
VOLUME 1 - SECTION 1

NEWSLETTER #1

August 16, 1970
Newsletter No. NSRC 1

SEARL, NATIONAL SPACE RESEARCH CONSORTIUM

UNITED KINGDOM DIVISION

Released by the Administrative Body to the Consortium Council

SPACE PROJECT SWALLOW

Certificate of Fact's

This is the voice of Swallow Command, Mr John Roy Robert Searl, M. ins. P.I., inventor of the new concept of space travel.

The purpose of this first newsletter is to confirm some facts, as there exist now in Great Britain certain adverse conditions. Certain statements made within these adverse conditions refer to a section of the government, namely the Companies House Section.

To correct these statements, I shall soon make the correspondence between myself and Company House, during the last twelves months, as well as correspondence to the government, open letters to all shareholders of Space Project Swallow.

So doubt in the reader's mind about the truth of Space Project Swallow, a copy of each newsletter will be sent to the following offices:

Mrs. A. Sharpe, for the Registrar to Companies House, London.
Prime Minister, Premier Edward Heath, London.
His Grace, the Duke of Edinburgh, London.
Other officials of governments throughout the world.
Heads of space research and managements of firms.

The purpose of the newsletters, beside giving a true picture of what it is like to be at the center of a concept, is to show the struggle to design and develop that concept into a perfect business based on space.

It is easy for a firm to build an object, but there are only a few who can design the concepts and develop them to the point that any firm can produce them.

The newsletters will cover many fields, from showing the facts of the mail I receive, to highly constructive discussions on various aspects of a space business, and component parts of Starship Ezekial. One effect, I sincerely trust, will be to increase the number of informal conferences between firms who manufacture components, so that grounds may be developed to create a major conference. Each conference is to ascertain, by

giving the firms an opportunity of conferring, how the components under discussion can best be strengthened, applying constructive criticism.

I take this opportunity to thank the firms that have already sent representatives to what was known as Lunic Enterprises, to discuss with me the products that they manufactured which would fill the requirements in question. Some of the newsletters will help to make known our needs, so that firms may make application of the use of their components which they feel would suit our needs, and if advisable, make an appointment to come and discuss the matter in fuller detail.

Now you may wonder about Lunic Enterprises. Due to adverse conditions and the fact that more highly skilled men and women are joining the development team, (and their wish that the former title should be dropped to avoid any misconception, or the name being taken in jest), a meeting was held on the 7th day of June, 1970, to make resolutions on the future of Space Project Swallow and the Consortium, and the function of the business. The major point, decided by ballot, was that the new name should contain the name of the inventor, so that future generations would remember to whom they are indebted for making it all possible.

With the coming of the space age, everyone seems to be mentally tied to the idea of rockets, forgetting, for example, that the motor car is not the only way to move over land. Yet, not so long ago, walking and running were just about the only ways to move over land. But men learned how to use horses and other animals. So man did find a way to move faster over land. Likewise in space, man will find other ways to move across great distances, in shorter times.

The "coming of the space age" is here, but rockets are not new. Then why has it taken so long to "get going" in space by rocket means?

Yes, bigger rockets were needed, but that was not all. The truth is, it takes more than rockets; it takes electronics. For it is electronics that really makes space traveling practical. Solid state has made electronics more and more suitable to space work. In fact, electronics could be classed as the heart of a space craft. But electronics in a space business can be grouped into systems, depending on function, and in order to make things easier, have been so designed that the crew can withdraw the printed circuit board at fault, and replace it with another from the spares carried. To do this, sub-systems must be interconnected by some simple means, that is, some form of connector. There are many types of connectors to select from, thus it should be very easy to get the type one needs, or so one might think. Let me make this clear: selection of connectors for Starship Ezekiel is far from easy; the connector is no longer just a "thing", but a very important and costly component. It is a vital and important part of any control system within Space Project Swallow. It is so important because the lives of the eight people who will travel on this craft depend upon it. I have so far just discussed one item which many may not have even considered. The point is that there are plugs and connectors that will do for "any old thing" but are useless within Starship Ezekiel systems. Nothing is going to be taken for granted with Space Project Swallow. Everything must be tested and proven before being accepted for use in the project.

Many of the requirements laid down in the foundation of Space Project Swallow may seem very high, higher than the standards of America and other countries. The reason is that this craft has to perform mission after mission, not just one mission.

Space Project Swallow is a project to design and build a disc-shaped craft to carry eight people, (four crew, four observers), to the moon. It is expected that this craft shall be the prototype of future spacecraft. Its success will give incentive to further development and confidence in the craft and the company. This craft has been code-named Starship Ezekiel. It will be used to convey research teams and equipment to the moon and the planets. Also this craft will be used in experiments directed towards possible adaptation to passenger carrying vehicles.

Before the final O.K. to start Starship Ezekiel, there are two major tasks related to testing. This means that two more models have to be built. These models must be exact detailed replicas of Starship Ezekiel. The first of these is already in construction, and is progressing slowly for two major reasons. The cost is high, and I have to carry the biggest part of the bill. The cost of this Demonstration Craft No. 1 may well run over three thousand pounds. But besides showing shareholders and official bodies the whole manned flight concept with working

parts, the task of Demonstration Craft No. 1 is very important because it has to test out the functions of the manned craft that will later be made, to see if the best has been used, or if changes are needed in any of the systems. It has to test out the control panel, the same as will be used in the manned craft itself. It has to train the crew in handling the operational methods of the system, to make certain that the control system does work perfectly.

Demonstration Craft No. 2 will be very much bigger, in fact the biggest ever built by me. Because of this size, it will have to be built at Starport Earth One, as the grounds here are nowhere near large enough to build it. This craft will demonstrate to shareholders and official bodies how it behaves in hovering and slow motion, and what happens to its outside and inside in all kinds of weather; heavy rains, snow, hail, fog, ice, and electric storms. We must know if such conditions affect the craft at all, in order to know whether or not under such conditions the planned flights would have to be cancelled. This information is needed in planning landings in selected spots throughout the world. These two craft will help to complete the scientific data that we need for the C.P.A. on Space Projects Swallow. Also they will help to provide the financial backing necessary to proceed with the manned craft.

Yours faithfully,

Mr. J. R. R. Searl, M. ins, P. I.

Director of Contracts, U. K.