

Inverse Gravity Vehicle:

Professor John RR Searl's All-Electric Spacecraft

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Background

Anyone conversant with artificial gravity propulsion and zero-point energy conversion needs no introduction to the groundbreaking, powerful and impressive body of working technology invented by the fertile mind of Professor John Searl, of the U.K. Professor Searl is one of the few researchers in the history of Planet Earth to have built and flown field-propelled, artificial gravity generating flying discs, or saucers, along with such notable men as Otis T. Carr, Petit Viton, the late Dr. Shinichi Seiki, Thomas Townsend Brown and Viktor Schauberger among others. Professor Searl's Searl Effect Generator (so Named in 1972 by SNSRC teammate, the late Dr. Shinichi Seiki, who wrote THE PRINCIPLES OF ULTRA-RELATIVITY in 1972), a unique 3-ring and roller-set unit, has powered 41 flying models from the mid 1950s to the late 1970s. Smallest units were 3-feet in diameter, the largest were 38 and 41 feet in diameter. The 10-footer was stored in Archangel, Russia, because there was no place to house it for safety's sake in the U.K. Which was P-11 the craft was VERY heavy: the 10-foot P-11 weighed 4.5 tons, the Demo-One weighed 12-tons when it was finished and an SEG installed in its SEG-housing ring near the rim of the craft: was house in Berkshire.

The activities with the Searl National Space Research consortium in the 1960s-70s resulted in Warminster, UK being labeled the "UFO-Capital" of Europe!

The Searl Effect Generator or SEG Gyrocell

Very much like Nikola Tesla, the electrical and mechanical genius who gave us our Electrical 20th Century, Prof. John Searl was inspired by persistent visions, or a series of two oddly repeating dreams, from age 4 to age 10. Those dreams and exposure to electrical and mathematical concepts such as Ohm's Law whilst working at British Rewinds as a young teenager, prompted a young John Searl by age 14 to interpret from the dreams that he was supposed to build some type of new electrical generator that would be very efficient, transferring rotary motion and uniquely magnetized Ferrous components into electrical-output and torque: a linear-motor concept of unique geometry.

The numerical system is actually very ancient, and is called the Law of the Squares. Once the generators were started, past a critical threshold speed, the SEGs could NEVER be stopped, and the rotation was always at least 200 RPMs. There was and is nothing exotic or esoteric about the SEG: it obeys all the known laws of physics -as taught- and incorporates many aspects of electromagnetics and electro physics we use every day.

The generator ran cold, was easily overloaded, upon which it refused to stay Earthbound, one of the first small unit tests resulted destruction of his first Landlady's house, when it punched through the roof. Since all equipment, presses, magnetizers, etc, were available at the shop, including skilled labor, and all young John Searl had to do was pay for the materials (Neodymium and all rare-Earths were only a few cents an ounce back in 1946) which were financed by the late George Haines, who was at the time dying of cancer. Six more SEGs of varying sizes were built, averaging around 14 feet diameter, to match the size of standard powerhouse dynamos. All were lost to space. When the SEG is allowed to pour its energy into a corona surrounding it (nominal operating Output Voltage of an operating SEG is approximately 100,000 Volts), with no limiter on it overloads on the Earth's atmosphere and a force field develops from the negatively charged rim (positively charged hub) that is very powerful, and the Earth actually repels the Generator with great force, irresistible force. One failed attempt at tethering involved the SEG breaking 60-Ton tethers. The SEG was intended as a new type of electrical generator, NOT a flying machine. This embarrassing loss of generators, and a methodology for limiting them resulted eventually in the Domestic SEG, and the Levity Disc, now called by the Searl Team: Inverse Gravity Vehicles, or IGVs as an acronym.

Electrified Butterfly Nets

In the Early 1950s Young John Searl moved to a place where very superstitious people lived. While there, he used leftover materials to make what he called "firecracker models", with no control, which would go straight up and out of sight very fast. The eyewitnesses, neighbors, called them "electrified butterfly nets" because that is what they looked like in flight! These very expensive firecrackers were the beginning stages of a controllable vehicle for aerospace: the Levity Disc. John Searl wanted to know what role electricity had in the flight of his unique electrical generator (actually the SEG is a CONVERTER, not a generator). He made a "bed-springs type" apparatus, applied high-Voltage of opposite polarity to the device, and it rose into the air! Searl had recreated the now famous patents of American physicist and American father of "artificial gravity", Thomas Townsend Brown. But the High-Voltage accessed by the overloaded and superconducting SEG is only part of how it produces its famous "heavy-lift" DE gravitating VTOL flight.

Artificial Gravity

The basic design for the Levity Disc, or controllable flight-frame came from the second of the two dreams. In the Dream Two, after climbing an unusually long ladder to a hayloft, similar to one where he lived, young John Searl upon opening a trap door, found himself in the center of a circle formed by straws, and wagon-wheel-like spokes of straws laid out from the center, and a ring of fire at the rim.

This John Searl interpreted that the device he was to build would be circular, would have radial struts as the main structural-members, and would have a great deal of energy concentrated at the rim. This design is the basic design of what became the first Levity discs, which ranged from 10 to 40-feet in diameter. Later on in the 1950s-60s, the work was financed by a consortium of 13 elderly wealthy men who had the work done non-commercial, as a hobby, to avoid the rapacious nature of European taxes at that time. The discs were all radio-controlled, and the equipment was military-surplus on 12-meter

band. Flight tests were always on Sundays, and there were always many spectators, who were asked to sign a big book with their impressions of the flying discs. BBC1 had monthly and even weekly updates and films on the progress of the Searl teams, and the Searl National Space Research Consortium, or SNSRC.

The discs were flown in all kinds of weather, unaffected by the worst gales and rain. They flew without inertia, the slightest push of control sending them off faster than a rifle-bullet! A first flight test of a 10-foot diameter, 4.5 ton P-11 model, June 30th, 1968, resulted in the craft going from a large open field in Warminster to Cornwall, in 3 minutes, a trip that takes a car driving at 60-miles an hour three hours. So the speed of the model with just a touch of control was one mile per second, the average speed of a .22 caliber rifle bullet! The runners on the SEG were started initially by a small diesel generator (The field on the SEG magnetized sections was not precise enough for it to be self-starting). As flight-Voltage was achieved, leaves and debris underneath and nearby the P-11 reportedly started to move in small circles (multiple vortex action). Remember that Tornadoes can easily lift entire houses, and even 100-ton Locomotives skyward as if they weigh nothing. I recall Moray B. King's works showing how a rotating plasma, and Petit Viton's work showing how a rotating charge of electrons extracted from a body, and then allowed to rotate around that body, will cause a degravitation of that body.

The discs can easily go up to the speed of light, but since the SEGs and anything attached to them have no inertia (in a field-propelled vehicle, every atom of ship and payload moves at the same rate, so inertial mass is canceled, while gravitational mass remains the same) the speed of light is not necessarily a barrier to a force field-propelled vehicle. This has exciting implications for the entire human Race on Earth: we can be liberated from our own Solar-System, and free to explore other star systems in the universe.

Also, the model craft (levity disc prototypes), had $\frac{1}{2}$ G on-board gravitation, when energized at flight Voltage, which has been measured with high-energy electrostatics measuring equipment as some 10^{12} , 10^{13} Volts (whatever the Voltage, current never exceeds 1.5 milliAmperes). As we know from Sub quantum Kinetics (1994,2003) by Paul A. LaViolette PhD (look at Model 'G'), Thomas Bearden's Towards a New Tesla Scalar Electromagnetics series, and work by Walter Russell, gravitation is an effect, not a cause, and is produced according to General and special Relativity, and Einstein's Unified Field Theory for Gravitation and Electricity, from January 10th, 1929 (Zur Einheitlichen Feld Theorie): high-energy electrostatics and electromagnetics produce force fields of artificial gravity that can be effectively used for propulsion of aerospace craft, and for a passive-defense. So the powerful fields of repulsion from the rim, attraction from the hub, and inboard artificial gravitation in this electric spacecraft should not be surprising, given the past and present experimental and theoretical work. In a spacecraft with on-board gravitation, the bones, joints, and muscles of astronauts do not degenerate from lack of gravitation. Fighter-craft that have no inertia can easily outperform and outmaneuver Internal Combustion aircraft in dogfights (as we have seen historically since World War II). Spacecraft that can control gravity, and inertia, instead of fighting them or using gravity of a large body in space only for ballistic slingshot-effects, and can travel at any speed without mass-dilation and the resulting time-dilation, with integral force fields that repel micrometeorites, cosmic rays and interstellar dust, have obvious advantages over internal combustion vehicles like rockets (flying fuel tanks) in space work.

At not even full-throttle, an Inverse Gravity Vehicle could reach the moon in less than five-minutes, with no mass-dilation and no resulting time-dilation. But, since the Searl Inverse Gravity Vehicles have no inertial mass, (still have gravitational mass) they fulfill all the requirements for an FTL (Faster Than Light) Alcubierre Warp Bubble (1994) vehicle, and the massive power required for the warp-bubble, supplied by conversion of the staggering and inexhaustible electrical energy that is the substructure of space-time, known in the past as the Ether, and today as the Dirac Sea of Electrons, or Quantum Foam, or Zero Point. Vacuum contains more potential energy than we can visualize (a Lorentz-invariant, non-material ETHER; calculations by Wheeler yield sub-microscopic channels on the scale of a Planck length having a mass-equivalent energy-density of 10^{94} grams/cm³, which Wheeler calls Quantum Foam), and Nature, and the SEG and other such devices, such as Viktor Schauberger's REPULSINE VTOL saucer-shaped model and large-scale craft, easily POLARIZE this random-flux, to convert the energy of space time, as Nature does. As in Schauberger's craft and generators, in the SEG, there is a falling temperature gradient, implosion, centripetal and centrifugal motion, spin-within spin, and nested fields, throwing electrons out radially at ever higher velocities. Unlike conventional fuel-burning, or even ion-drive spacecraft, there is no limit to the speed of the IGV. And the IGV has no inertial mass. This makes the IGV a candidate for Mankind's first STARSHIPS with which to explore the Milky-Way Galaxy, and perhaps even the nearby Magellanic Clouds..

STRUCTURE OF THE IGV

The Inverse Gravity vehicle, or flight-frame for control of the flying aspect of the overloaded and superconducting Searl Effect Generator is a classic double convex-shape, which is perfect for neatly housing the generator, with a large surface area for conductive upper and lower shells, or hulls. The craft have an angle of 15-degrees, and come to a sharp point at the rim. As we know from electrical engineering, electrons easily are ejected from sharp points, and adhere to broad, curved surfaces. This makes the double-convex-saucer ideal for this type of electrical propulsion. Electron ejection is enhanced at the rim and flame-barrier by 64 rim-needles or rim-discharge pins, at the outer terminus of the disc at 64-points. The positive (+) innermost layer of Neodymium on the innermost ring of the SEG is normally connected to both the upper and lower shells. The negative-side (-) of the Generator which consists of the outer most runner sets is normally connected via an air-gap with collecting combs, is normally connected to the rim needles (rim discharge-pins) which go thru the flame-barrier and flight cell circuitry of all 64 flight-cells. The IGV is an ELECTRIC SPACECRAFT. Because of the geometry of the struts, cross-braces, and beams, the structure of the IGV is self-supporting. The DEMO-1 craft was deliberately made from as soft a material as possible, to silence detractors, among them many scientists, who thought the structure was not robust enough to support itself. But professor Searl says the structure could be made from CARDBOARD, as it is physically a sound structure, PLUS at flight-Voltage, the stress on the airframe is zero. The force fields hold it together and there is no inertia, or G-force to strain the structure of the IGV.

The manned craft need a life-support system for air and heat, because at any Voltage from 500,000

Volts to a Million Volts (on the very low side of IGV-Voltage-at idle), the craft are in their own self generated Vacuum Envelope. Current level always remains at 1.5 milliamperes. The higher the Voltage, the more air is evacuated from the craft and the stronger the vacuum surrounding the models. The pressure vessel in a manned craft would be in the center hub of the craft (manned size to start at 90-feet for a 4-crew vehicle, or starship) and resembles a giant hollow aspirin tablet. In a manned craft, at the center of the cabin is the Center Column (where TV-cameras, periscope-apparatus for navigation and astrogation and sensors and Laser-Radar and telemetry arrays are located). At the periphery of the central cabin, or pressure vessel, are crew quarters, galley, laboratories, data-processing section with powerful flight-navigation computers, and communications and telemetry equipment, life-support systems and controls, television monitors and computer workstations. Outside the pressure vessel in the coming manned craft, will be water tanks of drinking water for the crew and for bathing. Adjacent to the outer cabin wall are essential circuitry wiring-blocks and wiring-harnesses for the Flight-cell and Load-cell circuits. The basic structure of the IGV consists of 64 radially-arranged struts in the form of long, thin isosceles triangles, whose taper is not more nor less than 15-degrees. 2/3 of the way out from the center of the craft is the SEG power plant location, which is the thing that actually flies, the saucer-body is a frame and means for control of the flight. The FLYING SEG must have its 3 rings and adjacent sets of runners tapered but wider to retain the same mass, and fit the tapered saucer body-shells. Eight retractable landing legs are an essential part of the structure, and are electrically and or hydraulically operated.

Flight-Control

Adjacent to the outer SEG-housing-wall, in the 64-spaces in between each strut and just before the rim and flame-barrier, are the heart of the IGV control system, are the 64 FLIGHT-CONTROL CELLS, or Flight-Cells. Inside each flight cell is a solenoid in the axis of flight-cell rotation. Flight-cells have four (4) main modes of operation: 1. Flight-cell OPEN, 2. Flight-cell CLOSED, Flight-cell OPEN AND LOCKED, flight-cell CLOSED AND LOCKED. Control of the SEG for electrogravitic flight is realized by the fact that the superconducting SEG is REPELLED by the Earth (and larger masses or gravitational fields), and smaller masses than the SEG or IGV control-body are similarly repelled with irresistible force by the combined gravitational fields produced by mass and the equivalent energy of the SEG. Like fields in Nature always repel, and all forces act in pairs, so the SEG, and anything attached to it at superconductive point loses all resistance to electric flux and loses all inertia (at which the SEG is spinning at fantastic velocity, ultra-cold, and silent). This means under power (and the SEG cannot be stopped, except by the artificial pole of a nearby video camera oscillator tube in line with the rim), the craft cannot crash. The combined field from the Earth or between any large body in space just pushes the craft away. When a flight-cell (64 of them adjacent to the outer-SEG-housing-wall) is activated, electrically or hydraulically, it snaps open, rotating from zero-degrees to 90-degrees, simultaneously firing a hard rubber pin thru a hole in the outer SEG-housing wall, at the outer runner sets in the SEG. Like touching a gyro, that forces the whole system to assume a tilt downward. The model flies off rapidly in that direction if tilt is maintained, simultaneously 3 other switches in the flight cell control the polarity of the charge going to the upper lower or both shells, top and bottom of the craft, and to the rim-discharge-pins. Biefeld- Brown effect controls the craft also in space, the rim-discharge pins acting as electric thrusters. The rim discharge pins

are also attached to a Load Cell, whose function is simply to put a load on the SEG by overloading the output of the flight-SEG power unit on the atmosphere in order to put it into a superconductive state, forcing the Earth to repel it. The speed of the SEG (and thus altitude, and velocity in straight upward or in forward flight) is controlled by an old-style video camera oscillator tube. Since the IGV craft were inertia less, the slightest push by the control-system sent them off at speeds far faster than any rocket. In flight, they are bright white on top, almost incandescent, and like a dark mirror on the bottom (an ELECTRICAL mirror effect of the force-field surrounding the craft). Photos of an IGV in flight were taken by another IGV, revealing this interesting lighting effect. At fantastic Voltage, there is a pink-halo adjacent to the rim of the craft. At fantastic power level, the craft resembles a ball of fire in the atmosphere. Just as in Viktor Schauberger's Repulsive craft, the craft emits different colored glowing discharge at different power levels. In its heyday in the 1960s-1970s, the Searl National Space Research Consortium had many backers in many countries, much space research was done, by inertia less vehicles that traveled easily at any speed desired, and that used no fuel, and were sleek and silent. They were controlled by 12-meter band HAM radio, by enthusiasts at ground stations all over the world. The non-polluting, stealthy, silent, and ultra-fast capabilities attracted interest by the US military, and by 1977, a 10-foot diameter, 4.5 to P-11 craft was tested at Edwards Air Force Base in the California Desert. The P-11s sharp turns and instant flips at multi-mach speeds, with no apparent inertia, embarrassed and puzzled the testers, who seemed to think such qualities in an aircraft or space craft were actually a disadvantage! As we know from the aforementioned literature, inertia is directly related to NET CHARGE, not MASS, or amount or density of material mass.

My Experiences with the Searl IGV

I had studied Electrogravitics since College on my own since 1982, and discovered the Searl IGV in Summer, 1986. I immediately grasped the significance of this gravity control work, and determined to become knowledgeable of and conversant with Professor Searl's technology, knowing we as a culture would never ever get very far in space using internal combustion or even ion-propulsion, and I want to live in a true space faring society, where EVERYONE has access to space, not just the military, scientists, or the super-rich. In the November/December 1993 issue of NEXUS magazine, there was a cover-article on the Law of the Squares and the SEG and IGV craft, and I began to learn a lot more after numerous conversations with now teammate, Mr. John Thomas, Biographer of Prof. Searl in ANTIGRAVITY: The Dream Made Reality (1993), who had taken over Searl Team duties as American liaison for DISC, Ltd., from Mr. William T. Sherwood, (who responded to my letter to him in 1987 with some old SNSRC newsletters from the late 1960s). In summer of 1994, I built a one-meter diameter balsa and paper and card IGV to 80% completion from plans drawn up by J.P. Roos, done in 1970 of the 90-footer, STARSHIP EZEKIEL that was to be the next craft which was to be the first manned, life-supported craft. I had flown radio controlled aircraft all my life, and my dream since 1986 has been to fly an IGV-model.

In October of 2007, Professor Searl asked me on Team to work on the IGVs and to build a model for demonstration of the concept of the past 41 craft, and for generating interest in financial-backing of the work for licensing, consulting, etc. I determined that the ideal building materials for the basic structure would be polystyrene, and Evergreen Models supplied much of the early strut material and bracings. I made huge blowups of graphics done by members of another Searl technology interest group that were

sent to me years ago from a graphic designer. These have since been used to depict the IGV www.youtube.com and elsewhere. After using foam bulkheads and foam-safe adhesive and epoxy,

I was not happy with the symmetry of the model, which I had designed to fit together in eight pie shaped sections. When the economy stagnated badly in 2008, funds dwindled to properly finish the 3-meter IGV until recently, when limited funding became available for the TeslaTech model IGV, which Professor Searl had asked me to prepare. With limited time and funds, I supervised the construction of a model in Pennsylvania, and shipped to and completed at TESLATECH2010, in Albuquerque, New Mexico, late July, 2010. The 64 Struts of the show model, which Professor Searl has since named STARSHIP HOPE, I cut out myself (using simple hand tools and straightedges) of polystyrene and paper foam-board from STAPLES. The inner and outer SEG-housing walls, the flight-cells and the rim are all cut with a hot nichrome wire from polystyrene block and sheet. The models 64 struts are joined together in eight-pie-shaped sections by 32- 1/4" diameter nylon nuts and bolts or the type normally used to mount and remove radio-controlled model-aircraft wings for transport.

The upper and lower shells of the IGV are made of clear plastic material as in the last model built and flown, the 21-foot, 12-ton DEMO-1 model. A wire-mesh underneath the clear plastic carries the positive or negative-charge (dependent on the flight-cell switching operation), to enable electrogravitic flight control of the IGV craft. Control of these craft is always ELECTRODYNAMIC, not aerodynamic. A craft that is independent of aerodynamic effects has obvious advantages over conventional aerospace craft.

Benefits and Future of the Searl IGV

The benefits of the Searl Inverse Gravity Vehicle (or Artificial Gravity Vehicle) are many, and multifaceted: The IGV uses no fuel, it does not create heat-energy for propulsion, it instead generates intense COLD, it is SILENT (compare that to the deafening roar of rocket or jet-engines), The IGV craft will cost approximately the same as conventional aircraft, but the operating cost is close to zero, as the craft require no fuel, the moving parts of the drive have no friction or physical contact, and the flight cells require very little routine-maintenance and have only 2 main moving parts each, the compensation for the flight and ground crew being the only considerations, as well as some administrative costs, no impact whatsoever on the environment, no emissions, no carbon-footprint, no consumption of Earth's Oxygen, no pollution, no noise whatsoever; for spacecraft, no launch windows, no ballistic trajectories, no launch pads, no noise whatsoever, no explosives, no hypergolics, no flying fuel tanks, speed, safety, reliability, no motion can be felt from within, despite instantaneous starts and stops and flips at multi-mach speeds (and no sonic-boom) MUCH lower cost than space work with ballistic rockets, and unlimited scope, and range. Because of the 64-bow waves of high-energy electrostatics and electrification of the air at the leading edge of the craft, there is no sonic boom. The IGV is also stealthy. RADAR beams just slide around the vehicle, without bouncing back. Objects in the atmosphere or in space are ionized to the same polarity as the negatively-charged rim of the IGV, and strongly repelled, so the IGV cannot collide with anything at flight-Voltage, which is some 10^{12} Volts DC, current never exceeds 1.5 milliAmperes, regardless of the power-level. Because of the dynamagnetic field surrounding the IGV induces an ordinary magneto-static field of like polarity at a considerable distance from the rim of the craft, micrometeoroids and space junk are swept out of the way of the IGV in flight. Cosmonauts

aboard an IGV are protected, because of the integral magnetic-force fields, from all space radiation and Cosmic rays, something NASA has been recently proposing in future space craft. The IGV craft are true STARSHIPS, so named by Professor John Searl.

As many commercial air carriers have gone out of business because of rising fuel costs (and fuel costs for jet fuel have only one place to go: UP), been forced to cut services or actually charge passengers for services they used to get included in the ticket price, the commercial IGV service of Craft of 30 or more meters in diameter will bring down the costs of air travel to any country on the Earth in 30 minutes or less a reality to the average citizen, and a non-polluting, sensible future of air and space travel can begin in the next several months, as work commences by myself and together with Team Searl, on the promise of Searl effect Technology and Propulsion, first built and tested by Professor John Searl in 1946. As in the 1949 film by George Pal: DESTINATION MOON, Private Industry, NOT Government agencies, will lead the way into space. The IGV lowers the cost of space work by vast sums.

In use in commercial air-travel, the IGV will bring down the cost of travel to any continent to the level of the common man, and enable world travel to anywhere on Earth in 30-minutes or less.

In space-work, the Manned IGV will open up the entire Solar system and perhaps the larger Milky Way Galaxy to colonization by Mankind from Earth in reasonable time and economy, something that can NEVER be done by Internal Combustion or even Nuclear (NERVA) propulsion. The IGV craft has the potential to liberate us from our own Solar System, and to ameliorate the Global-Warming crisis, the Population Crisis (opening up the universe to colonization), and perhaps help cause a global shift in Human consciousness, when people realize there are no limits to the power of the mind. Or the power of a determined and driven team that does not know the meaning of the word: "impossible". The construction and development of these proven aerospace craft I will personally continue to pursue, under the guidance of Professor John Searl.

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