just this:



Searl know that you also knew that in 1968, unfortunate you never knew that I knew that also; and like you he got to know that Mars is a red-hued rock planet; that it is a cold, barren world with a thin atmosphere. To Searl mind: he accepts that it is a scientific assumption that there are many Earth like features, such as polar ice caps and water carved valleys, but there are many important differences. Temperatures rarely rise above freezing point, the air is unbreathable, and huge dust storms scour the surface. The planet's red colour is caused by the presence of iron oxide.

Searl agrees NASA has visited there and got lots of photos so they have a much better picture then Searl had in 1968 of Mars state of existence was then, agree of recent times Searl like you have seen some of the photos taken of Mars from which Searl seen what he expected nothing: no aliens no creatures great or small, no trees exactly as he stated in 1946 is precisely what he has seen proven: that Martians claims can be flashed down the toilet with bleach.

MARS. 1968.	
Average distance from Sun =	227.9 million km.
	141.6 million miles.
Orbital period	687 Earth days
Orbital velocity	24.1 km/s. 15 miles/sec
Rotation Period	24.62 hours
Diameter at equator	6,786 km. 4,217 miles
Surface temperature	-120^0C to $+25^0$C
	-184^0F to $+77^0$F
Mass Earth = 1	0.107
Gravity Earth = 1	0.38
Moons	2



Note that I am talking about 1968 when I started the real concern about the possibility that commercial interest could operate space exploration as governments can do, but need a more simple less expensive and less risky system and Searl was determined to find a way to meet those conditions. Searl may just have found the way to move forward in that domain.

But Mars is another subject Searl deals with, in this documents it's explaining conventional aircraft procedures and expected ***Inverse-Gravity-Vehicle*** procedure.

This document released by the authority of:

Prof. John Roy Robert Searl: Head of Research and development.

Manned Flight Division