
VOLUME 1 - SECTION 1

NEWSLETTER #2

September 21, 1970
Newsletter No. NSRC 2

SEARL, NATIONAL SPACE RESEARCH CONSORTIUM

UNITED KINGDOM DIVISION

Released by the Administrative Body to the Consortium Council

SPACE PROJECT SWALLOW

Certificate of Facts

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

The purpose of this second newsletter is to answer a statement in a journal called Space Research Letters, by the editor, Robert W. Jones. The statement went as follows: "As a scientist, I do not believe the Levity Disc will work, due to Newton's law, If Mr. Searl disagrees with Newton's law, then he should be made to state his; disagreement. I don't believe he can disprove Newton."

Well, Mr. Jones, I know quite a lot about you, I made it my duty to find out. I appreciate that what you learned at school, you will stick by.

I am not a Newton fan I disagree with quite a number of statements of Newton's This does not mean that I run Newton down, No, Newton lived in a time when knowledge was not like today's knowledge. Newton tried to solidify the liquid state of affairs of that time. And on all points, he succeeded in doing so.

Many letters arrive here from clever people who hold the idea that Newton discovered gravity, Newton did not discover gravity, All he did was to form the formula by which one can work out the effects that gravity has on mass. So many people, -- official people who have met with me here, - been so certain that everybody knows what gravity is When I ask them to show me gravity, they show me an article which they pick up and drop, and simply say, "There, that's what gravity is!" -- and they are quite shocked when I say I did not see any gravity. Then they spend quite some time to get me to "see gravity." In the end, I have to make it quite clear that they have not shown me gravity, but just what gravity does, -which is quite different My thanks to the national paper which tried so hard to prove to me what gravity is, I do give them credit They did honestly try very hard to prove to me from science books what gravity is, but unfortunately I had to point out to them that they only told me what gravity effects do, and not what gravity is. As far as I now, no one in the world yet known what gravity is.

Einstein modified Newton's law, as Newton's law on gravity is not correct. Einstein took into account the theory of relativity This is the - vital point in the success of the Levity Disc. To Newton, the gravitational effect is instantaneous, that is, if we were of move a mass, we should at once feel a new force, because of the new position of that mass. By such means we could send signals at infinite speed I state that we cannot send signals faster than the speed of light, so the law of gravitation must be wrong. We must take delays into account We

must accept the fact that anything which has energy has mass - mass in the sense that it is attracted gravitationally, Even light, which has energy, has "mass", When a light beam comes past the sun, there is an attraction on it by the sun, Thus the light does not go straight, but is deflected, This shows up with the Levity Disc, On our moon trip we launch at 0900 hours B.S.T. toward the sun, Speed accelerates until we reach the area of Mars' orbit, The sun will impell us slightly towards Mars, During an eclipse of the sun, for example, the stars which are around the sun should appear displaced slightly from where they would be if the sun were not there, - and this has been observed,

Let us compare gravitation with other theories, In recent years we have discovered that all mass is made of tiny particles and that there are several kinds of interactions, such as nuclear forces, etc., None of these nuclear or electrical forces have yet been found to explain gravitation, The quantum-mechanical aspects of nature have not yet been carried over to gravitation, When the scale is so small that we need the quantum effects, the gravitational effects are so weak that the need for a quantum theory of gravitation has not yet developed, On the other hand, for consistency in our physical theories it would be important to see whether Newton's law modified to Einstein's law can be further modified to be consistent with the uncertainty principle, This last modification has not yet been completed.

In another newsletter I will show other views on gravitation and make my points of agreement and disagreement with these views, I will leave Newton now until the next newsletter.

These newsletters are being sent to:

Keystone Press Agency Ltd., London.
 Globe Photos Inc., London.
 Bernsen's International Press Service, London.
 The Daily Mirror Newspapers Ltd., London
 International Press Bureau, London.
 Sunday Express Ltd., London.
 Basingstoke Gazette, Hants.
 Evening Post, Berks.
 Ministry of Technology, London.
 Reading News Agents, Berks.

More details of where these newsletters are going will appear in the next newsletter.

Demonstration Craft No. 1 is slowly progressing, More financial help is needed to push the time of completion. I take this opportunity to thank our shareholders here and overseas for their financial help.

I am very pleased to inform our shareholders that I have this day received news from our Japan Division that they will be representing our Levity Disc at the following meetings:

November 1, 1970. National GAP meeting, to be held in Tokyo,
January 31, 1971. National meeting on Space Technology and Science, to be held at the National Aerospace Laboratory.
August 25, 1971. The 9th International Symposium on Space Technology and Science, to be held at Tokyo. About 16 countries attend this meeting.

Notice is hereby given that, pursuant to the adverse conditions now going through the mail to various personnel of Lunic Enterprises here in Britain and overseas by one or more dismissed members of Space Project Swallow, a meeting of O.N.L. and the Manned Flight Division sub-committees of Lunic-Enterprises was held at no. 17 Stephens Close, in the village of Mortimer, in the said county of Berkshire, England, on Sunday the 7th day of June, 1970, at 1500 hrs. B.S.T. The business of the ordinary meeting of the committee for that day was to consider and determine by ballot the future name and officials for Space Project Swallow, and the expediency of the promotion of personnel to the Manned Flight Division, and the passing of such resolutions thereon as was deemed expedient Twenty-five members were present.

Results of the vote taken by ballot, whether to keep the name "Lunic Enterprises": to keep... 2 votes; to drop the title, ...23 votes The vote to drop the title "Lunic Enterprises" was carried.

A number of new titles were presented to those present to select by vote, and a lengthy discussion followed about what the title should include. It was insisted that the name of the inventor- should head the " title. In fact, our Switzerland Unit had already chosen that title and were using it, before this meeting was held. This may have played an important part at the meeting in the acceptance of that title The heading title now in use was carried on 14 votes, leaving the next highest figure at 6 votes.

The Companies Acts, 1970
A Consortium of Countries
Memorandum of Association
of
SEARL, NATIONAL SPACE RESEARCH CONSORTIUM

(1) The name of the company (herinafter called "the company") is "Searl, National Space Research Consortium", formerly called Lunic Enterprises.

(2) The registered office of the company will be situated in England, unless conditions prove adverse, so that this country may at least be given credit for its invention.

(3) The objects for which the company is established are:

(a) The immediate aim of the company is to construct a prototype man carrying craft as an incentive to confidence in the craft and the company.

Notice is hereby given that, pursuant to the provisions of the Telecommunications, Tracking and Monitoring Division of Searl, National Space Research Consortium Act, 1970, a meeting was held at 17 Stephens Close, in the village of Mortimer,, in the said county of Berkshire, England, on Sunday the 14th day of June, 1970, at 1500 hrs. B.S.T., to pass resolutions for that department. The following is a true copy of the passed agreements:

SPACE PROJECT SWALLOW

Telecommunications, Tracking and Monitoring Division

SEARL, NATIONAL SPACE RESEARCH CONSORTIUM

GENERAL PROVISIONS

Starship Ezekiel and its ground control stations and starport must be equipped suitably to be of operational value, and such equipment shall wherever it is humanly possible, be licensed.

LICENSE

Chapter 1B, Section 1.

Under the wireless telegraphy acts of 1949 to 1970, a license issued by the Postmaster General is necessary before any radio apparatus ' is installed or used

The license shows the name and call sign of the craft; the public correspondence category; the frequencies, type of emission, and power which may be used for transmission; it also specifies the conditions under which the

ground control stations and the craft must operate. It is the duty of all operators to observe these conditions to the best of their ability.

Subject to the approval of the flight controller, or other person responsible for the craft' the license permits all crew and observers on board Starship Ezekiel to install and use radio apparatus for the reception of programmes by sound sent from Swallow Command tracking station on the planet Earth.

Licenses apply only to receiving and (or) transmitting within the earth's atmosphere.

Subject to payment in advance of the prescribed annual renewal fee," Starship Ezekiel's license shall continue in force from year to year, but the Postmaster General shall not have the power to revoke the license, or to vary its terms at any time This condition is a must for the safety of the crew of Starship Ezekiel.

The license will be kept in such a way that it can be produced upon request for inspection by the competent authorities at the Starports at which Starship Ezekiel calls. As far as possible it will-be permanently exhibited at Starport Earth One, in Berkshire, England.

AUTHORITY OF THE FLIGHT CONTROLLER

Chapter 1B Section 2.

The Radio Service of Starship Ezekiel and Swallow Command Telecommunications Tracking and Monitoring Stations, shall be placed under the supreme authority of tile Flight Controller, or of the person responsible for Starship Ezekiel, and the Starports' ground stations.

There are 50 shareholders; some are type A, some are type B, some are type-C, and some are type D. The shareholders live in various parts of the world. These 50 shareholders hold 4,445 shares at 1 pound each. By the time you read this, the total of shares will have been increased.

What, for example, would a scientist of the classical period have replied, if he had been asked: "How important is mankind?" Looking beyond his exact phraseology, the theme of his answer would have been definite enough; "Man is all-important. Our Earth is the centre of the universe, and all the bodies in the sky have been placed there on our behalf, The sun exists solely to provide us with light and warmth, while the moon has been created to give us illumination during the night. The stars are small points fixed to a crystal sphere, and the so-called wandering stars, or planets, may well be pointers, whose positions affect our lives. In fact, mankind is the reason for the very existence of the universe.

Of course he would have elaborated somewhat, according to his nationality And to all intents and purposes, he would have been right, --but not today.

If I were asked the same question today, my answer would be very different; "Mankind is of no importance whatsoever The Earth is a small planet moving around a dwarf star in an ordinary star-system or galaxy There must be millions of other inhabited worlds, and many races whose intelligence is incomparably greater than our own Our relative importance is much less than that of a single drop of water in the Pacific Ocean."

This change in attitude is due almost entirely to the growth of our knowledge of astronomy. Any fool can laugh at a new concept, but it takes a man to back that new concept to success. '

STARSHIP EZEKIEL FACTS

Since newsletter #1 was released, much thought has gone into the question of the size of the craft ' At the moment, it is set at 580 centimeters at the summits, and 520 centimeters diameter in' the horizontal plane. Recheck is now going on to evaluate the cost of increasing the size of the craft to 5,000 centimeters diameter, versus the additional payload value. I sincerely hope by the next newsletter to have the facts I require.

Now I will compare some of the facts of the Levity Disc to the rocket. But before I do so, I will make this clear; I do not say the American rocket system to tile moon is rubbish, although some newspaper write-ups are intended to give this impression to the reader. I state this:-- the American rocket program is fantastic, --from the engineering viewpoint, a fantastic achievement in more ways than one. Then what is it that I don't like about it?

1. It is too costly, prohibitively so, for a private business.
2. It is too slow for a private business.
3. It is too complex, by far, for a private business.
4. It is too dangerous for a private business.
5. It takes too long to train men, the training equipment i's too costly, and it is too difficult to find men with suitable qualifications.

Basically there is very little difference between the way in which a rocket and the' Levity Disc travel. Both the rocket and the Levity Disc achieve their success through reaction Both work better in space than in an atmosphere In an atmosphere the Levity Disc wins out over the rocket because it can create space around it, while the rocket can not.

The Saturn V American moon rocket is a multi-unit arrangement consisting of: 1. First stage. Power: five F-1 engines with combined thrust of 7,5 million pounds, Propellants: RP-1 kerosene, 214,200 gallons; liquid oxygen, 346,400 gallons. Fueled weight of stage:' 5,028,000 pound The first stage burns over 15 tons of-propellants per second during its two and one-half minutes of operation, to take the vehicle to a height a about 36 miles and a velocity of about 6,000 miles per hour, This stage is 138 ft. long and 33 ft. in diameter.

2. Second stage, Power: five J-2 engines with combined thrust of 1,000,000 pounds, Propellants: Liquid hydrogen 267,700 gallons; liquid oxygen, 87,400 gallons; Fueled weight of stage: 1,064,000 pounds, This second stage burns over one ton of propellants per second during about six and one-half minutes of operation to take the vehicle to an altitude of about 108 miles and a speed of near orbital velocity, which in this case is about 17,400 miles per hour, It is 33 feet in diameter and feet long.

3. Third stage, Power: One J-2 engine, 200,000 pounds thrust. Propellants: liquid hydrogen 66,900 gallons; liquid oxygen, 20,400 gallons! Fueled weight of stage: 265,000 pounds, The third stage burns have two important tasks to do during the project Apollo lunar mission, After the second stage drops away, the third ignites and burns for about' two " minutes to place itself and the spacecraft into the desired earth orbit. At the proper time during this earth parking orbit, the third stage is re-ignited to accelerate the Apollo spacecraft to escape velocity of 24,900 miles per hour. In this second sequence, the stage burns for about six minutes, This stage is 58 feet long and 21.7 feet in diameter

4. Instrument unit, Weight: about 4,100 pounds, The instrument unit, located on top of the third stage, between the stage and the payload contains guidance and control equipment for the launch vehicle, It is 3 feet long and 21.7 feet in diameter,

5. Apollo spacecraft, Command module: diamter, 13 feet; weight, 11,000 pounds, Service Module: diameter, 13 feet; height, 22 feet; weight, 52,000 pounds; thrust of engine, 22,000 pounds. Lunar module: total weight of two stages, 32,000 pounds, The descent engine's thrust can be varied from 1,050 to 10,500 pounds. (Space limitations preclude further news on the Saturn V rocket in this newsletter.)

The Levity Disc does not carry fuel as rockets do.

* * * * *

To the Ministry of Technology Inventors' Unit, room 115: Please accept our sincere heartfelt disappointment over the British rocket failure in Australia. May we, the team of Space Project Swallow, wish you and all who work to achieve your space launch a perfect success on your next attempt.

Yours faithfully,

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

Director of Contracts, U.K. for, and on behalf of, Space Project Swallow