

ATTENTION:

The following statements presented here are founded on my own personal understanding.

Addressed

To

The Boeing Corporation of The United States of America

&

British Aerospace Systems, plc

Also

Airbus Industries of France

&

NASA

Copy to

Sir Richard Branson of The Virgin Group of Companies

It is my belief that The Boeing Corporation, British Aerospace Systems, Airbus Industries and NASA are each technologically bankrupt as far as their respective perception and understanding of how a Mass Motion Vehicle in the form of a so-called Jet Powered Aircraft that is caused to fly, is fundamentally flawed. This in reality has been the case since Jet Powered Aircraft were first caused to fly. Inconceivable, impossible, if this is indeed true then the evidence must be there for all to see, if you can but perceive it.

It is the affect of this misperception in the manner of engagement of the fundamental Laws of Mass Motion Physics that now constitutes the cause of the principal "Barrier" to the attainment of economic and commercially viable supersonic, hypersonic and "Single Stage to Orbit flight" the solution to which is clearly beyond the point that your collective Physics Mind Set cannot take you, including NASA.

The evidence of the existence of the boundary limit of this ignorance is there for all to see, reference, Concorde. Further evidence is the fact that even today some fifty years on you are still employing and developing rockets as your principle means of overcoming the restraining Mass Motion affect of Gravity upon all forms of Mass Motion Vehicles when required to fly, particularly at supersonic, hypersonic speeds up to and beyond the Earth's, "Escape Velocity". What price technology?

The Mass Motion efficiency of a Rocket is as classic an example as one can possibly find of this ignorance representing as it does the most inefficient engagement of the Laws of Mass Motion Physics. And thus rendering the achievement of an economically viable payload by this

means is a physical impossibility. A further classic example is that of the United States Shuttle. Here we have yet again another technologically brilliant achievement just like Concorde but with yet another wholly commercially unviable economic payload directly attributable to the very same collective misperception of the conventionally held “Mind Set” that created each of these forms of Vehicle over the past five decades. Again, what price technology?

A long time ago as a young engineer, I was taught that the efficiency of a Vehicle powered and propelled by the engagement of a jet engine that was caused to fly would appreciably improve with the increase in the Aircraft’s speed and the higher it flew. What then was and is the true significance of the cause of the economic and commercial failure of Concorde? Here is a vehicle that unquestionably was technologically quite brilliant representing as it did the boundary limit of the conventionally held understanding in all matters pertaining to the Aerodynamics and Propulsive efficiencies of Jet Powered Aircraft. Why, being so technically brilliant in concept did it prove to be such an economic and commercially unviable Vehicle?

Clearly, even today, neither Boeing, BAE Systems Plc, Airbus Industries nor NASA can even begin to answer this question. This truth was and is an exact measure of the collective ignorance of the conventionally held perception of how a Jet Powered Aircraft is in reality caused to fly. **This misperception is still, even now, allowed to masquerade as being technically and scientifically sound.**

This is one of the greatest technological paradoxes of our time the answer to which is the “Key” not only to transforming the economic and commercial viability of the entire world’s Jet Powered Aircraft Industry relatively overnight, but also, the economic conquering of Space itself.

Consider, the level of misperception of the conventionally held “Mind Set” determining Mass Motion inefficiency of the Rocket is the same determining the current “Boundary Limit” beyond which economically viable flight speeds above Mach One cannot be achieved. Again, Why? The answer is there for all to see in your own mathematical equation of the quantity of thrust considered to be at the positive disposal of the Aircraft as a Vehicle whilst in motion/flight.

The lesson of the 11<sup>th</sup> September 2001 assault was very clear, either dramatically improve the return on invested capital as a matter of extreme

urgency or this assault could well prove to be the “trigger” cause of the collapse of the entire United States economy.

The only way this can possibly be avoided was/is to somehow dramatically improve the return on investment over that which you are already technologically capable of achieving. Building and selling totally new types of Aircraft employing the very same conventional configuration between jet engine and airframe as in the past was and is, not the answer. Reference the following “Invitation” by way of explanation.

### Boeing

#### Recommendation No.1

To stand any chance of realistically recovering from where you now are, it is critical that you dramatically improve the economic and commercial viability of all the Boeing 747 Aircraft throughout the world. These Aircraft are now the Corporation’s Achilles Heel”. The question is how? The solution is, you must change every Aircraft powerplant as a matter of considerable urgency replacing them with much simpler but larger conventional Pure Jet Engines incorporating an Air Mass Motion Energy Management System with each installation. An Air Mass Motion Energy Management System comprises the physics equivalent of a mechanical gearbox but designed for use in many existing and all future subsonic, supersonic, hypersonic and single stage to orbit vehicles. Only in this way will you be able to slow, stop and reverse the haemorrhage of all of your financial resources fast and on a scale large enough to prevent commercial collapse of your entire enterprise within the next five years.

Unless a redirection and total shift in focus is in place and very soon, then the decision to build a totally new version of that which you were already so very capable of doing in the form of your Boeing 787 could well prove to be very unwise.

Why do you think Boeing Aircraft were selected as the principal instrument of the 11<sup>th</sup> September 2001 assault on your Country? This attack was primarily intended and aimed at triggering the collapse of the whole United States economy. This collapse to be orchestrated and led first by the commercial collapse of Boeing as a principal technological giant and one of the major pillars of United States supremacy in technology and economics underpinning as it does, the economy not only of the United States of America but also indirectly that of the whole World itself.

To negate and reverse the very serious consequences of the economic downturn both in aeronautics and your National economy, i.e., as is evident by the decline in value of your National currency since the event of 11<sup>th</sup> September 2001 you need to be able to achieve a total economic transformation relatively overnight therefore within the next two years.

It should be remembered that money power is founded upon confidence in the economic system consequently you have less than two years to restore confidence in the future economic viability of your entire Jet Powered Aircraft and Aerospace Industries before the investment world truly runs for cover. The return on investment capital attainable from the engagement of such technological enterprises as is that of your Boeing 787 and Airbus A380 has got to be quite dramatically improved without having to invest and depend on yet more technologically complicated innovations.

The question of course is how? You are offered an answer in the following “Invitation”. And remember, to succeed as it needs to, this improvement has got to be achieved using the very same levels of conventional technology but utilised and applied in a much more efficient way.

The “good news” is, the effect of the improvements in the Mass Motion Efficiency upon both the economic and commercial viability of every 747 Aircraft so modified, will be comparatively, so great and costing appreciably less than the replacement cost of its existing four engines, that the challenge represented by the Airbus A380 would be rendered, as things are, commercially unsustainable before it ever achieves certification.

### The Boeing 787

In order to break free of the affect that dependence upon the money markets has had upon your entire enterprise, it is critical that the return on investment in your much-vaunted 787 Aircraft be dramatically improved. That this Aircraft like its predecessors will prove to be a very fine one is not in doubt. However, constructed, engaging exactly the same configuration between engine and Aircraft as you have used over the past five decades means that the return on invested capital will be no better than it has ever been. As a direct consequence, there is no way that it will earn a return on investment sufficient to pay not only for itself, but also to counter balance the drain on your financial resources in the short term that the decline in the value and worth of your 747 enterprise will inevitably incur, as things are. You will need to financially buffer the

transient period that would be involved should you elect to change the combined engine/powerplant configuration as is recommended above.

### **Boeing 787 continued**

Investing the entire future of the Boeing Corporation in a revamped version of exactly the same engine/airframe configuration as has been employed over the past five decades may well prove to be a mistake. You may very well not agree with this appreciation in which event, I would respectfully point to the very miserable record of the return on invested capital earned over the past five decades on this very same configuration quite regardless of the undoubted technological brilliance at your command as a Corporation. Again, What price technology?

The “Screen Saver” on my computer is that of your Boeing 787, it is graceful and beautiful to watch as it passes across my screen but it will not be enough if you are to recover not only your leadership in Aeronautics but also become a true master of your own destiny. I suspect that you have been to a very large extent working over the past five decades more for the financial benefit of your banks than for Boeing itself.

### **Recommendation No.2**

Replace the 787’s engines/powerplants with the simpler pure jet engines of the necessary thrust power but incorporating the Air Mass Motion Energy Management System referred to in No.1 above. This double “whammy” achieved by modification of both your 747 and 787 will not only result in restoring your fortunes as a Corporation but, could well kick start the entire world economy into a much more Dynamic “orbit” than we are otherwise likely to achieve over the next five decades.

### **Recommendation No.3**

You are undoubtedly technically quite brilliant at what you do but finding yourselves where you now are clearly reveals that this is simply not good enough. You must break free of the “Mind Set” that has sustained you for so long engendering as it did a sense of cosy superiority recognising and accepting that this is no longer realistic and most certainly very unwise.

The total transformation and improvement in the economic and commercial viability of your 787 would together with that of all the modified 747 Aircraft be so great as to wholly transform and revitalise the entire worlds’ Jet Powered Aircraft industry relatively overnight. And, in the process make Boeing a true master of its own destiny perhaps for the very first time in its entire history.

## British Aerospace Systems

British Aerospace Systems, you epitomise all that is good and all that is bad in our British Endeavour in aeronautics; in October last year Concorde was floated ignominiously in bits on a barge down the river Thames passing out into history, representing as it did all that was once considered technologically quite brilliant and in British Aeronautics. And all that was ever offered or given by way of explanation as to the actual cause of its economic and commercial failure was essentially a lot of political “bullshit”. The affect of your ignorance and or denial of accountability left the British people as a collective whole deeply disappointed, saddened and somewhat totally disillusioned as to where we now stand as a Nation in terms of our ability and expertise in such matters. And yet, inconceivably, even now or so I believe, you are striving to achieve economically viable supersonic, hypersonic and “Single Stage to Orbit Flight”. How in the name of the ”The Almighty” can you seriously expect to ever achieve such a thing when in your ignorance you could not even account for and or explain the economic and commercial failure of the otherwise technologically brilliant Concorde?

Just what does it take I wonder to get you people to seriously re-examine your entire perception of how in fact the engagement of conventional held physics understanding so determines the boundary limit beyond which your knowledge and conventional way of thinking clearly cannot take you? I most strongly suggest that this is not a matter due to any limit imposed by the “Laws of Physics” but more the ignorance caused by the misconception of the correct manner of their engagement.

Sir Isaac Newton made it perfectly clear that his “Laws of Motion” applied to only one Mass Motion System at a time, and that when more than one Motion System was engaged in the Motion System Cycle of any Vehicle care should be taken in making sure that what system caused, which Motion Effect, and in what order was thoroughly understood. The entire world’s Jet Powered Aircraft Industry has failed to do this. Impossible, think about it!

A Jet Powered Aircraft is in reality powered by two entirely differently acting major Mass Motion Systems each acting motion wise upon the Vehicle/Aircraft in different ways and at totally different rates. The first is that created by its Jet Engine/engines the second that of the empowered Air Mass (atmosphere) through which the Aircraft is caused to move and fly.

The Air Mass delivered from the atmosphere is empowered to do Air Mass Motion work upon Aircraft being empowered to accelerate both through and around the Vehicle so formed in REACTION to which it is caused to fly. The fact that the empowerment invested in the Atmosphere to Act in this way is directly attributable to the power delivered to the Vehicle's structure by its jet engines, does not alter the truth of this perception. In terms of the fundamental "Laws of Motion" we are not required to account for how the power invested in any Mass Motion System is achieved but, only with the effect that one Mass Motion System has upon the other's Resultant Velocity when caused to act and or interact with each other as integral parts of a Vehicle's "Mass Motion System Cycle".

Reference; the following investment case.

## Airbus Industries

The commercial accomplishments and in particular your technical achievements over the past three decades have been most commendable and impressive by any standards. However the investment in your A380 could well prove to be something of an environmental disaster. As aeronautical engineers you are unquestionable among the very finest in our World but as you know the success of such a venture is not simply all about matters of aeronautical efficiency or commercial economics. Let us consider the possible impact and effect that a Jet Powered Aircraft such as your A380 will undoubtedly have upon the stability of the Mass Motion Dynamic that determines both the composition and ongoing stability of the physical state of our Atmosphere. Let me take you on a little intellectual journey of reasoned thought.

The phenomena known as the Sonic Boom is caused by the fact that at the molecular level of the Earth's Atmosphere it cannot naturally accommodate forced changes in its molecular motion state quick enough if required to occur faster than "The Speed of Sound". Although this is not uniformly experienced throughout the whole atmosphere because this is conditional upon the temperature and density of the Gases forming the Atmosphere at any altitude, nonetheless, the internal velocity of any Gas Molecule and its capacity to interact in balanced motion harmony with the other Gases comprising the Atmosphere at any altitude, is governed by the Dynamics between them determined by the forming forces mentioned on the following page.

Most everyone in aeronautics including knowledgeable students of the physical sciences know and pretty well understand the cause of the Sonic Boom. However, few seem to have given any serious thought as to what the significance and affect the existence of this particular physical Air Mass Motion phenomena must have upon the Gas Mass Motion Dynamic that both governs and determines, the nature, structure and composition of the Atmosphere surrounding our entire Planet.

Consider, the existence of this Mass Motion phenomena means that virtually since the beginning of the evolvement of the Earth's Atmosphere over many millions of years it has never been required to accommodate the impact and or the effect of Air Mass Motion Gas Velocities exceeding the "Speed of Sound". Not even in the most violent hurricane ever experienced on Earth has such a speed been experienced.

Consider also, the nature of the physical forces that have been involved in the determination of the Dynamic governing the ongoing

nature of our evolved Earth's Atmosphere over the past millions of years are; Space, Gravity, The Sun's radiation energy, the Earth's Magnetic field and its rate of rotation. The interactive Dynamic of these forces has determined the Molecular composition and difference between the different gas Masses and their respective internal velocities as they are required to physically interact Mass Motion wise with each other in the composition of our Atmosphere.

The Dynamic balance between the different gas Masses and their respective interactive Velocities forming the Atmosphere has been so perfectly accomplished that its support of all life on Earth since time began for all life, has seemingly been indestructible. Even the most violent of volcanic eruptions and meteor impacts although causing very serious disturbance in the atmosphere could only do so for a short period of time but could not in fact affect the natural Dynamically balanced system that both determines and governs the life giving composition of the atmosphere in seeming perpetuity.

The balance between the forces of nature as they are caused to act and interact upon the different Masses of Gas that make up our Atmosphere also experiences changes in pressure and temperature all of which are beautifully orchestrated and catered for in the Dynamic Mass Motion System of the Creation in the creation of the Atmosphere and its ongoing balanced Gaseous Mass Motion State.

The reality now, is that this naturally evolved Dynamic System of Creation comprising our Atmosphere that makes possible the experience of the existence of all life on our Planet is now under serious threat caused by the absolute human ignorance that has resulted in a blanket of mindless, infantile disregard as to the preciousness not only of our Atmosphere but also the health of the Planet itself.

Our Planet is a living life force of which it, and we, are but extensions of each other.

What you might well ask has all of this got to do with the advent of the Airbus 380 and the existence of the phenomena referred to as the "Sonic Boom" also, the "Speed of Sound"?

The answer is, the creation and existence of the Earth's Atmosphere is the resultant product of a MASS MOTION SYSTEM DYNAMIC comprising essentially of all its different Gases. This is now under continuous physical assault from the tens of thousands of tons of

Jet Engine exhaust Gases pumped into our surrounding Atmosphere every day, at a Velocity and temperature that is wholly incompatible with the Gas Dynamic that both forms and governs the existence of our Atmosphere. The Dynamic component of this System is that pertaining to the Velocity Energy interchange that is forced to take place between the different Masses of Gas composing the Atmosphere, when each are acted upon by the very same natural collective physical forces identified in the foregoing.

However, the reality now is, this Dynamic creation of the Atmosphere is as never before been required to experience and accommodate the impact of such a sustained Mass Motion Assault, of a composition of Gases from Jet Powered Aircraft unlike most of the gases that form our Atmosphere. Furthermore, these Gases are delivered at a temperature and Velocity far greater than that which can be physically accommodated at the molecular level by the Atmosphere's Gases below say, 100,000 feet. In effect we are imposing a total and entirely different assault in the forms of Gases from all types of Jet Powered Aircraft delivered at velocities and temperatures hitherto not experienced since the evolution of our Atmosphere began. Consequently, we are in effect literally accumulating an ever growing dump of a whole alien volume of Gas possessing, both Gases and Mass Motion impact on the existing natural Dynamic of our Atmosphere that has never ever been required to be physically/chemically accommodated before.

The reality of course is a Gas is a Gas regardless of how it is created. Consequently, obeying the inherent characteristics of all Gases to either mix or not to mix, the accumulation of dumped Gases delivered by Jet Powered Aircraft in flight will inevitable and naturally be caused to be taken into Dynamic account in terms of, their relative Mass and particle velocities (motion) at molecular level in order that their physical influence can be accommodated in the rebalancing of the Mass Motion Dynamic that has evolved as the System comprising our Atmosphere. Tragically however, although a new Dynamic balance between the old and the new will inevitably be achieved, the resulting gaseous composition of our Atmosphere can become so changed as to make the existence of life on Earth itself impossible. And remember, since the evolution of our Atmosphere to the point where it could sustain life, we as Human Being were born out of the Creation into this existence and have evolved experiencing the very same Dynamic forces that governed the evolved evolution of our Atmosphere.

The Atmosphere is a highly complex DYNAMICALLY balanced system of interactive Gases. Each gas has its own particular response rate in terms of their relative molecular Velocities determined by the common physical forces acting upon all of them at one and the same time and referred to above. The reality is however, that these Gases comprise the composition of the Earth's Atmosphere and cannot at molecular level accommodate or naturally absorb the impact of the Gases that are delivered by every Jet Powered Aircraft that ever flew or that will in the future fly. The reason for this is that their energy in the form a Gas Mass delivered at such very high temperatures and at jet Velocities exceeding the "Speed of Sound" simply cannot be absorbed at molecular level by a System that itself has evolved within a Mass Motion Boundary Barrier limit no greater than that of "The Speed of Sound". Although the phenomena known as the "Speed of Sound" is undoubtedly affected and disturbed by such factors as Temperature and Density, nonetheless, it is the Mass Motion Velocity Dynamic invested in the different Molecular structures comprising the Atmosphere up to the fringes of Space itself that is the "Key" to the ongoing maintenance of its balance as a life supporting force.

Stay with me a little longer; as many of you will know the composition of our Earth's Atmosphere comprises a number of different gases, principally that of Nitrogen approximately 78% and that of Oxygen 21% as well a number of other influential gases such as Ozone and Carbon Dioxide.

For the purpose of this exercise I have chosen to regard what is meant by the Atmosphere as that perceived by us as Human Being's i.e., that it extends from the surface of the Earth up to the fringes of Space itself at some 380 miles distant. However, viewed in terms of the Creation itself, I submit that the evolved Dynamic of the Gaseous Mass Motion System responsible for the forming and ongoing existence of our Atmosphere extends from the very lowest depths of the Oceans and Sea's up through to the very fringe of Space beyond which there is no Atmosphere. And if we are to understand how this Dynamic System works, we should regard it in this way water playing such a critical component part in the maintenance of Dynamic Balance of its Gas composition. Consequently, the most powerful Dynamic interplay between the ACTION and Interaction of the Atmosphere's Gases in the determination of the Atmosphere's composition and balanced state will be caused to occur between the very depths of the oceans/seas Earth and the very fringe of Space itself where no Atmosphere exists.

Consider, in terms of the Volume mixing Ratios of each of the 13 Gases that form the Atmosphere (Ozone in effect extends up through both the Stratosphere and Troposphere and accounts for two different ratios). Apart from Nitrogen at 78% by volume and Oxygen at 21%, the ratios of the remaining Gases are very small ranging from Argon at 0.00934 down to Xenon at 0.0000001 comprising the Atmosphere. However, because this combination has evolved over millions of years we can therefore conclude that the maintained balance of all the Gas ratio's are absolutely critical to the maintenance of the Mass Motion Dynamic Balance of the Resulting Evolved Atmosphere.

We can conclude therefore that even the smallest quantity of any one of these Gases per unit volume must in fact play a very critical part, evolved as it has been over a period of millions of years. We can further conclude that the presence of any other alien Gas forced upon the Atmosphere does not of necessity have to be of very great amount per unit volume to have a powerful and possibly very negative interactive Mass Motion Effect upon the Dynamic Balance of the Atmosphere.

#### Considerations

That your Airbus A380 Aircraft will undoubtedly prove to be technologically quite brilliant is without a doubt in my mind, however the A380 has a fuel capacity of 256 tons and an AUW of 531 tons. Consequently, the fuel capacity works out at 48% of the Aircraft's AUW. Let us accept that the performance of this Aircraft will prove to be all that you at Airbus believe it will. In a typical long range flight for which it has been designed let us take a conservative figure of 90% of its fuel capacity to complete it. This would amount to 230 tons of burnt fuel dumped in the upper Atmosphere per flight. This will be discharged at very high exhaust temperature and at a Velocity greater than the "Speed of Sound". In the case made above it is suggested that for the reasons already given that this quantity of Gas cannot be chemically accommodated by the Gas Dynamic of the Atmosphere. We can conclude therefore, that this cumulative volume of Exhaust Gas dumped in the Atmosphere since Jet Powered Aircraft first flew may well now have reached such a massive Volume as to rival that of the lesser Volume Gases comprising the Atmosphere, such as that of Ozone, Krypton and Xenon at 0.0000001 per unit Volume of Atmosphere. It is believed that these much less minor Gases per unit volume of the Gas Dynamic of our Atmosphere play an important part in maintaining the Dynamic Mass Motion Balance between all of the Gases that make up our Atmosphere and the continuation of all life on Earth possible. This seems to be a very

reasonable conclusion considering that this is a RESULTANT Gas combination that has evolved over millions of years determined by the interactive Mass Motion effect of the physical forces governing the determination of this result and as referred to above.

That the A380 might indeed prove to be a very fine Aircraft is not at issue here, however, the quite dramatic increase in the local quantity of dumped exhaust Gas delivered at such high temperatures and Sonic velocities, represents a local concentration and impact in effect upon the Mass Motion Dynamic balance of the Gas composition of Atmosphere never before experienced. Furthermore, the affect of this increased concentration of Gas delivered in this way at such a critical cruise altitude is bound to effect and threaten the Dynamic Balance invested in the unique Gas combination comprising our incredibly evolved Atmosphere.

The acceleration in the level of dumping incurred by this much larger Vehicle/Aircraft is of an order that will undoubtedly accelerate the increase in threat to the Dynamic Balance of the existing Gas combination/structure of the Atmosphere. Unlike the affect of hurricanes and meteors that have failed to cause any serious and enduring failure in the Gas Balance of the Atmosphere, once this dumping of Jet Powered Aircraft Gases reaches "Critical Mass" the rate of collapse in the Dynamic balance of the Atmosphere's Gases will be irrecoverable. Remember, the volume of dumping of Gas in this way need only reach the volumes of the Atmosphere Gases comprising of those of relatively small volumes to trigger an irreversible collapse of the inbuilt Mass Motion Dynamic balance that has evolved over millions of years of natural evolution.

It would indeed be tragic should this incredibly exciting Aircraft prove to be the trigger cause of the acceleration in the breakdown of our Atmosphere because such an event reaching critical mass would undoubtedly prove to be absolutely disastrous for all humanity.

It may well be that this scenario for whatever reason is unacceptable to many engineers nonetheless the possibility is, I submit, very real. To threaten the advent of this technologically quite exciting and brilliant Aircraft is not the intention here. It is for the Aircraft manufacturer to decide for itself whether or not the case presented here is of sufficient sense to merit its serious consideration.

In the event that this is indeed acknowledged as being of serious importance, the question must surely be what can conceivably be done about it without threatening the future commercial viability of the Aircraft?. Indeed what might conceivably be done not only to markedly reduce the risk posed here but also, dramatically improve the economic and commercial viability of the Aircraft in the process. To those of you who are aeronautical professionals such a possibility will undoubtedly appear to you to be absolutely impossible. However, what if this is not so? How might this conceivably be achieved?

The answer is, for over fifty years the entire world's Jet Powered Aircraft Industry, Airbus included have been guilty of producing Jet Powered Aircraft possessing no means whatsoever whereby the Thrust Force delivered to the Aircraft at all demand conditions could be "geared" to the RESULTANT Mass Momentum State of the Aircraft. You have in affect been guilty of using raw thrust power to compensate for this total lack of Mass Motion Gearing between the influence of the Gravitational Force of the Planet itself, and the Resultant Mass Motion State of the Aircraft/Vehicle. As a direct consequence the fuel consumption required to achieve any Aircraft Mass Motion performance has been almost double that actually required according to the dictates of basic Mass Motion Physics. This is particularly true at speeds above Mach 1.

Logically therefore, were you to incorporate the System's means whereby an infinite state of Mass Motion Gearing could be achieved between the rate of delivery of the Jet Engine's thrust and the Resultant Mass Momentum State of the Aircraft at all demand conditions, the performance of your A380 would in effect be totally transformed. And because this Mass Motion System of Gearing is technologically very easy to construct included with the proposed new Powerplants costing appreciably less than the replacement cost of your intended "Powerplants" might this not be well worth considering?

Reference the following "Invitation" by way of further explanation of what this could mean to you at Airbus Industries.

Should Boeing accept the recommendation in the foregoing as a means of totally revamping the economic viability of the entire World Fleet of its Boeing 747 Aircraft, then the economic and commercial impact of this action alone would undoubtedly be more than enough to totally negate the commercial challenge posed by your A380. I personally would not wish to see this happen because if both Boeing and Airbus were to

adopt this System the affect upon the economic and commercial viability of the entire world's Jet powered Aircraft Industry could be so completely transformed relatively overnight and so serve as a very dramatic major boost to the entire World economy.

However should either Boeing or Airbus elect to ignore the warning invested in this submission then because the conventional engine to airframe configuration is already technologically bankrupt, the knock on affect of both the Boeing 787 and Airbus A380 could well combine in effect and serve to accelerate the rate of commercial collapse already triggered by the event of 11<sup>th</sup> September 2001, as was intended.

### **Recommendation**

Airbus Industries as a matter of real urgency should seriously consider re-engining its A380 Aircraft with pure jet engines of sufficient thrust power but incorporating an Air Mass Motion Management System such as proposed in the following Investment invitation. Reference the following Investment prospect by way of further explanation.

## NASA

You at NASA undoubtedly command some of the very finest intellectual talent in our world today. Your Space accomplishments are in themselves legion and since this time your endeavours in aeronautics is also very admirable but for some reason, over the past decade you seem to have lacked direction and focus, from where I am that is. To me this is a very great paradox. How is it possible that such a brilliant body of human talent could possibly lose its way as is so evident in your failure to make any serious and practical progress in addressing the problems you yourselves have identified in both aeronautics and space research as needing resolution. Consider for example, your endeavours to achieve hypersonic and “single stage to orbit” flight when in reality you have not even been able to achieve economically viable supersonic flight.

Furthermore, your search for an answer to the challenge of the need to establish a means of creating propellantless propulsion and identify an inexhaustible source of power as well as a means of overcoming the influence of gravity have all resulted in failure. Why? The answer is to be found in recognising the need to address the paradox as to why this quite astonishing body of human talent and endeavour is unable to find the answers to its own questions. Intelligence of the calibre invested in NASA is founded in its ability to be able first to recognise and identify the questions that truly need to be addressed if our world is ever to truly learn and lastingly prosper from this field of human endeavour. Secondly, the genius of the kind that took us to the Moon and back was made possible because NASA had the wit to discover the answers to the questions NASA itself recognised needed to be answered if such an incredible challenge was to succeed.

And so, why this paradox that this tremendous body of intellectual talent is no longer capable or so it seems of answering the questions posed by itself? If you think about it, there can only be one answer, as in aeronautics, something that is accepted as scientifically sound in its perception of all things pertaining to its technical and scientific endeavours in both Aeronautics and Space research, has to be wrong. The question is, what? The answer is to be found in identifying the common denominator between the challenge posed by the need to economically conquer the Challenge of High Speed flight up to and beyond escape velocity. And at the same time answer the challenge of the need to economically conquer Space itself. The question of course is what can this be? The answer is to be found in the study of the Mass Motion Dynamic of our own Solar System. Remember, that this very tiny part of the physical Universe is but a very minute microcosm of the Mass

Motion Dynamic of the whole physical Universe itself. And so, to conquer Space, Nasa must learn how to lock into the Mass Motion Dynamic that powers our Solar System in the full knowledge that this solution will also apply to the Mass Motion Dynamic that powers the whole of the physical Universe itself. The “key” to recognising how this can be done is to recognise that in the whole of the Physical Universe there is no such thing as balance meaning Motionlessness. This is a perception that is experienced only by a living conscious mind experiencing its existence within a gravitational force field. If you are to conquer Space then you must learn how to lock into the imbalanced force field that both powers and controls the Mass Motion Dynamic of the whole physical Creation. And, the answer is to be found in the study of the Mass Motion Dynamic of our own Solar System. While there exists no motionless state throughout the entire Universe there does exist however, an absolutely incredible state of controlled imbalance. If you are to successfully traverse Space then you must learn how to lock into the imbalanced System that both powers and controls the Mass Motion Dynamic of the whole of the physical Universe itself.

And, in the study of all such matters you should remember that Creation would always find the easiest way of doing things. This is a lesson that we Humans simply do not seem to have learned in our attempt to understand the meaning and Why of all things.

Sir Richard Branson.

Sir, you are addressed here in the belief that possessing the sense of curiosity, courage, intellect and understanding that you undoubtedly do, you may possibly be interested in taking over the responsibility for the delivery of this prospect into the hands of all those deserving of its benefits including your self. I find myself somewhat advanced in years and quite unable to do justice to the invention of my Air Mass Motion Energy Management System in the form of an “Air Mass Motion Gearing System.

The only condition would be that subject only to being satisfied as to the scientific and technical viability of this project that you would do everything in your power to ensure that this prospect is delivered in such a way as to enable the entire World’s Jet Powered Aircraft Industry to benefit as a collective whole from the tremendous boost in its economic and commercial viability made possible by the understanding invested here. Assuming that this condition might be acceptable to you I would be prepared to assign unconditionally a principal controlling interest in my United States, French and U.K patent rights covering the System described and designed to function as an Air Mass Motion Gearing System suitable for use in many subsonic, supersonic, hypersonic and single stage to orbit vehicles.

I make this offer in recognition of your considerable achievements as a British born entrepreneur believing and trusting in your Integrity and your interest in all things pertaining to flight as is evident having established your own successful Airline and an ongoing interest in Mr. Rutan’s Aerospace endeavours in the United States.

Alfred C Craig,  
Tenterden,  
England.  
17<sup>th</sup> April 2005.

A  
British  
“Investment Prospect”,  
Entitled  
A  
“Mass Motion Energy Management System”  
Comprising  
An  
“Air Velocity Gearing System”  
Suitable for use in many existing and all future  
subsonic, supersonic, hypersonic and “Single Stage  
to Orbit “Vehicles”.

SCENARIO.  
THE REALITY OF  
THE NOW.

Reference [www.aerospace.gov](http://www.aerospace.gov)

“Commission on the Future of the United States Aerospace Industry”.

November 2002

Reference: The FAA request inviting The Nation Research Council of the United States to establish a Committee on Aeronautical Research and Technology for Vision to 2050.

Reference: The resulting NRC report entitled, “A System in Crisis”.

You are here respectfully invited to consider the prospect whereby the economic and commercial viability of the entire world’s JPA Industry currently considered to be in serious “crisis” could be totally transformed well within one decade. It will be apparent to any well informed reader that as of this date according to the above referenced reports such a prospect is well beyond the bounds of practical possibility in terms of conventionally held understanding of the physics involved. And, this is indeed true.

Consider, the entire world’s JPA Industry and that of “Access to Space” represents as no other combination of human enterprise the very finest and most brilliant of all human technological endeavour over the past five decades. Nonetheless, one of the greatest paradoxes of our time is the undoubted fact that while this is true this vast technologically brilliant industry is now in very serious danger of “Commercial Implosion”. Why?

There can only be one answer, something that has been accepted, as an absolute technologically sound perception of how a jet-powered Aircraft is caused to fly, has to be wrong. Impossible! Not so, the reality is, in spite of the undoubted talents at the command of this vast enterprise it has bordered, as a collective whole, on the verge of bankruptcy for over five decades. It is, for example, currently losing billions of dollars per annum and there is as things are no prospect of any practical, economic “breakthrough” in either the near or distant future. Even when in profit the net return on investment per annum relative to the extremely high cost of its ongoing commercial existence has been less than five percent, this amounts to nothing less than economic “brinkmanship” of the very highest order.

In order to understand and appreciate the following explanation it is necessary to recognise, acknowledge, remember and accept that a so called JPA in terms of the Creation itself is primarily a physical Mass in the form of a so called JPA that is in this way caused to fly. Consequently, it is the relationship between the Aircraft’s Mass and

relative Velocity to the Earth's Mass and its gravitational force field that will in the very first instance determine the potential Mass Motion efficiency of the Vehicle and in particular its payload capability.

In this instance, the physical mechanical and aerodynamic efficiencies of the Aircraft's jet engine/s and Airframe respectively can only ever be secondary refinements in the determination of the Mass Motion efficiency attainable by such a Vehicle.

The configuration of a JPA as it is addressed here, is that of an engine that is caused to do work upon the Earth's atmosphere in Reaction to which it is caused to fly.

Since the advent of the industrial revolution experience has shown that in order to successfully achieve a state of truly efficient economic Motion upon and around the Earth's Mass and within the jurisdiction of its Gravitational Force field, it is necessary to establish some form of Mass Motion gearing between it and that of the Vehicle itself. This is necessary in order to establish a means whereby the differences between the relative Masses of the effort also the Motion REACTION to the Mass to be moved and their relative ACTION and REACTION Velocity ratios are the same. This is the conventionally correct measure of the Mechanical Efficiency of an engine performing in the form of a jet-powered Aircraft that is in this instance caused to fly.

The most classic example and recognition of the need of this absolute physics truth was the invention of the mechanical gearbox as utilised in the motorcar.

Here a Vehicle comprising a "box on wheels with an engine" was transformed into a Vehicle of such Motion efficiency that in affect changed the entire course of our entire human existence by dramatically improving the use of time.

Indeed, there must exist if you think about it some form of Mass Motion Gearing between every physical particle involved in the Creation and construction of the entire physical Universe without which the Mass Motion harmony achieved throughout the whole of Space itself simply could not exist.

Consider, in terms of fundamental physics a "mechanical gearbox" forms a Mass Motion energy bridge across which the ACTION half of the Mass Motion Effort can be balanced Velocity/energy wise with the resulting REACTION half comprising the resulting Mass Momentum State of the Vehicle so served.

The lesson here was clear, in order to be effective and comply with the dictates of the Earth's Mass Motion Dynamic, the working Action of the physics equivalent of the "Mechanical Gearbox" has of physics necessity to be interposed between the ACTION and REACTION

halves of the Mass Motion System Cycle comprising the Vehicle's Propulsive System.

However, at a much more mundane level every engine and machine that exists in our world possesses some form of Mass Motion Gearing in recognition of the Mass Motion dictates imposed whenever and or wherever some form of unnatural Motion Vehicle is imposed upon the physical Dynamics of the Earth Mass itself.

The single most critically important Economic, Commercial and Tactical Mass Motion Vehicle of our time, namely, all Vehicles in the form of so called JPA totally rejects this lesson and the dictates of fundamental physics in that it possesses no "Mass Motion Gearing" whatsoever between its source of propulsion power and its resultant Mass Momentum State relative to the Earth Mass at any demand condition from take-off to landing and brakes on.

To overcome the physically negative Propulsive Mass Motion effects of the total lack of any form of "Mass Motion Gearing" raw thrust power far in excess of that actually required according to the Laws of Mass Motion Physics" is used. This is why maximum thrust power is required and necessary to overcome the massive inertia differences between the Effort Air Mass delivered by jet engine relative to the total physical Mass of the Aircraft at Take-Off.

As a direct consequence of the foregoing, the extreme miss matching between the rate of delivery/Velocity of the propulsive thrust force and the Resultant Motion/Velocity reaction of the Vehicle itself incurs quite Massive Mass Motion Stress loads throughout the entire jet engine's working cycle, also, between it and the entire Airframe structure of the Aircraft. Indeed, the Resulting Massive Mass Motion Stress loads between the Vehicle's "Air Mass Motion Propulsion System Cycle" and that of its jet engine's Mechanical System Cycle and the surrounding Earth's atmosphere is the single most costly cause of virtually every economic propulsion penalty affecting the overall Motion and Commercial performance of all such conventionally configured JPA.

Consequently, excessively high fuel consumption almost double that actually required and as determined by the "Laws of Physics" also, extremes of jet engine and Aircraft noise, excessively high structural stress loads between the rotational and stationary systems throughout the jet engine's working cycle and between that of the entire Engine and the Aircraft's Airframe Structure is the result. These combine in effect to almost double the cost of the Vehicle itself and its operation, hence, the very poor return on invested capital quite regardless of the otherwise technical brilliance of its construction. And, this is even before the technical efficiency of either the Aircraft's Jet Engine(s) or the

Aerodynamic efficiency of its Airframe become matters of serious motion account.

This most consistently brilliant and innovative industry has for over five decades enjoyed a steady “Market Growth” that has been the envy of virtually every other major world industry. Again, what price technology if this critically important world industry’s return on investment capital has been so unrealistic for over five decades? The result has been, instead of it being the economic “Jewel in the Crown” of our entire world enterprise which considering its technological brilliance it should have been, regrettably, it is now fast becoming a very major “financial” world burden. Its poor earnings over five decades in spite of all of its undoubted “technological brilliance” has in no way been remotely commensurate with the very considerable cost such technological brilliance must invariably seem to incur. The author does not accept this seemingly inevitable cost consequence.

It should be remembered that the engagement of a “Mechanical Gearbox” acting as a “Velocity Energy Bridge” such as in the motor car instance in no way improves the physical performance of its engine nor the aerodynamic efficiency of the Vehicle. Nonetheless, it does quite dramatically improve the Mass Motion performance of the Vehicle hence the efficiency by which the thrust power at its disposal is transformed into Mass Motion Momentum State more closely matching the Mass Motion Momentum of the thrust power delivered by the engine itself.

The “Air Mass Motion Gearing System” is designed to function as the physics equivalent of a “Mechanical Gearbox” but for specific use in a JPA or Single Stage to Orbit Vehicles. The engagement of this system with each jet engine makes possible the attainment of an infinite “Mass Motion Gearing” between the thrust force delivered to the Aircraft at all demand conditions and its Resultant Mass Momentum State. The affect of this will enable us to quite dramatically improve not only the operational economics of every JPA so equipped but also appreciably reduce the cost of both its jet engine(s) and associate Airframe structure.

The invention of the AVG Concept would also make possible the discontinuation of the technically far more complex, much heavier and far costlier types of Fan and Bypass engines making possible the re-introduction of the simpler although structurally larger far less costly pure jet core type of engine with, however, a very much better power to weight ratio.

### **The Preliminary Objectives:**

1. To establish “proof of concept”.
2. The determination of the detailed design specification of what an “Air Mass Motion Gearing System” comprises.

3. The establishment of an International Licensing Company offering a license to either use and or manufacture on a Royalty basis the “AMMGS” in support of their existing business.

**Time Scale to establishing serious licensing income:**

- 1 Three months maximum
- 2 12 months.
- 3 12 months.
- 4 Total 27 Months.

Note: 2 and 3 could possibly overlap thereby reducing the actual total to **21 months.**

Such is the nature and potential scale of benefits that it is very conceivable that forward licensing options will be sought shortly after publication of 2, the “Proof of Concept” study comprising, the Computer Fluid Dynamics results.

**The Market.**

The understanding expressed here is only intended to give a reasonably sensible idea of the vast potential Market over the next 23 years that the invention of the Air Mass Motion Energy Management System in the form of an Air Mass Motion Energy Gearing System makes possible.

In summary, Boeing envisions a market of 25,000 new commercial Aircraft from between 2004 –2023 plus a further 10,000 existing Aircraft amounting to 35,000 in total. However, it should be noted that this does not include consideration of either the Freighter or Military Aircraft Market that could, not unreasonably, be more than double this figure. However, Military Aircraft do not structurally lend themselves to adaptation of the AMMS consequently for the purpose of this evaluation I have cut out this consideration from this potential Market appraisal. From a technical, tactical, strategic and performance point of view virtually all conventionally configured Military JPA would be rendered redundant by the advent of the AMMS, thereby creating a replacement market of very considerable potential in its own right.

Add to this brief summary that the additional potential of the economic recovery of the very many thousands of mothballed JPA around the world that can be re-commissioned as viable commercial units then, the market potential becomes so great that the entire World’s JPA Industry could become so revitalised as to become the assured “Jewel in the Crown” of our entire human endeavour that it should already have been these past fifty years.

### **The Potential worth of this Invention.**

The worth of anything is determined not unnaturally by the value the System would have to the customer in this instance the entire World's JPA and "Access to Space" Industries.

Consider it can realistically be shown that the adoption and incorporation of an AMMS with each Jet Engine would in effect quite dramatically improve and virtually double both the economic and commercial viability of the entire design, manufacture and operation of all other otherwise conventionally configured JPA. Consequently, the worth, value and savings to the Industry's customers quite apart from the saving to the Manufacturing Industry itself would be absolutely enormous.

It can relatively easily be determined and shown that the profitability of this vast World enterprise can be virtually doubled even assuming no improvement whatsoever in current level of applied technology other than for the adoption of an AMMS with each pure jet engine.

Consequently, the royalty worth of the licensed use of this technology can justly be claimed to be geared to the improved commercial worth such a Vehicle would be able to achieve. And because the AMMS can be simply shown to improve the effectiveness and performance of both the Vehicle's Propulsion System (Engine) and the Aerodynamic efficiency of the Vehicle as a collective whole inclusive of its engine(s), therefore, a Royalty geared to the sale price of the Aircraft itself would be realistically justifiable.

According to Boeing's 2004 market forecast to 2023 comprising primarily of 25,000 Aircraft this would be worth **2.5 trillion US dollars** at the 2003 exchange rate.

For the purpose of this estimate assume a Royalty of at least 2% of the new Aircraft cost. Consequently, a 2% Royalty based on these figures would amount to 2.5 Trillion = 7.5 Billion US dollars at their 2003 value = 75,000 Million US dollars.

Divided by 100% = 750 Million dollars X 2 = 1.5 Billion dollars. Factor up this figure to include Military JPA, Freighters and this gives at this early time a very reasonable appreciation of the potential licensing worth alone. Add to this the possible manufacturing options that would undoubtedly present themselves plus the fact that the Market is a captive one there being no challengers that could conceivably challenge the originality of this concept that has been unrecognised for over five decades. Plus, we hold the United States, French and UK patent rights to this entire System's concept.

Consider also, the adoption of the AMMS in principle would make possible the establishment of a highly economic and commercially viable "Single State to Orbit Industry" with a payload capability that could

totally transform the value and worth that low orbit flight would then make possible.

### **The Benefits.**

#### **1. Fuel consumption.**

The fuel consumption required accomplishing any equivalent mission assuming no improvements whatsoever in either the jet engine(s) or aerodynamic efficiencies of the Aircraft's Airframe would be more than halved especially at speeds above Mach 1

#### **2. Environment.**

Quite apart from the economic and commercial benefits of this reduced fuel consumption the associated reduction in the quantity of hydrocarbon exhaust gases will also be virtually halved. This single benefit alone would more than match the Kyoto target for the reduction in such gases both in the short and medium term. It would buy our World the time it quite desperately needs if we are ever going to ever become masters of our own destiny and to achieve this we must first learn how to become at one with the life giving force of our own Planet.

#### **3. JPA Noise.**

The Virtual elimination of all JPA noise

It is the sheer stress loads caused by the total absence of any Mass Motion Gearing between the Aircraft's Air Mass Motion System Cycle and the Aircraft's physical structure itself inclusive of its jet engine(s) that is the principle cause of virtually all Aircraft generated noise.

So quiet would future JPA flight be, that round the clock flight operations could well become environmentally acceptable.

#### **4. Overhaul Lives.**

A doubling of the overhauls lives of both the Aircraft's Airframe and all major rotating and stationary system of its jet engine(s) directly attributable to the quite dramatic reduction in all previous levels of operational stress loads.

#### **5. Vibration.**

A General reduction in the vibration levels experienced throughout the aircraft at all demand conditions for the same reasons as in 3 above.

#### **6. Design Options.**

The combined influence of 1-4 inclusive makes it possible for both the Aircraft and jet engine Design Engineers to trade of savings in fuel consumption against payload, range and propulsive efficiency in its

proper sense also speed in a way hitherto impossible since JPA were first invented.

### **7. Operational Costs.**

The combined effect of 1-5 inclusive makes possible a quite dramatic reduction in the cost of Aircraft and their Engines inclusive of their operational costs amounting to an appreciable improvement in their commercial value as Vehicles that are in this way caused to fly.

### **8. Heat Footprint.**

The very serious reduction in fuel consumption at all demand conditions plus the particular manner that the thrust force is developed, delivered and utilised by the Aircraft results in a very marked reduction in the exhaust gas temperature as it leaves the Aircraft making tracking of the aircraft by heat seeking missiles very much more difficult.

### **9. Control.**

The adoption of the AMMS comprising an Air Mass Motion Gearing System

Makes it possible to reconfigure in flight the Air Mass Motion Cycle so that the Aircraft can be economically better utilised over different ranges. For example a medium range operation can be equally efficiently accomplished when required over shorter ranges still using the same engine to aircraft configuration.

### **10. Single Stage to Orbit Vehicles.**

The creation of an economic and commercial viable “Single Stage to Orbit Vehicle” even assuming no improvement in the current levels of applied technology is now possible well within the next seven years.

### **11. Strategic Ramifications.**

The military and strategic ramifications made possible by the adoption of this concept could well change the “balance of power” depending entirely upon who possessed fighter or otherwise strategic Aircraft equipped with the “Air Mass Motion Gearing System” when up against the very same otherwise conventionally configured Aircraft.

### **The Nature of the Challenge.**

It will be obvious to any seriously educated mind that this prospect challenging as it does the manner that basic fundamental Mass Motion Physics is engaged in conventionally configured JPA must rank as the most unlikely one imaginable considering the fact that a vast major

world Industry has been built upon this conventionally held misperception for over fifty years.

Nonetheless, the case submitted for your consideration here is that this understanding is fundamentally flawed in that it flies in the face of the most fundamental lesson of the Creation itself, in that, the efficient Mass Motion integration between any planetary Mass and Vehicle of separate mass must possess a practical means of Mass Motion Gearing between them in order to compensate for the difference in their relative Mass Motion States in the determination of the efficiency by which the effort force acting between them is transformed into Vehicle Motion.

If for whatever reason the explanation offered is not understood, regardless of the reason, then it is most strongly recommended that this prospect be ignored.

### **The Proof of Concept.**

In view of the foregoing it is necessary to establish in terms of fundamental basic physics that the concept underpinning the case for the adoption of an AMMS comprising an Air Mass Motion Gearing System is scientifically sound.

The method to be adopted is to create a Computer Fluid Dynamic Simulation of a JPA such as Concorde both before and after flight using an AVG system and compare their relative performance as an acceptable way of establishing scientific proof of the case.

The Computer Fluid Dynamic means of simulating performance of a JPA in Motion/Flight is currently regarded as being highly reliable and practical means of settling such issues throughout the World's Aircraft Industry.

The Cost of establishing a "Proof of Concept" based on the contractual engagement of the most professional means possible is likely to be something less than £100,000.

The time allowed for this study is to be no more than **3 months.**

### **The determination of a detailed design specification for the AVG.**

Assuming "Proof of Concept" is satisfactorily established then it will be necessary to determine the detailed design specification for any form of "Air Mass Motion Gearing System" that would be suitable for use in any type of JPA. In order to achieve this, it will also be necessary to obtain, purchase or lease any suitable type of existing aircraft of established performance that can readily be converted and used as a prototype test vehicle. And, in order to determine the detailed design specification required it would be necessary to carry out extensive flying throughout the entire "flight envelope" of the aircraft after modification. Once completed, the detailed design specification of an AVG secured in

this way can then be licensed on terms to be determined throughout the entire worlds JPA industry. This licensing means would then become the principle instrument of earning. Although options involving the design, manufacture and production of AMMGS would undoubtedly be possible, alternatively taking up stakes in companies that are awarded contracts for such work would also offer very sound investment opportunities.

Allowing for the cost of a suitable test Vehicle/Aircraft, prototype, anything from a Boeing 707 upwards would do, plus test and flight crew, design, manufacture and development of the AMMGS for the kind of extensive flight programme that would be involved over a period of say **18 months** that could well prove to be between 80 and 100 million £'s.

### **The Investment Risk.**

For Phase 1 of the programme namely, the “Proof of Concept” £100,000 which is regarded as very high should nonetheless, be provisioned for in view of the very serious importance of this aspect of this prospect. Furthermore, the prototype test programme should be provisioned for at the estimated £100 million figure, these costs to be incurred over a period of some 24 months.

It should be understood that these figures are at this stage only rough estimates intended to give some idea of what the maximum financial commitment could prove to be. Consequently, it should be realised that the only absolutely true financial risk is that involving the cost of securing the very best “Proof of Concept” money can buy i.e., £100,000. Proven, the £100 million is practically 100% secure. And, the prospect of securing advanced licensing agreements beyond the “Proof of Concept” and before the end of prototype testing is very real thereby offering a better cash flow than would otherwise be the case.

In summary therefore, for a capital risk of something less than £101 Million a world market worth at least an absolute minimum of 1.5 Billion £'s in licensing fees over 23 years offering an excellent return on invested capital.

### **The Requirement.**

It will be evident to even begin to capitalise on the tremendous prospects invested in this understanding will of necessity require a team of exceptionally, clever, astute and experienced human beings of the highest integrity organised in the spirit of “all for one and one for all”..

**The Scope & Ramifications.**

Here is an opportunity not only to change the entire course of Aviation history but also that of “Access to Space” itself and in the process, conceivably, change the course of human history for the better. And, create great wealthy in the process.

The above understanding and concept is supported by possession of United States, French and UK patents.

Alfred C Craig.

Tenterden,  
England.  
18th April 2005.