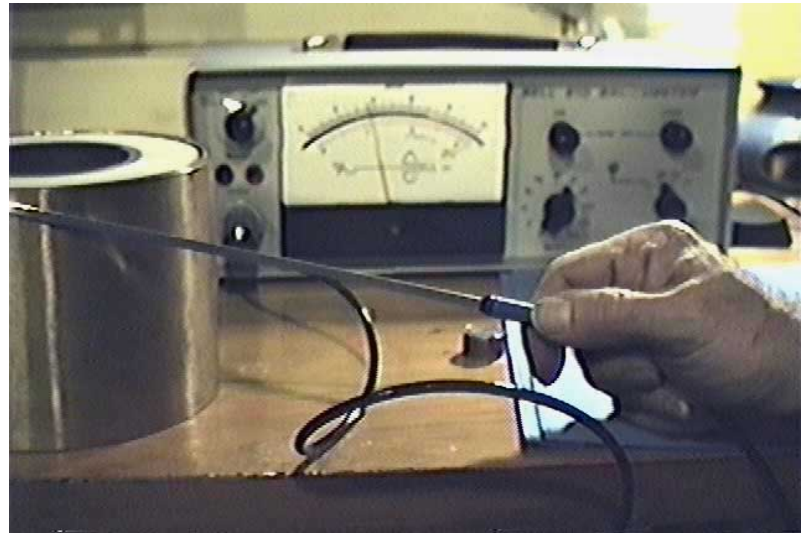
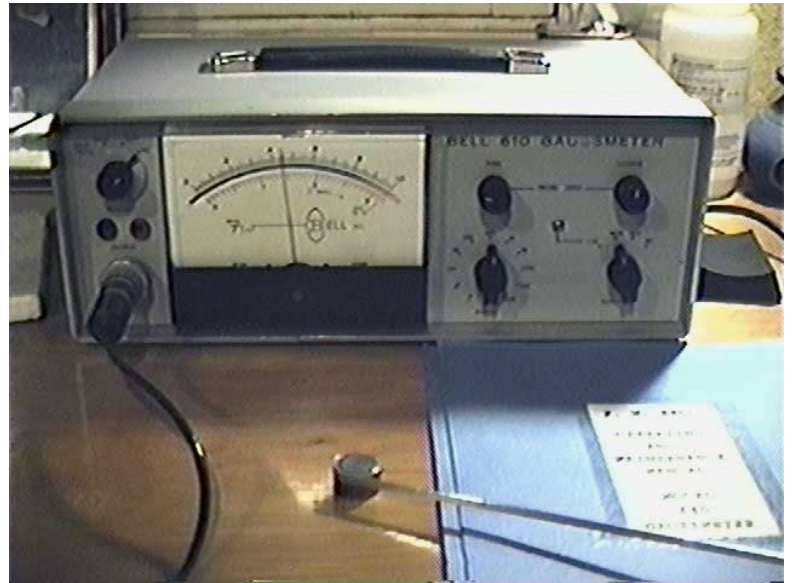
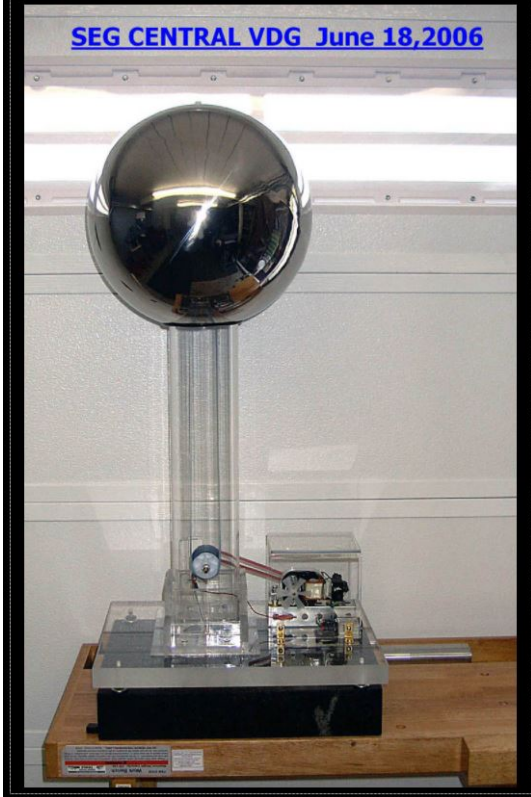
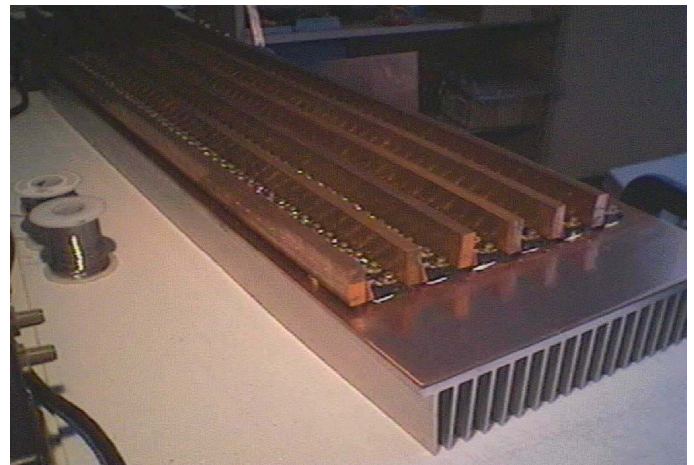
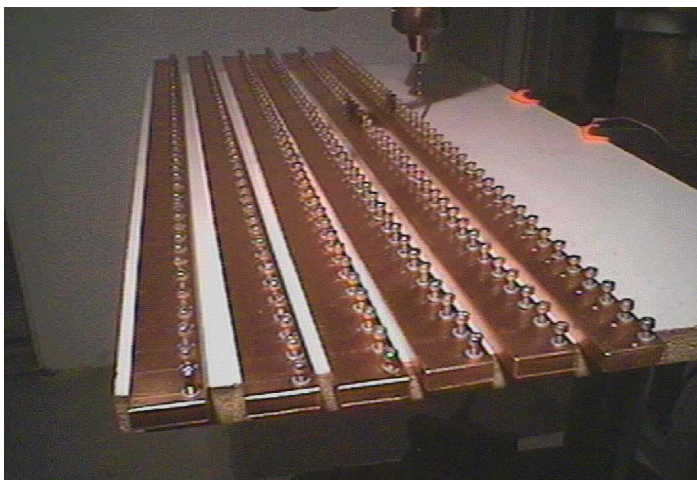
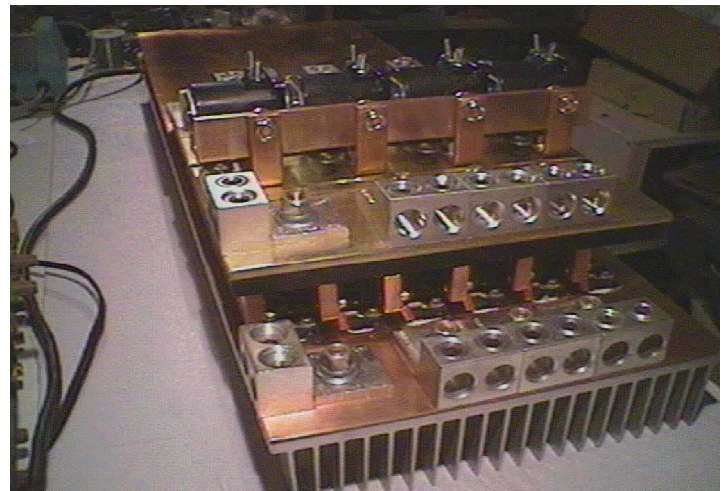
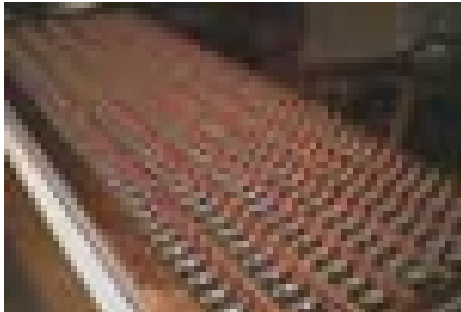
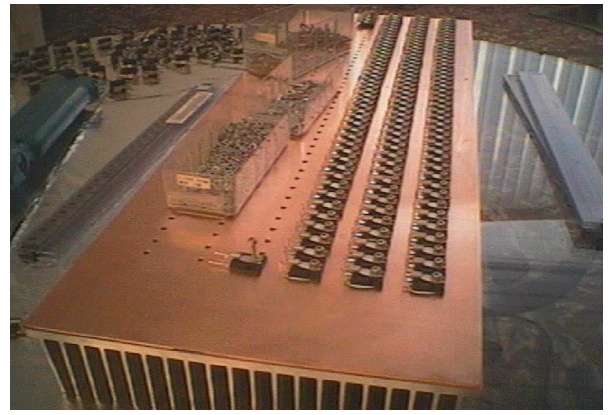


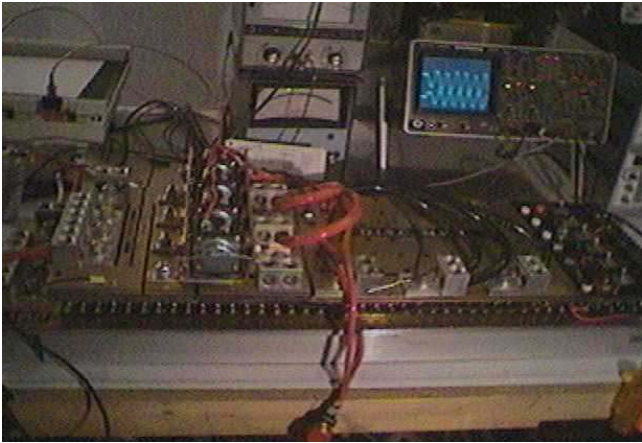
This is a magnetic test ring for the rollers. The actual ring for the SEG must be layered.



This VanDeGraff generator is used to apply a polarity to the segment which it will retain once assembled.







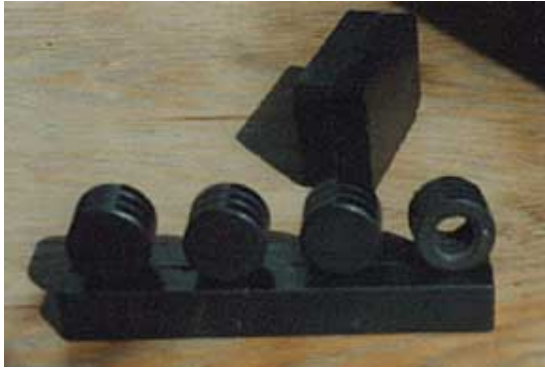
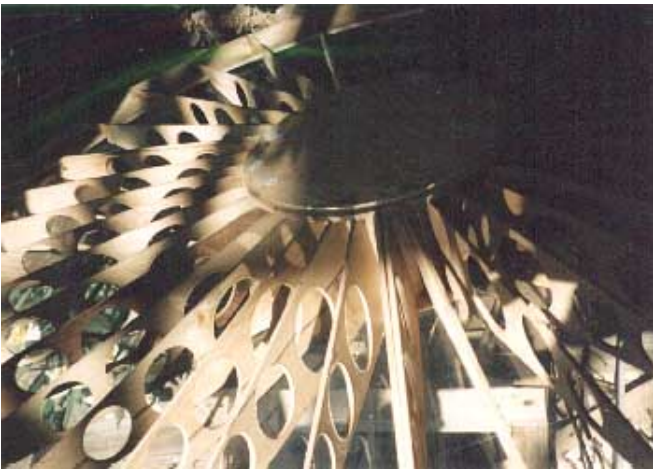
### MAGNET TEST

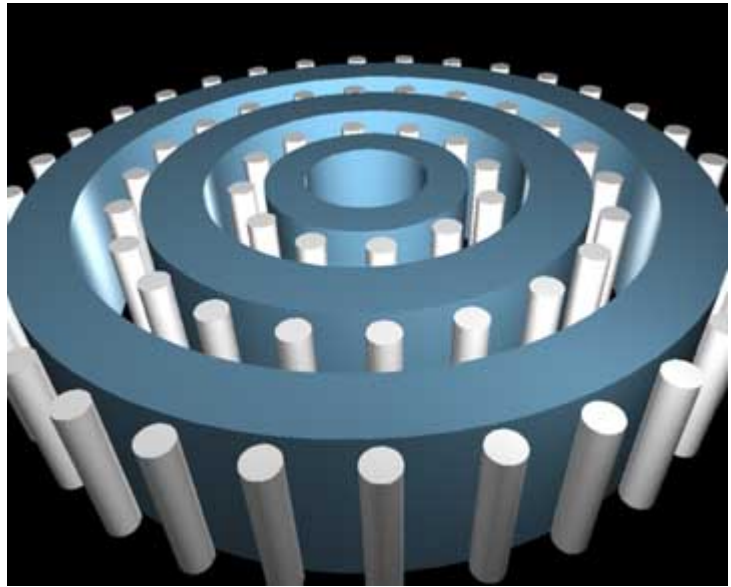
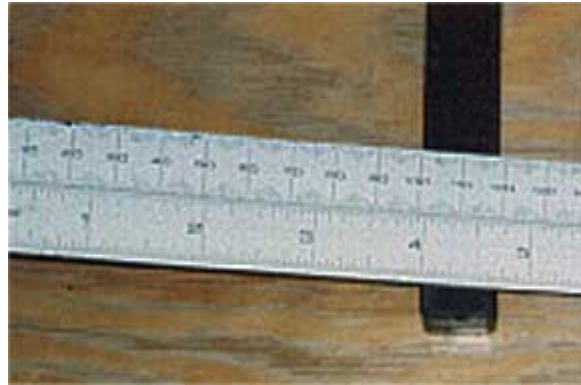
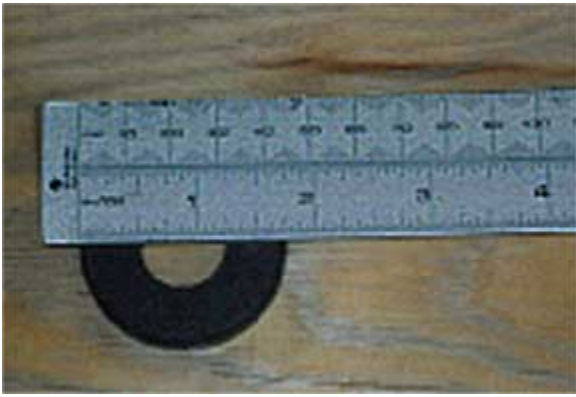
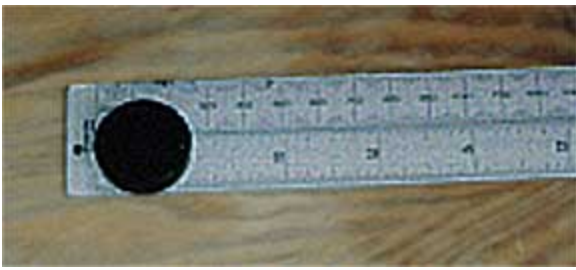


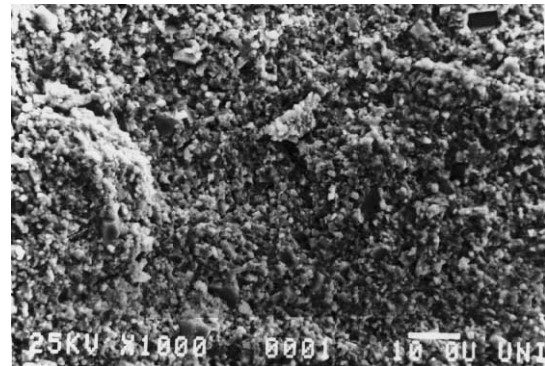
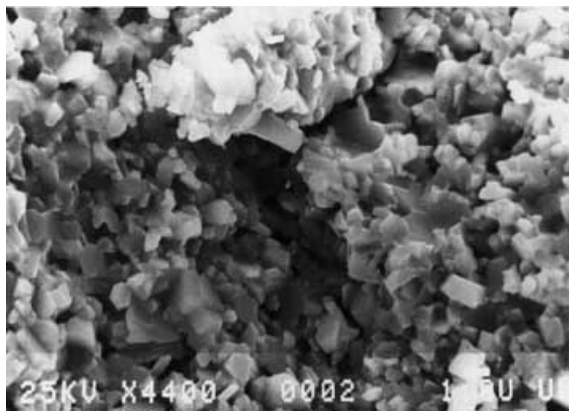
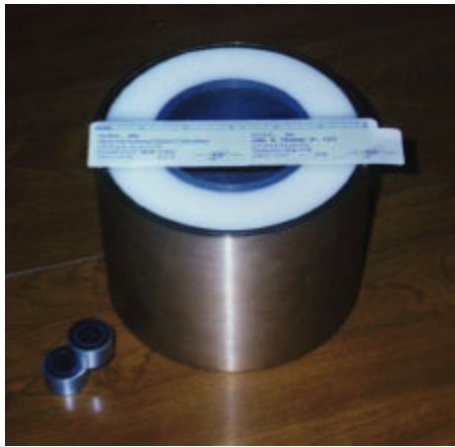
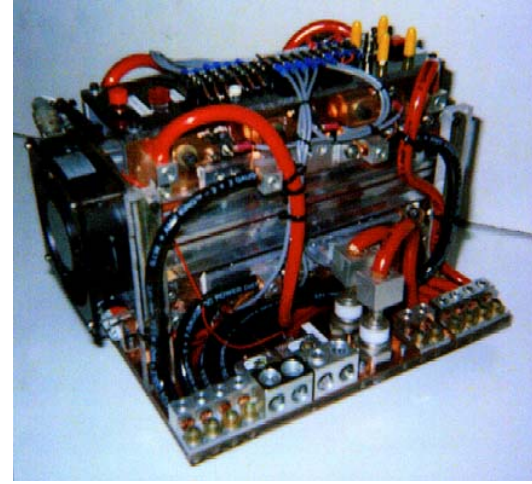
Left to Right: Mathias, John Searl, John Thomas

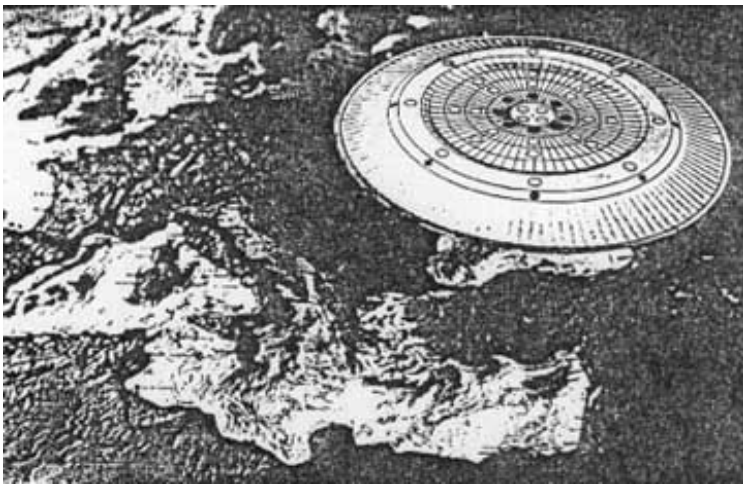
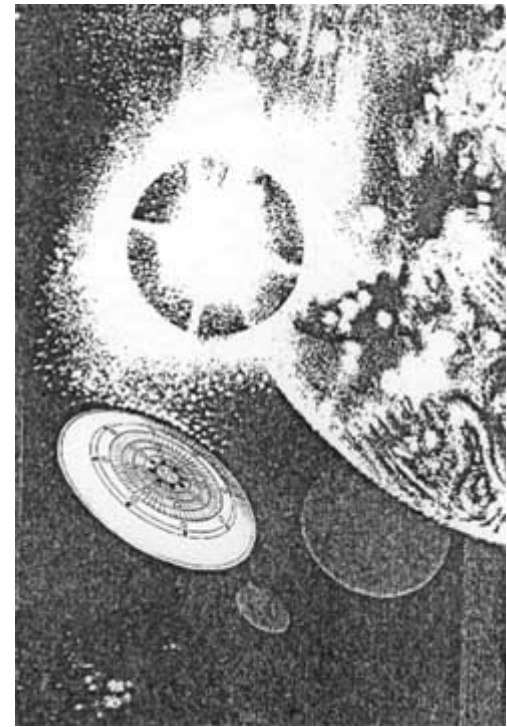


Prof. Searl and John Thomas are showing Mathias from Germany the magnetic segment printed in the U.S. The testing equipment shows that there is a waveform imprinted on the magnet which extends all the way around the segment. This is a big step forward in our experimentation to achieve the correct wave form for the work.















\$2.95

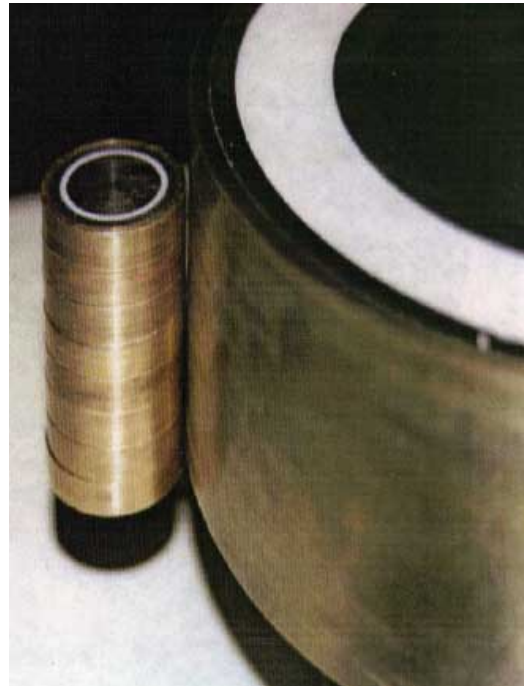
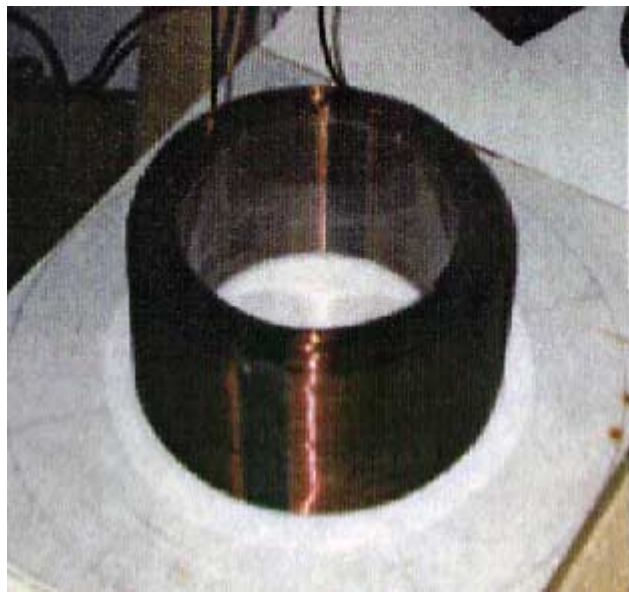
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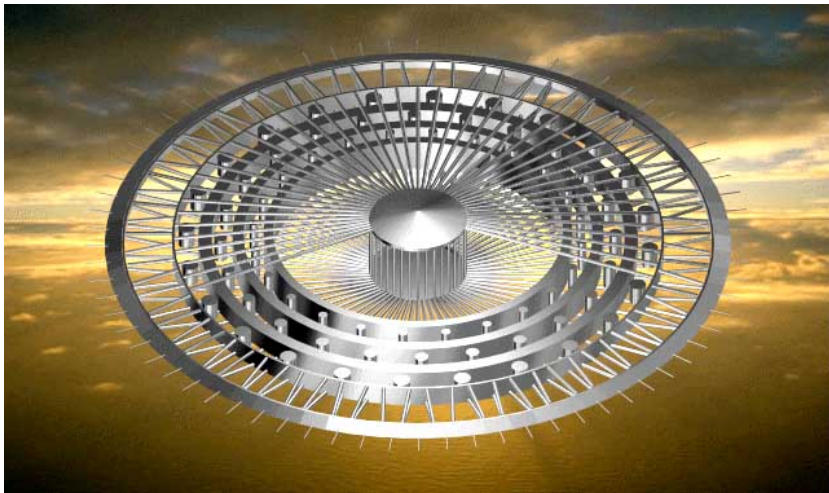
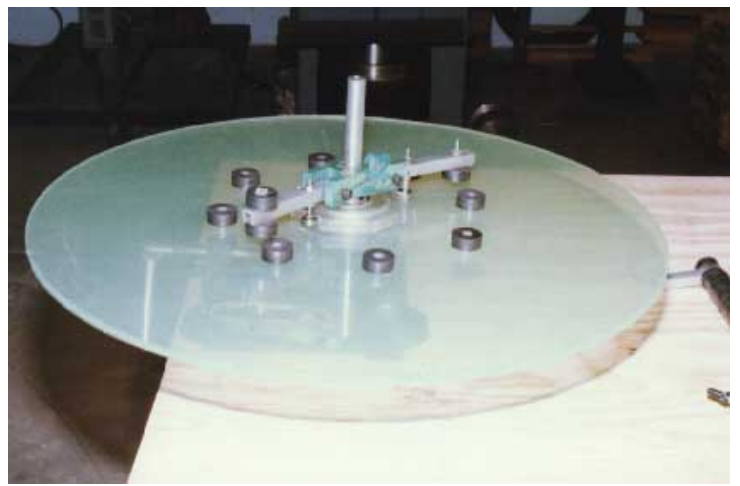
- Latest Technical Information Available
- Easy-to-Read Informative Articles
- Hundreds of Books on These Topics:
  - Tesla's Energy and Tesla's Technology
  - Alternative Energy & Medicine
  - High Volt. / High Frequency Equipment
  - Projects You can Build
  - Etc., etc. FOR ALL AGES!

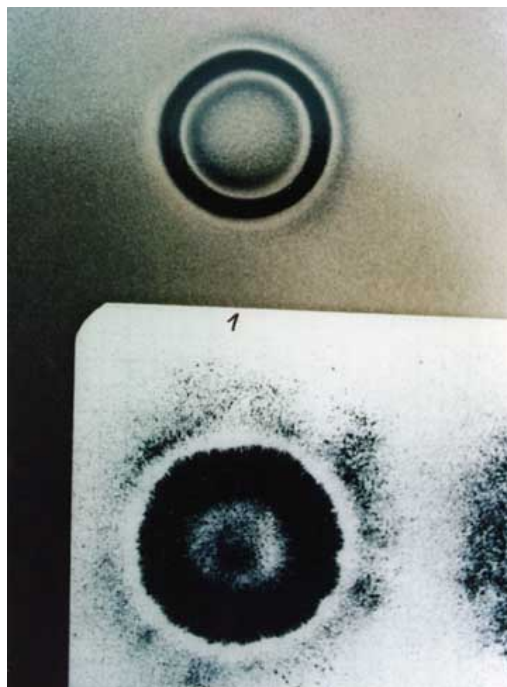
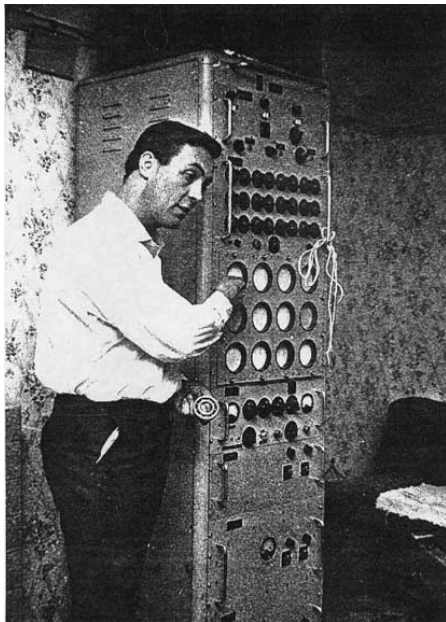
The IIS Official Source book for Tesla Information 





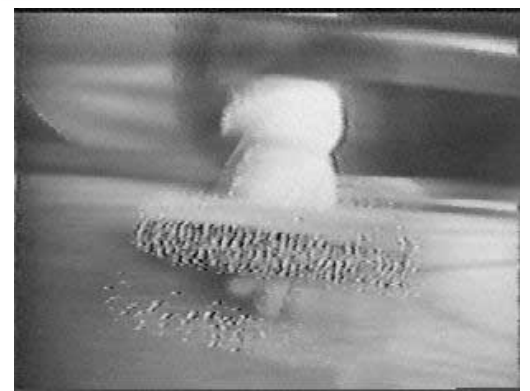


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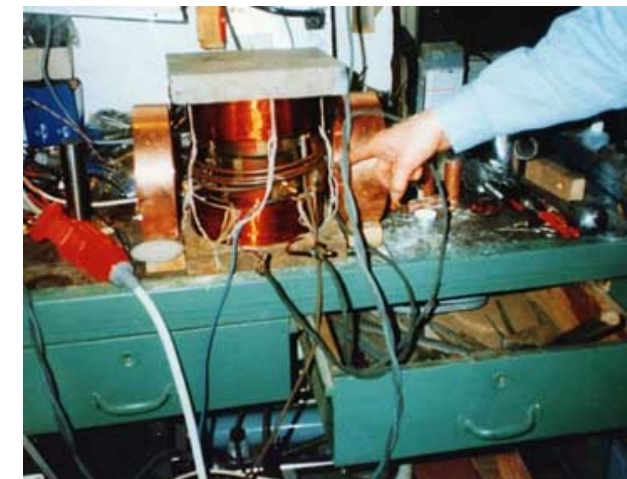
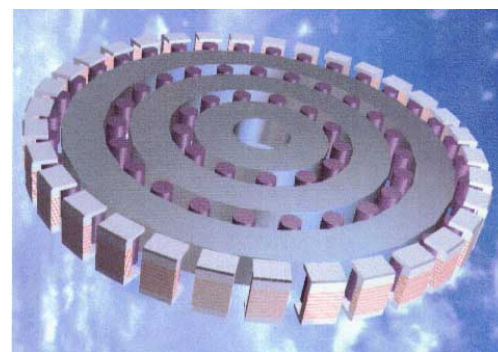
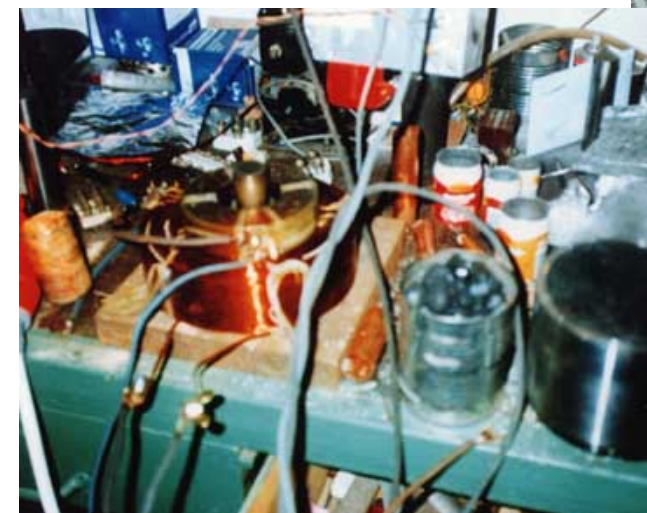
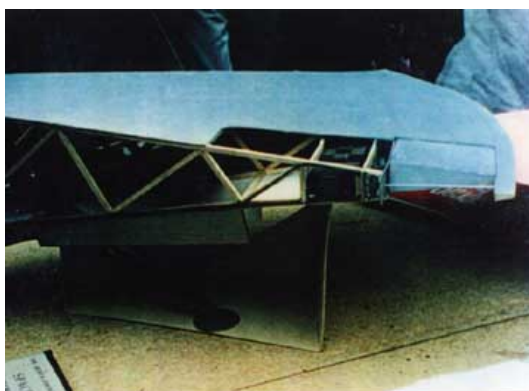


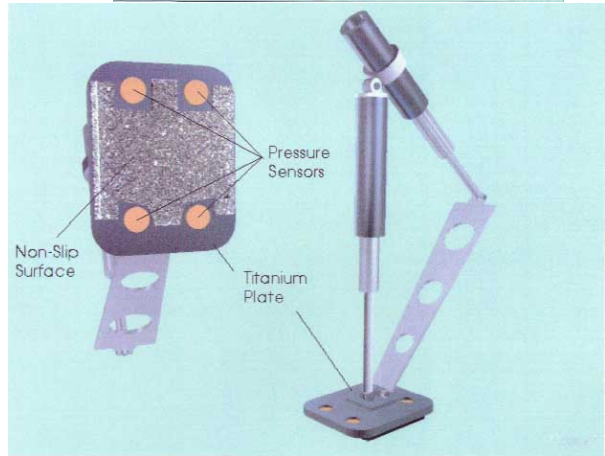
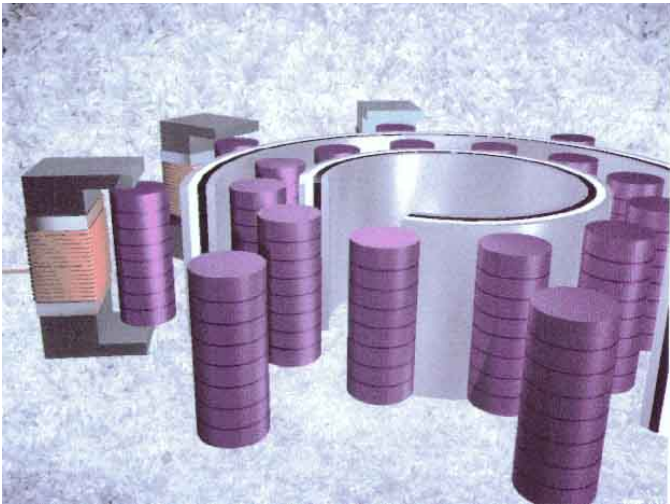
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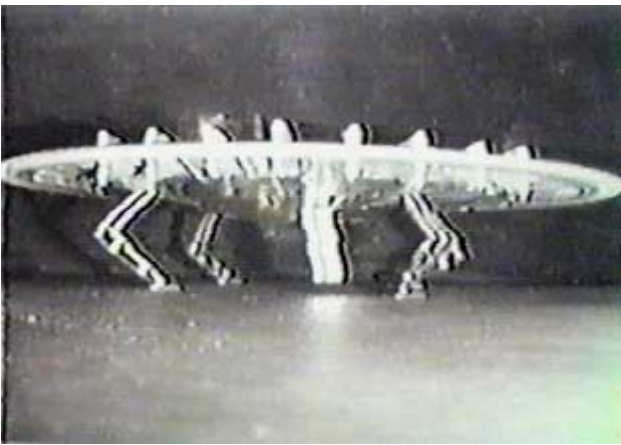


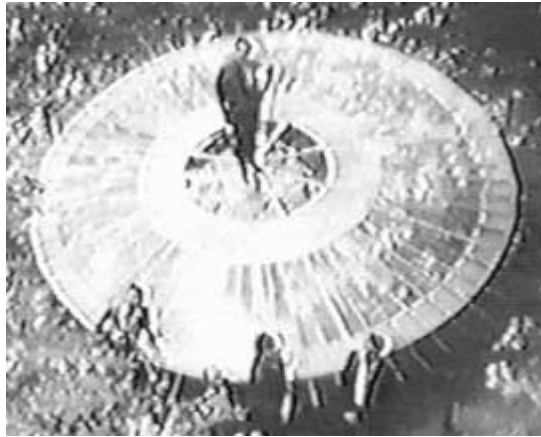


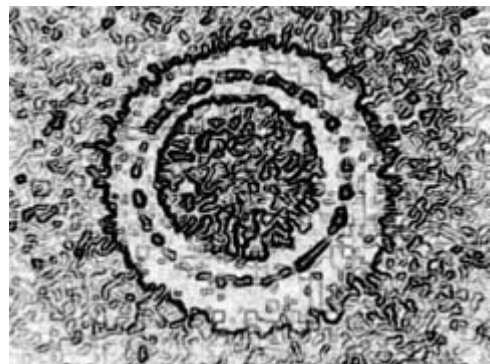
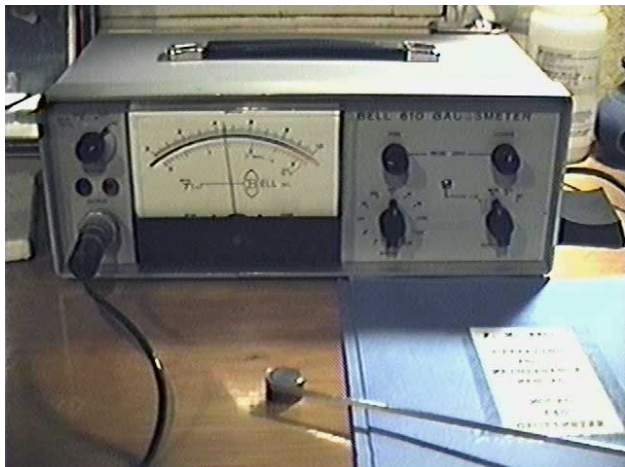
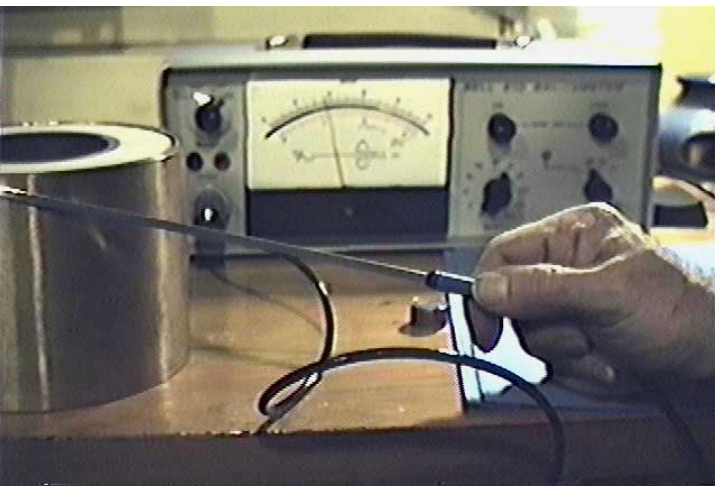


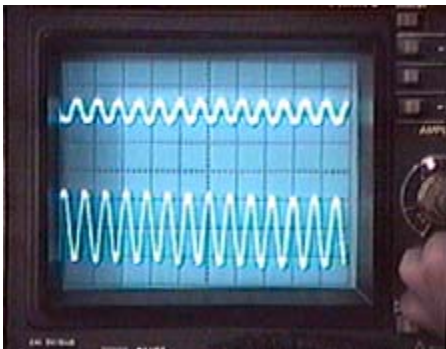
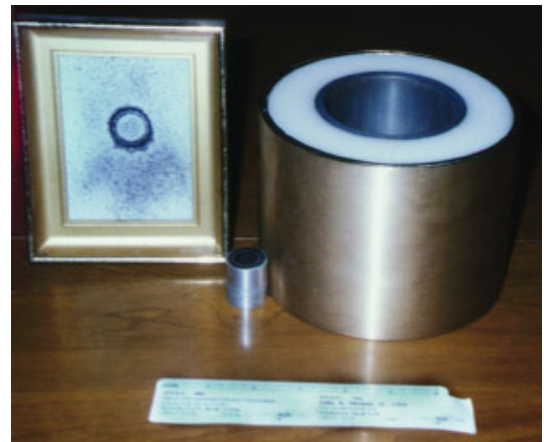
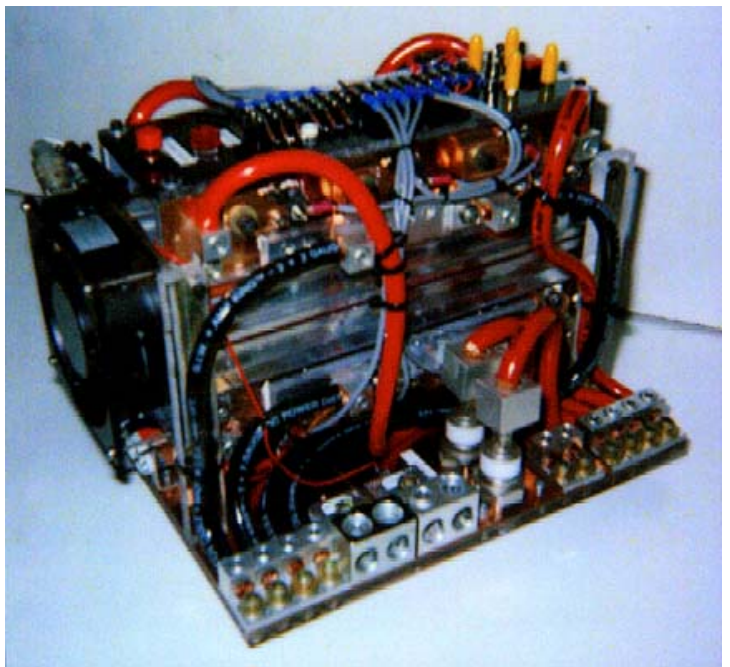
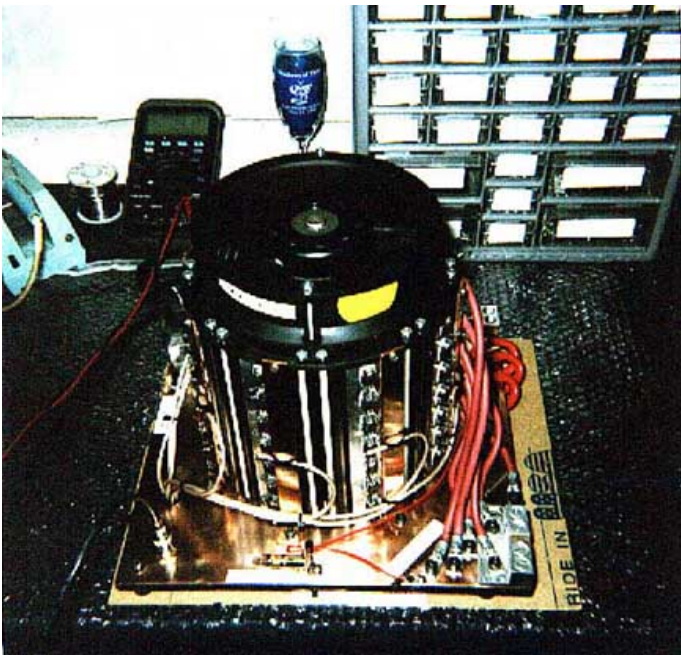


By G.D. Mutch (c) 1999.

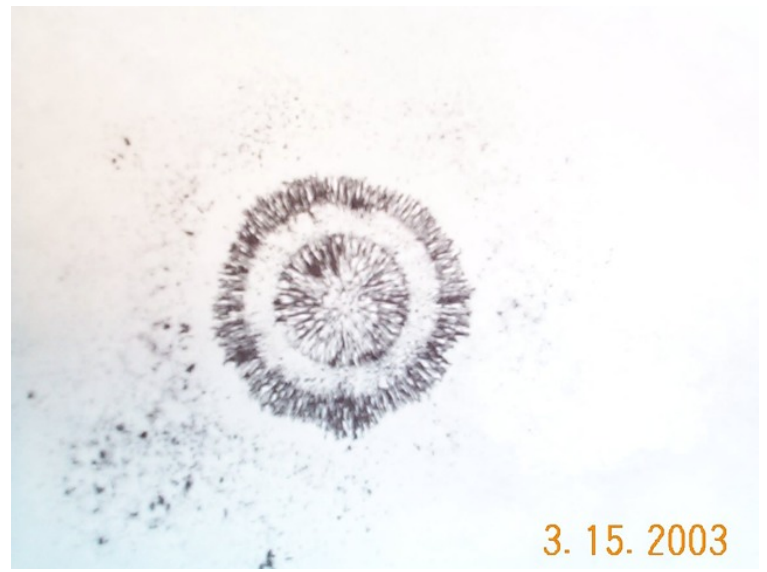
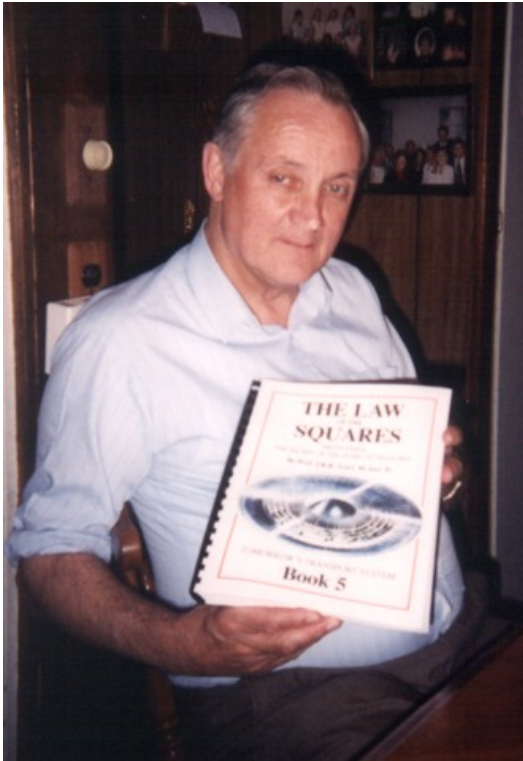
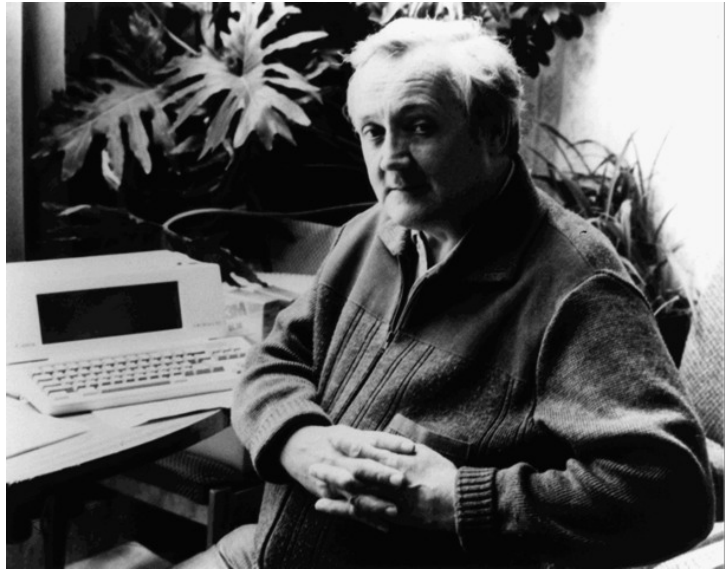


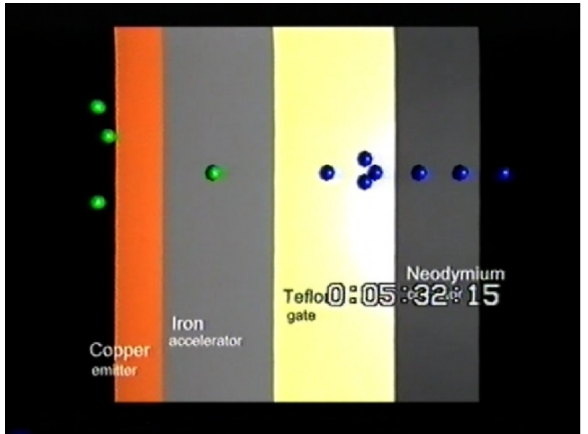
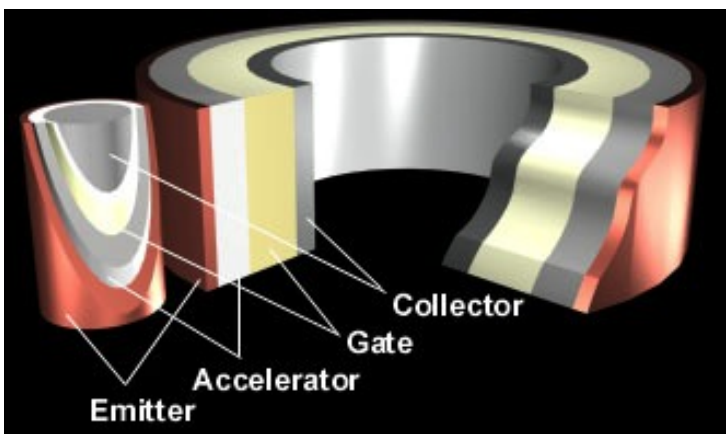
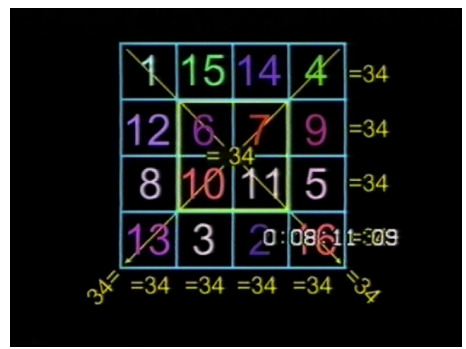
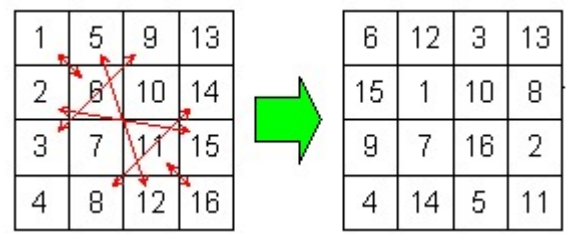
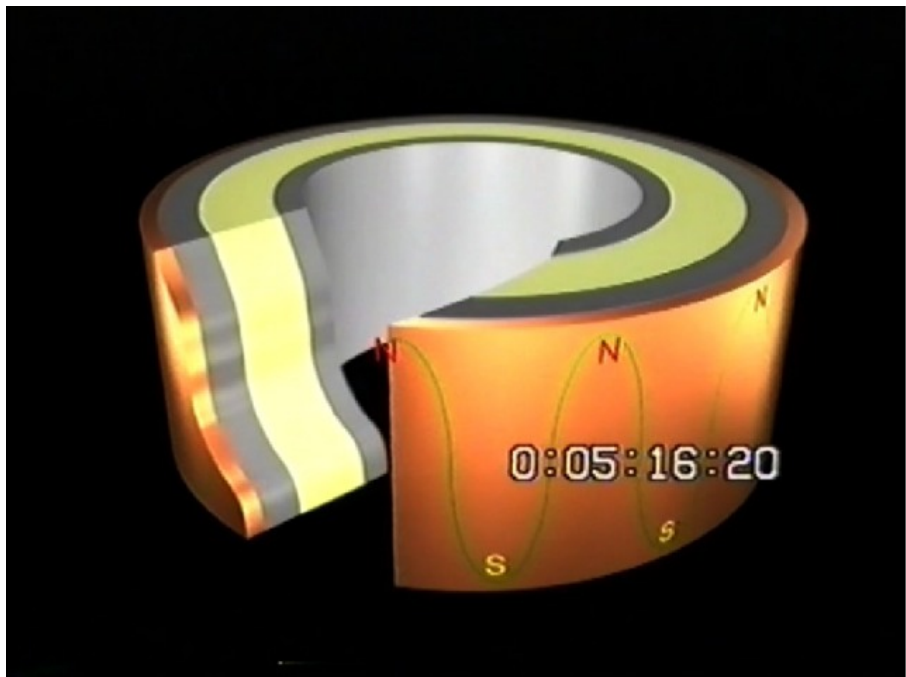
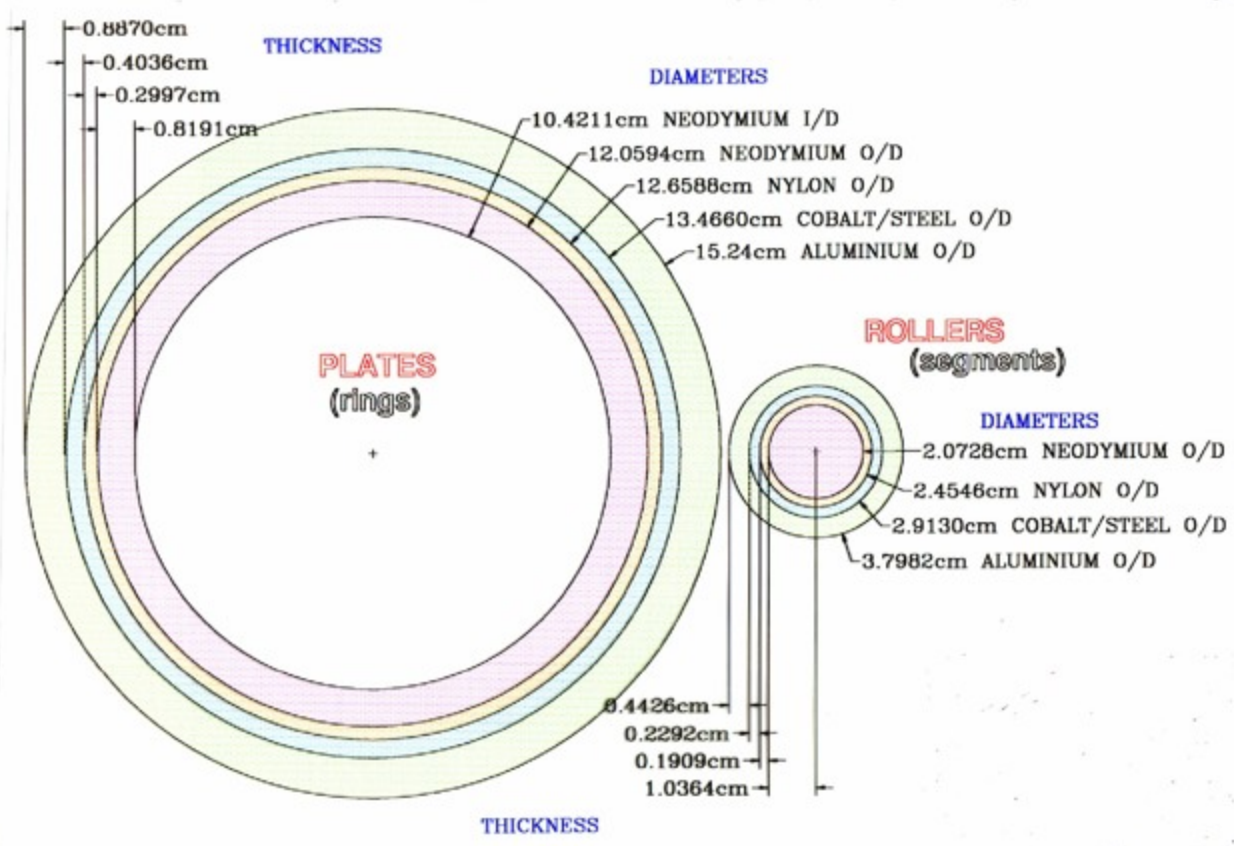


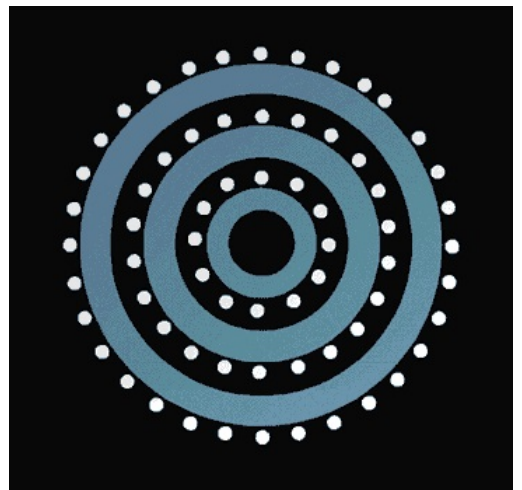
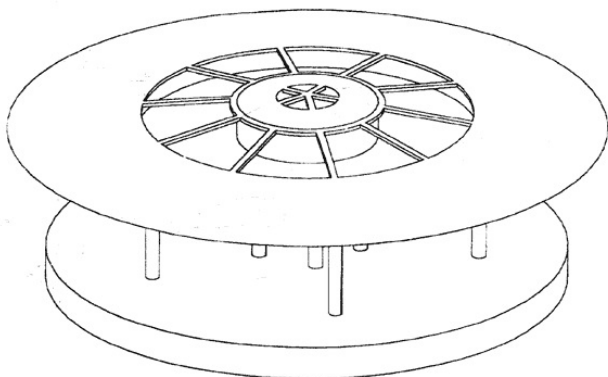
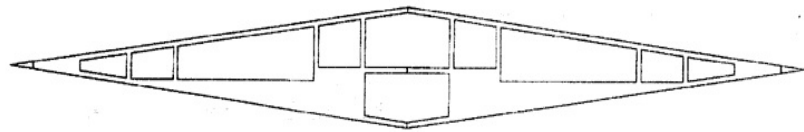
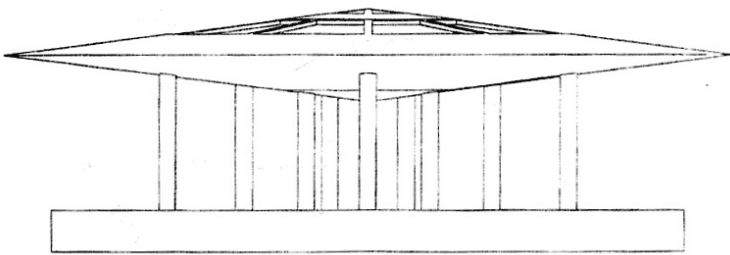
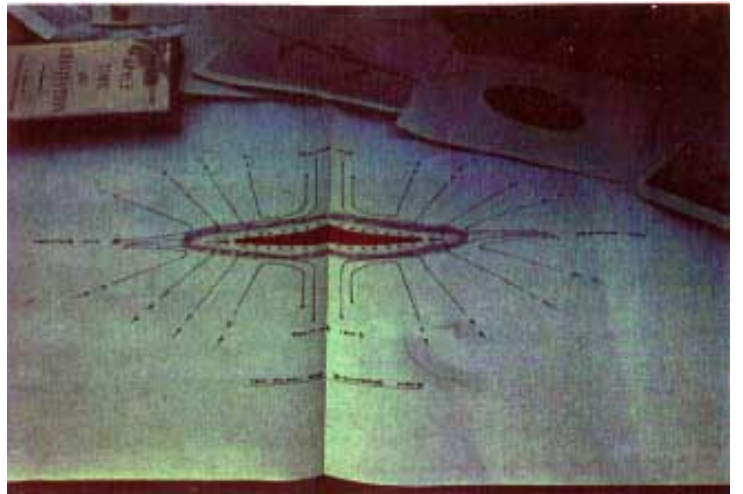
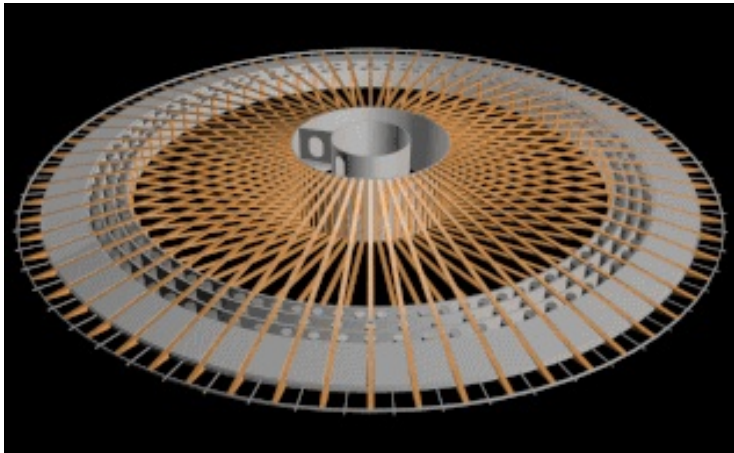
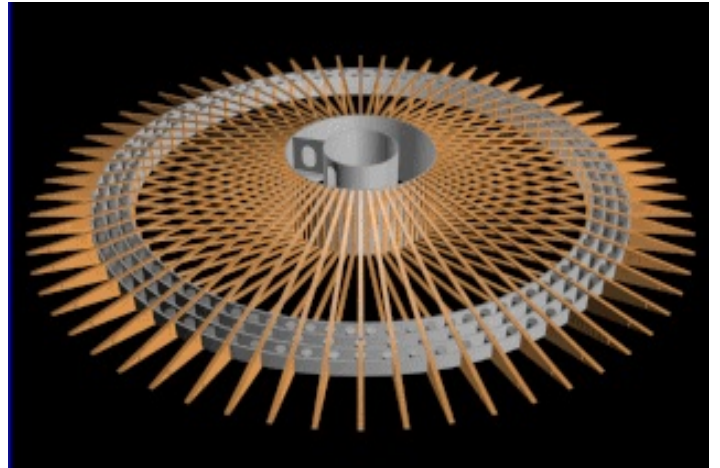
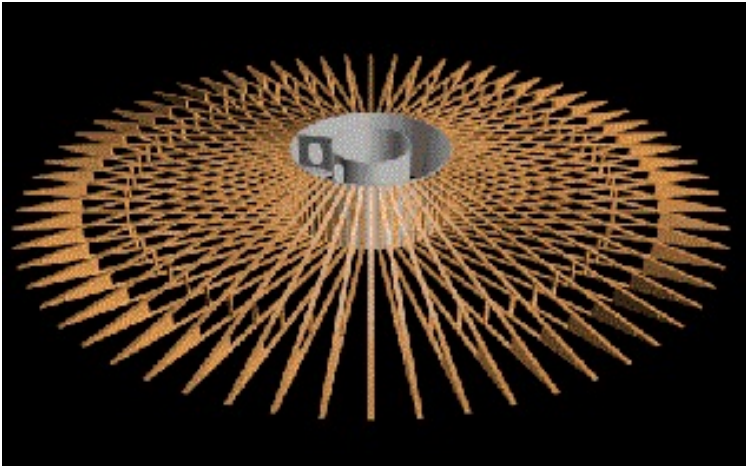


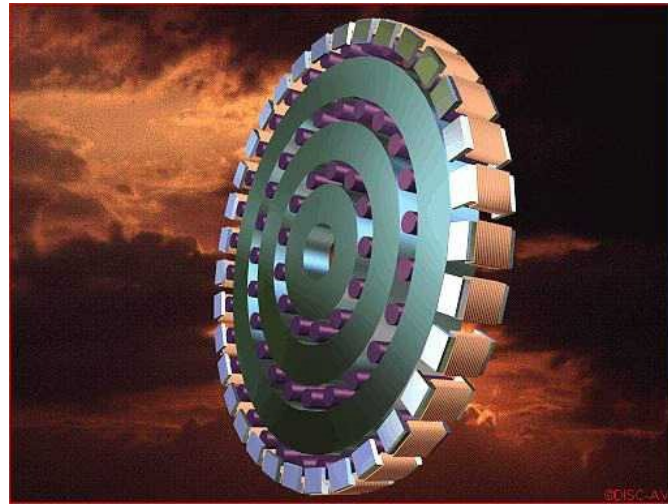
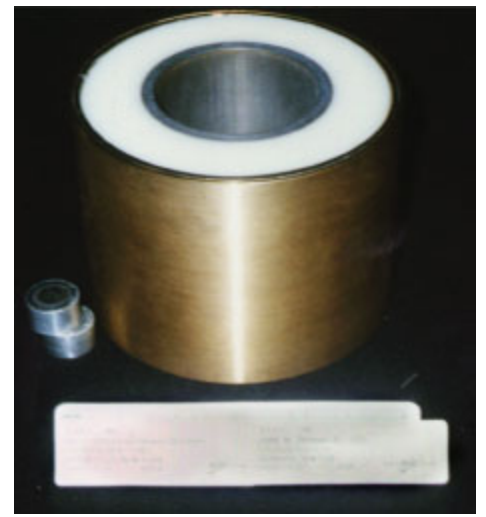
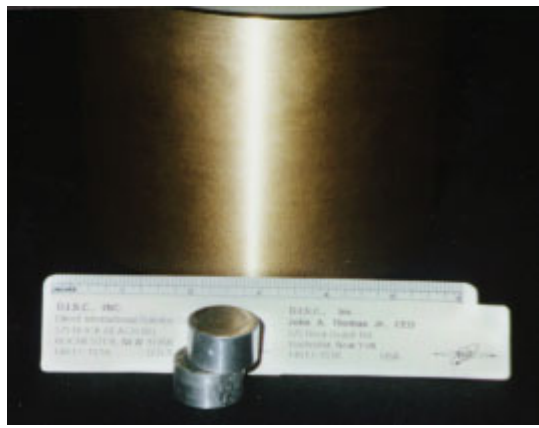
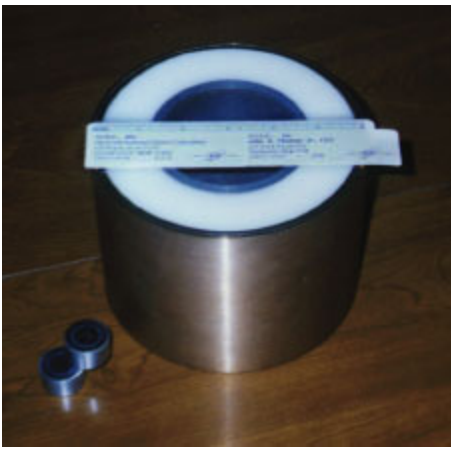




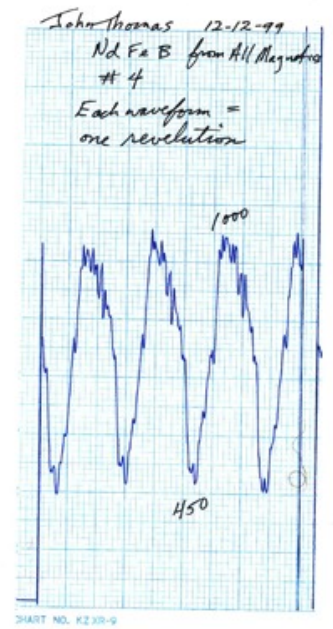
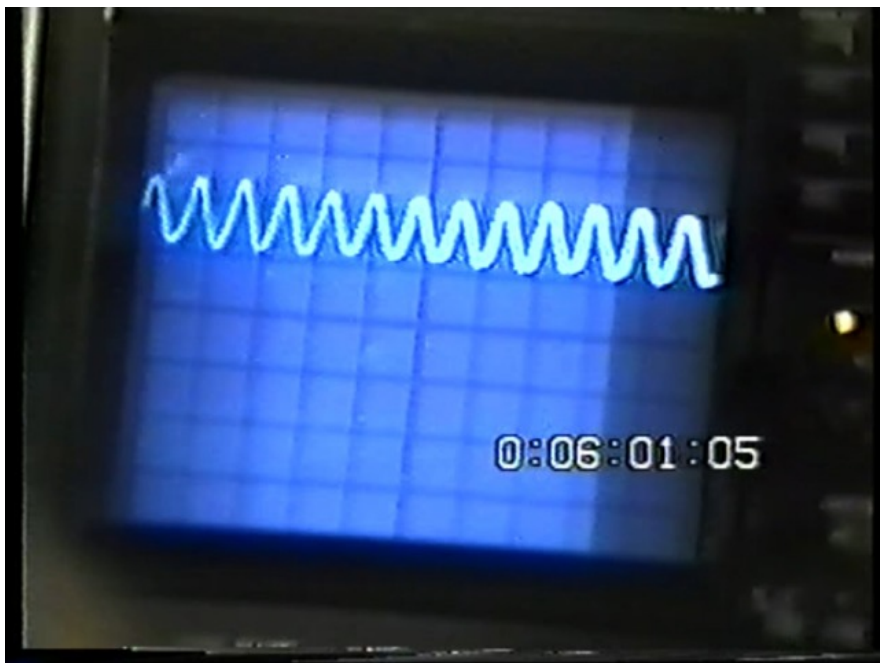
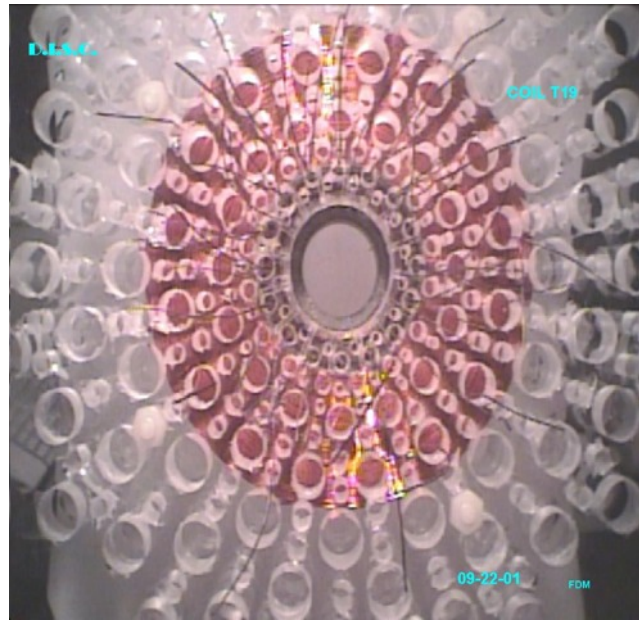
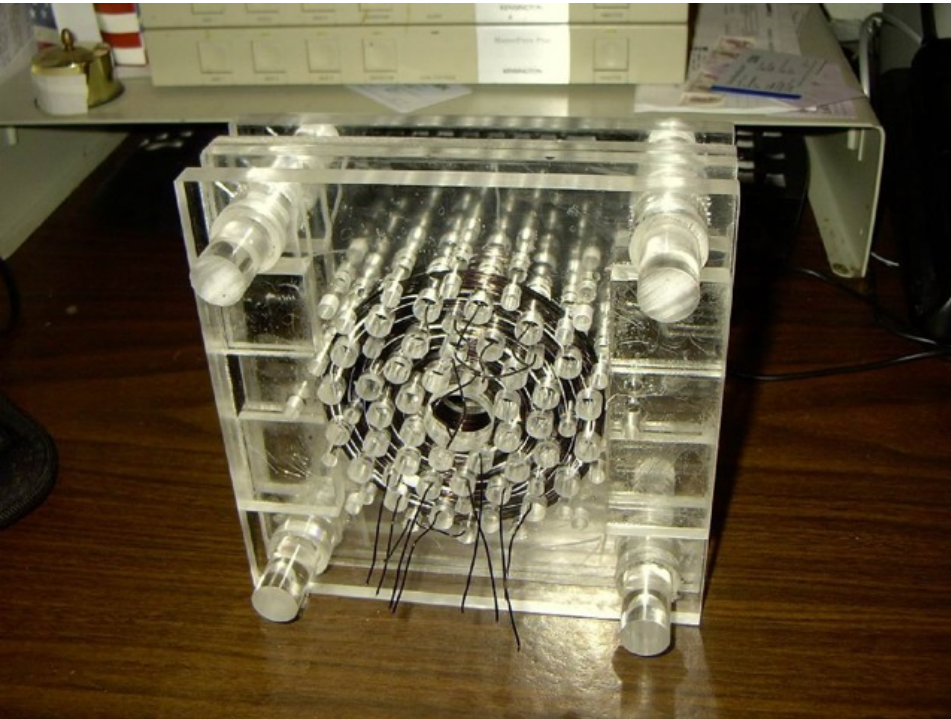
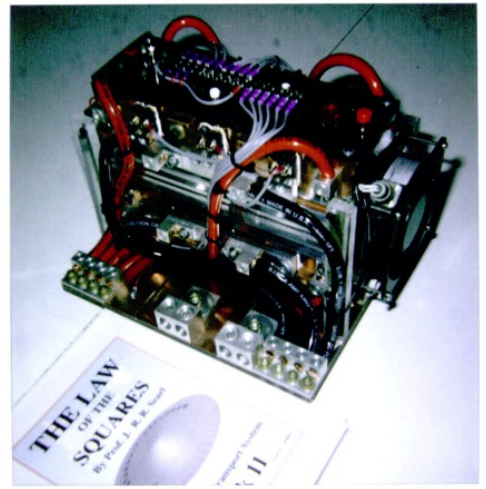


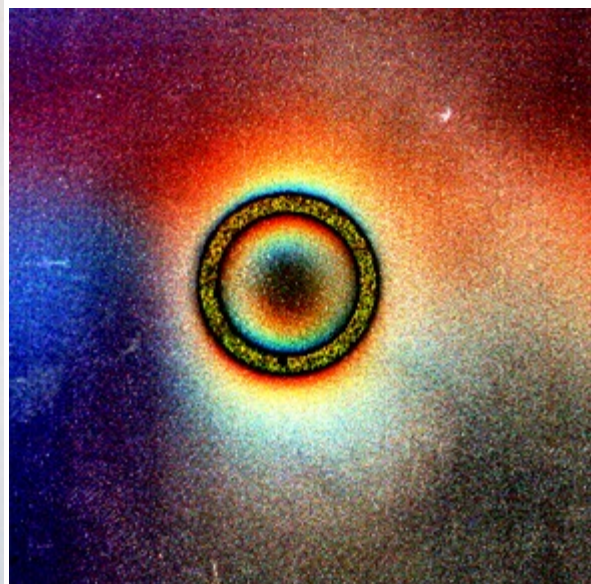
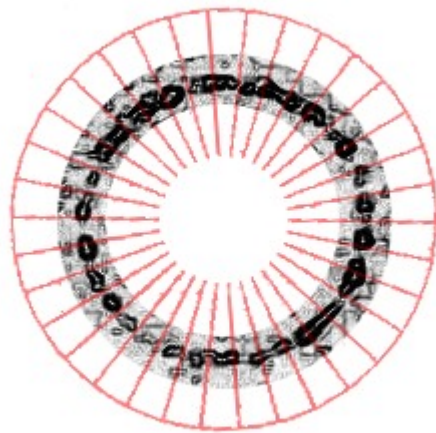
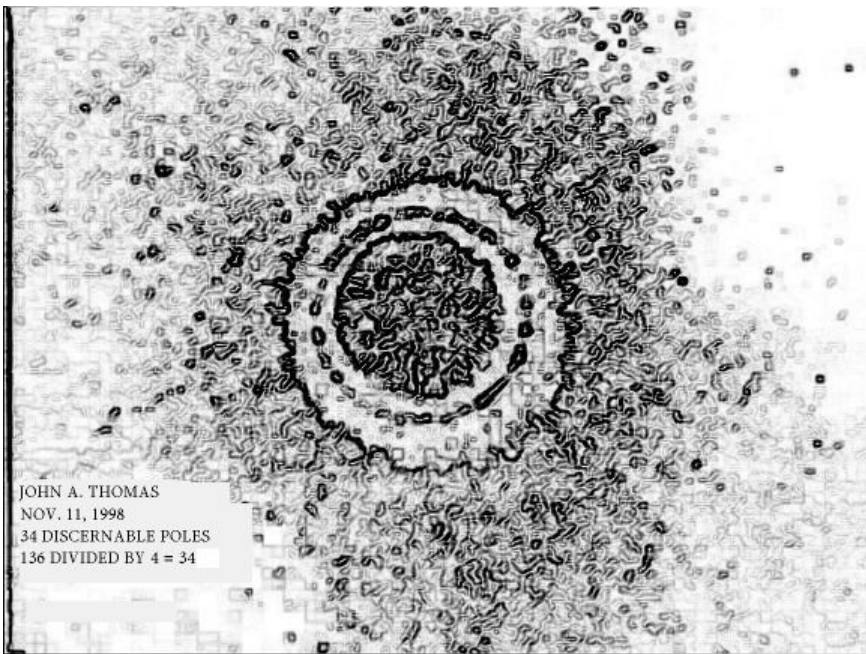


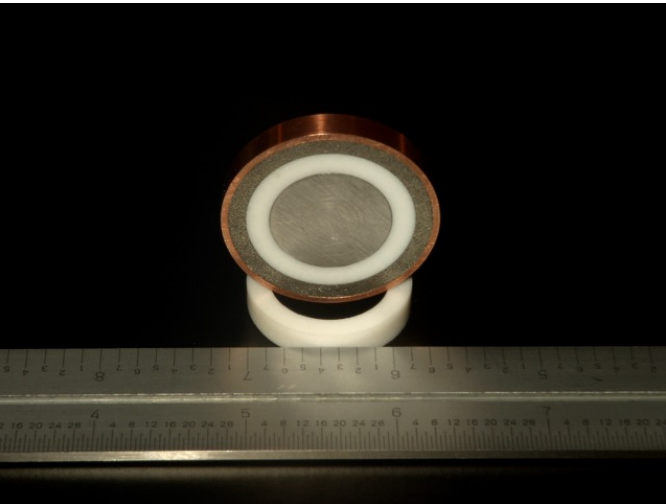
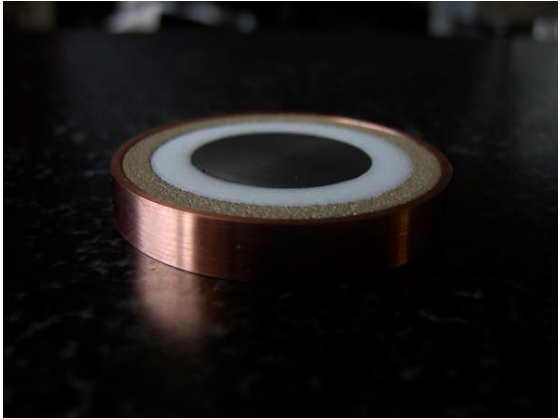
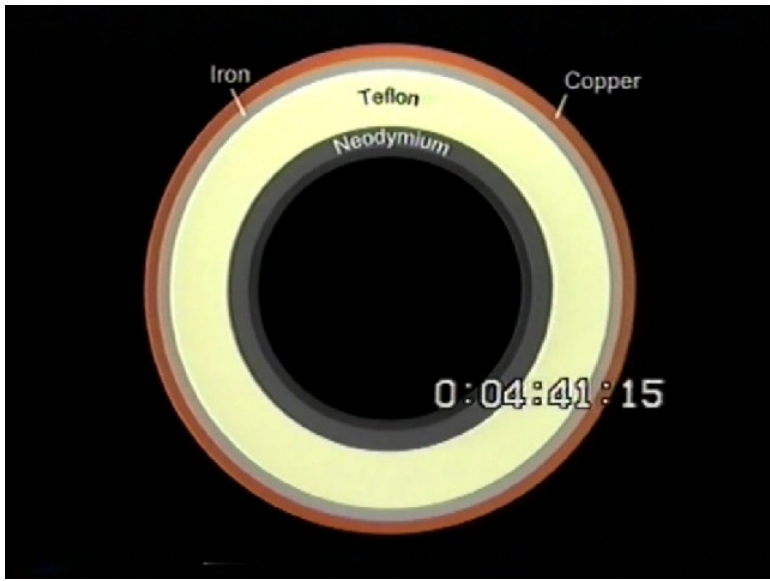


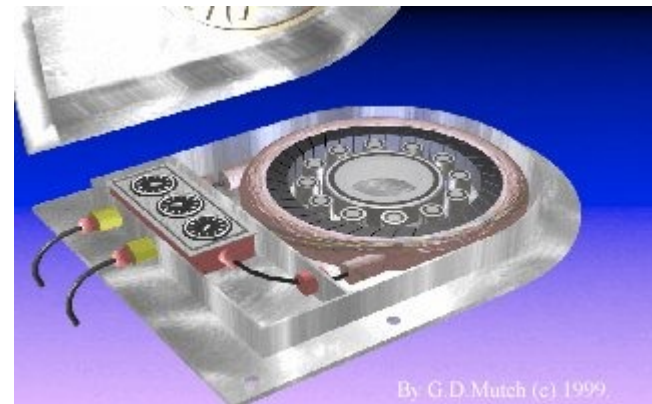
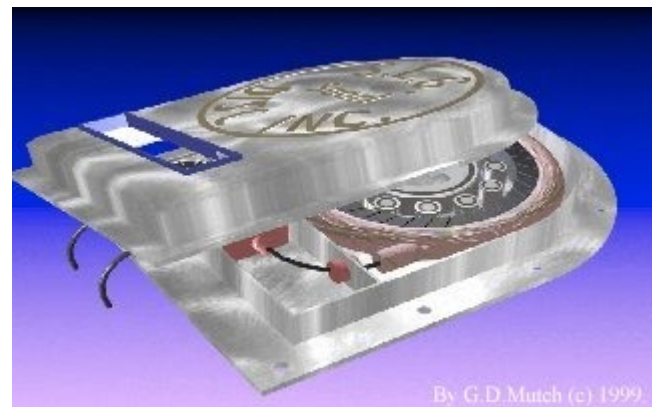
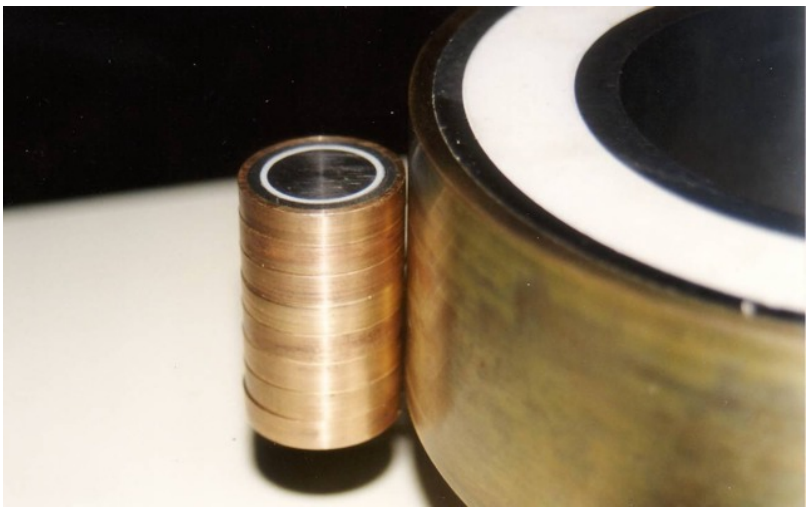
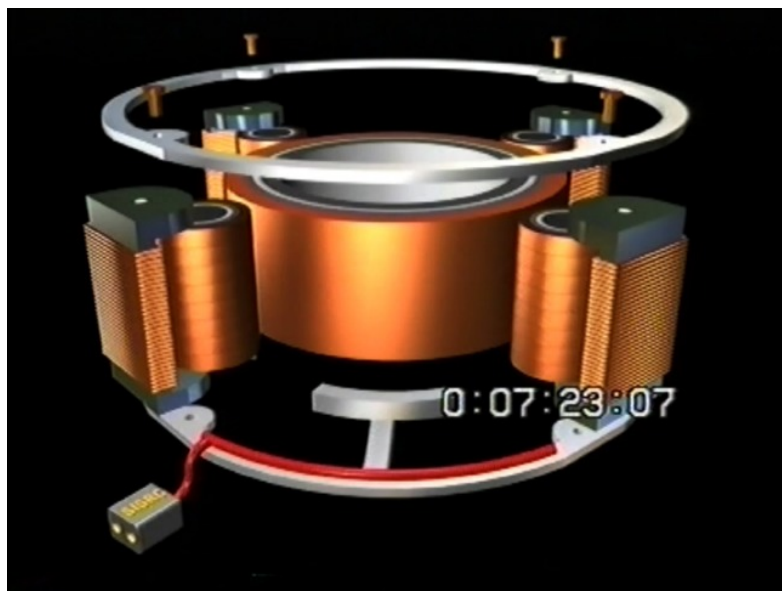
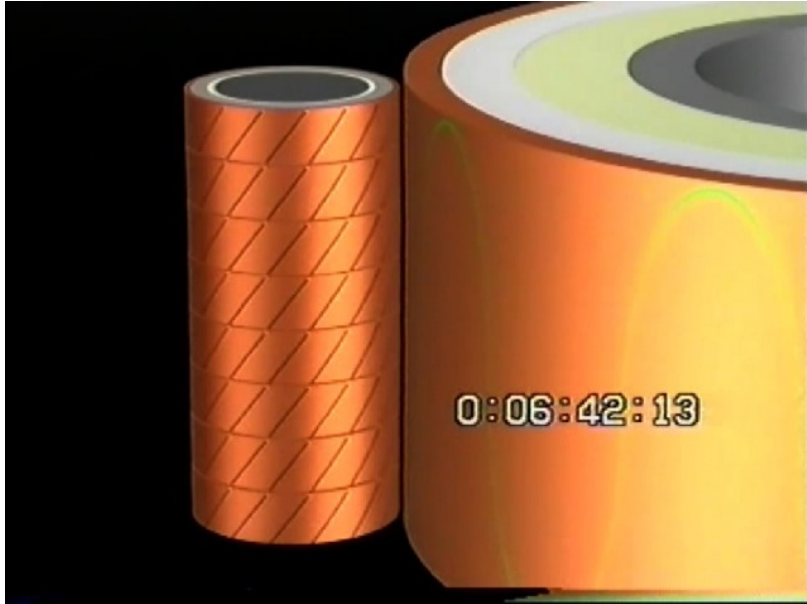


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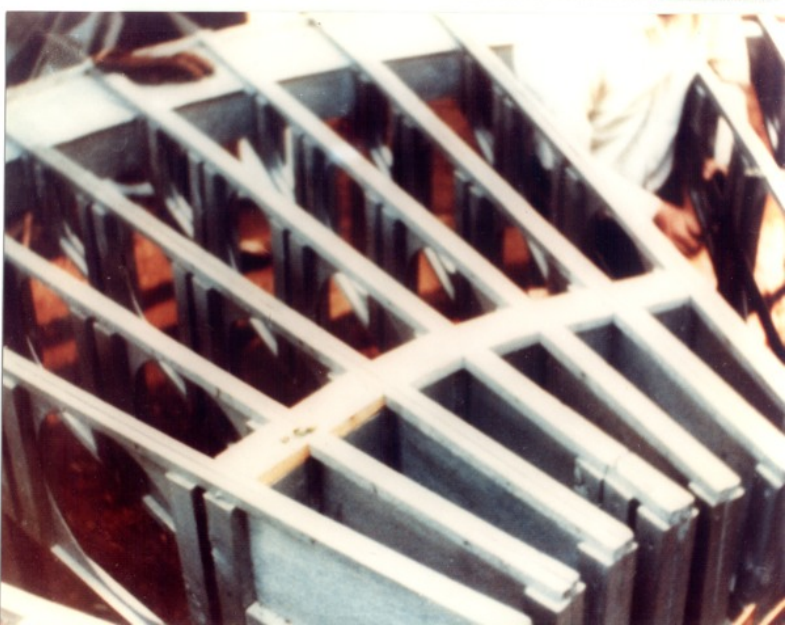
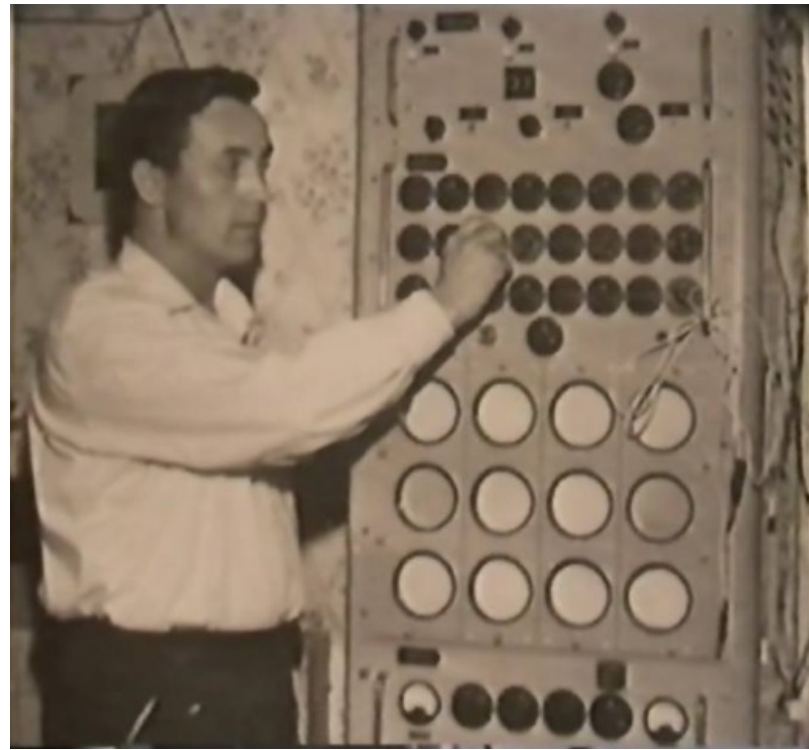






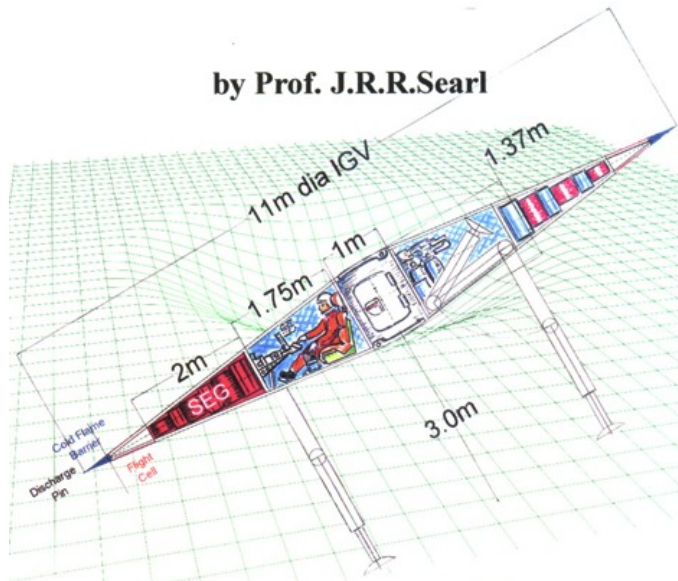




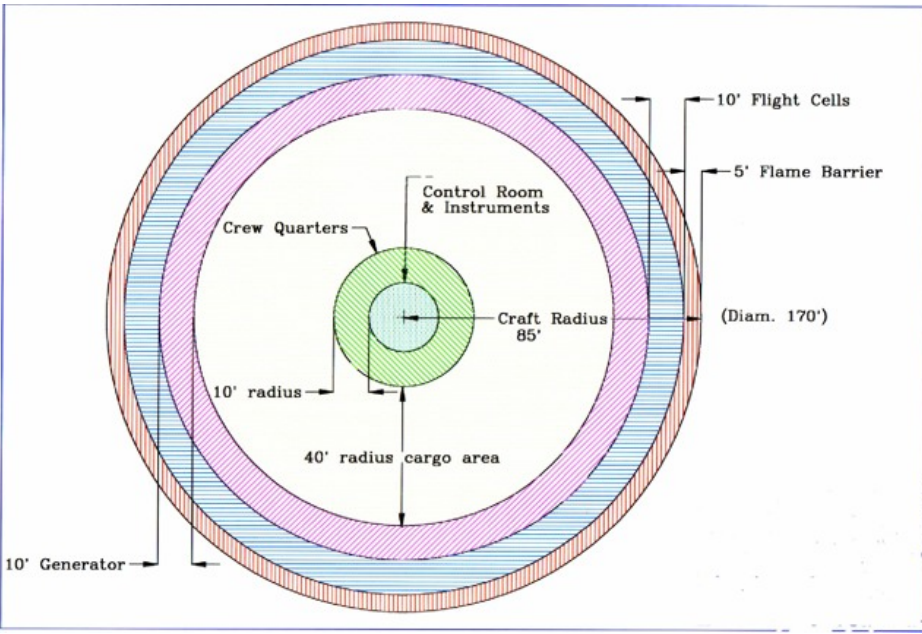
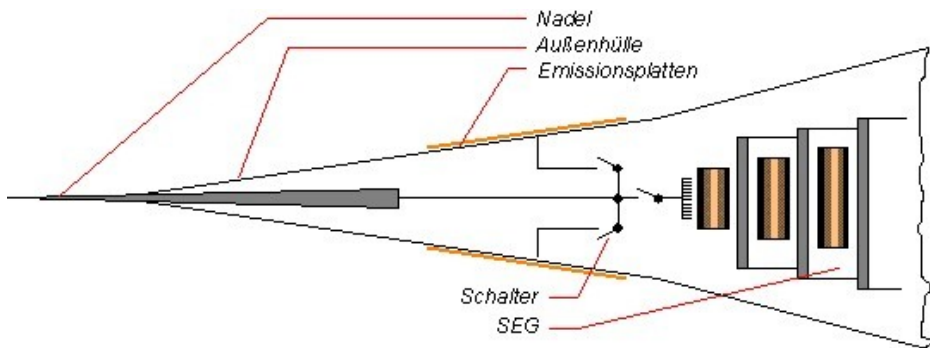


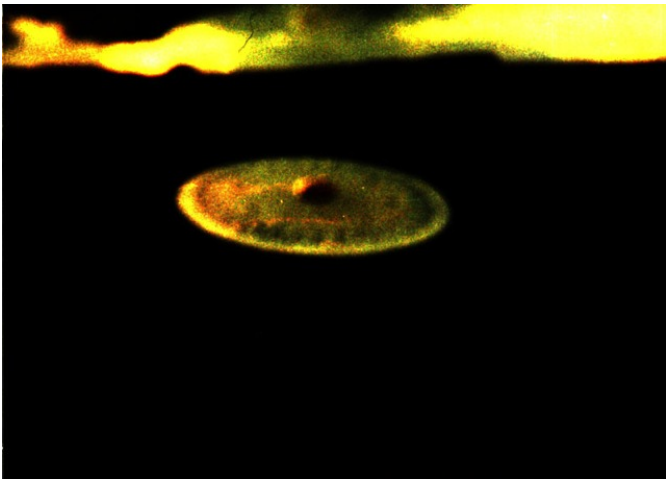
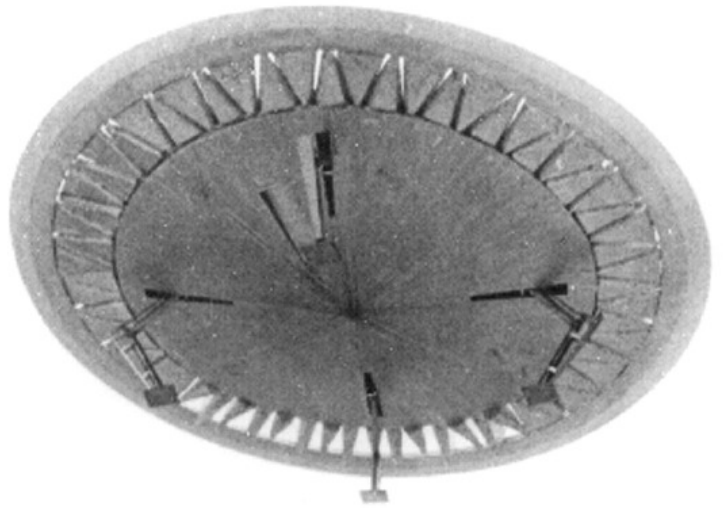


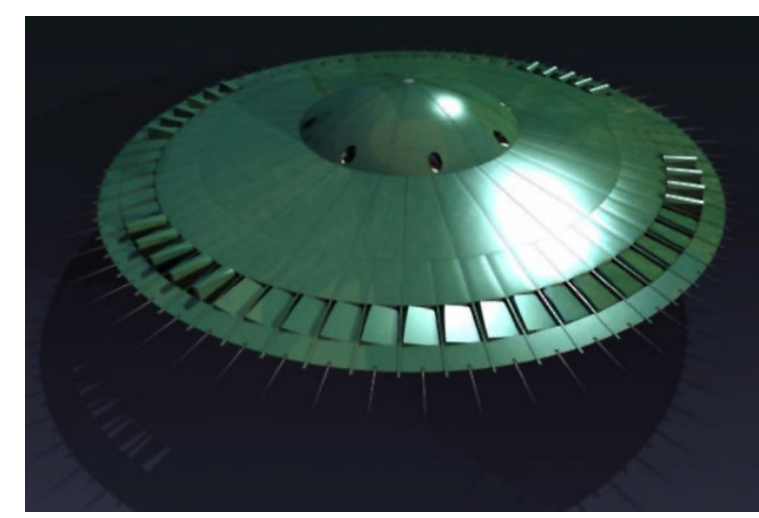
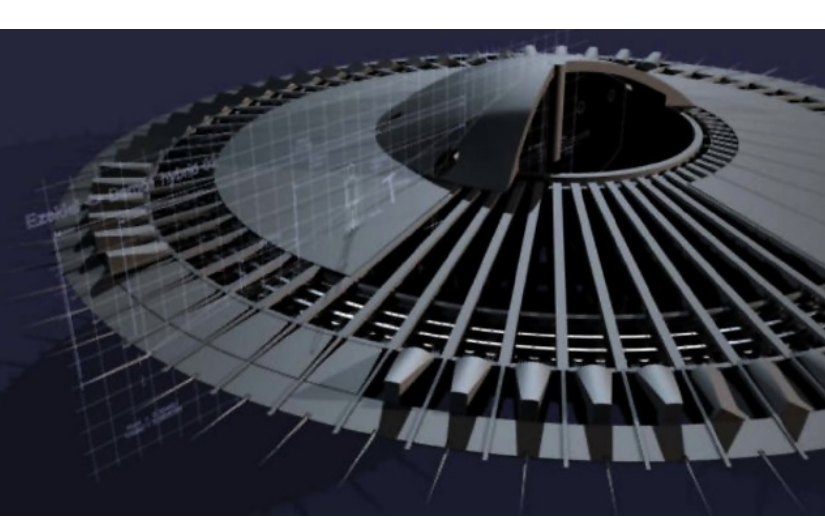
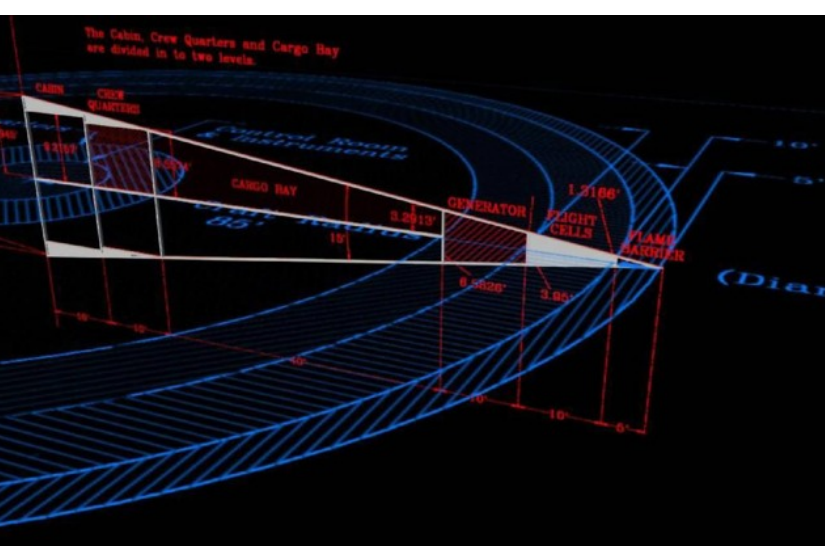
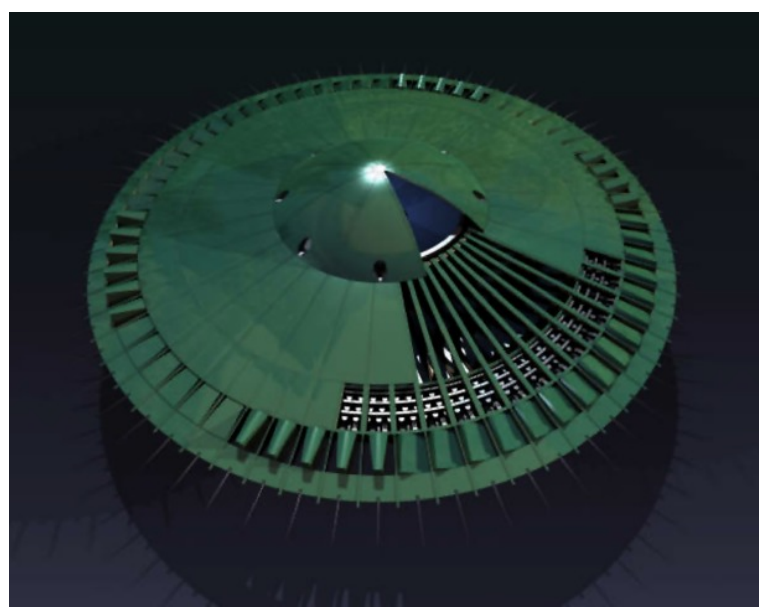
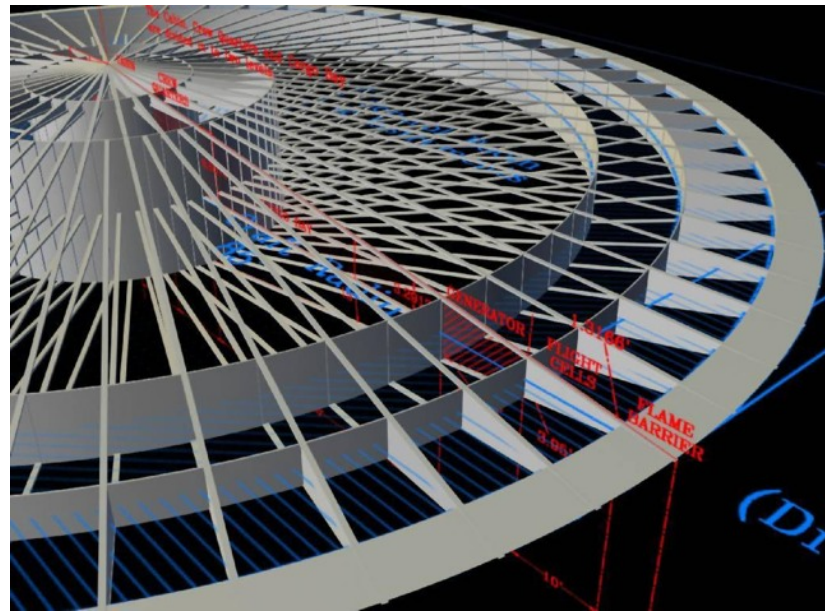
by Prof. J.R.R.Searl

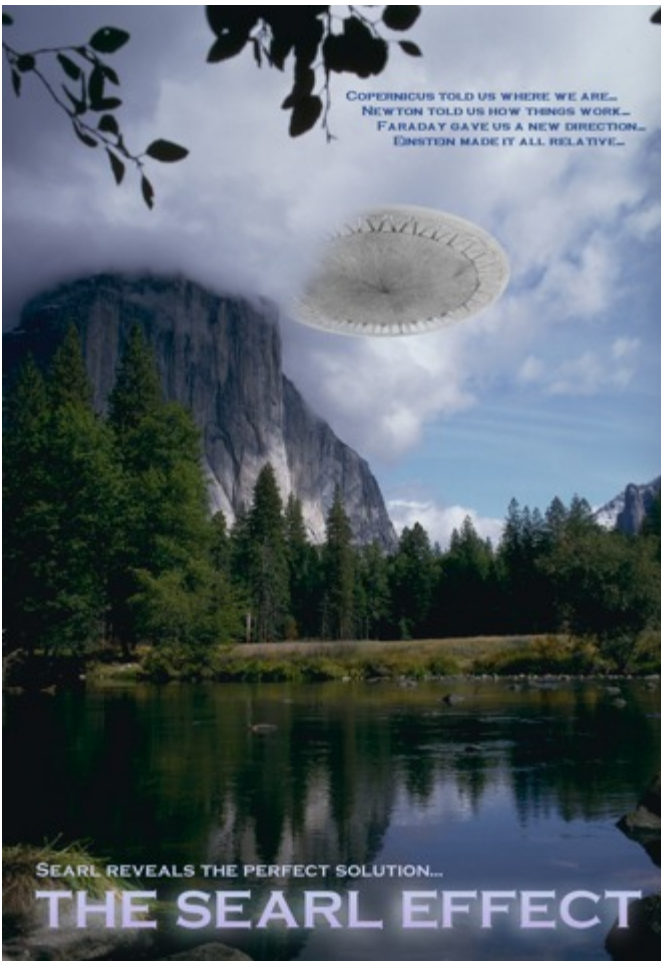
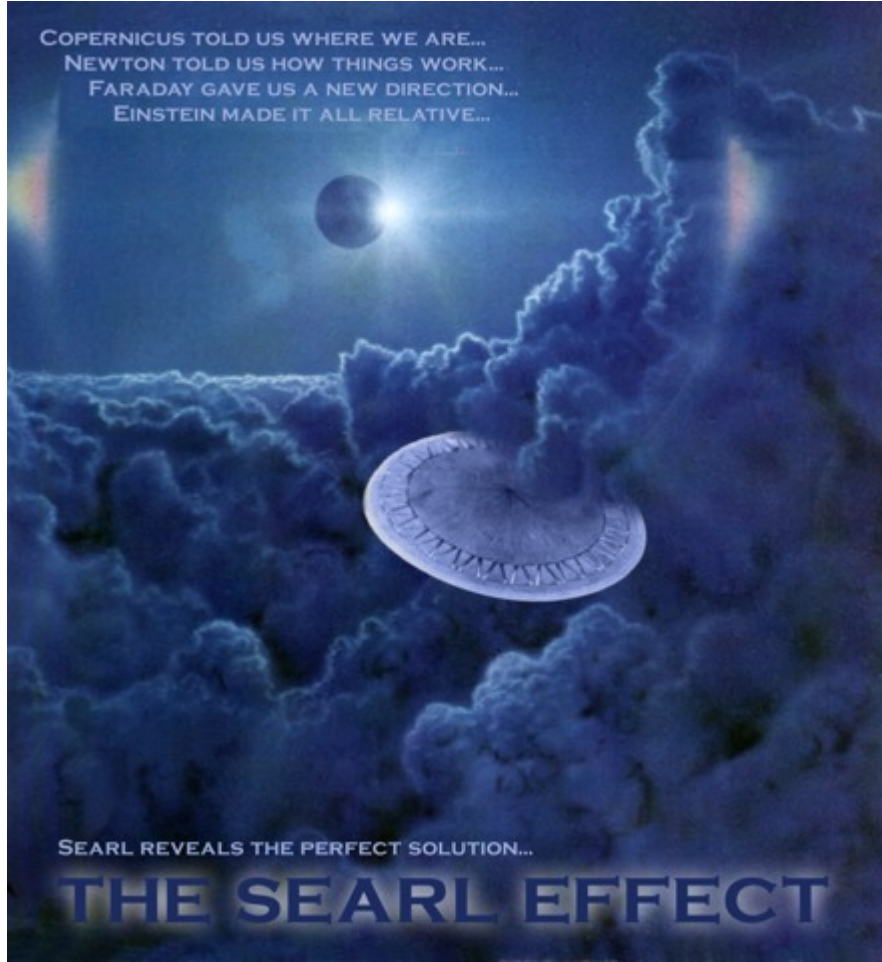


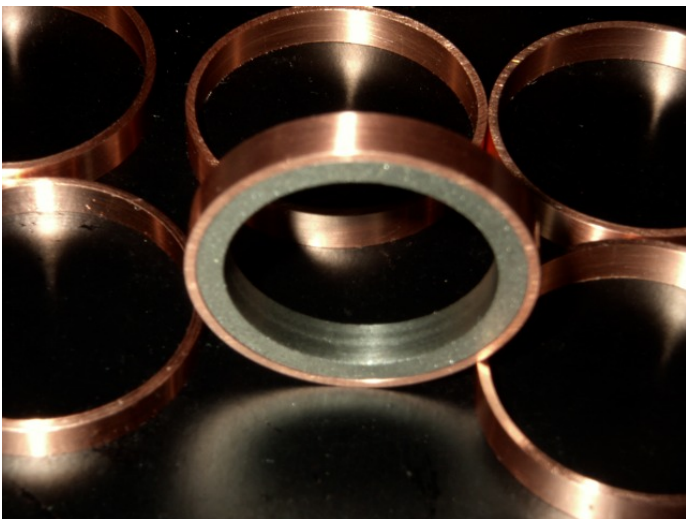
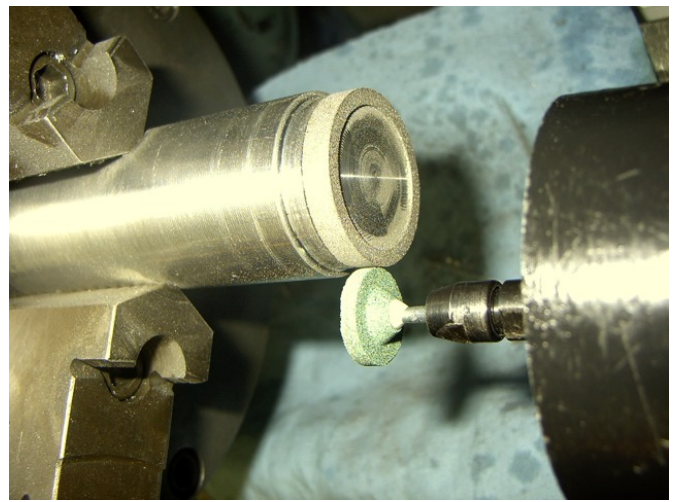
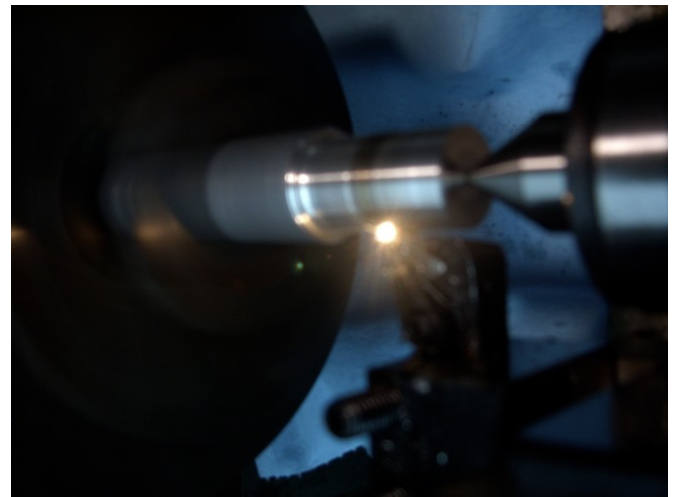
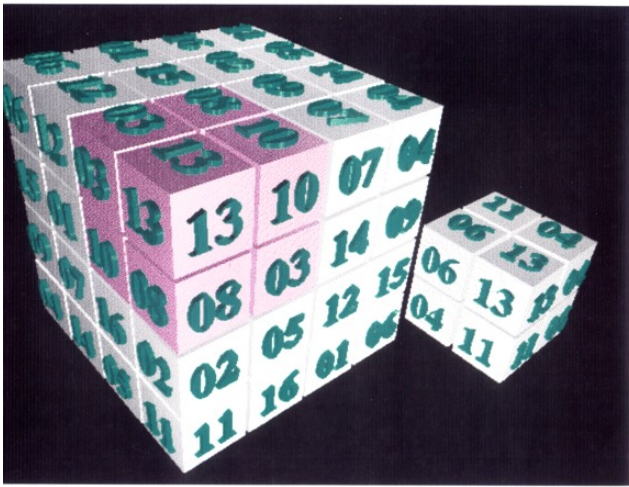
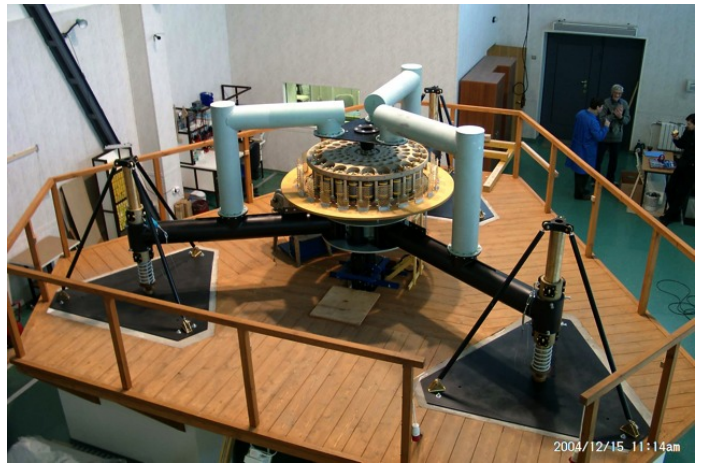
Explorer Mk. 1 manual flight and research testing vehicle

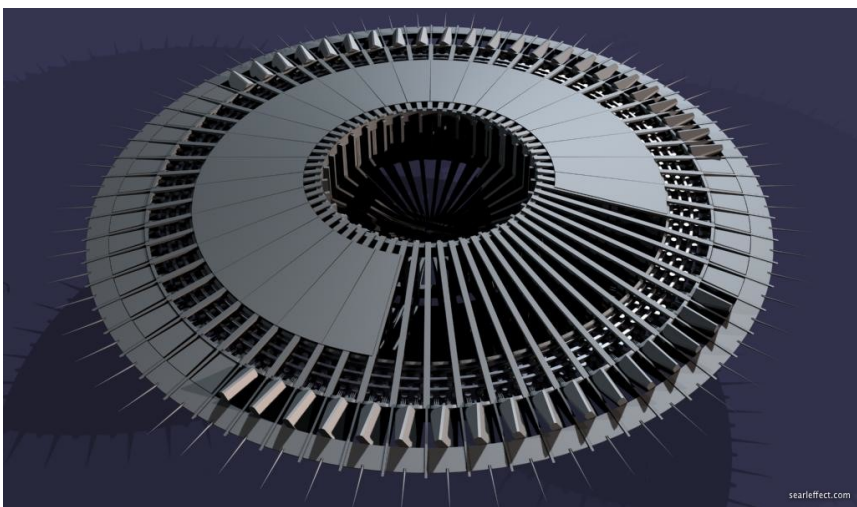
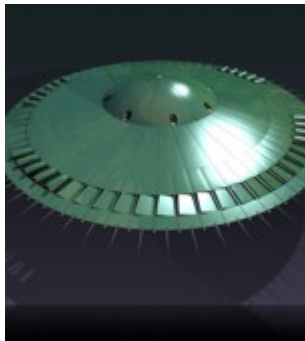
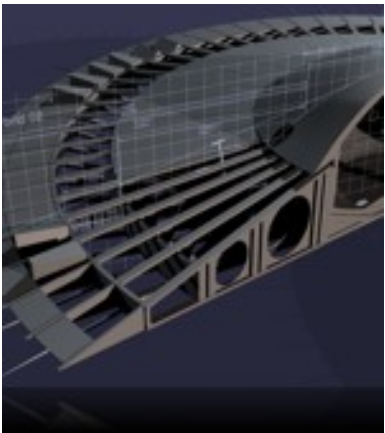




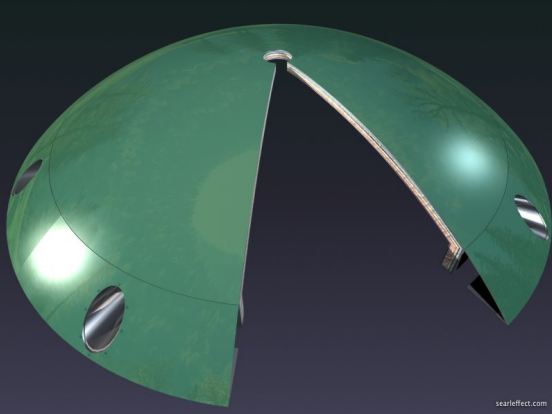




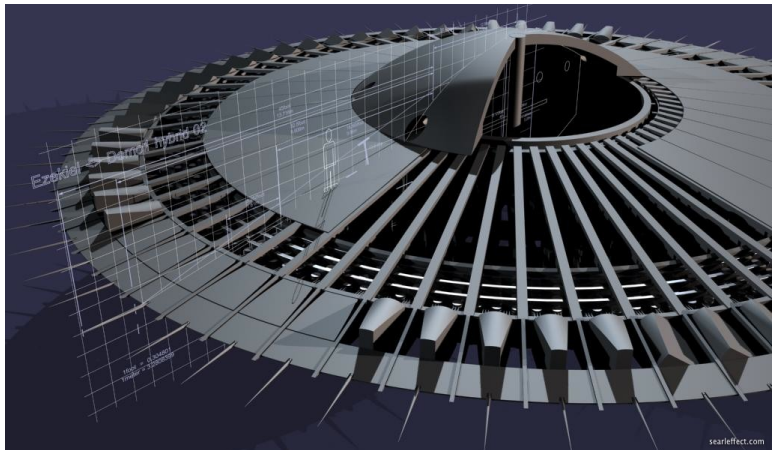




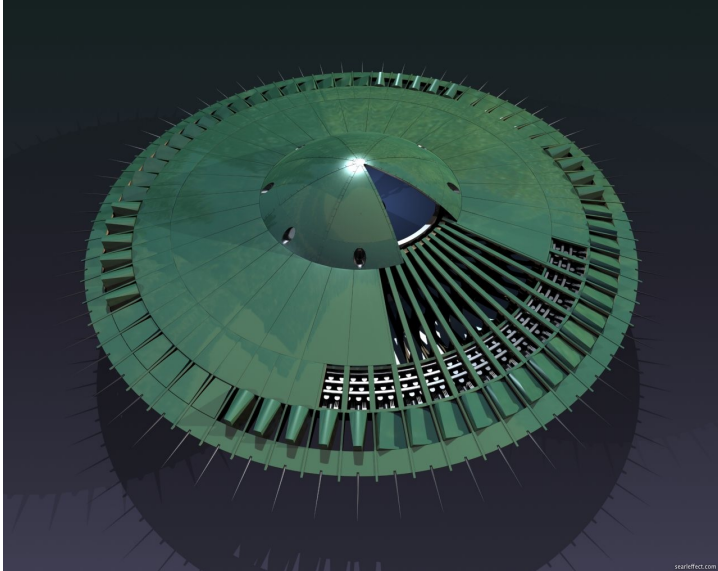
searleffect.com



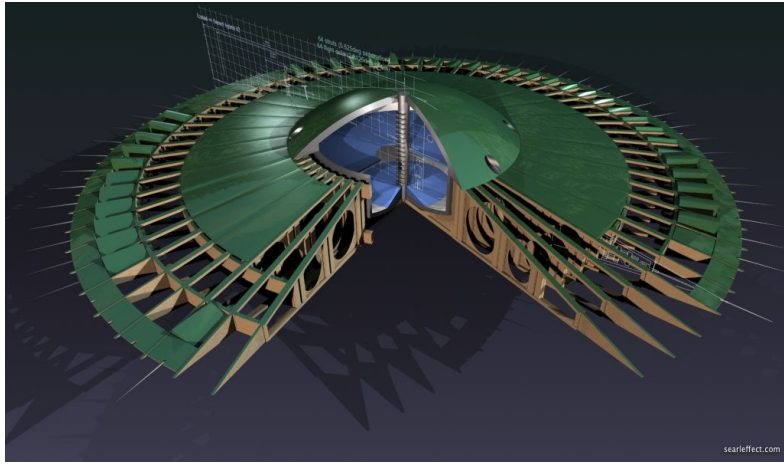
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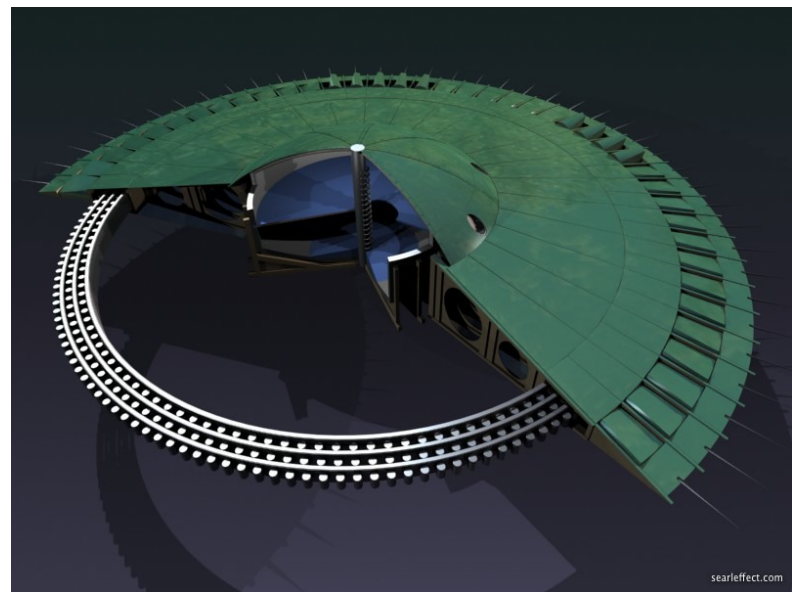
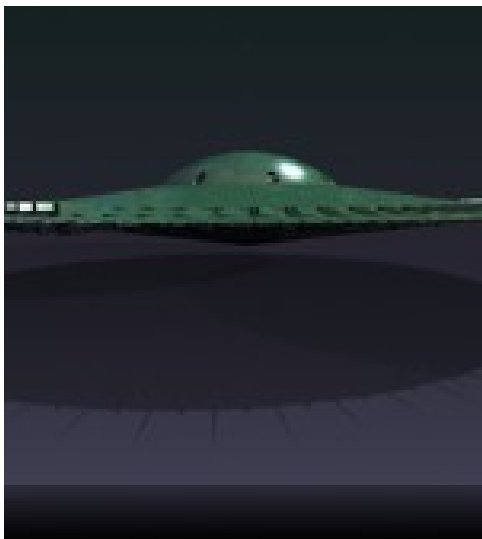
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