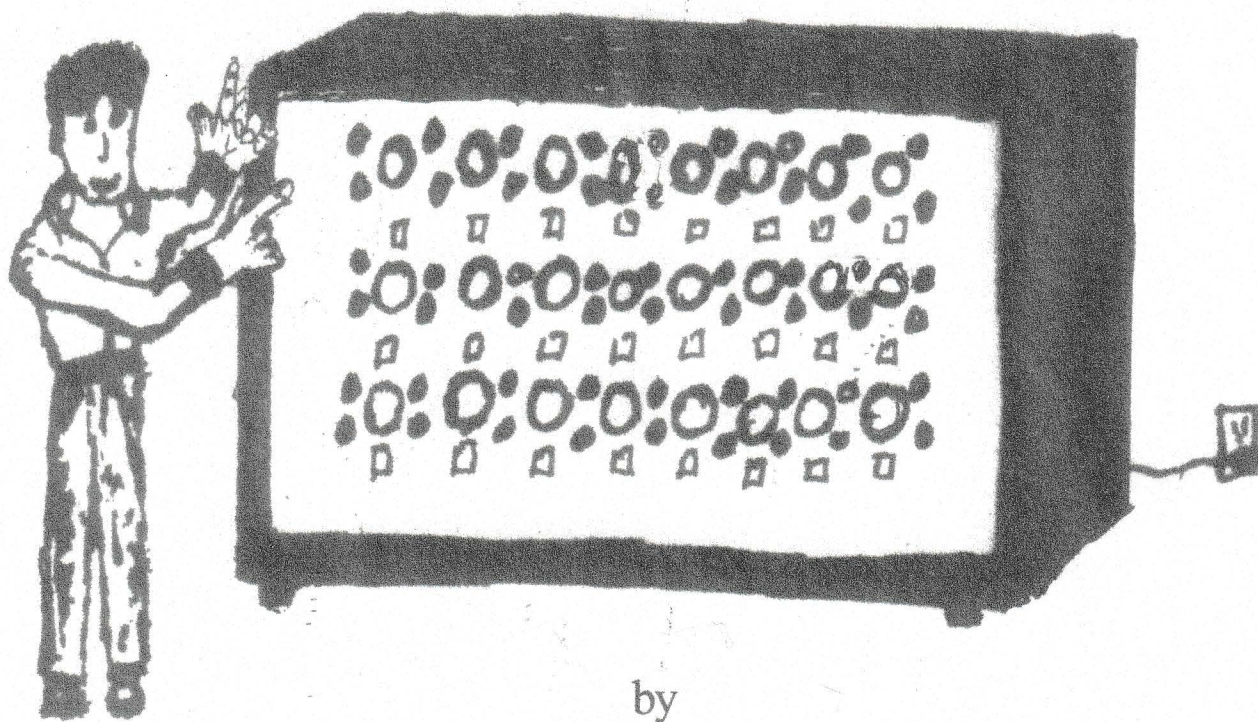


# School Project Peace Mission

This is our  
**Aeronautical Engineering Computer**  
Family Edition:



by

Nick Webster  
WebstersHomeSchooling.com  
GreatCircleStudy.com  
DeckhandToCaptain.com  
SchoolProjectPeaceMission.com



1<sup>st</sup> Edition

# School Project Peace Mission

ISBN: 9781523482825

Original U.S. Patent # 5,213-284, May 25, 1993, Expired:  
Original U.S. Design Patent # 320-378, October 01, 1991, Expired

Author: Nick Webster  
Boston, August 06, 1946

SchoolProjectPeaceMission.com

is an independent outreach of

WebstersHomeSchooling.com

182 S.E. Jettie Terrace

Port Saint Lucie, Florida, 34983

Contact: "Capt. Ron" Sperry, 305-725-1087

Statement of Faith:

## **Matthew 17:20**

The following was spoken by Jesus after Jesus had cured a young boy of epilepsy. Afterwards the disciples came to Jesus in private and asked why it was that they could not heal the child.

So Jesus said to them, "Because of your unbelief;  
for assuredly, I say to you, if you have faith as a  
mustard seed, you will say to this mountain,  
'Move from here to there,' and it will move;  
and nothing will be impossible for you."

In the Spirit of Love, from the sinless heart of Jesus.

*Jesus spoke these words before airplanes flew in our skies  
Jesus spoke these words before automobiles became a part of our lives.*

## **Matthew 28:20**

### The Great Commission

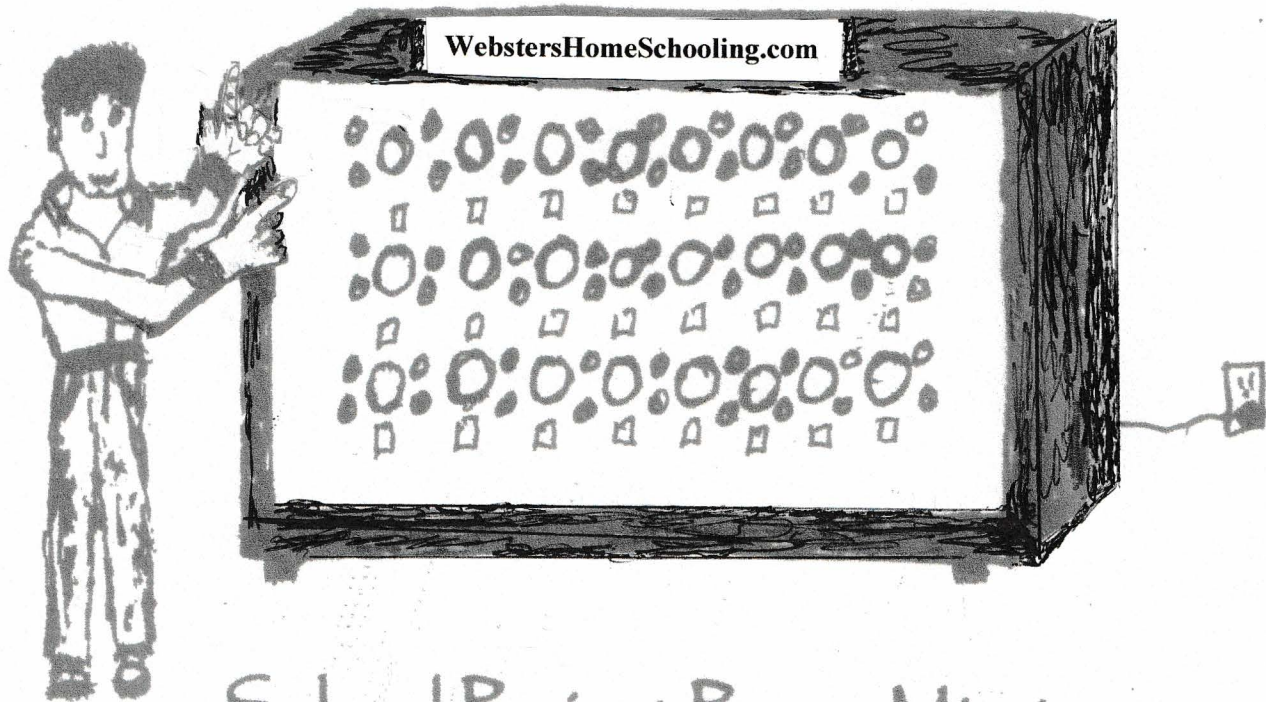
"And surely I will be with you always,  
to the end of the age."

Jesus lived in the very same "Ice Age" that we live in today.  
We live in the waning of that same "Ice Age" that Jesus lived in.





This is our  
Aeronautical Engineering Computer  
Family Edition:

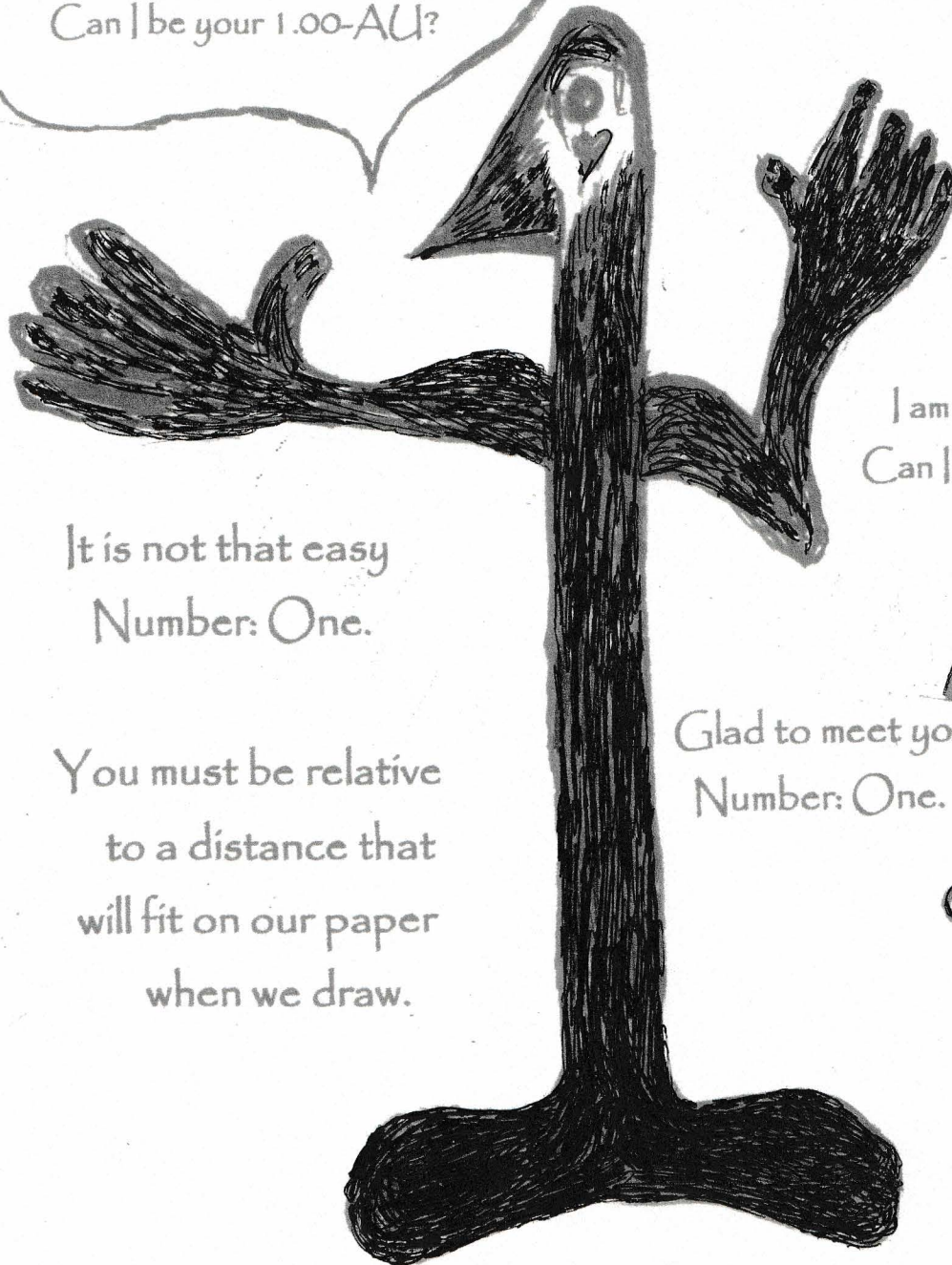


## School Project Peace Mission

Phase #1: Students, parents, teachers, professional engineers, we are designing an aircraft in the likeness of our own planet Earth's orbit around our Sun. Earth's orbit around our Sun now becomes a macro/micro adaptation in "Flight Evolution" This Project Aircraft "R&D Study" will reach out to all school grades. Professional aeronautical engineers will lead the way programming our Aeronautical Engineering Computer.

Phase #2: NASA has formed a macro/micro measuring system known as Astronomical Units: where the distance of Earth from the Sun is 1.0 Astronomical Unit.

I'm a One!  
Can I be your 1.00-AU?

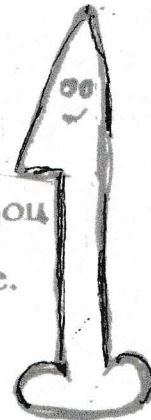


I am a One too!  
Can I be your 1.00-AU?

It is not that easy  
Number: One.

You must be relative  
to a distance that  
will fit on our paper  
when we draw.

Glad to meet you  
Number: One.





- #1: Mercury is **0.40** Astronomical Units from the Sun.
- #2: Venus is **0.70** Astronomical Units from the Sun.
- #3: Earth is **1.00** Astronomical Unit from the Sun.
- #4: Mars is **1.524** Astronomical Units from the Sun.
- #5: Jupiter is **5.2** Astronomical Units from the Sun
- #6: Saturn is **9.5** Astronomical Units from the Sun
- #7: Uranus is **19.2** Astronomical Units from the Sun
- #8: Neptune is **30.0** Astronomical Units from the Sun

You can see from the above portrayal of the comparative planetary distances from the Sun; flying a prototype designed with the 4 inner planetary orbits makes the most sense. Any prototype including any of the 4 outer planets would have to be 5 to 30 times larger than a prototype designed in likeness of our 4 inner planets. A prototype design of all 8 planetary housings would just be improbable to me and would certainly be impractical. Or we use a dissimilar outer orbit distance just to fly.

Or we use "Unknown Technology"

Certainly, a design with any number of our first 4 planetary orbits in mind would be a good and a logically sound first step. You can count to 4; 1, 2, 3, 4? Right? So let's get started.

Is everybody ready?

## <<<< Astronomical Units >>>>

#1: Mercury is 0.40 Astronomical Units from the Sun.

#2: Venus is 0.70 Astronomical Units from the Sun.

#3: Earth is 1.00 Astronomical Units from the Sun.

#4: Mars is 1.524 Astronomical Units from the Sun.

#5: Jupiter is 5.2 Astronomical Units from the Sun.

#6: Saturn is 9.5 Astronomical Units from the Sun.

#7: Uranus is 19.2 Astronomical Units from the Sun.

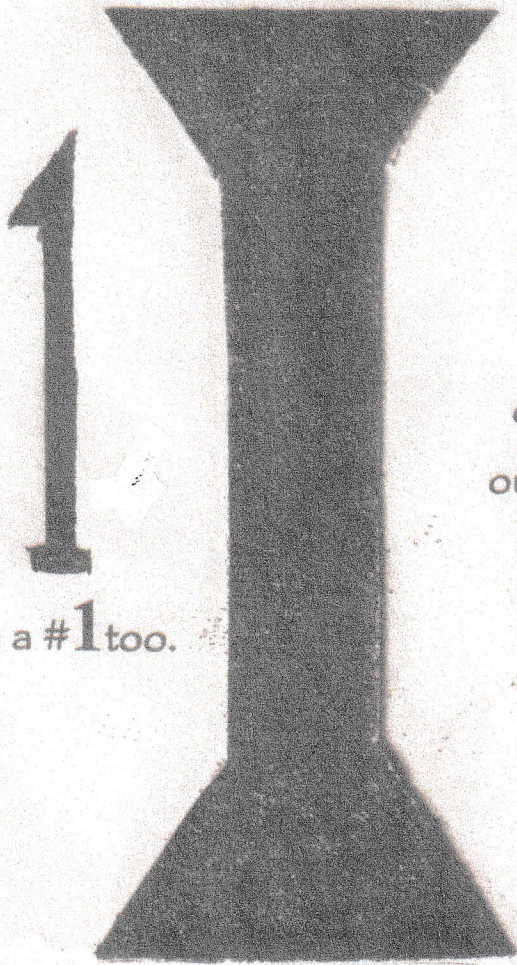
#8: Neptune is 30.0 Astronomical Units from the Sun.

These are the numbers we start with !



"Hi" I am also a One!

I know I look like a pillar, yet I am a Roman Numeral #1.



I am a #1 too.

Well; my, my, my.

We will need our 1-AU  
equal to 2-inches; or so, to fit  
our drawings on an 8.5 x 11 page  
of typing paper.

What do you think?

Let's use 1-AU as equal to 2.00 inches as we draw in inches.

Mars is 1.52-AUs or 3-inches from the Sun.

Earth is 1-AU or 2-inches from the Sun.

Venus is 0.70-AUs or 1.40 inches from the Sun.

Mercury is 0.40-AUs or 0.80 inches from the Sun

Our aircraft drawing radius is 3-inches & diameter is 6-inches.



**1-one Passenger-Research Area,  
3-three Engine Rooms, & Flight HDQ.  
Astronomical Units Reduced to fit on an 8.5 x 11 Paper**

This is a 4-Inner Planetary Orbit Flight Housing Diagram for  
**Mercury, Venus, Earth, & Mars.**

Each basic housing is attached to a Wagon-wheel Star-burst Frame.

Sun Room or Flight HDQ = Variable.

Width of Mercury's Orbit or Engine Room =  $3/8^{\text{th}}$  or 0.4 Inch.

Width of Venus's Orbit or Engine Room =  $3/8^{\text{th}}$  or 0.4 Inch.

Width of Earth's Orbit or Passenger Area =  $3/4^{\text{th}}$  Inch or 0.75 Inch.

Width of Mars's Orbit or Engine Room =  $3/8^{\text{th}}$  Inch or 0.4 Inch.

Total Housing Area = 1.95 + Size of HDQ.

Radius of Aircraft Drawing = 3.00 Inches - By Choice

Open area for Flight Technology = 1.05 Inches: minus HDQ

Open Area between Housings = 1.05 Inches: Same as above

Open AU Area for Unknown Technology = 0.50 - AUs/Battery  
Unknown Technology

We now have 1.05 Inches of drawing space minus HDQ  
to attach down-draft propulsion technology; solid or of  
light, between our 4-housings and our Flight HDQ.

The size of our Flight HDQ is a variable.

Phase: #3 is all about Housing Areas.

Phase: #4 is all about Propulsion Technology.



# Start

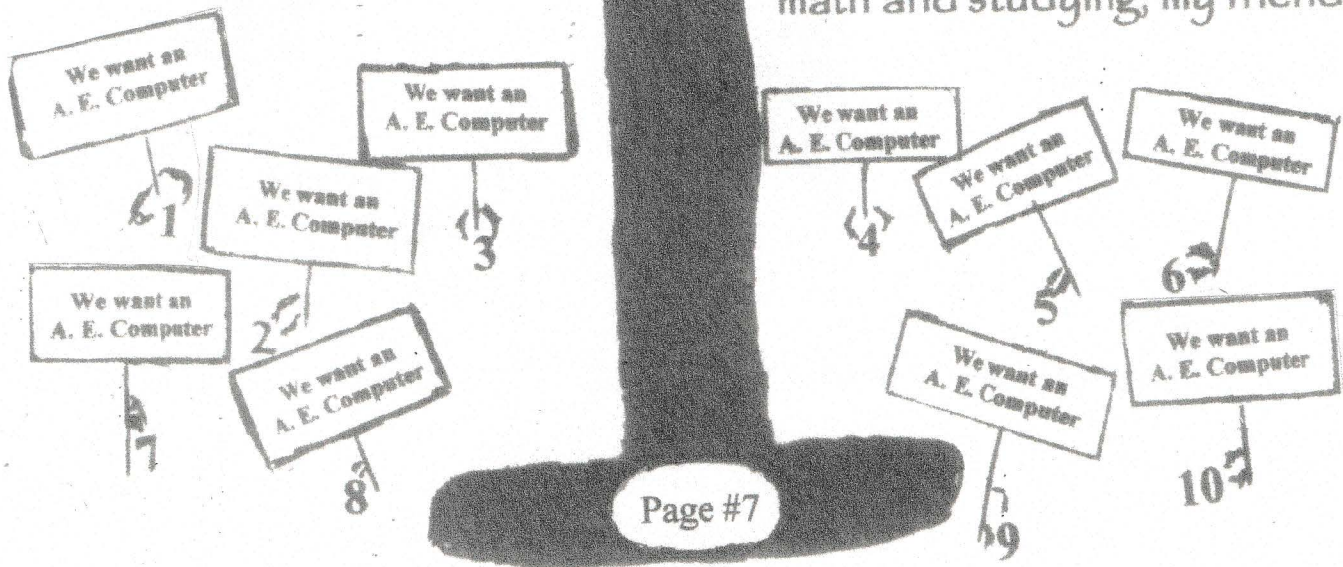
More on drawing tips coming up.

# Start

# Start

Next, we are going to match our housings and frames with our power systems.

Flying those housings with a frame will take a lot more math and studying, my friends.



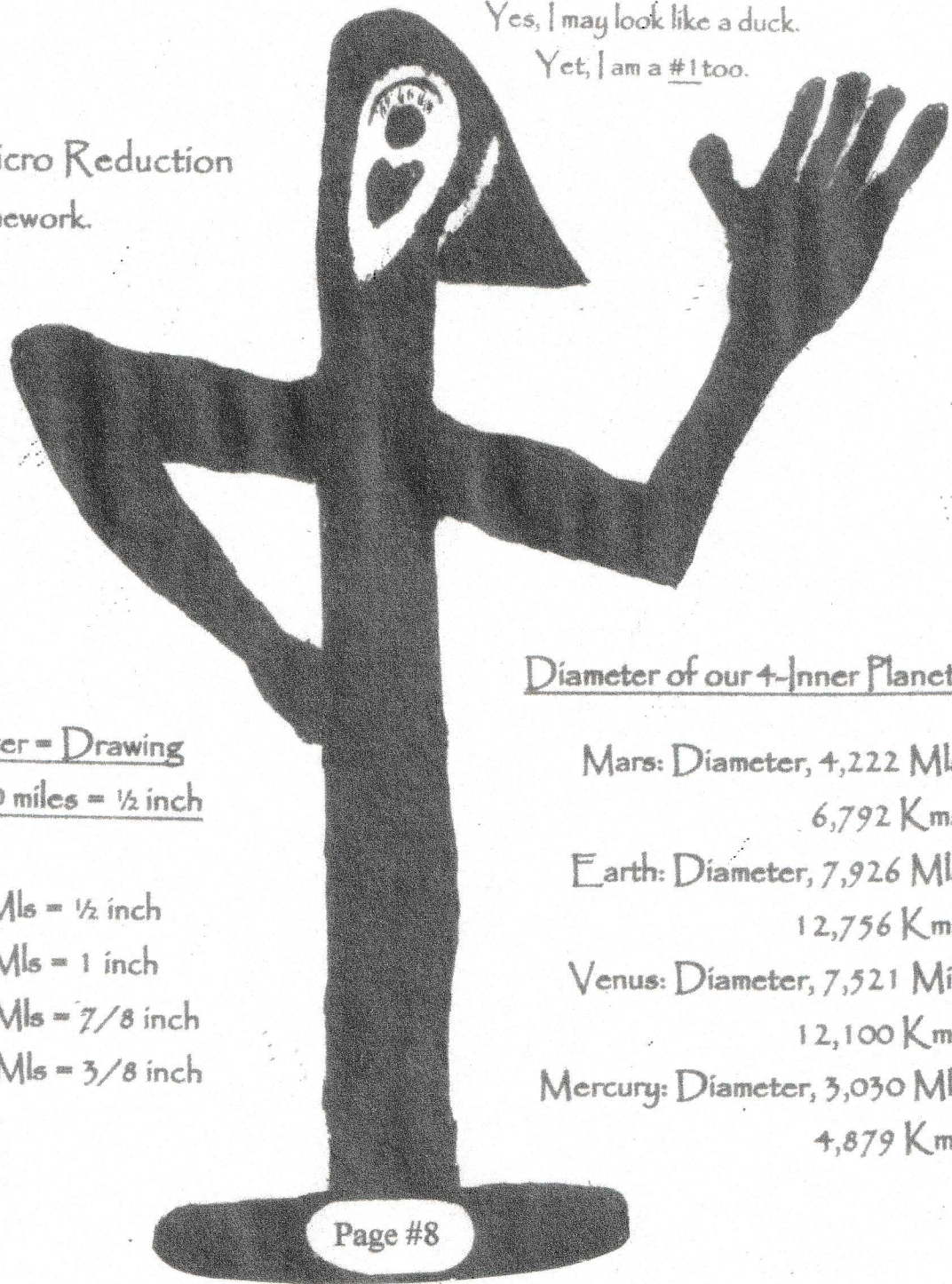


# So long for now!

Yes, I may look like a duck.

Yet, I am a #1 too.

Macro/Micro Reduction  
Homework.



Planets Diameter = Drawing  
Reduction 4,000 miles = 1/2 inch

Mars, 4,222 Mls = 1/2 inch

Earth, 7,926 Mls = 1 inch

Venus, 7,521 Mls = 7/8 inch

Mercury, 3,030 Mls = 3/8 inch

## Diameter of our 4-Inner Planets

Mars: Diameter, 4,222 Mls.

6,792 Kms.

Earth: Diameter, 7,926 Mls.

12,756 Kms.

Venus: Diameter, 7,521 Mls.

12,100 Kms.

Mercury: Diameter, 3,030 Mls.

4,879 Kms.

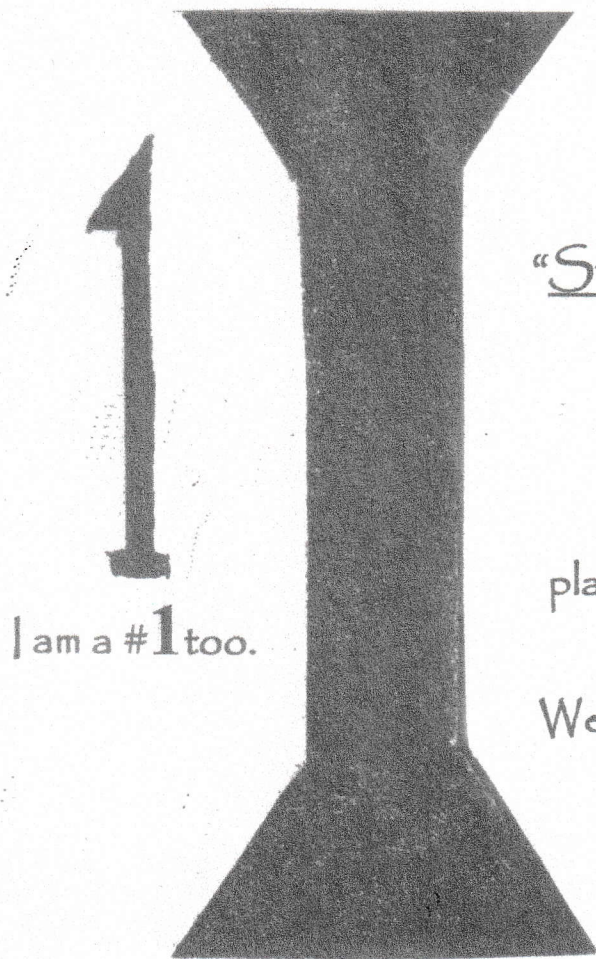
By-by,

Nick Webster

Nick

WebstersHomeSchooling.com  
GreatCircleStudy.com

Hey, remember me?  
I am your Roman Numeral #1.



I am a #1 too.

You remember our  
logically planned  
drawing policy  
when we started?

"Start - Start - Start"

We will now prepare  
for our macro/micro  
reduction ratios from  
planets to paper drawings.

We will now start a drawing  
with each engine room  
diameter:  $3/8$  inch  
on paper.

This is our first aviation adjustment. We are making more work  
space in the Engine Rooms. This will not be our  
last aviation adjustment.



Now, sketch our R3; Passenger Area @  $3/4$ s inch diameter

&

3-Engine Rooms; R1, R2, & R4, @  $3/8$ <sup>th</sup> inch diameter.

#3: Radius = 2.00 inches

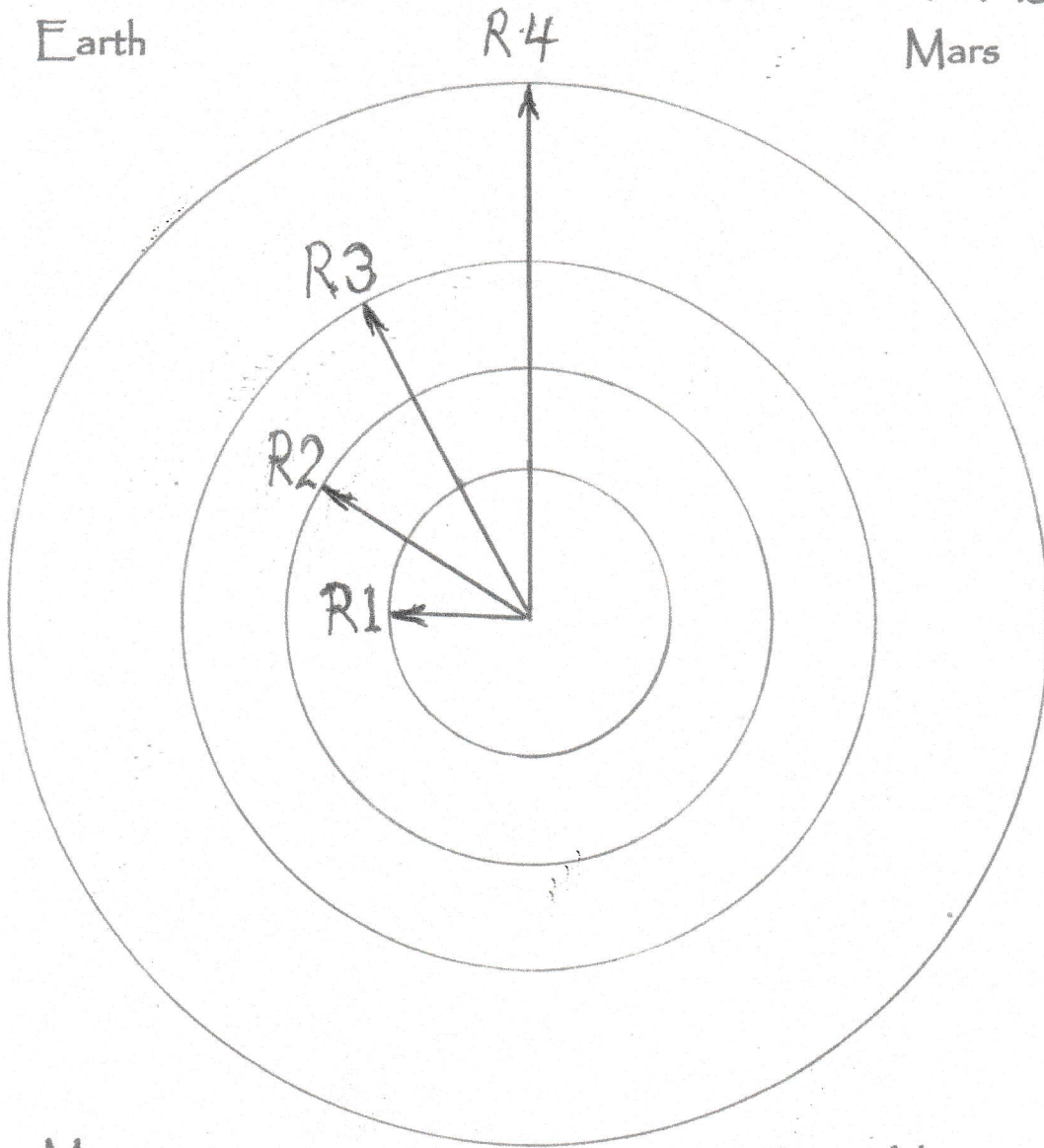
Radius = 1.00 AU

Earth

#4: Radius = 3.00 inches

Radius = 1.52 AU

Mars



Mercury

#1: Radius = 0.80-inch

Radius = 0.40 AU

Venus

#2: Radius = 1.40 inches

Radius = 0.70 AU

## Approaching Unknown Technology

This drawing shows the balance intended using the  
Macro/Micro Reduction Tables shown earlier.

Mars, Earth, Venus, & Mercury  
inspired aircraft housings.

Numerical Drawing Tips: In sequence, we start this way.

- #1: Draw a 0.80 inch radius; Mercury Engine Room center line.  
@ 0.40 AUs and a paper diameter of  $3/8$  inch.
- #2: Draw a 1.40 inch radius; Venus Engine Room center line.  
@ 0.70 AUs and a paper diameter of  $3/8$  inch.
- #3: Draw a 2.00 inch radius; Earth Passenger area center line.  
@ 1.00 AUs and a paper diameter of  $3/4$  inch.
- #4: Draw a 3.00 inch radius; Mars Engine Room center line.  
@ 1.52 AUs and a paper diameter of  $3/8$  inch.

We start with what NASA gave us as Astrological Units.  
Astrological Units: AUs are down to Earth distance factors.

1-AU is Earth's distance from the Sun.

Remember, if a satalite gets too close to the Sun it burns up.

Remember this heat factor within the physics of our Sun.

Remember, we chose the Macro/Micro reduction ratio to be:

1-AU equals a variable 2-inches on our drawing paper.

Variable-Variable-Variable

Now, find room for 1-Passenger Area @ & 3-Engine Rooms.



Now, sketch our R3; Passenger Area @  $\frac{3}{4}$ s inch diameter

&

3-Engine Rooms; R1, R2, & R4, @  $\frac{3}{8}$ th inch diameter.

#3: Radius = 2.00 inches

Radius = 1.00 AU

Earth

#4: Radius = 3.00 inches

Radius = 1.52 AU

Mars

R5

#5: Radius

3.4 inches

1.72 AU

Mars

Flight  
Control

R1

R2

R3

R4

Mercury

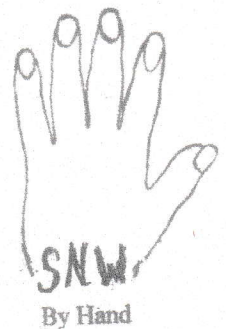
#1: Radius = 0.80-inch

Radius = 0.40 AU

Venus

#2: Radius = 1.40 inches

Radius = 0.70 AU



## Approaching Unknown Technology

This drawing shows the needed "Variable" quality within our Planetary Macro/Micro Reduction Tables.

R1, R2, R3, & R4 are Center-lines.

$$\text{Eng. Rm. Diameter} = 3/8 = 8 \overline{) 3.000} = 0.375 \text{ inches on paper}$$

$$\begin{array}{r} 24 \\ \downarrow \\ 60 \\ \downarrow \\ 56 \\ \downarrow \\ 40 \end{array}$$

$$\text{One half; } \frac{1}{2} \text{ of } 0.375 = 0.375/2 = 2 \overline{) 0.3750} = 0.1875 \text{ inches on paper.}$$

$$\begin{array}{r} 27 \\ \downarrow \\ 17 \\ \downarrow \\ 16 \\ \downarrow \\ 15 \\ \downarrow \\ 14 \\ \downarrow \\ 10 \end{array}$$

#5: We mark 0.1875 to both sides of R1; Mercury Engine Rm.

#6: We mark 0.1875 to both sides of R2; Venus, Engine Room.

#7: We want the Vertical Air Lift Intake areas safely distanced from our Passenger & Research area. There-in we take all the free space outside our Venus Eng. Rm. to R4. Subtract  $3/4$  inch or 0.75 inches for the Passenger & Research area and divide by 2. Add that answer; 0.33125 to both sides of the Passenger & Cargo Area.

#8: We add our Mars Eng. Rm. just outside R4 to R5 @ 3.375 inches.



Now, sketch our R3; Passenger Area @  $3/4$ s inch diameter

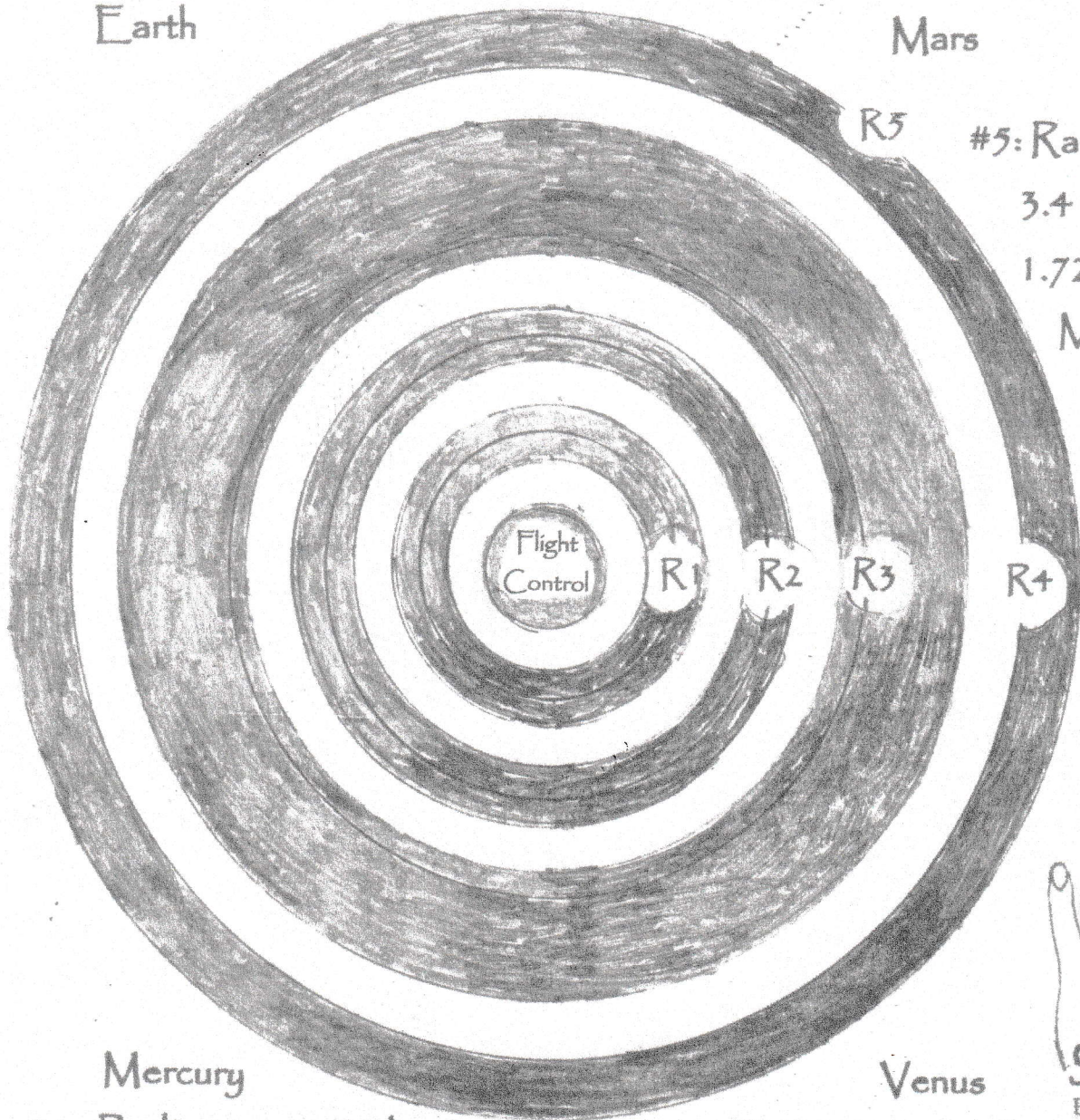
&

3-Engine Rooms; R1, R2, & R4, @  $3/8$ <sup>th</sup> inch diameter.

#3: Radius = 2.00 inches  
Radius = 1.00 AU  
Earth

#4: Radius = 3.00 inches  
Radius = 1.52 AU  
Mars

#5: Radius  
3.4 inches  
1.72 AU  
Mars

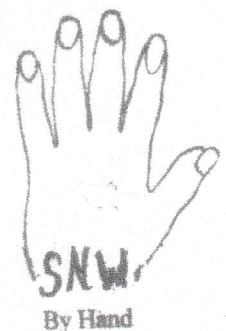


Mercury

#1: Radius = 0.80-inch  
Radius = 0.40 AU

Venus

#2: Radius = 1.40 inches  
Radius = 0.70 AU





## Approaching Unknown Technology

The following calculations are as needed on the previous page in #7. We also need to have a Flight HDQ.

#7 & #8: Objective: Obtain the safest Open Air Intake areas on both sides of our Passenger & Research Housing area.

Available free work-space:	R4@ 3.0 inches
	Minus <u>R3@ 1.4 inches</u>
Answer	1.6 inches
Minus 1/2 Eng. Rm. Diameter.	<u>0.1875 inches</u>
Answer	1.4125 inches
Minus Passenger & Research Housing	<u>0.75 inches</u>
Available Air Intake Area Answer	0.6625 inches

Divide that; 0.6625 inches, of open Air Intake Space by 2.

0.33125	
2 ) 0.6625	We now have 0.33125 inches on both sides of our Passenger & Research Area.

#9: We left the Flight HDQ radius @ "Variable". Look at the Air Intake area between R1 & R2. Leave Flight HDQ the same Air Intake area diameter as between Eng. Rms. R1 & R2.

#10: We will adjust the size of our Eng. Rms. as need arises.

We will adjust our open air intake areas when the need arises.

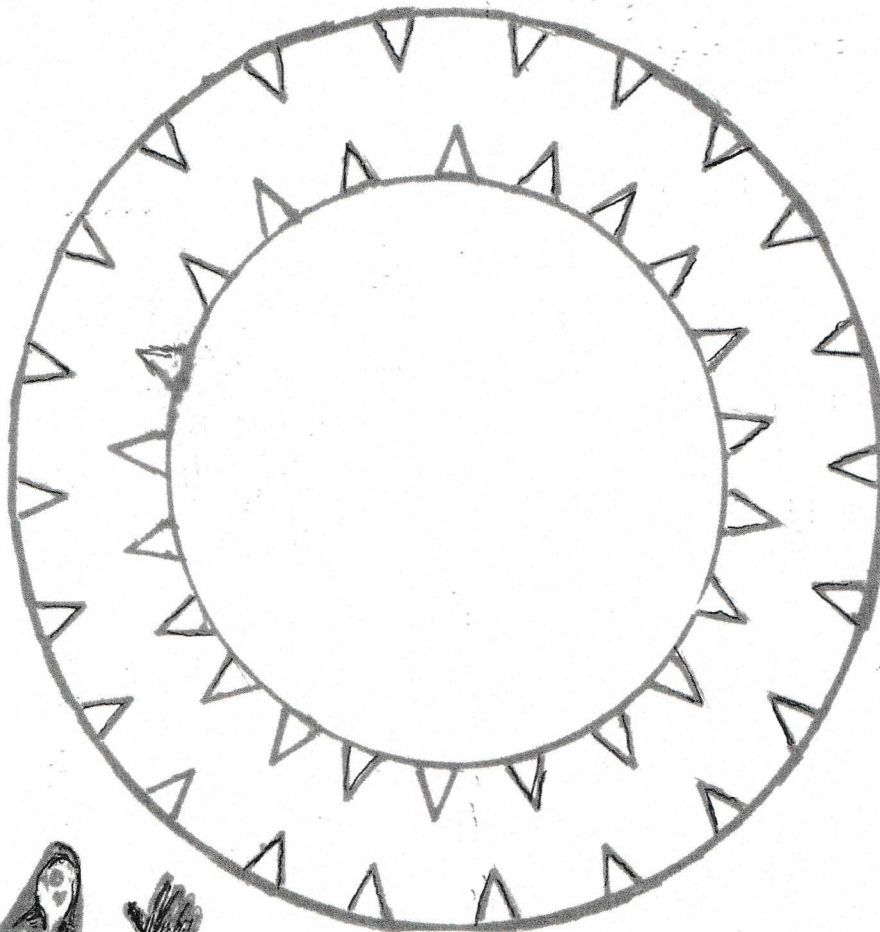
We will address all flight improvement issues as they arise.

Welcome Aboard!

# Lazy-V-Wedge

## Basic Engine Room Floor Plan

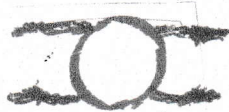
Basic "R&D" starts with "One Lazy-V-Wedge".  
Each Lazy-V-Wedge supports Magnetic Levitation Bearings  
& Wing-Blade Lock-in Stabilization.



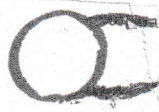
As you can see this Engine Room Floor Plan is all hand cut and glued by yours truly. We are looking for C.A.D. professionals and corporate professionals open to GRANT funding. Do you know of any such professionals that fit that bill?

## Vocabulary:

The "Q": This term "Q" is for the latitude of contact between our Engine Room housing, frame, bearings, and the solid wing-blade attachment that provides lift with increasing RPMs. An equatorial "Q"; a singular wing-blade, may be the best, least complicated, and least expensive of all our R&D choices. Most of my drawings housed both an upper and lower wing-blade.



Double Wing-Blade  
Top & Bottom

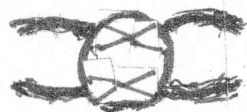


Double Wing-Blade  
Inside Only



Single Wing-Blade  
Equatorial

The "Lazy-V-Wedge": This term "Lazy-V-Wedge" is used to describe the lineal footage and square footage occupied inside the Engine Room housing; by the connecting technology between the wing-blades, housing and frame. The "Lazy-V-Wedge" is considered to be about equal when supporting either unknown technology or Known Technology as we start with known technology.



Double Wing-Blade  
Top & Bottom



Double Wing-Blade  
Inside Only



Single Wing-Blade  
Equatorial



***Romans 8: 37-39***

*“No, in all these things we are more than conquerors through Him who loved us. For I am sure that neither death nor life, nor angles nor rulers, nor things present nor things to come, nor powers, nor height nor depth, nor anything else in all creation, will be able to separate us from the love of God in Christ Jesus our Lord.”*

## Credits

### Our United States Armed Forces

United States Army

United States Navy

United States Marines

United States Air Force

United States Space Force

United States Coast Guard

United States Merchant Marines

Thank You

NASA

Thank You

NATO

Thank you Stuart Air Show 2021

Thank You

every teacher I have ever had.

Thank you "One and All" for your service;

Thank you Mrs. Warren and Mrs. Lawrence,

my 1<sup>st</sup> & 2<sup>nd</sup> grade teachers.



U.S. Patent

May 25, 1993

Originally: # 5,213,284

Patent Drawings Up-Date: Public Review, Project: "Good Karma"

USA Corporate/Government Funding Requested

Contractor: Free Agent SNW, Steven Nichols Webster

Drawing Up-Date: August 06, 2017, 2<sup>nd</sup> Up-Date: 07/16/19

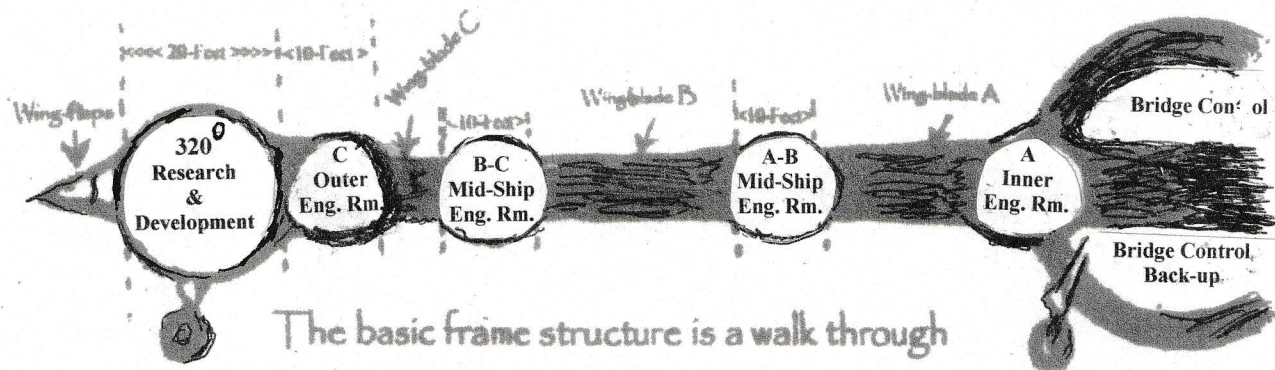
Team USA, First Data Field, Port St. Lucie, Florida. 07/18/19

◇ Star Wars Peace Mission ◇

Expired

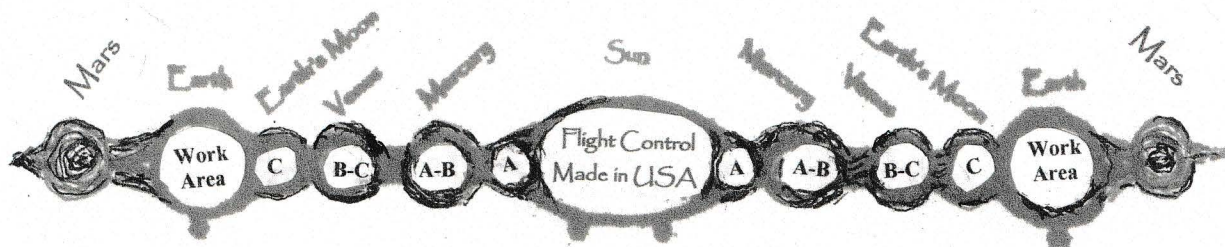
FIG. 5-A-1

The planet alignment below was inspired as having seen  
Mars, Saturn, and Jupiter and our moon across  
our evening sky on August 1<sup>st</sup>, 2018.



The basic frame structure is a walk through  
star-hurst/wagon-wheel main frame.

In orbital retrospect this micro/macro observation will be labeled  
as below. We are approaching Unknown Technology.





Dedicated to my brother

## Captain Kirwin Shedd Webster

Capt. K. Shedd Webster, USN; during the Viet Nam War.

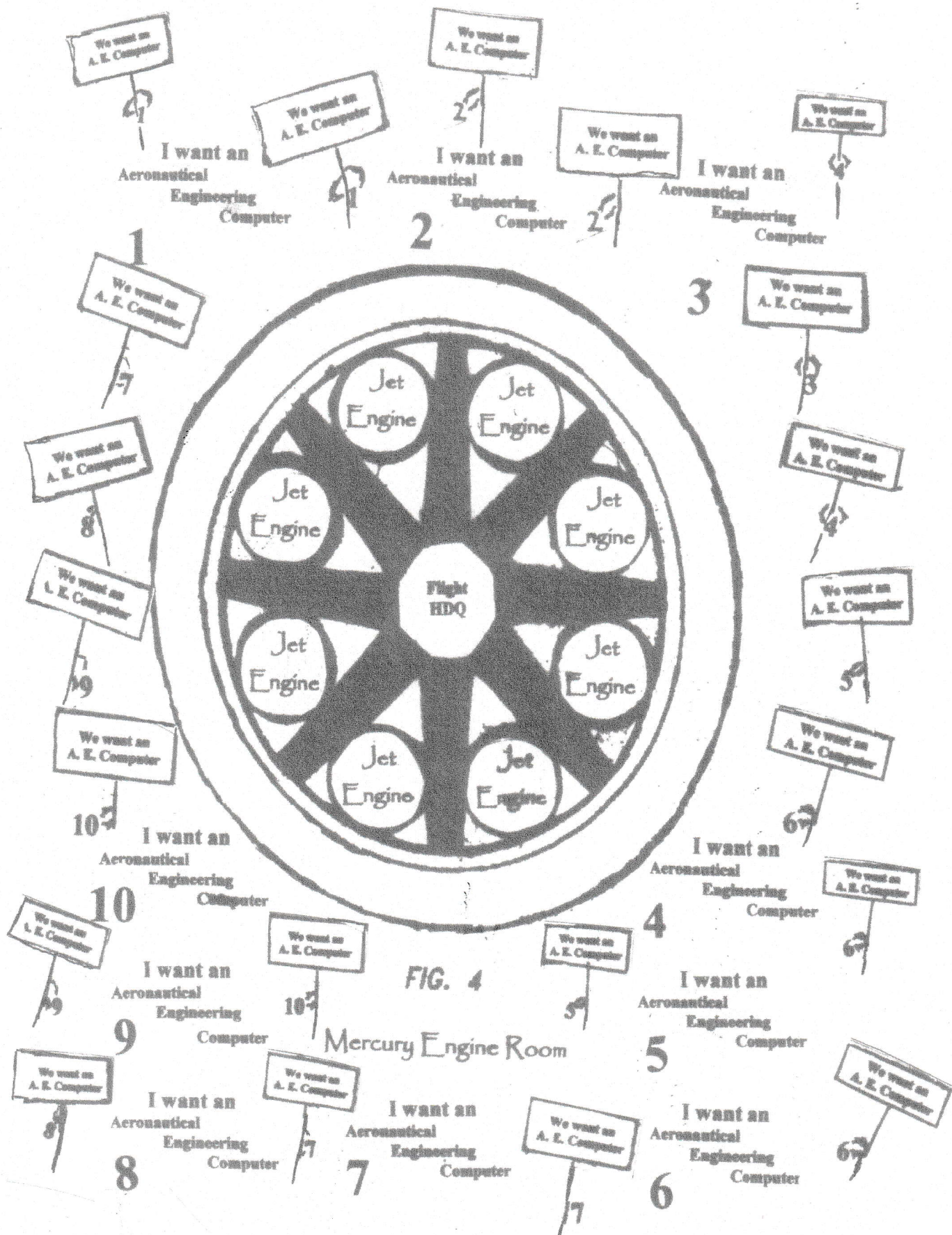
NROTC 1962-67, Commissioned 1967, Retired 1993.

Flew A-4 and A-7 aircraft primarily. 3000 + Hours,

600 + carrier landings and 100 + combat missions.

*My brother Shedd is alive and well with his wife Pam in Colorado.  
Shedd now works for a Ski Resort and lives for his kids and grandkids.*





Here we have the Tri-Centric arrangement of wing-blades. This was my first entry. Wing-blade "B" has a snowplow blade sending intake in both outer directions. That way equal amounts of intake will produce equal forces in opposition below.

However, the chance of that tri-centric configuration being the most useful concentric figuration in the world of physics and flight is very low. Yes, that would be about like being the only civilized; evolutionary included, planet in the galaxies beyond our Milky Way galaxy.

There are many concentric configurations to test.

By area and weight

$$A + C = B$$

$$A = C$$

By area only

$$A + B + C = 80\% r6$$

By width only

$$d = e$$

$$r6 + 2d = r7$$

$$r6 + 2e = r7$$

That is why an

Aeronautical

Engineering

Computer

is a good business plan.

Team USA

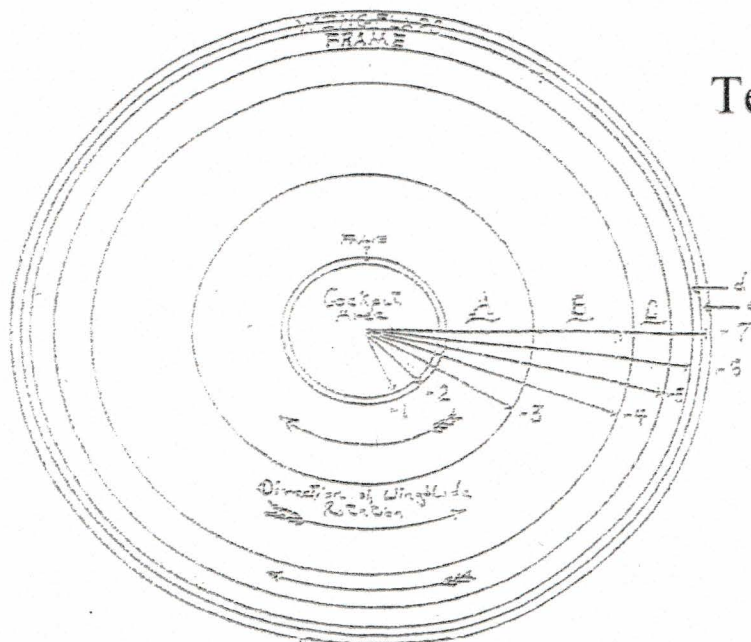


FIG. 3 - B



**United States Patent** [19]  
**Webster**

US00521324A

[11] **Patent Number:** 5,213,284  
 [45] **Date of Patent:** May 25, 1993

Expired

[54] **DISC PLANFORM AIRCRAFT HAVING  
 VERTICAL FLIGHT CAPABILITY**

[76] **Inventor:** Steven N. Webster, P.O. Box 426  
 Sleepy Hollow, Long Creek, Mossy  
 H-4, Fla. 32434  
 [21] **Appl. No.:** 772,904  
 [22] **Filed:** Aug. 5, 1991

**Related U.S. Application Data**

[63] **Continuation-in-part of Ser. No. 395,358, Aug. 17,  
 1989, abandoned.**  
 [51] **Int. Cl.:** B64C 29/00  
 [52] **U.S. Cl.:** 244/23 C; 244/12.2  
 [58] **Field of Search:** 244/23 C, 12.2, 23 B,  
 244/33 R, 60, 17.19

[56] **References Cited**

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 5,039,031 8/1991 Valverde ..... 244/12.2

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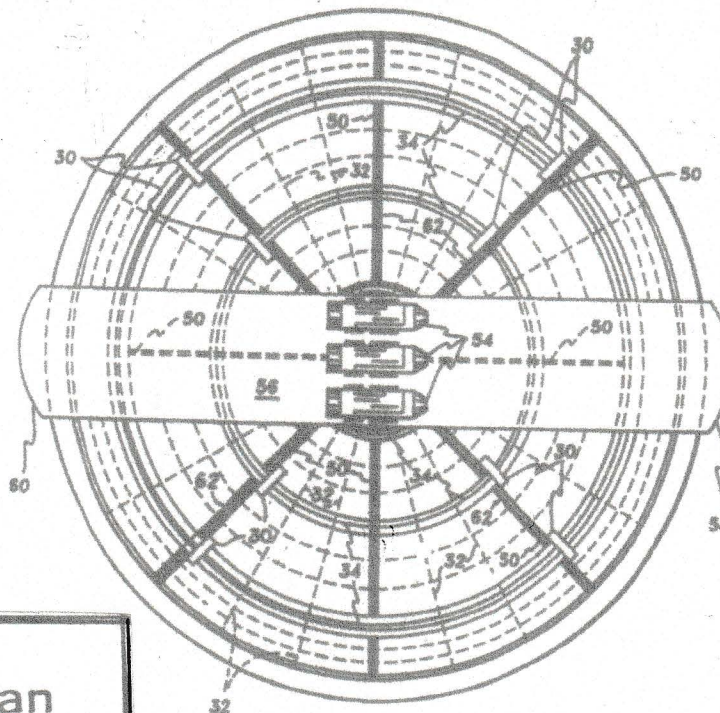
0678700 1/1964 Canada ..... 244/23 C  
 2648504 2/1978 Fed. Rep. of Germany .... 244/23 C

**Primary Examiner**—Joseph F. Peters, Jr.  
**Assistant Examiner**—Christopher P. Ellis  
**Attorney, Agent, or Firm**—Richard C. Litman

[57] **ABSTRACT**

An aircraft having a generally circular or disc planform configuration provides the capability of vertical flight through two concentric sets of lifting fans or blades. The two sets may each include a number of individual rings of blades, but both sets are equal in area and rotate oppositely in order to provide nearly equal volumes of airflow, and thus essentially offset any torque reaction due to the rotation of the blade sets. Several engines are provided in the preferred embodiment, with one engine providing power to the lift fan sets and other engines providing thrust for horizontal flight. Other novel features are also disclosed, such as a peripheral aerodynamic control system, power transmission system, and surface vane system. An alternate embodiment includes a peripheral passenger or cargo area, with more conventional rearwardly located aerodynamic controls for horizontal flight.

15 Claims, 5 Drawing Sheets



We need an

Aeronautical Engineering  
 Computer

We need an

Aeronautical Engineering  
Computer

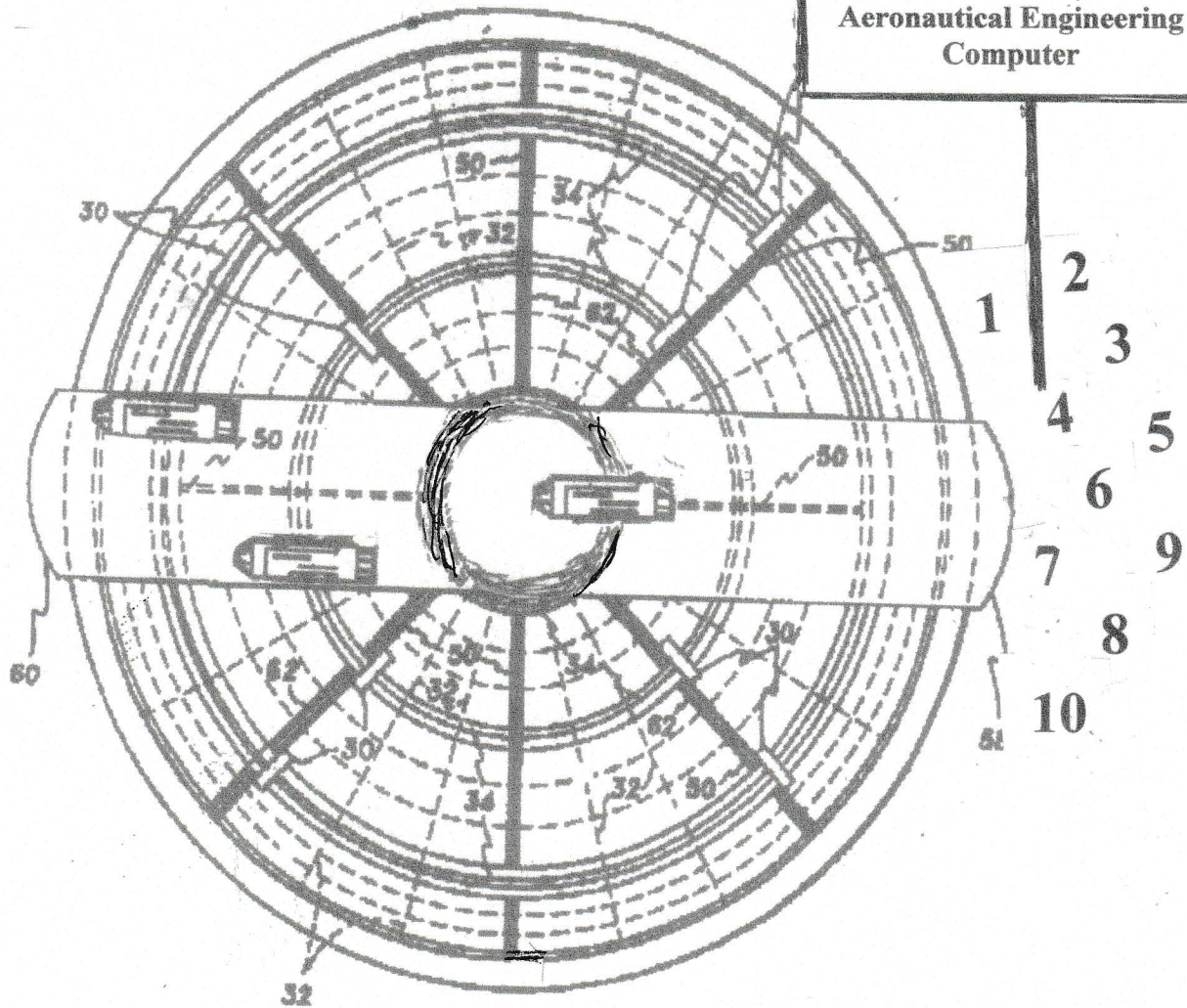


FIG 4-G-2

This drawing shows a realignment of three {3} Harrier Jets to  
apply a direct lateral thrust; to build RPMs, from within the  
Air Thruster Tube.

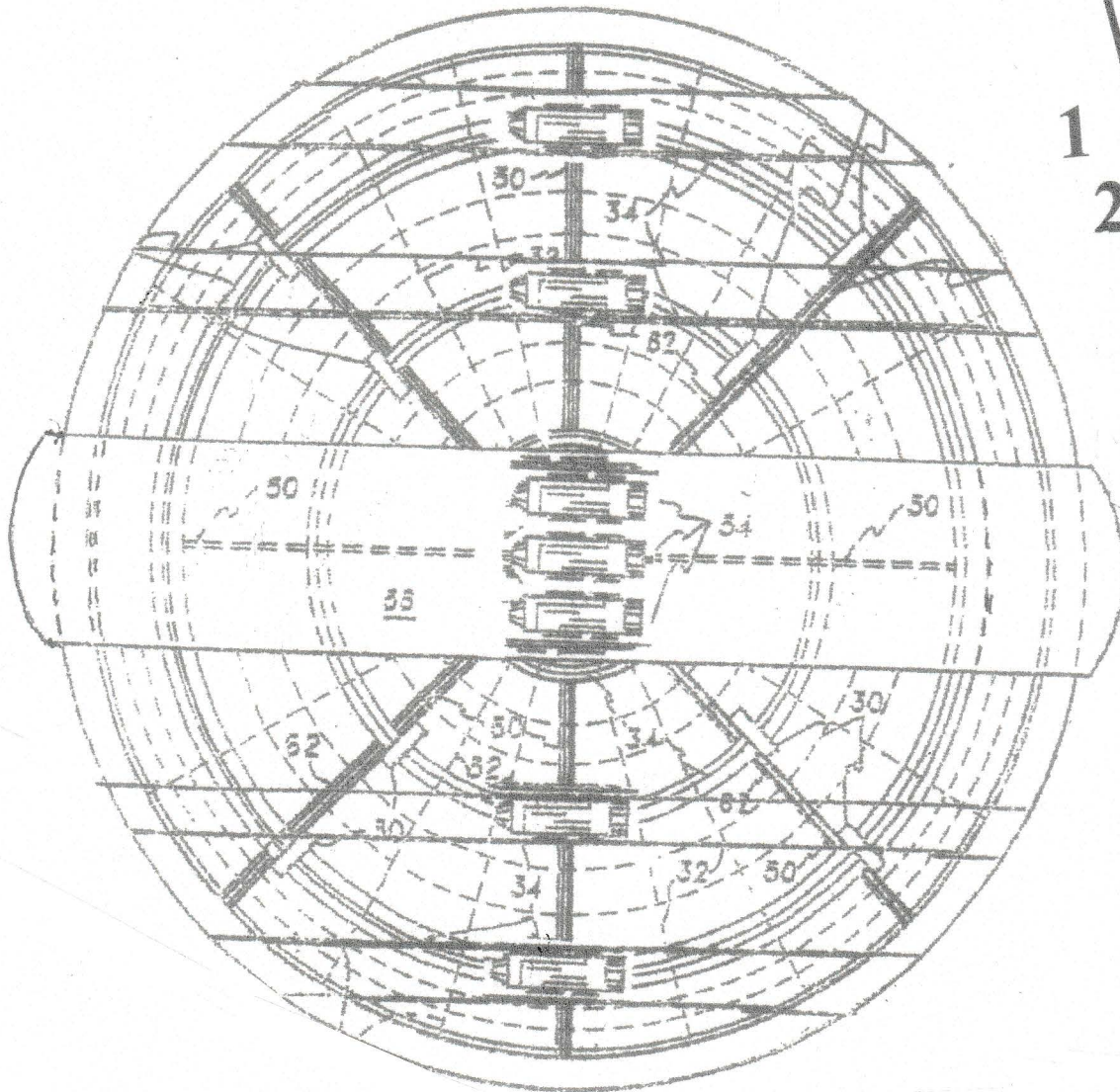
Harrier Jets refers to the multiple firering positions  
a Harrier Jet housing can support.



Patent Up-Date Continuance Pending  
Official USA Corporate/Government Participation  
Request Drafted: March 05, 2017

We need an  
Aeronautical  
Engineering  
Computer

*Turbo Jet Thrusters are affixed  
to the BC Frame and to the CB Frame*



1 6  
2 7  
3 8  
4 9  
5 10

**Fig. 4 – G: Series**

**Phase #4: Propulsion.** We hold many options within standard and contemporary jet engine alignments. After flying that alignment we seek electric laser driven flight evolution via wing-blade rotational jet powered RPMs.



**United States Patent** (19)

Webster

(11) Patent Number: 5,213,284  
(45) Date of Patent: May 25, 1993

Expired

**[54] DISC PLATFORM AIRCRAFT HAVING VERTICAL FLIGHT CAPABILITY**

(76) Inventor: Steven H. Webster, P.O. Box 426  
Shady Hollow, Long Creek, Moxy  
Head, Fla. 32434

(21) Appl. No. 771,984

(22) Filed: Aug. 5, 1991

**Related U.S. Application Data**

(63) Continuation-in-part of Ser. No. 391,336, Aug. 17, 1989, abandoned

(51) Int. Cl. B64C 29/00  
(52) U.S. Cl. 344/25 C, 344/12.2  
(58) Field of Search 344/13 C, 12.2, 23 B, 344/31 R, 60, 17, 19

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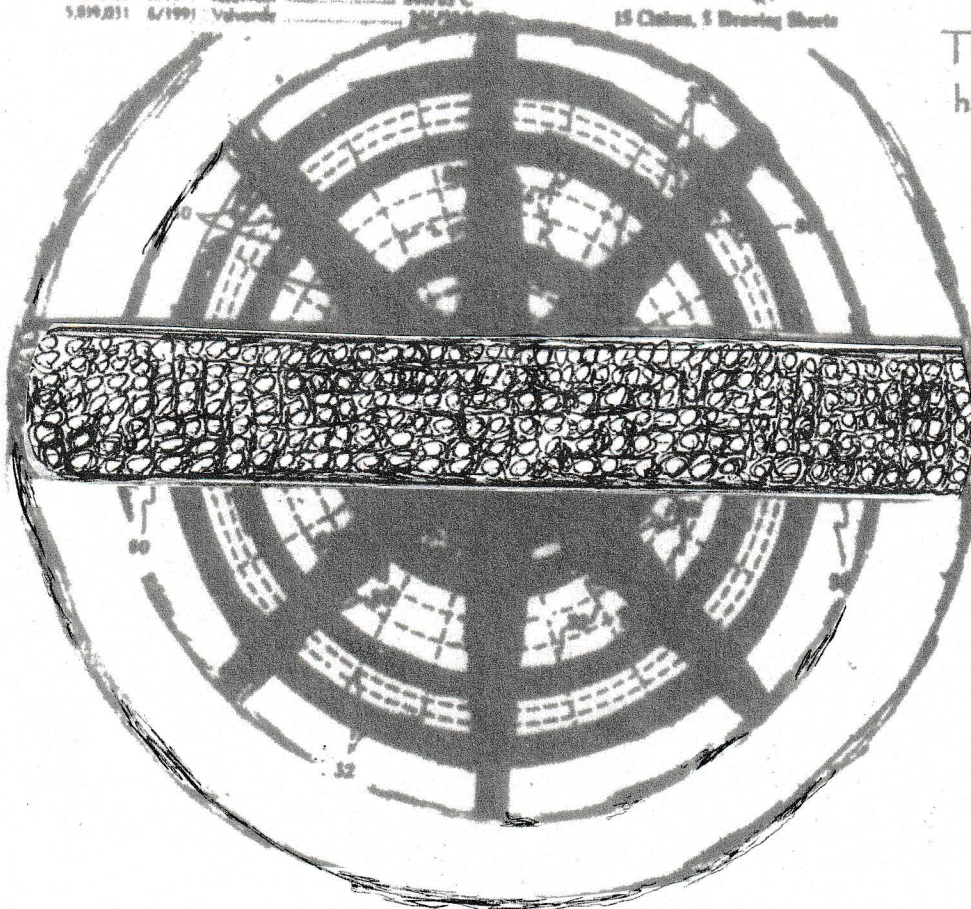
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Primary Examiner—Joseph P. Peters, Jr.  
Assistant Examiner—Christopher P. Ellis  
Attorney, Agent, or Firm—Richard C. Litman

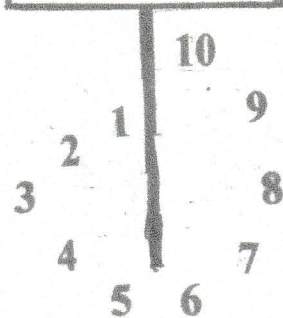
**[57] ABSTRACT**

An aircraft having a generally circular or disc platform configuration provides the capability of vertical flight through two concentric sets of lifting fans or blades. The two sets may each include a number of individual rings of blades, but both sets are equal in area and rotate oppositely in order to provide nearly equal volumes of airflow, and thus essentially offset any torque reaction due to the rotation of the blades. Several engines are provided in the preferred embodiment, with one engine providing power to the lift fan sets and other engines providing thrust for horizontal flight. Other novel features are also disclosed, such as a peripheral aerodynamic control system, power transmission system, and surface vane system. An alternate embodiment includes a peripheral passenger or cargo area, with more conventional rearwardly located aerodynamic controls for horizontal flight.

15 Claims, 5 Drawing Sheets



**We need an  
Aeronautical  
Engineering  
Computer**



The Air Thruster Tube has 6-inch holes that let the jet engines within breathe from above while directing air flow.

I must admit that I do not have a working flight prototype.

Do you know of anyone with like interests?



This is what I did not understand;  
the Unknown Technology, of it all.

The known flight technologies of today; our best contemporary  
jet propulsion systems, can fly the embodiment represented in  
School Project Peace Mission.

The divide between futuristic power systems, unknown  
technology, and today's jet propulsion can be seen as  
we attempt to generate or lead to laser flight propulsion.  
This is our planned flight evolution embodiment supported via  
School Project Peace Mission.

This is why I am asking you to help me finish a project my father;  
C. K. Webster, told me about back when I was a child. There-  
in, we are asking local schools and many schools far away to  
participate in all levels of academic interest.

We are now seeking scholastic support in this project.

We really want this a NASA project.

We know aviation truths are public. Our ongoing focus is in  
programming an Aeronautical Engineering Computer to fly an  
embodiment designed after Earth's orbit around our Sun;

School Project Peace Mission.

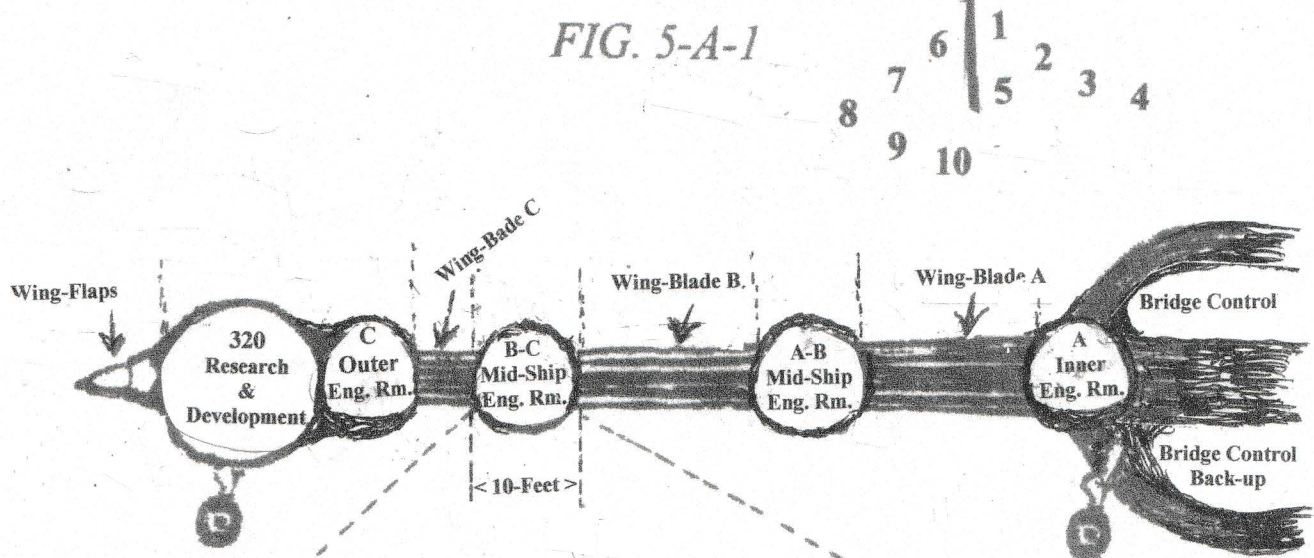
There will be many academic conclusions found because  
students; your students, are interested in our  
School Project Peace Mission.



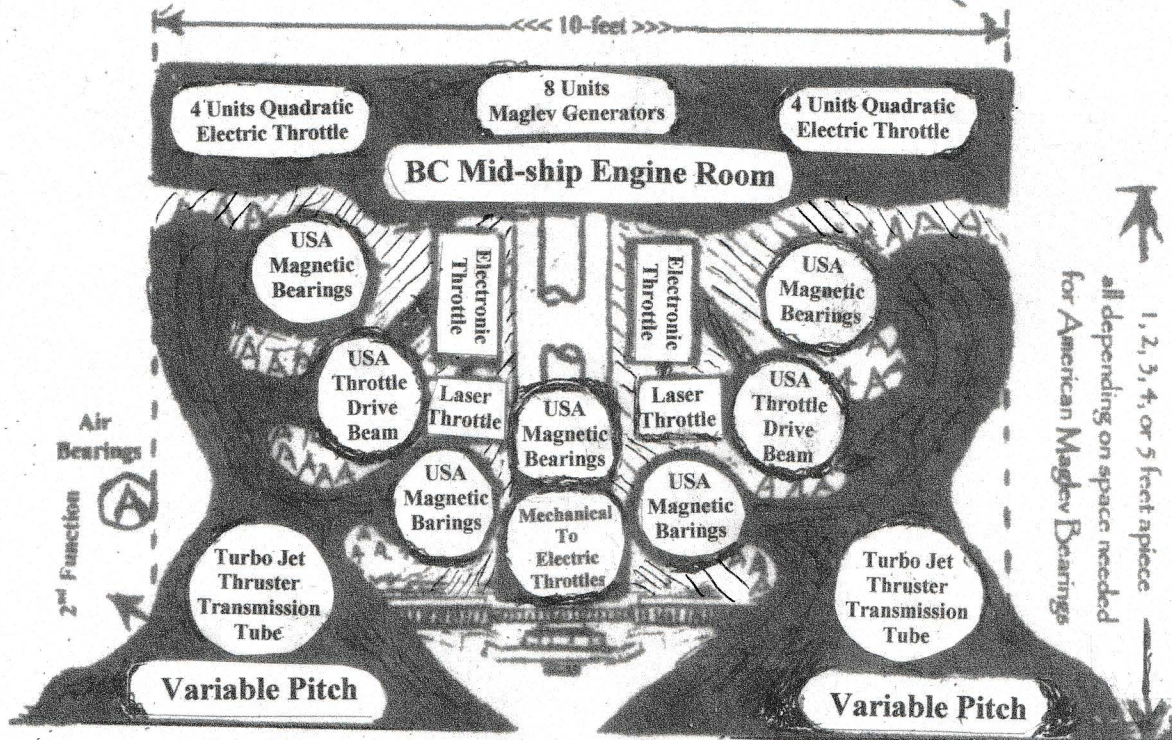
Originally: # 5,213,284

## We need an Aeronautical Engineering Computer

**FIG. 5-A-1**



**FIG. 7-D-2**





# School Project Peace Mission

We are asking for a decade of teamwork with our  
Department of Education and N. A. S. A.



Just like the discus my father taught me to throw!  
Disk flight is fascinating, especially when we are  
designing an airport to airport aircraft modeled  
in the likeness of:

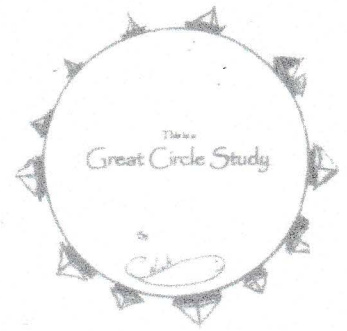
**Earth's orbit around the Sun.**

Respectfully yours in Christ @ Sea & @ Home!

CEO: Nick Webster  
02~08~2022

WebstersHomeSchooling.com  
GreatCircleStudy.com

# 平衡



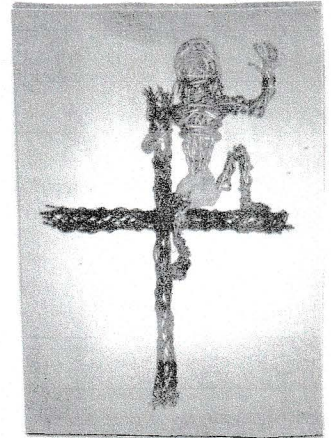
## Balance

School Project Peace Mission

2022 - 2032

One decade of  
Study and Programming of an  
Aeronautical Engineering Computer  
focusing on our planetary orbits as housings.

"Disk Flight" Airport to Airport "Flight Evolution"




### Political Trade-Off

Russia withdraws from Ukraine!  
& The neutralization of all  
Stage-4 Biological & Biochemical  
Warhead Storage Facilities  
around the world.

Остаток средств  
Мир Мир  
баланс  
средств

Peace U.S.A.

This book and other books by Nick Webster  
can be found on Amazon/Kindle Direct Publishing  
by Capt. Nick, Nick, & Steven Nick Webster  
WebstersHomeSchooling.com

  
03-02-2022