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FINDING YOUR WAY AROUND SWALLOW COMMAND.

This document is intended to help those who need to make contact with particular parts of the Swallow Command Civil Aviation Authority.

It will, as its development is implemented lists the names, addresses and telephone numbers of the main departments, with brief details of their responsibilities.

Swallow Command Responsibilities:

- 1) Swallow Command National Air Traffic Division. Shall in conjunction with the Ministry of defence, and the Civil Aviation Services exchange information upon flight issues, as and when its fleet is ready for missions. (At this date plans to restart research again has not yet been implemented).
- 2) The economic regulation of the Inverse-Gravity-Vehicle industry, including air transport licensing and approval air and space mission's fares, and the licensing of air travel organisers.
- 3) Air safety, both airworthiness and operational safety, including the licensing of flight crew, Inverse-Gravity-Vehicle engineers and spaceports.
- 4) Advice to the Governments on civil aviation matters, both domestic and international including space missions.

SWALLOW COMMAND RESPONSIBILITIES.

- 5) Consumer interests; space aviation requirements; economic and scientific research, the collection and publication on the company websites with statistical data; and consultancy and training for overseas administrations.
- 6) The ownership and operation of all spaceports international.

SWALLOW COMMAND:

Basic market target is commercial space missions on an international scale.

In addition, to act as an emergency unit for both Earth and space needs.

This is to be a special division, which has yet to be designed, tested, and implemented.

Both the Searl Effect generator (**S.E.G**) and the Inverse-Gravity-Vehicle (**I.G.V**) could operate in such emergencies as flooding, earthquakes, high winds, aircraft crashes; shipping accidents and forest fires requirements, lack of interest has delayed such developments that could had saved lives these last few years. It could become an International Rescue unit. (Plans not yet discussed upon such a set up within the operation of SWALLOW COMMAND; but the possibility exists.

Thus, the structure of Swallow Command will be complex to handle such operations.

SWALLOW COMMAND AVIATION RESPOSIBITIES OUTSIDE THE SC.

DEPARTMENT OF TRANSPORT:

Government policy for civil aviation including formulation of legislation.

International civil aviation relations, including the negotiation of international air service agreements and the issues of permits to overseas airlines. Remember that the common flight system been in service and have set their operations in a routine to which we have to make compromises in our operations to fit in to their systems as it is not possible for them to change to our operational system at this stage. However, good will and co-operation with their functions; both systems should operate without failure.

Aircraft noise policy; in relation to the Inverse-Gravity-Vehicle;

National airports policy, in reference to Swallow Command spaceports.

Co-ordination of aviation security.

Investigation of common flying aircraft accidents.

Common aircraft refers to aircraft, which depends on air for flight.

The Inverse-Gravity-Vehicle (**I-G-V**) does not depend on air for flight.

I must study all issues relating to flight, which today is in operation, to plan the best route for SWALLOW COMMAND functions to proceed without failures into a new domain of flight operations.

That is no small task, as you will witness, as I move forward through the long list, which must be handle for success of the company operations. We cannot afford any accidents regardless what NASA has had.

In these documents I explain what is now in operation and how that can be used in SWALLOW COMMAND operations thus saving on cost to develop such systems, of cause the problem as I have found is finding the supplier of such equipment and what the cost that is involved.

I will also show and explain my plans of equipment set up and components to use.

SWALLOW COMMAND RESPONSIBILITIES.

Commonwealth Air Transport Council (SCCATC)

AIRLINES:

Enquiries about individual airline services should be directed to the airline or their agent.

This relates to if airlines do employ the **I-G-V** as an express service similar in context to how Concorde was employed.

In the case of complaints, they may wish to contact the Air Transport Users Committee, which will be discussed later.

AIRPORTS:

Reference to the British Airports Authority (headquarters; Gatwick Airport, Gatwick, West Sussex, RH6 0HZ, telephone number was 0293 517755) is responsible for the management of Heathrow, Gatwick, Stansted, Prestwick, Glasgow Edinburgh and Aberdeen airports.

The Civil Aviation Authority is responsible for the management of eight Scottish aerodromes to be discussed later.

Most other aerodromes handling passenger services are managed by municipal authorities or private companies.

Unfortunately all other parts of the world information either were stolen or destroyed by my evil minds to stop this work, until such time I can recover that data we shall continue with the set up as known at this date.

SPACEPORTS or COSMODROMES:

All spaceports or Cosmodromes are the responsibility of Swallow Command Aviation Authority.

AIR TRANSPORT USERS COMMITTEE (SCAUC):

The Committee makes representations on behalf of user interests to the SCAA, Government departments, airlines and others concerned with the operation and regulation of the civil air transport of the **I-G-V**.

It also investigates complaints against the suppliers of **I-G-V** air transport services.

SWALLOW COMMAND INFORMATION SERVICES DEPARTMENTS:

PUBLIC RELATIONS DEPARTMENT:

Relations with the press, radio and television. Special promotions, films and exhibitions.

In fact the first DVD has already been released which gives the first insight of my life in this research and development.

However, there is much yet to be filmed for release to the public. There are many VHS tapes needing to be converted to DVD and cleaned up for release to the public.

CENTRAL LIBRARY:

This section is around \$1k short on data, which is update information – I have been able to save some of the 1968 data.

This library is a vital section to carry data needed for up to date operations and the filing of all data that is generated by our research, development, and operations in relation to flight.

SWALLOW COMMAND RESPOSIBILTIES:

The library file names, date of birth and place of birth, the information shall include photo of members, rank and section of employment.

It shall register births, deaths and missing persons who are operating within Swallow Command Aviation section. It will file all civil aviation material, including statistics, available for consultation.

It will register all Inverse-Gravity-Vehicles (I-G-Vs) when they go into service, including all conventional aircraft, which uses any spaceport or cosmodrome.

PRINTING AND PUBLICATION SERVICE:

In future, this will be on CDs or DVDs than in actual printed text, which will be available from the public relations department. This includes Official Record and regulatory notices.

AERONAUTICAL INFORMATION SERVICES:

Operational information service whose duty is to supply pilots, astronauts, cosmonauts and missions flight operators of Swallow Command Aviation Division.

SWALLOW COMMAND AVIATION CHART ROOM:

Aeronautical charts including space charts and all information upon planets, which becomes available from any source including that of Swallow Command own research and findings.

Shall contain a division for Cartographic and visual aids service.

Shall prepare drawings for Swallow Command AIP, NOTAMS etc.

SWALLOW COMMAND ECONOMIC REGULATION:

Air and space transport licensing in general has to studied and define before implementing.

Air and space transport licensing finance has to studied and define before implementing.

Air travel Inverse-Gravity-Vehicle (**I-G-V**) organisers licensing to study and defined before implementing.

Consumer affairs:

Enforcement:

International Tariff filing unit.

Public hearings of applications for air transport licences of the Inverse-Gravity-Vehicle (**I-G-V**) licences will normally held in the hearing room of the International Headquarters of Swallow Command.

If you think that Swallow Command Aviation is a toy, you are sure in for a surprise, all this you have just read is nothing yet but each sections has to be planned out and implemented before any business flight of the Inverse-Gravity-Vehicle (I-G-V) can take to the skies. All data below must comply as well with the letter.

OPERATIONAL SAFETY:

SPACEPORTS – COSMODROMES STANDARDS:

Spaceports – Cosmodromes licensing, policy and inspections.

Spaceports – Cosmodromes safeguarding and aviation aspects of the Town and Country Planning Act.

Spaceports- Cosmodromes fire services.

GENERAL AVIATION:

Excluding personal licence and flight crew licensing which will be dealt with later.

Aerial work with special reference to agricultural flying by Inverse-Gravity-Vehicles, which can be radio controlled unmanned units.

PROBLEMS:

The Inverse-Gravity-Vehicle must be clear by not less than 2,000 feet from such activity as:

- 1) Airships; 2) ballooning, 3) gliding, 4) parachuting, 5) parascending, 6) conventional flying display, 7) aerial racing, 8) hand gliding, 9) private flying, 10) model aeroplanes.**
- 2) Exemptions and permissions under the Air Navigation Order to conventional aircraft in the general Aviation category.**
- 3) The Inverse-Gravity-Vehicle (I-G-V) is not a conventional aircraft; therefore, it not recorded in the general Aviation category.**

ACCIDENT ANALYSIS:

Analysis of data, co-ordination of remedial action on operational aspects of accidents relating to conventional aircraft, and Inverse-Gravity-Vehicles gone missing on space missions, or damaged during mission flight or surface operations.

INVERSE-GRAVITY-VEHICLES FLIGHTCREW LICENSING:

Issue and renewal of licences, ratings, conversions, validations for:

Professional pilots, F/Eng, F/Nav.

Private pilots.

Cabin crew certificates.

TECHNICAL EXAMINATIONS FOR:

Aircraft type rating and performance conventional and non-conventional.

R/T licences.

All others.

Appointment of PPL examiners.

Appointment of flying instructors.

Licence training courses.

Within Swallow Command Aviation centre there will be training school divided into levels of training:

- 1) Private pilots
- 2) Commercial pilots
- 3) I.G.V Astronauts
- 4) I.G.V. Cosmonauts

Just as a reminder: Astronauts fly Inverse-Gravity-Vehicles up to the Moon orbit and not beyond.

SWALLOW COMMAND RESPONSIBILITIES:

Cosmonauts fly Inverse-Gravity-Vehicles (I-G-Vs) beyond the Moon orbit.



Fees and charges for training of flight crews have yet to be studied and defined before implementing into the company operations.

A department whose task is to design practical flying tests and supervision of the flying school, installed in the operations of Swallow Command.

OPERATIONAL PLANNING AND DEVELOPMENT:

Policy and development legislation:

Public transport flight operations; this could be like Concorde, might well become reality sooner than later as a replacement to Concorde.

Aeroplanes and helicopter performance: within Spaceports and Cosmodromes requirements.

Flight data and cockpit voice recorders on all Inverse-Gravity-Vehicles (I-G-Vs).

Development of regulatory and guidance material on all weather operations: for conventional flight operations from Star ports and Cosmodromes.

Operating requirements: for Cat II and Cat III conventional aircraft at Star ports and Cosmodromes.

NOTE: those Inverse-Gravity-Vehicles have priority over conventional aircraft as they are departing or returning from missions.

SWALLOW COMMAND RESPONSIBILITIES:



NOTE: Astronauts only fly Inverse-Gravity-Vehicles (**I-G-Vs**) from Earth to the orbit of the Moon.

Cosmonauts fly Inverse-Gravity-Vehicles (**I-G-Vs**) from Moon orbit through remaining cosmos.

Thus, Star ports are designed for small footprints of operations, like hourly trips to the ISS or the Moon.

Therefore, Cosmodromes are busy to handle long haul space missions, like Mars and beyond calling for larger carriers than needed for local runs from Earth to Moon orbit.

Deep space missions require a much larger flight crews than that for local runs on economic grounds.

Deep space missions are a major economic problem, which has to achieve a financial balance at the end of the mission; if commercial operation is the target of such missions.

You cannot go to Mars let alone out of our solar system on a credit card, yet somehow it is needed to fill our database with corrected data for future use upon our universe, and what materials are available out there which can be collected to assist planet Earth survival; by man not destroying the Earth for materials

Development of criteria for obstacle clearance: which also applies to Inverse-Gravity-Vehicles (**I-G-Vs**) on missions flight paths and, on approaches to other planets surfaces, where no prepared site is available to land.

Instrument approach and holding procedures at Star Ports and Cosmodromes: This includes similar information for landing on other planets surfaces.

SWALLOW COMMAND RESPONSIBILITIES:

FLIGHT OPERATIONS:

Applications for Air and Space Operator's Certificates; inspection and approval of operators.

Carriage by air of dangerous goods, munitions of war and animals, which will be required on deep space missions.

Interchange of conventional aircraft, which might be required for local operations on Planet Earth to link isolated areas to the main flight centres.

Inspection and supervision of airline pilots: Astronauts, Cosmonauts training, and testing procedure.

Inspection or approval of flight simulators for use in conventional airline and space Inverse-Gravity Vehicles (**I-G-Vs**) training.

SWALLOW COMMAND AVIATION ADMINISTRATION OFFICE:

Will house the Private Aviation Committee, operational matters not mentioned elsewhere, there would be local requirements in the operational program, which will require special attention.

SWALLOW COMMAND FIRE SERVICE TRAINING SCHOOL:

Where conventional flying is permitted from any Star Port or Cosmodrome, a fully skill fire staff will be maintain through all working hours. A reduce staff will cover any period in which conventional aircraft are not operating.

This school will maintain the equipment needed for training purposes.

SWALLOW COMMAND AVIATION AIRWORTHINESS:

All enquiries concerning airworthiness should be directed to the Head office address, which shall be announce later on our website.

SWALLOW COMMAND ADMINISTRATIVE AND MANAGEMENT SERVICES:

Hovercraft technology: will be developed by Swallow Command Aviation and certification matters.

It will have International Register of Aircraft using Star Ports or Cosmodromes, including all Inverse-Gravity-Vehicles (**I-G-Vs**) records.

SWALLOW COMMAND AIRWORTHINESS REQUIREMENTS BOARD:

Airworthiness requirements: of all conventional flying aircrafts, and Inverse-Gravity-Vehicles (**I-G-Vs**) using Star Ports or Cosmodromes; Airworthiness Notices and publications on our website.

SWALLOW COMMAND SAFETY DATA UNIT:

It duty is the collection of data, Analysis and distribution of Mandatory Occurrence reports.

SWALLOW COMMAND AIRCRAFT PROJECTS:

Co-ordination of aircraft certification investigations of all aircraft intended to use Star Ports or Cosmodromes.

Aircraft and Inverse-Gravity-Vehicles (**I-G-Vs**) structures.

Helicopter certification, which intend to use Star Ports or Cosmodromes are suitable for operations.

SWALLOW COMMAND AVIATION:

SWALLOW COMMAND AVIATION AIRCRAFT SYSTEMS AND EQUIPMENT:

All aircraft including Inverse-Gravity-Vehicles (**I-G-Vs**) systems: must undergo evaluation and equipment approval, including avionic systems and equipment, for operation from Star Ports or Cosmodromes.

FLIGHT:

Aircraft and Inverse-Gravity-vehicles (**I-G-Vs**) flight testing, simulator evaluation.

Handling and performance flight engineering.

Noise certification: of both aircraft and Inverse-Gravity-Vehicle (**I-G-Vs**) is important, as noise can show that problems exist which need urgent investigation; therefore to grow to know the sound of your craft regardless of which class and the sound of the body stresses can save lives.

The Inverse-Gravity-Vehicles (**I-G-Vs**) are not prone to centre of gravity movement as conventional aircraft are; therefore, one must accept monitors data as the reality in which you exist within that craft, as no normal accepted feelings as one experiences in conventional flying are present.

All weather operation certificate.

Aircraft and Inverse-Gravity-Vehicles (**I-G-Vs**) flight manuals.

POWERPLANT:

Engines, auxiliary power units, propellers and gearboxes of all conventional aircraft must be checked before flights from Star Ports or Cosmodromes.

Inverse-Gravity-Vehicles (**I-G-Vs**) only need the 64 discharged pins to clean of carbon contamination and the landing feet checked for any damage due to landing, before any mission can be authorised.

SURVEY:

Swallow Command general enquiries on survey matters.

Maintenance schedules and programmes, including Swallow Command additional directives, mandatory modifications and inspections, these have to be evaluated and approved for implementing.

Applications for issue and renewal of certificates of Airworthiness of all conventional aircraft requirements, which will also include Inverse-Gravity-Vehicles (**I-G-Vs**) on Long-term deep space missions for structure damage, flight cell damage, landing gear damage and hydraulics.

PERSONNEL LICENSING:

Aircraft and Inverse-Gravity-Vehicles (**I-G-Vs**): Maintenance Engineer Licences and AECs.

Aircraft and Inverse-Gravity-Vehicles (**I-G-Vs**) Maintenance Engineer training course.

Aircraft and Inverse-Gravity-Vehicles (I-G-Vs) technical examinations for professional pilots and flight engineers.

SWALLOW COMMAND MEDICAL CENTRE:

Medical and human factors in flight safety of Inverse-Gravity-Vehicles (I-G-Vs).

Medical examination and assessment of flight crew for licences.

Training in aviation medicine.

SWALLOW COMMAND AVIATION:

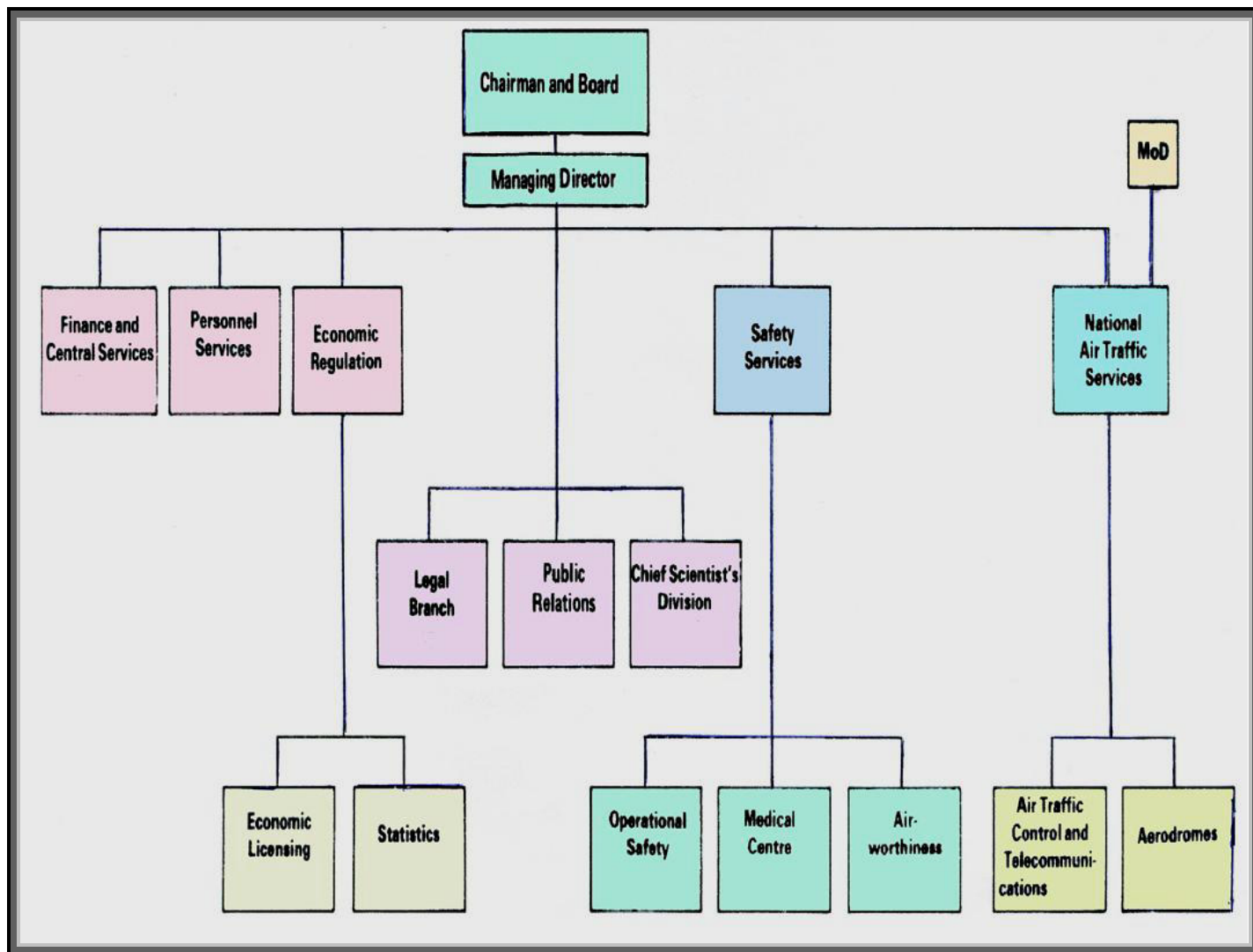
Occupational health advice for all staff within Swallow Command operation.

Telecommunications are all part of Swallow Command Aviation training responsibilities.

Each sub-division shall create and releases its own related documents.

This will become available on this business section of my website.

ORGANISATION OF SWALLOW COMMAND AVIATION AUTHORITY.



This document has released by the authority of:



Prof. John Roy Robert Searl, Swallow Command Aviation Division, Head of R&D Manned Flight.