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PUBLIC NOTICE to all Provincial Lieutenant Governors, the Governor General, HER MAJESTY - Canada.
PUBLIC NOTICE to Her Majesty's Most Honourable Privy Council.
PUBLIC NOTICE TO ALL POLICE CHIEFS, POLICE SUPERINTENDENTS & INSPECTORS, SUPPORT STAFF, ALL PEACE OFFICERS, ALL POLICE OFFICERS, ALL CONSTABLES.
PUBLIC NOTICE to all COMMISSIONERS of PROVINCIAL POLICE, FEDERAL POLICE, CSIS, military, all staff reporting to them.
PUBLIC NOTICE to all MEN, WOMEN and CHILDREN of the world.

Soonest possible, all Provincial Lieutenant Governors, all Privy Council members, all Police Chiefs or acting Police Chiefs, all support staff, all deputy Police Chief(s), all Police Officers everywhere, all PROVINCIAL POLICE, ALL RCMP, ALL PEACE OFFICERS, all constables, all military, are hereby publicly notified of (section 4) CRIMES AGAINST HUMANITY, requested to provide a copy of this notice to the public at large, to contact the military for assistance to end the AERIAL spraying (CHEMTRAILS), and respond to this request through a PRESS RELEASE to inform the public, and confirm public protection is underway. In short, LIEUTENANT GOVERNOR, PRIVY COUNCIL call the POLICE, and the military. You have a COMMON LAW duty to protect life. The TRUSTED must no longer be trusted.

CHEMTRAILS are toxic chemicals sprayed by aircraft over crops, nature, animals, bodies of water, and human beings, which is AN INHUMANE ACT ON A CIVILIAN POPULATION, A CRIME AGAINST HUMANITY, ASSAULT ON EARTH, AND ALL LIFE (see image page 8 & 13).

WARNING: Aerial spraying operations are underway across Canada referred to as CHEMTRAILS, geo-engineering, stratospheric aerosol spraying, solar radiation management, or other name, evidenced on the internet, and in the sky directly above our heads.

NOTICE TO MEN, WOMEN, and CHILDREN: The Supreme court of Canada has stated and affirmed that police officers can only lawfully act upon statutes, AND police officers can also act at COMMON LAW.

MEN, WOMEN and CHILDREN are in need of COMMON LAW protection, asking all previously mentioned herein, to act to arrest at COMMON LAW those involved in the spraying and those who failed to act to stop the spraying - in the least.

No longer can anyone withhold, distort, or deny CHEMTRAILS spraying, which are toxic to humans, animals, and pollute the air we breathe, the food we eat, and the water we drink, throughout America, United Kingdom, most European countries, Australia, New Zealand, etc. A Global Pandemic Of Epic Proportions <http://thehealthcoach1.com/?p=3403>

ALL MEN, WOMEN, and CHILDREN REQUIRE YOUR PROTECTION. I urge you to look up at the sky, watch the trails expand in size, and examine evidence of independent laboratory tests. Eventually see the powder that makes up these trails come down to ground level, covering home and car windows, etc. The powder, which has been analyzed hundreds of times in water, soil, people's blood, hair, and urine, contains highly toxic substances that are cancer causing, block the sun's rays, and threaten all life [aluminum, barium, strontium, arsenic, lithium, lead, tin, titanium, molds, and fungi].

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It is widely documented that Sun depravation contributed to the extinction of dinosaurs, and other life forms. In Canada we lack whole day blue skies and sun for weeks at a time. In June/July/Aug/Sep 2011/2012/2013/2014 - each whole month - growing season - no whole day blue skies and sun for 2 days in a row - this is not normal at all.

Individuals who approached authorities to inform them about CHEMTRAILS were met with inaction. [For details see Page 5 Item 10]. CONSEQUENTLY I AM NOW ASKING FOR YOUR IMMEDIATE PROTECTION! LOOK UP! PROTECT US! APPREHEND THE PEOPLE LAYING DOWN CHEMICAL TRAILS, THAT ARE DESTROYING OUR PLANET AND LIFE ITSELF.

Please watch these films to substantiate information outlined in this document:

CLIMATE ENGINEERING, WEATHER WARFARE, AND COLLAPSE OF CIVILIZATION - PLEASE SHARE!! <http://youtu.be/5yZhh2leRJA>

WHY IN THE WORLD ARE THEY SPRAYING? <http://youtu.be/mEfJO0-cTis>

WHAT IN THE WORLD ARE THEY SPRAYING? <http://youtu.be/jf0khstYDLA>

CONSCIOUSNESS BEYOND CHEMTRAILS <http://youtu.be/dEYQKA8EV3c> [people united making a positive difference]

LOOK UP! A SOCIAL ACTION DOCUMENTARY: <http://www.youtube.com/watch?v=xjUGUi7Uxys>

<http://www.executivereasoning.com/policechiefs/>

Well researched information about CHEMTRAILS and geo-engineering, based in science, can be found at

<http://globalskywatch.com> and <http://geoengineeringwatch.org> and <http://cosmicconvergence.org/?p=6356>

Atmospheric conditions are not suitable for contrail formation in all observations. They are chemicals. Protect us please. Elevation, temperature, pressure, relative humidity make it such that the trails can only be chemicals, not condensation. THIS IS A CALL TO SERVICE! - A REQUEST FOR PROTECTION! ESCALATE and stay with it. Passengers and pilots are flying through these chemicals - AEROTOXIC SYNDROME. Men, women, children, animals are breathing nano sized toxic substances daily.

NOTICE to all mentioned. You are required to observe inaction of mentioned PERSONS, and arrest immediately for section 4 Crimes against humanity, as well as numerous criminal code offenses - criminal negligence, 467.11, etc.

INTENTIONAL BLOCKING THE SUN THREATENS ALL LIFE. An estimated 25% of the suns' rays no longer reach Earth because they are blocked by CHEMICAL cocktails sprayed from aircraft over populations, the crops we eat, bodies of water, and destroying forests which are the lungs of the Earth. This is not about normal jet emissions, this is about a CRIMINAL CODE OFFENSE, an INHUMANE ACT on a civilian population, CRIMINAL NEGLIGENCE, and (section 4) CRIMES AGAINST HUMANITY.

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FOR YOUR AWARENESS AND FOLLOW UP:

1) (a) In the Civil Air Navigation Services Commercialization Act - <http://laws-lois.justice.gc.ca/eng/acts/C-29.7/index.html> - the following is important as to WHO knows:

HER MAJESTY

Marginal note: Binding on Her Majesty

3. This Act is binding on Her Majesty in right of Canada or a province.

APPLICATION

Marginal note: Aircraft

4. This Act applies in respect of every aircraft in Canadian airspace or any other airspace in respect of which Canada has responsibility for the provision of air traffic control services.

1) (b) In the Criminal Code of Canada: under section 2 - definitions:

"Canadian Forces" means the armed forces of Her Majesty raised by Canada

1) (c) Canadian Criminal Code section 467.11 -

Participation in activities of criminal organization

467.11 (1) Every person who, for the purpose of enhancing the ability of a criminal organization to facilitate or commit an indictable offence under this or any other Act of Parliament, knowingly, by act or omission, participates in or contributes to any activity of the criminal organization is guilty of an indictable offence and liable to imprisonment for a term not exceeding five years.

Marginal note: Prosecution

(2) In a prosecution for an offence under subsection (1), it is not necessary for the prosecutor to prove that

(a) the criminal organization actually facilitated or committed an indictable offence;

(b) the participation or contribution of the accused actually enhanced the ability of the criminal organization to facilitate or commit an indictable offence;

(c) the accused knew the specific nature of any indictable offence that may have been facilitated or committed by the criminal organization; or

(d) the accused knew the identity of any of the persons who constitute the criminal organization.

Marginal note: Factors

(3) In determining whether an accused participates in or contributes to any activity of a criminal organization, the Court may consider, among other factors, whether the accused

(a) uses a name, word, symbol or other representation that identifies, or is associated with, the criminal organization;

(b) frequently associates with any of the persons who constitute the criminal organization;

(c) receives any benefit from the criminal organization; or

(d) repeatedly engages in activities at the instruction of any of the persons who constitute the criminal organization.

2001, c. 32, s. 27.

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- 2) (a) Condensation trails (WATER VAPOUR) form at elevations well over 30,000 feet, and closer to 35,000 feet.
- 2) (b) Condensation trails dissipate in less than a minute, and never grow in size to take the sun out of the picture as condensation (WATER VAPOUR) evaporates/sublimes very quickly. This means that contrails - or WATER VAPOUR TRAILS - are hundreds of feet in length, and not miles across the sky. Contrails do not spread out, getting larger, rather CONTRAILS - or VAPOUR TRAILS - evaporate/sublimate, getting smaller, disappearing altogether. <http://www.youtube.com/watch?v=kYS9f0TSnMo&feature=youtu.be>
- 2) (c) Chemical trails are laid out and linger, spread out, and when the population is repeatedly sprayed, chemical trails eventually block the sun's rays, many of which are critical for life on earth (UV light).
- 2) (d) Chemtrails never evaporate because they are not VAPOUR TRAILS, rather, chemtrails spread out and block the sun, and also leave a chemical blanket overhead - blocking sun, and trapping in heat. Both are dangerous and risk life. DINOSAURS became extinct from the same scenario.
- 2) (e) A PILOT STATES: "It takes -70 F degrees below, and 60% humidity to make them (condensation trails). I have seen aircraft making trails in the air...that were several thousand feet lower than some planes not making trails at 22,000 feet."
- 2) (f) A PILOT STATES: The "CAVU" rating has not been given to pilots for several years now. (CAVU = CLEAR AND VISIBILITY UNRESTRICTED)
- 2) (g) There are literally millions of photos of chemical trails in a parallel configuration, as well as a TIC-TAC-TOE pattern. This goes against the flight enroute paths of designated routes in the sky as enroute flight paths are not parallel nor gridlike all over the map. The white trails (CHEMTRAILS) we actually now see do not conform to travel along designated enroute flight paths. The spraying of chemicals over populations is an intentional act that is premeditated.
- 1) (h) The chemical trails are also seen in grid or parallel patterns - even in WARNING airspace, RESTRICTED airspace, which would require intervention by the air force, and NORAD. Since we do not hear about such interventions, the military and NORAD approves of such chemical spraying operations over the populations by aircraft.
- 2) (i) Chemical trails have taken the form of 1) long lines across the sky, 2) ON/OFF lines, 3) parallel lines, 4) TIC-TAC TOE grids. None are engine failure situations.
- 3) It takes about 100 nautical miles for a commercial plane to climb to 30,000 feet - still not altitudes for condensation trails, and it takes about 100 nautical miles for a commercial plane to go from 30,000 feet to landing - meaning, there should be no condensation trails from that plane for about 100 nautical miles from an airport.
- Flight traffic within 30 nautical miles of major airports would all be less than 15,000 feet as air traffic is either coming in for a landing, or just taking off. There should be no trails from these aircraft unless they are chemical sprayers.
- Pilots are reporting unidentifiable aircraft above and below them - aircraft is not showing up on their system, or their personal devices. The transponders of those unidentifiable aircraft are not sending signals. Chemical trails are laid out at the same altitudes - meaning that when a spraying operation is ongoing, they are laid out at one altitude region. NONSPRAYING normal commercial aircraft in the sky are at many separation altitudes.
- 4) Air traffic controllers know that chemtrails have been sprayed for years. Controllers give blocks of airspace that is protected - free to do whatever the pilots of those aircraft want to do or commanded to do. This ensures that no other PILOT witnesses are available to witness chemtrail spraying.

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- 5) (a) The SUN is a natural disinfectant. Reduced sunlight increases molds and mildew, viruses, bacteria, fungi, reduces crop yields, deprives ecosystems of photosynthesis, blocks Ultraviolet light preventing vitamin D production, compromising human health, and reduces solar panel absorption and energy output by up to 50%.
- 5) (b) Condensation trails at elevations over 30,000 feet are ice crystals that have mass fall to the earth, and melt/vaporize (if they do not "evaporate/sublimate" almost instantly). There is no "taking the sun out" when condensation trails are present. Chemical trails have NANO-SIZED metals, and do not melt or vaporize, and therefore spread out to "take the sun out" - thereby blocking the sun's rays and UV light from reaching Earth, which is an assault on life from bodily harm. Condensation trails are extremely rare.
- 5) (c) Sunlight is Earth's primary source of energy. The sun's energy is harnessed through photosynthesis by plants that capture the energy of sunlight and convert it to chemical form (oxygen and reduced carbon compounds). The toxic chemical spraying of populations by aircraft seriously threatens all life on Earth. Chemtrails are an aggravated assault, a crime against humanity, and life itself.
- 5) (d) Up to now the police and government officials contacted have ignored calls for citizen protection, making them an accessory and accomplice.
- 6) SRMGI - funded by the Royal Society- Solar Radiation Management. The Royals want to manage your sun = playing GOD.
- 7) JUNE/JULY/AUGUST/SEPTEMBER 2011/2012/2013/2014 - not 1 full day of blue skies and sun. This affects all life negatively. It certainly affects all crops negatively, especially in GROWING SEASON.
- 8) Examine leaves, plants, and trees in your area for visible distress.
- 9) There has been no remedial action after presenting evidence of chemtrails to government and mainstream media. They behave as if it's not happening. We require nation-wide investigation, exposure of any intimidation so that police reports are filed, and chemtrail spraying ends soonest possible.
- 10) This is NARCISSISTIC abuse on a population. These are INHUMANE ACTS against a population. These are (section 4) crimes against humanity, a criminal offense.

Police, RCMP, military , CSIS , The Prime Minister of Canada's office , Canadian Members of Parliament, Governor General, have been informed about the concern of populations being sprayed with chemicals by aircraft.

PERSONS just mentioned have been informed, and failed to acknowledge our concerns, evidenced by doing nothing, and behaving as if it is not happening. It is the duty of those PERSONS to protect humans, and life in general, not just CROWN INTERESTS.

Those PERSONS are committing crimes through omission and criminal negligence - CC s467.11.

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11) Briefings have occurred in Copenhagen. Think "environment" and connect the dots:

We need the POLICE focus to be on: Principal Airworthiness Inspectors (PAIs), and Principal Operations Inspectors (POIs), in consultation with Chief/Director of Flight Standards and Airworthiness (and Director General of the aviation authority) as they administer an operator's MEL (minimum equipment list).

The (PAIs, POIs) create bogus MEL's, and allow the center wing fuel tank to be loaded with trimethylaluminum for spraying operations. The pilots are unaware of the trimethylaluminum (TMA) loaded (in the center wing tank), they just know they cannot use fuel from the center wing tank (faked bad valve), and that the issue will be dealt with by (M) - a maintenance procedure and within a specified time frame. The aircraft is certified to dispatch because it is still very safe to fly without the center wing tank operational. The pilots are rostered to fly without fuel in center wing tank in such a way that no one flies with that permitted FAKED defect more than once a month - dissipating suspicion. The trimethylaluminum is injected into the hot exhaust - remotely controlled (orbiting satellites), causing aluminum oxide to be one of the reactions with heat.

Visually, the spray pipes are small but they have high capacity pumps inside the pylon (inside the white access panel on the pylon) which forces out large quantities of CHEMICAL material in a small amount of time if required. Energy is diverted from the exhaust gas stream to power these pumps.... they are simple, foolproof, operate continuously when the engine is running and require no flight deck control.

Going with this system means that flexibility is maintained. Using TMA (trimethylaluminum) for longer range flights, loading can be done using the second hose. Lines carrying TMA and their access points, are part of just about all airports. Located only at the left hand wing, to keep the operation as simple as possible, they are pressurised to reduce the chance of air getting into them with the inevitable results. In the case of non TMA flights, the second hose is just there for show and is not being actually used.

OTHER METHODS OF ALUMINUM OXIDE INJECTION:

But in the case of aluminium oxide, the weight and bulk of the material means that this method cannot be used. Loading aluminium is done by the modified ULD (unit load device) container method. Even this method however has its safety considerations which must be followed.

Cargo loading is critical and must take into account the weight and balance restrictions that all aircraft have. Real problems can be caused by mis-loading as the aluminium oxide slurry is very heavy. Every flight, even non spraying flights, must have containers loaded in correct sequences to avoid balance errors.

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(continued)

The aluminum oxide is in a mixed slurry with methanol (for dispersion) - known by the flight managers of all of this as "METH" (sick - huh?) - in these ULD containers, with specialists making quick connections. The method used depends on the size of craft and its duty cycle, and the weight of this material and luggage and passengers are part of the overall total ZERO FUEL WEIGHT of the craft, so there are no weight issues because they make sure the weight on take off (minus fuel weight) is below the maximum ZERO FUEL WEIGHT. The pilot has no way to verify what's on the plane. ALL visibly involved KNOW NOTHING, they just do their job not seeing anything weird.

Duty load dispatchers aren't required to know what is in the containers, just what each one weighs in order to get the sequence correct. ULDs that are modified for spray purposes are always loaded first at either cargo door. Loading them this way is essential because they have pipe arrangements which hook into the onboard spray system, and the heaviest containers must go as close as possible to the Center of Gravity.

One can see that CPT 2 and 3 (for a 737) have the heaviest allowable weights, 20 and 15 tonnes respectively which is fortunate because they are the areas that must be used by the modified ULD containers. ULD use is ubiquitous and the modified ones can be found at holding areas at airports around the world if one knows what one is looking for. Suffice to say, if you are looking for evidence about how ULDs can be modified, check out "envirotainer" and imagine how simple it would be to do the required modifications. CPT 2 and 3 are in front and back of center of gravity of the aircraft - for weight and balance issues...

Using the ADSB system (Automatic dependent surveillance-broadcast (ADS-B) is a surveillance technology for tracking aircraft as part of the Next Generation Air Transportation System), the inflight position of the aircraft is always known by spray controllers. New ATC procedures mean that the position of spray aircraft are always broadcast to satellite receivers that sites such as FlightRadar24 do not have access to. Spraying, even over oceans, can therefore be targeted very accurately and efficiently.

SUMMARY:

This is CHEMTRAILS, as it does not dissipate or evaporate, rather - it spreads, and it blocks the sun - blocking UV for vitamin D production in the skin, and blocks photosynthesis in plants (& crops). The spraying is done at targeted elevations/altitudes. CONDENSATION TRAILS dissipate in less than a minute, and leaves the sky intact - blue skies and sun! With UV benefits. The problem in all of this is that the TRUSTED are trusted, with no one suspecting anything, because all are in what they believe is a SECURED system. The lesson here is to ALWAYS QUESTION THE TRUSTED, because they are trusted and because the TRUSTED CAN GET AWAY WITH MURDER and many more things.

If the TRUSTED (systems people) don't or won't answer questions, they probably need to be arrested. Always ask for ID! But use judgement in doing so - you may have a psychopath on hand and won't discover it until it's too late, or someone who is paralyzed by fear and will lie to protect his/her family.

PROTECTION AUTHORITIES have done nothing to date, similar to the enhancing of a criminal organization through inaction, as millions were killed or injured during NAZI rule - all legal and so called "normal".

YOU CANNOT CONSENT TO BODILY HARM. All DEFENSE has lawful excuse.

(continued)

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NEXT section: JET ENGINES

The HIGH BYPASS TURBOFAN

(continued on next page)

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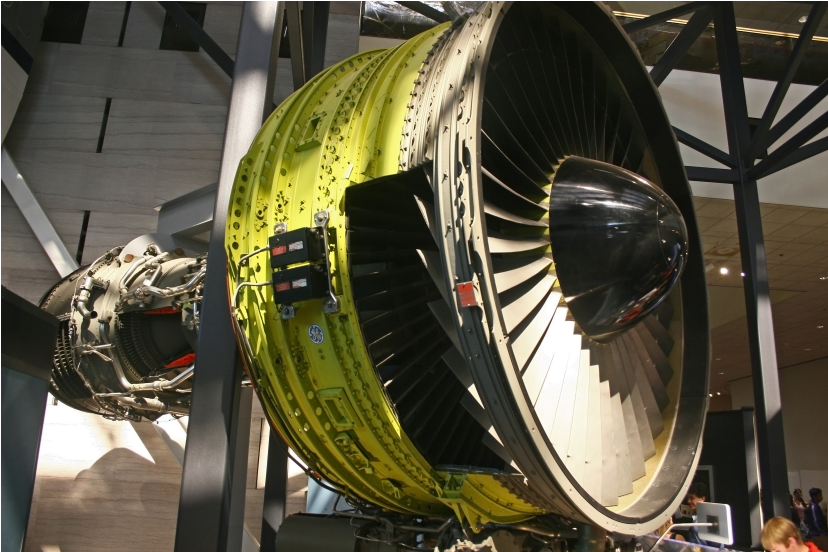
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The trails being left in the sky by large aircraft cannot possibly be condensation trails ("contrails"). Once this is understood, then we are left with the ominous question: "What do these trails consist of?"

High-bypass turbofan engines do not create condensation trails. The ratio of air-to-exhaust is much too high to facilitate the formation of condensation because the majority of air expelled from the back of the engine is not combusted. It is passed through the "fan" and simply blown out the back without mixing with any fuel at all.

The jet engine is just a HUGE FAN. If you take the fanblades away, the plane will not fly at all. Almost 90% of thrust is from the fanblades.

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Turbine engines are the power plant for high-bypass turbofans. Turbine engines are used in other applications besides powering jets. They are also used to power helicopters, yet we never see trails coming from helicopters, and the reason is simple. Turbine engines almost never produce condensation trails. <https://www.youtube.com/watch?list=PLrioalEe6CSqQsDgPgOrh85aIVPrsOcUs&v=0wBSpAwhPuE>

In the turbofan jet engine, notice the large ratio between the bypass fan diameter and the "core" part of the engine. Every Condition at the exhaust output of the jet engine is wrong for Contrail Formation.

The formation of condensation trails requires high vacuum, cold temperatures, and high humidity, however, the output side of a jet engine contains mostly outside air that has been pushed through the engine by the large ducted fan (The ducted fan is the set of spinning blades that you see when you look at the front of the engine). This high-pressure at the output of the engine is contrary for the formation of condensation trails because pressurized air has the ability to hold much more water in suspension, without producing condensation.

Only a fraction of the air that enters the engine is taken in by the turbine engine. This air is mixed with jet fuel (essentially kerosene), combusted, and then exits the engine under very high pressure and high temperature. Condensation formation requires a decrease in ambient air pressure to form, but the output of the turbine is under very high pressure which prohibits the formation of condensation trails.

Physics also tells us that condensation forms when air is cooled, but since the exhaust of the turbine engine within a jet is very hot, condensation formation is - once again - prohibited. (Hot air can hold much more water without producing condensation.)

Furthermore, the ratio of air-to-fuel used in high-bypass turbofan engines is as high as possible (lots of air but relatively little fuel) so as to keep engines efficient and cost-effective, so the reduced amount of fuel in this ratio results in a lack of water in the exhaust, and this is yet another reason that high-bypass jet turbofans cannot produce condensation trails.

In short, the more efficient the engine, the less fuel it uses per unit of air moved, and this renders high-bypass turbofans virtually incapable of producing condensation trails, unless they use water injection, which is extremely rare today (see section below).

Simply said, every condition that is necessary for contrail formation is absent in a high-bypass turbofan engine.

If you go to an airport and watch jets take off, you will see that they emit a faint trail of black soot, which is typical of burnt jet fuel (kerosene), but you will not see water vapor.

The average adiabatic lapse rate (the rate of decrease in temperature with altitude) is about 3 Fahrenheit per 1,000 ft. Since the average temperature on the ground is 59 F (15 C), you can calculate that at 30,000 ft, the average temperature is: $59 - (3 \times 30) = -31 \text{ F } (-35 \text{ C})$. This cold, dry air provides inadequate conditions for condensation trail formation.

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The SUN is blocked almost every day - this is an INHUMANE ACT on a CIVILIAN POPULATION.

Chlorophyll is "concentrated sun power." "Chlorophyll increases the function of the heart, affects the vascular system, the intestines, the uterus, and the lungs." Chlorophyll increases hemoglobin production.

Chlorophyll is high in oxygen (like all green plants that contain chlorophyll) and is beneficial because the brain and all body tissues function at an optimal level in a highly- oxygenated environment.

Chlorophyll filled foods are a complete food which will sustain the growth and development of laboratory animals and humans alike. It has been shown to keep herbivorous animals alive practically indefinitely.

**THE SUN IS NEEDED FOR FOR PHOTOSYNTHESIS IN PLANTS, AND
VITAMIN D PRODUCTION IN HUMANS. IT IS INTENTIONALLY BLOCKED
ALMOST EVERY DAY.**

THIS IS INHUMANE.

At every airport/airbase - Constables acting at COMMON LAW:

- 1) Stop all deliveries of chemical for loading onto aircraft;**
 - 2) Stop all take offs of any and all chemically loaded aircraft.**
- everywhere.**

**Provide public access 24/7 to all airports/airbases supervised by PEACE
OFFICERS.**

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This is a CHEMTRAIL - a CHEMICAL TRAIL, as CONDENSATION does not do that. CONDENSATION evaporates or sublimates within seconds, and never lingers nor blocks the SUN. This is an INHUMANE ACT on a CIVILIAN POPULATION - a crime in progress.



(above & side) NOZZLES on Canadian Forces jets - in line with exhaust
- creating a CHEMTRAIL - not vapour/condensation/water at all.

(below) NOZZLES on a Canadian commercial carrier - in line with exhaust.

You have a COMMON LAW DUTY to 1) Prevent all chemicals from entering all airports/airbases;
2) Prevent all take-offs with chemicals loaded on board; and 3) Announce 24/7/365 open public
inspections - all airports/airbases - supervised by PEACE OFFICERS - ASAP.



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