VOLUME 1 - SECTION 1
NEWSLETTER #3

October 23, 1970
Newsletter No. NSRC 3

SEARL, NATIONAL SPACE RESEARCH CONSORTIUM

UNITED KINGDOM DIVISION

Released by the Administrative Body to the Consortium Council

SPACE PROJECT SWALLOW

Certificate of Facts

"Starport Earth One, Starport Earth One, Starport Earth One calling. This is the voice of Swallow Command, Mr. John Roy Robert Searl, M. ins. P. I., Director of Contracts, U. K., reporting.,"

For the first time I take pleasure in releasing some photos of Starport Earth One to be, and what is going on there.

Upper Left: Starport Earth One site with undergrowth
Upper Right: Trees cleared for Starship Ezekiel construction.
Lower Left: C.B. and A.F. holding strut for Demonstration No. 1.
Lower Right: Nineteen completed struts for Demonstration No. 1.

First there was a hill somewhere in Berkshire, England, on which nature saw fit to grow a forest thick and tall, to reach up to the sky. The forest was very warm, so the base grew a thick undergrowth. Then man saw that it was good and cut himself a clearing and built a home.

One day in the year 1969 the owner by chance came into contact with another man who had been to, and had seen a Levity Disc launch. The owner was interested in the problems of the Swallow Commend Manned Flight Programme, and made the offer of his woods for the use of Space Project Swallow, for which my team sincerely thank him.

So now we have a site for manned flight, hereafter called Starport Earth One. Some of the trees had to be felled to make way for the building of Demonstration Craft No. 1 and Demonstration Craft No. 2, and for Starship Ezekiel itself. But as little as possible will be interfered with, as we need the protection of the woods from the weather and for a shield against the curious visitor. We shall only clear enough ground for the craft and buildings needed.

From time to time in newsletters we shall be reporting on Starport Earth One to keep you informed of progress.

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In the last newsletter I made a statement on Newton's law of gravitation, which I stated I was against. This newsletter we shall quote a Newton Law to which I agree, and which I fully support. It is Newton's first law. (Newton lived from 1642 to 1727) This law states that there is no change in the motion of a body unless a resultant force is acting upon it. I agree that, if a body is at rest, it will continue at rest if there is no force acting upon it. Likewise, if it is in motion, it will continue in motion with constant velocity in a straight line unless there is a net force acting upon it. This law of inertia is usually called Newton's first law of motion. What does this law imply, that I agree with it? Simply the negative statement that no acceleration will occur without a net force to cause that change.

In these newsletters I hope to convey to the reader just how I think, so you can better understand later issues of technical papers which will be issued, and to help you to understand, for instance, why I selected a certain make or switch to do a certain type or task, etc. I shall take a look at all laws in force today, to see which of them apply to the Levity Disc, and how they apply or why they do not apply. I hope to show to what lengths I am going, to certify that Starship Ezekiel when completed can operate as a business, With the laws and rules already made on how we shall function as a business. Pictures released with these newsletters are purely to add to the interest and information of the newsletters. Newsletter No. 4 will originate from Japan, and will be the very first official scientific report on the
Levity Disc. The report has been prepared with the not-so-advanced educated person in mind. A far more advanced report will be issued from Japan later as a Newsletter for the more advanced reader.

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Please refer to Newsletter No. 2, Companies Acts, June 7, 1970, Chapter IA, section 3. (Continuation of "Objects for which the company is established"):

(b) To form a complete business, from ground control to flight control.

(c). The business shall be based upon the conveying of equipment and men to the moon and to the planets.

(d). To promote the general advancement of science and the practice of astronomy, radio astronomy, radio communications, tracking and monitoring of the Levity Disc's codename Swallow, and to facilitate the exchange of information and ideas on these subjects among its members, and to obtain the maximum liberty of action consistent with safeguarding the interests of all concerned, and for this purpose:--

(e). To hold meetings of the company for reading and discussing communications bearing upon this company's project, i.e. Levity Disc, telecommunications, tracking and monitoring, radio science and astronomy, or

applications thereof, or upon subjects relating thereto;

(f). To hold, or to promote exhibitions of instruments, apparatus, Levity Discs or other appliances connected with structure, material, radio science, or flight science or its applications;

(g). To print, publish, sell, lend or distribute the proceedings or reports of the company by journal or newsletters, or any papers, communications, works or treatises on flight, electronics, astronomy, telecommunications, tracking and monitoring science or its applications, or subjects connected therewith, in English or any foreign tongue, or any abstracts or translations thereof, or extracts therefrom:

(h). To succeed to, and take over such of the property, rights and obligations of other existing space research clubs, societies, as may lawfully be acquired and taken over by the company;

(j). To take charge of the books, pamphlets, publications, manuscripts or instruments at present in the possession of such clubs or societies, and to observe and perform the trusts of any deed affecting the same or any of them, or to form any additional library of books, works, manuscripts on space, astronomy, flight, telecommunications, tracking and monitoring or the applications thereof or other subjects allied thereto;

(k). To borrow or raise money as the company may think fit;

(l). To make grants of money, books, medals, apparatus or otherwise for the purpose of promoting invention and research in space flight control and communications, (telecommunications, tracking and monitoring science), or its applications, or in subjects, connected therewith, or in subjects connected therewith, or in its applications to the Levity Disc proper therewith;

(m). To form sections of its members united in the pursuit of some common interest within the science of the Levity Disc proper, design, materials, ideas, power control, flight control or its applications, or in subjects connected therewith;

(These rules and conditions will continue in Newsletter No. 5, as No. 4 will be the first science report on the Levity Disc from Japan.)

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In our Newsletter No.1 I stated that I would release letters from our records in answer to the adverse conditions. We now confirm the fact that the Prime Minister has been informed of my study work, so you may see that no underhand work is being done by me, as certain persons are stating.

Before reproducing that letter to the Prime Minister I wish to make it clear that I was not aware that he was single. No insult was intended. Also the second item of my letter, with respect to his hobby, is not intended to be critical, -- just a sincere wish that his hobby will not come before his duty to the country.

Letter to the Prime Minister:

SEARL, N. S. R. C.
RESEARCH AND DEVELOPMENT OF THE LEVITY DISC
UNITED KINGDOM DIVISION

Swallow Command H. Q .U. K.
Flight Control Centre,
17 Stephens Close
Mortimer, Berkshire, RG7-3TX

29th June, 1970

Prime Minister Edward Heath

Dear Prime Minister,

Please forgive me for writing to you directly. But there is no one higher to write to about something which I personally feel is a must for Great Britain.

Yes, I could refer you to a number of press reporters who could tell you about my aims, and the work they have seen going on. But this is past, --not the present moment. Thus I make this offer to you personally, and if you wish, to your wife as well, to come in your own suitable time to my humble home to see and hear at first hand the facts of a project called Space Project Swallow, --its concept and its aims.

I write to you because you are the head of the British Government. I feel that Space Project Swallow's success would certainly open up many new fields and bring in great investments from overseas, which would lower the standard income level, which would certainly help you in winning another election.

Under the last Conservatives I was able to put weekly a large amount of my earnings into this research. Under Labour this, or most of it, was taken as tax. Thus Space Project Swallow was greatly slowed down.

It is no good saying: "Well, do it, Mr. Searl, and then we will invest." I would do it, if you could tell me where to get the money to "do it".

I often work 22 hours a day. This covers most of the night. I would work 24 hours a day, but I must have at least 2 hours of sleep in every 24. I work 7 days a week, --take no holidays., --just keep pushing away at this project.

Then why do I write to you?

I am now at the cross roads, due to adverse conditions, mainly brought about by a certain school teacher named P. L. Barrett, who, to the shame of Great Britain, is circulating poison pen letters, whose main task is to discredit the organization, taking away the invention from the rightful owner, (Myself), and claiming that the invention was that of two other people, one of which is dead, and the other lives in an out-of-the-way place. This is untrue, as both are well and very much alive and have nothing to do with this project. Now this Mr. Barrett is doing all he can to stop what little financial aid s coming to me for this work. If he succeeds in his efforts, it means that this project will be still further slowed down.

I am determined that this project will be done;--by hook or by crook it will be completed. Thus the project is open to the world to invest in. But the rate of help is nowhere near fast enough.

The crossroads to which I refer concern the decision of whether or not, due to adverse conditions, to include the countries of Russia, Red China and Egypt in our terms of overseas help. These countries have not, so far, been included. How would they use such a project? Would they use it for war? This point I cannot be responsible for.

I have now done all I can to raise interest in this new concept. It is easy to build something, but there are only a few who can create the concepts by which the building can be done. I am one of those few, and a determined one.

I do not ask for financial help for myself or for my family. For 'this I will work as always, in order to support them.

All I ask is to be given the financial support necessary to build two models of the craft. The first I have already started. This one is to show the whole operational concept of the function of the craft, to test out the whole system, and to check to see if any changes are needed in the full operational concept.

The second craft will not need all this layout, as it will be mainly just a flight model for use to test out the structural body against adverse weather conditions during slow flight and while hovering, and to study the

effects of nature on the structure itself. Then with these two models as demonstrations, I would expect to obtain the maximum financial help needed to build the manned craft.

We have the grounds already to build both of these models and to test and study them. We could even build the main craft and operate from one of our sites. Again, there is another area to become free in a year or two, which is government property, and would serve the purpose of a space centre with few modifications, since buildings, etc. are already there. What more could any government ask for? Both models of the craft will have passed all tests by the time these grounds are ready for a new owner.

The Government would have the first choice of financing it as a British Space Project.

I do not ask the Government to accept the possibility of such a concept working, but I ask that I be given a chance to prove it with two demonstration models, as now planned.

Again, I do not ask for money for myself. The finance, if given to build these two craft for further study, shall be considered as a loan until such time as the two craft are completed and it has been proved that the concept is financially workable. The Government will be given the first choice of backing the main craft project.

Space Project Swallow is different from rocket methods, inasmuch as it consists of a single unit, not a multi-unit, as used in rocket methods.

Again, the project does not use chemical propulsion systems to create reaction, thus eliminating the danger of explosions occurring.

The shape of the craft is such as to accommodate the power system, which does suit the ideal shape requirement for a vehicle to enter the atmosphere at very high speeds. Because power is plentiful, it can be used to brake the craft, instead of using the atmosphere, and because of the type of power available, it call be used to oppose the gravitational forces on the body at high speeds of re-entry.

Again, the concept is such that the craft can continue traveling in atmosphere to its landing site.

The concept is such that it handles the problem of oxygen and body waste on an ideal basis.

Your interest may well be in yachting and not in space. Whether or not your interest will achieve greatness for Great Britain, I cannot say. But I can say that the success of Space Project Swallow will achieve greatness for Great Britain, and will benefit all mankind in so many ways. It is to this purpose that I again plead in the name of Great Britain; please, please accept my invitation and come in good faith to see and hear for yourself the facts of Space Project Swallow, --its aims and hopes for Great Britain. I leave to you the decision, based on your findings, to obtain government backing for these two models, so that they may be tested for practical evaluation for government backing of the Project.

In good faith I have made my offer. I trust Almighty God, you will accept the offer in good faith.

The fate of Great Britain I place in your hands.

On Sunday the 2nd of August I will make my final decision. This will be based on the interests of Great Britain and on developments between now and then.

To the future of Space Project Swallow and (the prestige) of Great Britain, I await your reply, with prayers that God will bless you with wisdom to make a wise decision as to what to do.

For and on behalf of Space Project Swallow. Yours faithfully,

Mr. J. R. R. Searl.M. ins. P.I.
Director of Contracts, U. K.

This offer still remains, Mr. Prime Minister. When I sent this letter to you, I had just commenced Demonstration Craft No. One's cabin. Since that date I have just completed the 64 struts which form the shape and support the top and bottom shells. In fact these struts were completed at 14 30 B. S. T. on the 21st of November. It had been estimated that it would take me until September 1971 to do, based on my earning's and on time available to work on them, as well as delays due to bad weather, as they had to be constructed out in the open. Also the fact that, to save money, I decided to use a minimum of tooling and the cheapest types of fixtures. Thus the material used had to be that which this type of tooling would handle. What was the cause of the sudden rush? First, a large amount of money from the U. S. A., Japan,, Britain and Sweden. This bought the materials needed, and construction continued at a steady pace. The second factor was that the finance I was putting into this project was cut by one-half by the simple fact that every other week my working time for money was cut by one-half so that one week I can just exist, and the next week I can invest in the project. This lost time in earning money for the project has been devoted towards construction of the craft.

The first order for materials for Demonstration Craft No. 1 was placed with Dad's Shop Ltd. to supply the material needed for the construction of the cabin and the struts. This order they have completed. A new order has been placed to supply the material for the shells of Demonstration Craft No. 1. In the past, Dad's Shop, Ltd. supplied the materials which were used to do a full sized cabin of the present design, and the material was then used in smaller sized craft constructions. This was a success as it showed us how we had to construct the smaller craft. In the full size cabin we found that the system used was wasteful of material and construction time. We were able to find ways of cutting out this waste. The completed cabin also showed another fault. By putting the inner cabin wall such that it was in chord with the outer wall, the cabin area was smaller. Quite a lot of space in the cabin was lost. The only value here was for the fixing of equipment, the mounting area being flat. By changing the walls around and putting the inside of the circular (outer) wall as the inner wall of the cabin we gain quite some space, but the fixing of equipment will have to have a circular shape. However, the increased space within the craft warrants the trouble of fixing equipment. So now the cabin outer wall is in tangent with the inner wall. This means that the struts vary in length. Demonstration Craft No. 1 is being constructed in this fashion.

In working on Demonstration Craft No. 1, I cannot help but appreciate the cost of tooling for the Starship Ezekiel, and the fact that the costs are rising all the time for the materials needed. To help to get the costs down I have now decided to construct the Starship Ezekiel cabin with two circular walls. I shall now place an order with Dad's Shop, Ltd. to cover the material needs of this new cabin layout. Within this cabin will be the equipment that will be constructed into the Starship Ezekiel's cabin, so that the crew can learn to operate the craft and the operational systems can be tested before they are constructed into the cabin of Starship Ezekiel. Thus, waste will be at a minimum, as the whole of the equipment and controls are just taken out of the full scale cabin mock up and installed into the Starship Ezekiel simply and directly. They will have been fully tested, and the crew will have had many hours of functional training.

I commenced the construction of Demonstration Craft No. 1 on June the 7th, 1970, and on November the 21st all 64 struts were completed and painted plus the basic body of the cabin and three of the crew models. Another is nearly ready.

I have placed an order with Saunders-Roe Developments Ltd., which has just been acknowledged, with the information that this order involved technical problems. They were willing to do this order for me, but there would be an increase in cost amounting to L9.12.0, which I sent off by return post. This is the beginning of research work on Demonstration Craft No. 1 to test for the best design and performance of Starship Ezekiel. They will get what will amount to a very large order that will cover the whole of the craft's basic secondary lighting system. This secondary lighting system will be far outpacing any other aircraft in the whole world. These first orders to SRDL will be experimental, to ascertain the size and number that will be needed to cover the whole of Starship Ezekiel.

The results of Newsletters 1 and 2 have been very encouraging. One firm sent one of the biggest catalogues I have ever received. Thank you, Amphenol, Ltd.! You will receive, during 1971, a few orders, each increasing to

keep in step with our progress. Also we shall be discussing special needs for the craft, Starship Ezekiel. All your components will be for the Starship Ezekiel itself.

During 1971 orders will be placed with G. E. in the U.S.A. for the ends of the centre brace of Starship Ezekiel, which are made out of Lexan Polycarbonate sheet. I have sent word to my representatives in the U.S.A. to discuss the cost estimates of the flame barrier, flight cells and struts in Extren Fiber Glass reinforced plastic to Koppers Company, Inc. Reinforced Plastics, in the U.S.A.

This information concerns Starship Ezekiel itself. In the coming year I will be discussing further our needs for Starship Ezekiel with CIBA Ltd. Bonded Structures Division. We have already discussed some points of our problem with them and found that the material will do the job we want it to do. Again, any orders placed there will be for Starship Ezekiel itself. We shall also be placing orders shortly with ITT Cannon (GB) Ltd. for connectors. Their representatives have called us and we have discussed certain of our problems, all of which they can meet. These are the connectors to be used on Starship Ezekiel, which will be tested out on Demonstration Craft No. 1 . There are other firms that will be receiving orders for Starship Ezekiel which will be tested out on Demonstration Craft No. 1. That is why the Demonstration Craft is so important. It is the test bed of Starship Ezekiel. I shall give more details of orders in later Newsletters.

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Where are the Newsletters going?

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29 - Japan - mostly big concerns and official bodies
37 - London- mainly official bodies, national newspapers, and firms
 1 - Derbyshire - Rolls-Royce Ltd.
13 - Sweden - mainly official bodies
 1 - Russia - official body
 1 - Italy - official body
 1 - Norway - official body
 1 - India - official body
 5 - Spain - national press bodies
 1 - China - official body
 5 - Belgium - national press bodies
 6 - Africa - national press bodies
40 - U.S.A. - official bodies, shareholders, members
 1 - Sussex -
 2 - Yorks - Firms
 1 - Suffolk - firm
 1 - Cambridge - firm
 4 - Warwickshire - interested bodies
 3 - Holland - official bodies
 3 - Austria - official bodies
 5 - France - official bodies
 2 - Finland - official bodies
 5 - Germany - official bodies
 4 - Dennark - official bodies
 1 - Devon - person of rank.
 6 - Portugal - official bodies
 3 - Somerset -  shareholders
 3 - Gloucestershire - official body, shareholders
 6 - Switzerland - official bodies, shareholders
 2 - Northants - interested persons
19 - Berkshire - official bodies, shareholders
 5 - Kent - firms, interested bodies
10 - Australia - official bodies, shareholders, interested bodies
 2 - Wales - interested bodies
 2 - Wiltshire - shareholder of rank, interested body
 5 - Lancashire - shareholder, interested body
 7 - Hertfordshire - firm, interested bodies
 7 - Hampshire - firms, interested bodies
 3 - Buckinghamshire - firm, interested bodies
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 5 - Surrey - official body, shareholders, interested body
 3 - Lincolnshire - shareholder, interested bodies
10 - Canada - official bodies
 8 - New Zealand - official bodies, shareholders, interested bodies
 4 - Oxon/Oxford - firm, shareholders, interested body
12 - Middlesex - official bodies, shareholders, interested bodies
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I feel I have given out an insight into the effort to which I am going, to arouse interest in Space Project Swallow. Since the last report on shares, the situation is as follows:

Area	Shareholders	Shares Held
U.S.A.	7	65 (not all recorded total will be higher)
Buckinghamshire	1	79
Berkshire	9	4,701
Cheshire	2	23
Scotland	1	20
Glousestershire	2	3
Hampshie	1	1
Japan	10	16
Lincolnshire	1	19
Middlesex	1	21
Nottinghamshire	1	12
Oxford	2	100
Surrey	1	35
Sussex	1	5
Somerset	2	6
Yorkshire	2	5
Germany	1	1
Switzerland	2	11
New Zealand	4	28
London	3	41
Sweden	3	13
Australia	1	2

This now gives the true picture of how help is arriving here, and from where. Not all the shares are quoted yet, but they will be in due time.

* * * * * * *

Who has come of late? Mr. T. R. Jones came early in the year. I had just started constructing the cabin for Demonstration Craft No. 1. Who is Mr. Jones? He is the free-lance reporter who took the photo which just recently was seen in the Sunday Times Supplement. In fact, Mr. Jones, with Anna Coates, called again without warning, and this time they were surprised at the progress which I had made. Each time they have called they have found me working on Demonstration Craft No. I by myself. I took them to Starport Earth One to see what the struts look like -- 41 at that time -- plus the cabin of the craft. (Mr., Jones, please note: the struts are now complete. Would you kindly write a letter for our readers concerning your two visits here and what YOU feel about the progress. I am certain that from what you have seen you could produce a very interesting letter. What about it, Mr. Jones?)

We also had Mr. and Mrs. Swanson from the U.S.A. While Mr. Swanson talked to me beside the stack of struts, Mrs. Swanson took photographs. (What about a letter, Mr. Swanson, of your visit to Swallow Command and a photo to go with it, for our readers interest?)

Mr. K. McLoughlin of Lancashire called without warning in the early part of October. He had thought it was all a joke, but found, as others had, that it is far from that, -- it is reality. He too found me busy by myself constructing the struts for Demonstration Craft No. 1. He returned to Lancashire to inform those who kept "pulling his leg" that this was not a joke but a fact. He and one of those friends now have joined the team, in fact, they both came down a couple of weeks ago to work out how they could help. As they have many tools and a work shed, and are skilled in welding, they are going to tackle the job of making the full scale cabin bracing.

Our journal in Japan is out, and GAP has come within the National Space Research Consortium, and I shall head both GAP and NSRC. GAP will be a subsidiary unit, carrying on just as before, but pulling its study closer to Swallow Command; likewise it will draw data from Swallow Command. More details another time on this section. Except for visits from representatives from firms, this just about covers the news of late, except that one of our officials from Sweden came with a friend and took photos. (What about a letter about this visit, Mr. Peterson?) To end this Newsletter I will not burden you with further details of rules and conditions of NSRC, but will continue with a brief discourse on space.

SPACE

New frontiers are urgently needed. The crossing of space, even though only a handful of men and women take part in it may do much to reduce the tensions of our age by turning men's minds outward and away from their tribal conflicts. It may well be that only by acquiring this new sense of boundless frontiers will the world break free from the ancient cycle of war and peace.

Even its most enthusiastic supporters do not deny that the exploration of the solar system is going to be a very difficult, dangerous, and expensive task. The difficulties must not, however, be exaggerated, for the steadily rising tide of technical knowledge has a way of obliterating obstacles so effectively that what seemed impossible to one generation becomes elementary to the next. Once again, the history of aeronautics provides a useful parallel. If the Wright brothers had ever sat down and considered just what would be needed to run a world air-transport system they would have been appalled at the total requirements, despite the fact that these could not have included all the radio and radar aids which were undreamed of sixty years ago. Yet all these things, and the vast new industries and the armies of technicians that lie behind them, have now become so much a part of our lives that we scarcely ever realize their presence.

The enterprise, skill and resolution that have made our modern world will be sufficient to achieve all that has been described in this Newsletter and the other Newsletters and the journal Enterpriser, as well as much that still lies beyond the reach of any imagination today. Given a sufficiently powerful motive, there seems no limit to what the human race can do; history is full of examples, from the pyramids to the Manhattan Project, of achievements whose difficulty and magnitude were so great that very few people would have considered them possible.

The suggestion has sometimes been made that the increasing pressure of population may also bring about the conquest of the planets. There might be something in this argument if the other planets could be colonized as they stand, but it would seem that the reverse is the case. For a long time to come, it is obvious that, if sheer "lebensraum" is what is needed, it would be much simpler and more profitable to exploit the undeveloped regions of this Earth, than to establish large, self-supporting colonies on such worlds as Mars, Ganymede, Titan, or even our Moon. Yet one day the waste places of our world will be brought to life, and when this happens, astronautics and cosmonauts will have played a major role in the achievement through the orbital weather stations and, perhaps, direct climatic control by the use of orbiting space mirrors. When this happens --indeed long before, --men will be looking hungrily at the planets and their large-scale development will have begun.

The important factor is, of course, the motive. The pyramids were built through the power of religion; the Manhattan Project, under the pressure of war. What will be the motives which will drive men out into space and send them to worlds, most of which, (we think), are so fiercely hostile to human life?

So far, those motives have been largely political, or ideological, arising from conditions which one hopes will not be permanent. Space-faring, if it is to continue, needs a more stable basis than national pride. We have stated our motives: to better mankind, --all mankind, -- not a selected part of mankind. Could there be any better reason than this?

In fact, as we have already seen, the advent of space travel will produce an expansion of scientific knowledge perhaps unparalleled in history. Now there are a good many people who think that we have already learned more

than we should know about the universe in which we live. There are others, like myself, (including, perhaps, most scientists), who adopt the noncommittal viewpoint that knowledge is neither good nor bad, and that these adjectives are only applicable to its use.

Yes, knowledge surely is always desirable and in that sense good; only insufficient knowledge or ignorance can be bad. And worst of all is to be ignorant of one is ignorance. We all know the narrow, limited type of mind which is interested in nothing beyond its town or village, and bases its judgements on these parochial standards. We are slowly, --perhaps too slowly,--evolving from that mentality towards a world outlook. Few things will do more to accelerate that evolution than the conquest of space. It is not easy to see how the more extreme forms of nationalism can long survive when men and women have seen the Earth as a pale crescent dwindling against the stars, until at last they look for it in vain.

There will, it is true, be danger in space, as there has always been in the oceans or in the air. Some of these dangers we may guess; others we shall not know until we meet them. This does not mean that we must stop because of a death. If man gave up just like that, jets would not be here today, --man would not have broken the sound barrier. Nature is no friend of man's, and the most that man can hope for is her neutrality. But if he meets destruction, it will be at his own hands, and according to a familiar pattern.

The dream of flight was one of the noblest and one of the most impartial of all man's aspirations. Yet, did it lead in the end only to concord? --to driving in passionless beauty through the august skies? -- to searing into the consciousness of the world, that again man had achieved what many thought to be impossible? Already there has been half-serious talk concerning the use of the moon for military bases and launching sites. The crossing of space may thus bring, not a new Renaissance, but the final catastrophe that haunts our generation. This, we of the free world must do out best to prevent. We must develop the peaceful use of space, before warfaring bodies get into it.

This is the danger, the dark thundercloud that threatens the promise of the dawn. The rocket has already been the instrument of evil, and may be so again. But there is no way back into the past; the choice is, -- the universe or nothing. Though men and civilizations may yearn for rest, for the dream of the lotus-eaters, that is a desire that merges imperceptibly into death. The challenge of the great spaces between the worlds is a stupendous one, but if we fail to meet it, the story of our race will be drawing to its close. Humanity will have turned its back upon the still untrodden heights, and will be descending the long slope that stretches, across a thousand million years of time, down to the shores of the primeval sea. So, please kindly help Space Project Swallow NOW!

My sincere thanks,
Mr. J. R. R. Searl, M. ins. P.I.