

Mr. Athol Parks report 4<sup>th</sup> July 1978:

Relates to featured photographs and articles in:  
New Zealand Herald: 29<sup>th</sup> April 1978  
Christchurch Press: 9<sup>th</sup> May 1978  
Otago Times: 13<sup>th</sup> May 1978

Athol Park.  
101 Woodlands Avenue.  
Pascoe Vale South 3044.  
Victoria.  
Australia.

Address to:  
Mrs. Vera H. Comer.  
Searl Space Research Consortium (NZ) Inc.  
P. O. Box 42-037.  
Orakei 5.  
Auckland.  
New Zealand.



Vera Comer Searl Rep in N.Z. a great fighter.

Bear in mind that it's now 2011 – not 1978 much have changed since this report you are about to read was sent to her. In fact: just a few days to 2012.

Dear Mrs. Comer.

I must apologize for the delay in receiving this information as for some silly reason I address the first letter incorrectly and it was returned to my temporary address in London.

You may recall my writing to you in January 1978, asking for information about JOHN SEARL as at that time I was preparing to visit the U.K. Thank you very much indeed for your prompt reply and the literature.

In April 1978, I met with Mr. Searl on two occasions and had lengthy discussions about his marvelous invention and the work he's involved with.

Enclosed is a brief report of my meeting outlining a few of the things I was shown. I sincerely hope it is helpful to your cause and do not object to the report being used, provided it is only reprinted in full and no sections or part of sections taken out of context.

Although I personally believe there is more to Mr. Searl and his invention than appears on the surface. I have deliberately contained myself purely to facts and observable information presented.

***I like to butt in here with a FACT Boeing aircraft engineer came to the lab and was demonstrated the Searl effect far more than Athol Park was shown by Fernando Morris and Bradley Lockermam filming this session; and they still did not get the message he was looking at – WHY? Because: he did not know of such technology and therefore could not understand it. Same here but do not blame Athol for his lack of understanding which is an education problem, not an observed problem. Observing and understanding what you see are two different subjects.***

People do not know the difference between knowing and understanding what they know. Things: which are too often misunderstood. It is to me an everyday problem with people that do not understand what they are told or shown. I will continue with Mr. Park report.

Athol Park letter continue:

My comment in the article for N. Z. Press, which you no doubt have copies of, is perhaps an understatement in many ways. However, to do credit to my scientific training, I can only report on those things observed.

*Just to remind you that he can only explain what he observe based upon his own knowledge, which is not related to this technology, therefore is not in a position to give any comment except how he sees things, Like sitting in a train carriage and the train on the next line pulls out you think you are moving. Basically that is a similar problem people have with this technology, they get the wrong impression.*

There are certain other facets of humanities development towards spiritual advancement which take precedence in my plans for my personal involvement for the immediate future, and it is with some regret that I cannot stay and work with Mr. Searl, for it is quite obvious that he needs support from every direction and especially somebody prepared to relieve him of the more mundane facets of communication and organizing. If it were possible for someone from N. Z. to come over and work for a month or several I feel it would certainly be of mutual benefit.

*Sorry, I feel that I must butt in again here; for Athol in this last paragraph made a vital statement which has been the problem since the old pensioners were finished. Which still applies today, no one wants to save the planet. He states to Vera he has more important things to do than to save the planet, that can wait – and how many people are today saying the same thing. Are you saying that I am the only person in the world worrying about saving this planet – in that case the planet is doomed. Thank you Athol: for at least telling the truth about your interest, which appears to be a common issue. Also in the magazine Raum & Zeit I made the statement that people do not listen – UK national paper Daily Mirror feature editor stated people soon forget; guess he is right. Athol listen: in his case it was above his head as it is for everyone.*

I do wish Mr. Searl every success towards producing technology to serve mankind and sincerely pray that such a device is never used against humanity.

Yours Sincerely.

(Sgd), ATHOL PARK Dip. N. E. Aust.

P.S. We are glad to report that Mr. Athol Park did, nevertheless, return in order to give aid to Mr. Searl.

His report to Vera was dated 1.5.1978.

Meeting with Mr. John Searl.

By

ATHOL PARK. DIP. M.E. (AUST).

On the 10<sup>th</sup> and 17<sup>th</sup> April 1978: I met with Mr. John R. Searl, Head of the Searl National Space Research Consortium, at his home near Reading, South of London, and at a private airfield Blackbushe.

My first contact with the Searl Group was through a single page information sheet circulated at the Down to Earth festival held near Canberra, Australia, over the New Year period. With the prompt and enthusiastic help of the Superintendent of Documents in New Zealand, it was possible for me to include the Searl National Space Research Consortium in my itinerary for travelling throughout the United Kingdom, and I am very grateful for their quick and efficient response to my enquiries.

Mr. Searl impressed me as a man extremely dedicated to his work with an incredibly attentive mind to detail and logical sequence. For the past thirty years he has been working on devices to utilize the effects of his discoveries into magnetism and electricity, concentrating mainly on building a craft called a Levity Disc capable of flying at extremely high speeds carrying enormous payloads.

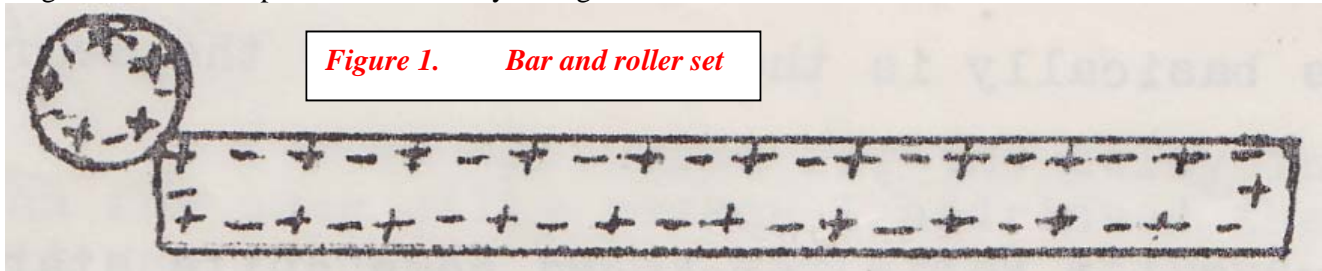
The following is a brief account of my observations from such meetings which are based purely on the facts presented before me without speculation.

On the 10<sup>th</sup> April 1978: I first met Mr. Searl at Blackbushe airport where he was scheduled to take flying lesson that afternoon.

After introduction, we talk for about one hour before taking off for the normal instruction period of flying around the airport in a conventional light aircraft.

Mr. Searl is endeavoring to obtain his pilot's license in order to legally fly the Levity Disc, Starship Ezekiel, when it's completed. It is quite apparent that Mr. Searl is quite a capable pilot, and by the remarks of his instructor, it seems he is an exceptionally bright student and proceeding extremely well. He has managed to cover the required stages of training within minimal time, despite the fact that he personally chose to learn in one of the more difficult aeroplanes.

After landing we return to Mr. Searl's home and continued discussing the financial limitations the project is experiencing and many other related subjects. He also showed me the vast store of information received from the British Government and demonstrated the principles of the Searl Effect Generator with a bar magnet and roller he produced about 30 years ago.



I was amazed at the strength of magnetic flux surrounding the bar and cannot explain through terms of my engineering background how a magnet could retain such strength over many years especially considering the rough treatment it had obviously had as evidenced by the chips along the edges. Under normal conditions tapping a magnet realigns the domains and the attractive forces are consequently lost.

*Sorry that I am interrupting Athol Parks article again; but I feel that is necessary to protect his image from those expert nut cases out there. Athol did a damn good job in explaining what he witnessed to Vera – much more truthful than that of Gunnar Sandberg article. You may wonder HOW COME if both demonstrations are clearly the same. The answer is elementary – Athol was not employed within a university complex and therefore completely free to explain things based upon his knowledge as he observed them without free of being sacked.*

*Whereby Gunnar Sandberg is employed within a university complex as his world is not free it's controlled by words – certain words get you the sack – that one thing Gunnar could not afford. So he has to be very careful that he does not cross that boundary of words. As I have stated in my books: could he not stated the absolute facts; but add that an investigation into why these observed effects occur would at least had been truthful. Well done Athol, never let education block you from telling the truth.*

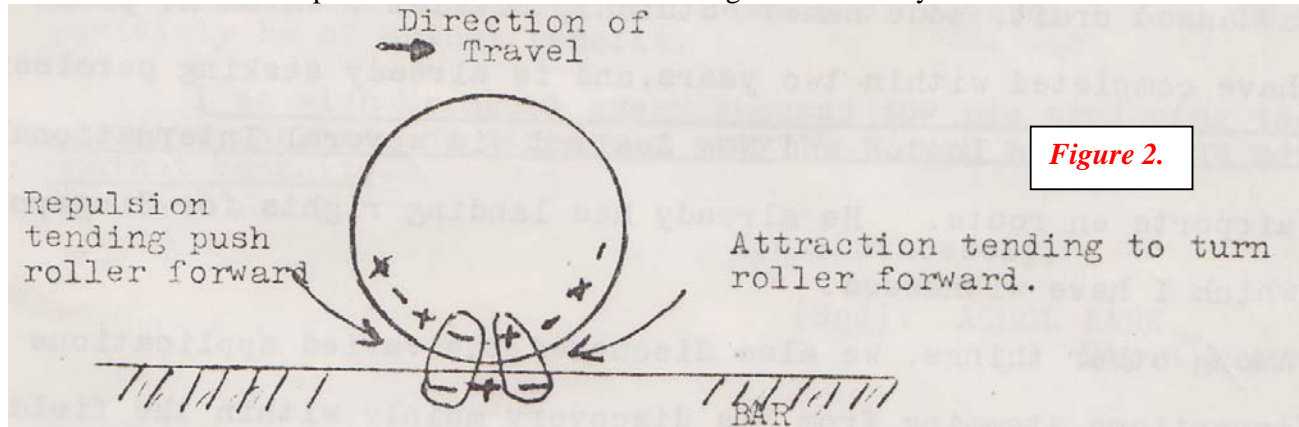
By carefully edging the roller to one end corner of the bar, it suddenly travelled along the face of the bar, ignoring the stop at the opposite end, and continued to roll on the underside until coming to rest at the midpoint.

Mr. Searl explained how the bar and roller were programmed magnetically similar to a recording tape and that this effect is the basis of his discovery.

*NOTE: this print is in a sine wave creating by magnetic bubbles of varying strength according to the wave pattern.*

The diagram show as figure 1 on page 3: shows a roller just on the point of balance at one end corner. Around the edge of the roller, and the surface of the bar, the magnet forces can be represented by positive and negative poles space alternately at intervals.

As the roller just begins to round the corner, the first negative pole will be attracted by a positive pole in the bar. The roller will thus be drawn along the bar by one step until the first positive pole of the roller will then be attracted by the next negative pole of the bar which will draw it along the next step. At the same time, the first negative pole that has just passed will now be repelled by the corresponding negative pole in the bar, so in effect both forces of repulsion and attraction are occurring simultaneously.



The net result is an acceleration of the roller along the bar which theoretically would reach infinity if there were no limits applied.

By the correct spacing of the poles in both the roller and the bar, the above effect can clearly be achieved. *(Mr. Steel this is the way you created your suppose S.E.G?)* Having now produced relative motion without external forces being applied, the next step was to create a bar magnet in the shape of a circle and allow the roller to run around the outside continuously. By now introducing coils of copper wire into the system it's possible to utilize the effect of a moving magnet to produce electricity, and this basically is the principle of the Searl Effect Generator.

*Sorry for this interruption; but I feel that Athol needs some appraisal here. For he has given much mental effort to explain what he witnessed – unfortunate it is not absolute correct – but it could be created with great care – cannot confirm what speed you would create – velocity and mass is vital for energy.*

The first generator Mr. Searl built produced some quite startling behavior!

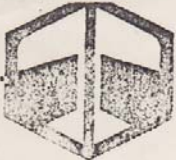
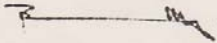
Soon after the roller magnet was initiated to move, and electricity began flowing, he states the generator lifted off the floor and hovered several feet up then suddenly shot off vertically at tremendous speed crashing through the ceiling and disappeared from view.

*Sorry to butt in again here – many readers over the years have read the facts; will realize that he has got the facts wrong – but don't blame him with so much dealt with in talks in his short time he bound to make some errors but it is not important as the past is gone and cannot be recovered. Reporters spending 10 hours a day and still get some facts wrong in print. Clearly it is a common fault with humans, it is a rarely event for anyone to remember just one hour of talks upon a subject which you have no knowledge or understanding on. You will notice some more errors in his report to Vera – but do not create any harm to the past work. It just exposes man's failures in communication.*

After some experimenting and the loss of another two generators. Mr. Searl learned to control this phenomenon and quickly realized the meaning of his discovery. It was apparent that the combined effects of a rotating magnet and the electrical potential thus produced, reacted in some way as to overcome the forces of gravity thus providing the groundwork for his investigation into producing a controlled device for

Transportation.

For the past few years Mr. Searl has been concentrating on building a manned craft, code named starship Ezekiel, which he plans to have completed within two years (*from the date investment is available, which is not so at this time and each year the cost goes up*) and is already seeking permission to fly between London and New Zealand via several International airports en route. He already has landing rights for Singapore which I have witnessed.

	<b>DEPARTMENT OF CIVIL AVIATION</b> SINGAPORE AIRPORT, SINGAPORE, 19. REPUBLIC OF SINGAPORE
Telephone: 222 211    Telex No: RS 21231    Cable Address: AIRCIVIL, SINGAPORE	
Your Reference	
Our Reference	DCA/OPS 7
Date	4 March 1978
Mr J R R Searl Director of Contracts Manned Flight Division Searl National Space Research Consortium 17 Stephens Close Mortimer, Berkshire RG7 3TX, England	
Dear Sir	
Please refer to your letter reference IND/907/S/I/I dated 14 February 1978 regarding your proposal to operate a three-seater LEVITY DISC into Singapore.	
2            In order to avoid congestion at Singapore Airport, you are kindly requested to utilise Seletar Airport. All pertinent information regarding Seletar Airport is given in the attachment which is extracted from the Singapore Aeronautical Information Publication.	
3            In connection with the above proposed flights, the Department would appreciate if you could advise whether the flights are purely training in nature or it will involve other activities such as taking of aerial photographs. It would also be appreciated if you could forward your programme of flights for prior air traffic control clearance and approval.	
Yours faithfully	
	
BONG KIM PIN for DIRECTOR OF CIVIL AVIATION REPUBLIC OF SINGAPORE	
cc PS(Foreign Affairs) - Your minute MFA 072:25/2/1 dated 22 Feb 78 refers.	
BKP/gt. Enc	

There were more pages, how many I cannot recall; but at this time these pages are missing, or lost due to the number of times I have moved and people have packed the goods for me have either caused them to be separated or been burnt.