

NOTICE TO ADMIT

If you do nothing to stop the chemical spraying of populations by aircraft, and do not warn all the kids playing soccer and breathing in heavily..... Imagine how mad many will be if you do not take action. It is also a criminal offense to ACT or OMMIT TO ACT, while that ACT or OMMISION TO ACT further enhances criminal activities.

Learn about the chemical spraying by aircraft that is ongoing – LOOK UP, OBSERVE AIRCRAFT, & THEIR TRAILS.

You (& police, police chief, RCMP, all classes of PEACE OFFICERS, etc) are being informed of BODILY HARM. It is requested of you to give a copy of this NOTICE to any and all peace officers ASAP – without delay.

WARNING: There is a spraying operation underway over our country, making people sick, agitated & exhausted. Look up **CHEMTRAILS** on the Internet, and view the hundreds of millions of photos. The government and mainstream media are covering up the fact there are aircraft on most days spraying a mixture which is very bad for people's health over many countries: the UK, USA, most European countries, Canada, Australia, New Zealand, etc. Millions of people are filming the aircraft as they are spraying. Thousands of videos are at YouTube and other video sites. Many millions of people around the world are alarmed by this criminal spraying and are trying to find a way to stop it. **“LOOK UP”** IN THE SKY: On most days you will see there are some aircraft which leave no trail or a short trail behind them (this is normal), and you will see other aircraft which leave a very long or continuous trail, or even an ON/OFF pattern. If you watch for one hour, you will see that the very long trails do not disappear, they expand in size, and eventually you can see that the POWDER which makes up these trails has come right down to ground level, and covers the windows of homes, cars, etc. The powder has been analysed hundreds of times, and is shown to be a highly dangerous substance. We have all been breathing large quantities of this substance for many years. It has a very bad effect on all life, not just humans. This is BODILY HARM. It affects soil properties. This is PROPERTY DAMAGE. The effect is SUN BLOCKAGE, which affects PHOTOSYNTHESIS for plants, and VITAMIN D production in skin – SUN BLOCKAGE is deemed to have caused the extinction of dinosaurs and many other life forms. Many people are experiencing the lack of whole day blue skies and sun for weeks at a time. In fact, JUNE/JULY/AUGUST/SEPTEMBER 2013 – the whole month – growing season - no whole day blue skies and sun. This weakens all life, this harms life, this risks life. No protection agency will protect, as all have been asked for protection. Seeking protection.

“LOOK UP”, PROTECT ALL, APPREHEND THE PEOPLE LAYING DOWN CHEMTRAILS INCLUDING THEIR ASSOCIATES.

These are INHUMANE ACTS on a population – a crime against humanity – a CC offense.

TRUTHS:

- 1) Condensation trails form at elevations well over 30,000 feet, and closer to 35,000 feet.
- 2) (a) Condensation trails dissipate in less than a minute, and never grow in size to take the sun out of the picture as condensation evaporates. This means that contrails are hundreds of feet in length, and not miles across the sky. Contrails do not spread out, getting larger, rather CONTRAILS evaporate, getting smaller.
- 2) (b) 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).
- 3) Air traffic is not permitted to fly over and near very busy airports. Many airports have 1,000 take offs and landings a day - or more.
- 4) Flight traffic near major airports would all be less than 10,000 feet as air traffic is either coming in for a landing, or just taking off.
- 5) There should be no white trails at all over any major airport, or within a 10 mile radius (at least) of any major airport unless they are chemical sprays.

- 6) Enroute flight paths are designated "highways in the sky", and deviation of flight path would lead to an air force jet intervention and more.
- 7) 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.
- 8) 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.
- 9) Flights coming into and out of a major airport do not follow parallel or grid like patterns. They fly in ARRIVAL and DEPARTURE CORRIDORS. Flights coming into or out of a major airport are less than 10,000 feet for many miles from an airport, ensuring clean skies within 10 mile diameter (easily) of any major airport. Cities with a major airport should have no condensation trails near it. Any trails would be chemical trails in the hopes of fooling many people that they are normal departures or arrivals or just chemical trails sprayed over populations for devious purposes.
- 10) NORAD, pilots, air traffic controllers, security, mechanics, service personnel, & politicians are too quiet on the issue. Since they are TRUSTED, they can get away with anything. They must be questioned first, and always.
- 11) ULTRAVIOLET light is necessary for vitamin D production in the skin.
- 12) Vitamin D production is necessary for health and life.
- 13) CHEMTRAILS and/or persistent trails (what ever you want to call it) - blocks the suns rays, virtually blocking ULTRAVIOLET light from getting to the earths surface, preventing healthy vitamin D production in your skin - notice the lack of clear sunny days due to trails spreading out and blocking your sun.
- 14) Government officials do not respond directly when asked about the issue - they never talk about what you want to talk about, yet they are there to serve you. NOTE - NARCISSISTS do not talk about what you want to talk about.
- 15) Millions of people are claiming that we are being sprayed with chemicals, calling the trails - CHEMTRAILS - yet there is no line up of pilots coming forward denying this or stating that the accusations of chemicals being sprayed is false. Similarly with AIR TRAFFIC CONTROLLERS. Similarly with the military and her majesty.
- 16) There are publicly recognized people, now scared to spread information that populations are being sprayed with chemicals by aircraft. They are scared to warn and inform the public. Intimidation.
- 17) There are mentions of higher profile people dying, causing wonder and fear about speaking up freely - intimidation.
- 18) Millions of people are claiming that we are being sprayed by chemicals, calling the trails - CHEMTRAILS - yet there is no line up of police coming forward denying this or stating that the accusations of chemicals being sprayed is false.

IN CANADA:

- 19) Police have been informed about the concern of populations being sprayed with chemicals by aircraft.
- 20) RCMP have been informed about the concern of populations being sprayed with chemicals by aircraft.
- 21) The military have been informed about the concern of populations being sprayed with chemicals by aircraft.
- 22) CSIS have been informed about the concern of populations being sprayed with chemicals by aircraft.
- 23) The Prime Minister of Canada`s office has been informed about the concern of populations being sprayed with chemicals by aircraft.
- 24) Canadian Members of Parliament have been informed about the concern of populations being sprayed with chemicals by aircraft.
- 25) PERSONS mentioned in 19) to 24) have not heard the concerns shared with them, nor acknowledge the concerns.
- 26) It is the duty of PERSONS in 19) to 24) to protect humans, not just CROWN PERSONS.
- 27) PERSONS in 19) to 24) may have committed crimes through omission and criminal negligence - CC s467.11.
- 28) 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.
- 29) In the Criminal Code of Canada: under section 2 – definitions:
 “Canadian Forces” means the armed forces of Her Majesty raised by Canada
- 30) In the Canadian Criminal Code: section 46 -high treason.... “imprisons or restrains her” (= life in jail)
- 31) In the Canadian Criminal Code: section 49 -treason.... “alarm Her Majesty” (= 14 years in jail)
- 32) In the Canadian Criminal Code: section 5:
 Canadian Forces not affected
 5. Nothing in this Act affects any law relating to the government of the Canadian Forces.

- 33) Most taxes – or maybe all taxes – in Canada – “is a debt due to Her Majesty in right of Canada” – see section 97.22 (1) of the CUSTOMS ACT.
- 34) In the Remote Sensing Space Systems Act (S.C. 2005, c. 45) – all raw satellite images are claimed by Her Majesty.
- 35) “absolute power corrupts absolutely”
- 36) In the Bank of Canada Act (R.S.C., 1985, c. B-2),
<http://laws-lois.justice.gc.ca/eng/acts/B-2/FullText.html> - section 17 (2) under CAPITAL AND SHARES – ...” (2)
The capital shall be divided into one hundred thousand shares of the par value of fifty dollars each, which shall be issued to the Minister to be held by the Minister on behalf of Her Majesty in right of Canada.”
- 37) In the Royal Canadian Mint Act (R.S.C., 1985, c. R-9),
<http://laws-lois.justice.gc.ca/eng/acts/R-9/FullText.html> -
under section 3.1 (3) The shares of the Mint are not transferable and when issued to the Minister in accordance with this Act shall be registered in the books of the Mint in the name of the Minister and held by the Minister in trust for Her Majesty in right of Canada.
- 38) Her Majesty has absolute power.
- 39) In the Canadian criminal Code - Punishment of seditious offences
61. Every one who
(a) speaks seditious words,
(b) publishes a seditious libel, or
(c) is a party to a seditious conspiracy,
is guilty of an indictable offence and liable to imprisonment for a term not exceeding fourteen years.
- 40) In the Excise Tax Act - the GST goes to Her Majesty – not the people of Canada –
it is also a debt due to Her Majesty.
Division II
Goods and Services Tax
Subdivision a
Imposition of Tax
Marginal note: Imposition of goods and services tax
165. (1) Subject to this Part, every recipient of a taxable supply made in Canada shall pay to Her Majesty in right of Canada tax in respect of the supply calculated at the rate of 5% on the value of the consideration for the supply.
- 41) “HMS” - Her or His Majesty's Ship (HMS)
- 42) HMS ships were part of the attack on Libya – Libya never attacked anyone.
- 43) The symbol of the crown is at the top of every local police car emblem.
- 44) The symbol of the crown is at the top of every RCMP emblem.
- 45) The symbol of the crown is at the top of every provincial police car emblem.
- 46) The symbol of the crown is at the top of every border services emblem.
- 47) The symbol of the crown is at the top of every emblem in a court.
- 48) The symbol of the crown is at the top of Canadian Coat of Arms.
- 49) The Canadian Constitution is owned by the Crown. It spells out the provinces and territories. Provincial Statutes then lay out “The City of Ottawa Act”, etc. Everything is owned or claimed by the crown, including your children, cars and homes.
- 50) The CROWN has absolute power and cannot be reached.
- 51) 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.”
- 52) A PILOT STATES: The “CAVU” rating has not been given to pilots for several years now. (CAVU = CLEAR AND VISIBILITY UNRESTRICTED)
- 53) It takes at least 50 miles for a commercial plane to get to 30,000 feet - still not altitudes for condensation trails.
- 54) It takes at least 100 miles for a commercial plane to go from 30,000 feet to landing - meaning, there should be no condensation trails from that plane for at least 100 miles.
- 55) 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.
- 56) 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 altitudes.
- 57) Banners and signs asking for the stoppage of chemical spraying of populations by aircraft go un-noticed and neglected by peace officers and other systems people.
- 58) There are air traffic controllers that know what is going on about the chemical spraying of populations, and refuse to speak out and protect the public. THEY ARE SCARED & INTIMIDATED.
- 59) There are pilots that know what is going on about the chemical spraying of populations, and refuse to speak out and protect the public. THEY ARE SCARED & INTIMIDATED.
- 60) There are aircraft mechanics that know what is going on about the chemical spraying of populations, and refuse to speak out and protect the public. THEY ARE SCARED & INTIMIDATED.

- 61) Whatever chemicals are being sprayed, they come down and are breathed into the lungs by millions of people, endlessly.
- 62) Pilots have seen clouds that are indicative of CTs under 20,000 feet quite often.
- 63) They are spraying chemicals over populations at night as well.
- 64) Pilots are confirming that a chemical spraying operation is done at a targeted elevation, and all chemical spraying in conjunction with that spraying is at or near the same elevation.
- 65) Chemtrails start leaving their trails immediately - immediately visible - no gap from trail to plane. They make it look like it's from each engine but true jet exhaust freezes further back!
- 66) While in a commercial plane, WHILE LOOKING DOWN, odd color of trails or formations are obvious - where as moisture is WHITE.
- 67) Aerodomes (airports) have extremely tight security - the public will never know what goes on beyond a certain point - neither will many (most) peace officers.
- 68) With Aerodomes (airports) having such tight security where most peace officers cannot even know what is going on behind the security wall, it is very possible for covert activities to take place.
- 69) There are numerous incidents where many aircraft spray over the population in formation. NORMAL Commercial aircraft do not fly in formation.
- 70) Many "systems people" only know information on a "need to know" basis. This is how corruption is protected. Those who want to know more – get stopped right there – because THAT extra information is not part of their job. This is how secret operations remain secret with so few knowing what is going on.
- 71) Some aircraft have only 1 trail – yet have 2 or more engines. This would suggest engine failure (which is often reported and unheard of), or intentional chemical spraying of populations.
- 72) Condensation trails at elevations over 30,000 feet are ice crystals that have mass, and fall to the earth and melt/vaporize. 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 to "take the sun out" – thereby blocking UV light from reaching the earth, affecting the ability of vitamin D production in the skin. This poses a health risk to life. It is an assault. It is bodily harm.
- 73) Sunlight is Earth's primary source of energy. The sun's energy is harnessed through photosynthesis. Photosynthesis by plants captures the energy of sunlight and converts it to chemical form (oxygen and reduced carbon compounds). The chemical spraying of populations by aircraft seriously affects life on earth because it blocks sunlight. It risks life. It is an assault. It is a crime against humanity.
- 74) A PILOT STATES: There is an aviation company called Evergreen in the USA that does not have to fly by any vector rules. They have many, and I mean many large aircraft that are fitted with holding tanks for their chemical disbursement .
- 75) Contrails form when the temperature at altitude is -40c and humidity is above 60%. Contrails will dissipate normally in about a minute. The trails that do not dissipate in a minute are laced with chemicals. A pilot stated this.
- 76) When visibility of the sky from the ground is low or poor, populations are not able to see the chemical trails being sprayed over and above them.
- 77) Many Pilots know about the spraying operations of populations. Most are scared to lose their jobs or even worse. Most say that even if they come out, the media will not tell the story, and their efforts will be in vain.
- 78) Spraying operations have been done incrementally (so that the population would not notice), and it is now done on a mass scale.
- 79) It is known that a 13 nanometer diameter ALUMINUM OXIDE is one of the compounds that have been sprayed. The diameter of the ALVIOLI in the lungs are 235,000 nanometers. The lungs have no chance for defense against something so small (13 to 235,000 ratio) that will easily become an irritant – in the least. Lung issues ensue. The OXYGEN, being smaller than its ALUMINUM host, will "dump" its Aluminum bond, leaving an IONIZED Aluminum ion at the ALVIOLI site. Aluminum, in ion form, in a microsecond or shorter time span, being 64 times more positively charged than anything negatively charged within blood flow, will cause clumping right there and then (because it is equivalent to a super strong magnet) with an atom smaller than itself (most tissue atoms are smaller than ALUMINUM). This is the beginning of health issues from the chemical spraying of populations. Other chemicals suspected of being sprayed are BARIUM, STRONTIUM, SULFIDES, etc.... All toxic.
- 80) With days of heavy spraying by aircraft, there appears to be no concern for the health of little kids who play organized sports outdoors – where there is heavy breathing.
- 81) The blocking of the sun's rays by CHEMICAL TRAILS, solar energy is less available for solar panels. This financial damage is in the millions of dollars at least.
- 82) The trails, if they were frozen vapor crystals, would fall towards the earth, and reach warmer temperatures and melt, leaving a clear blue sky rather than the whitish haze with lower visibility.
- 83) Vapour trails or contrails - evaporate, and dissipate, leaving a clear sky. Chemical trails do not evaporate, and do not dissipate, rather they diffuse and block clarity, and eventually fall to the earth leaving "ultra fine powdered coatings" and other chemicals found in soil tests. Similarly on cars and other surfaces.
- 84) Weather derivatives are now available. They originated in LONDON, ENGLAND.

- 85) Normal weather patterns get affected by CHEMTRAILS. Droughts are now more common where there is heavy and regular spraying.
- 86) Affecting rainfall gives a class of persons a financial advantage in the markets and in property or commodity acquisition.
- 87) Spraying chemicals from aircraft will cause health issues for many, and the issues can be blamed on other sources/explanations.
- 88) Spraying chemicals from aircraft is done without consent of those being sprayed.
- 89) "Systems people" such as police and others, have used MENTAL HEALTH as a way to intimidate from having a valid discussion or filing an incident report and a call for service – in effect refusing to take a complaint. The discussion and investigation is stopped. This is ABUSE of power. This is NARCISSITIC ABUSE.
- 90) Many people know about the chemical spraying of populations by aircraft, and are too intimidated and scared to report it to the police, RCMP, CSIS, or any other "systems people".
- 91) If all aircraft were to fly less than 28,000 feet, it can be one way to ensure ways for the public to discern whether or not they are be sprayed with chemicals from aircraft.
- 92) The chemical spraying of populations by aircraft, and the total lack of protection or empathy by police and all other SYSTEMS PEOPLE is an epidemic NARCISSITIC ABUSE on the world.
- 93) Some, many or most aircraft that are spraying chemicals over populations do not show up on webpages that show air traffic. This is suspicious and alarming.
- 94) Chemicals may be added to jet fuel that leave a chemical trail over populations. Aluminum Oxide is known to be one.
- 95) Some aircraft showing up on flight trackers are traveling in the opposite direction than that stated as its Route.
- 96) Any government or corporation that is acting by decision, had its decision of action from a human being who is ultimately traceable. This human is lower in status than a human being because that human is serving a corporation or government who ultimately serves humans.
- 97) If all humans are created equal, then kings and queens are impossible – except by consent or intimidation – usually intimidation involving fear and threats of harm in some form. These kings or queens or statespersons are of lesser status on the scale of life and serve/lead humans as a servant. Other humans (free humans) are of a higher status than the mentioned "persons" with rights and duties ascribed to them. Free humans only need to say NO to stop all interactions with lower status humans (known as "legal persons").
- 98) Military refueling tankers have been seen refueling passenger planes. Aerial refueling is used exclusively by military aircraft. There is no known regular civilian in-flight refueling activity.
- 99)

WORDS FROM A PILOT:

"That's odd... I never heard of anything but military planes doing refuelling. Definitely something fishy. BTW, there were at least 9 CT planes I saw this morning on the way to NC from FL..."

QUESTION TO PILOT: "any details on that like elevations? any pics?"

WORDS FROM A PILOT: "Oh yes.. 26,000ft . Then I found some trails at 20, and I have a pic of some stuff really low, just north of the FL border."

QUESTION TO PILOT: "about that pic,,,, could it be an engine flush? in mid air?"

WORDS FROM A PILOT: "I doubt it.. but hey all kinds of strange things happening."

QUESTION TO PILOT: "what does it look like what they r doing in that pic"

WORDS FROM A PILOT: "I really don't know... I mean an engine flush is possible.. but I don't understand 'why' they would do one in that configuration. Very odd. It's not something I'd seen done.."

QUESTION TO PILOT: "could it be to clean out evidence of chemicals?"

WORDS FROM A PILOT: "Well.. that ran through my mind..... especially if the engine were going to be serviced in the near future.... It's not a normal procedure."

QUESTION TO PILOT: "what about refuelling - does it look like that is going on?"

WORDS FROM A PILOT: "No.... doesn't look like refueling at all. There would be a port on top of the plane, not by the engine..."

QUESTION TO PILOT: "right, that is what I would have thought ok, so what are the possibilities? even if ridiculous"

WORDS FROM A PILOT: "I have seen a lot of refueling stuff, and actually know several people who have operated the booms. You got me.. your guess was mine.

I just have to say I have never seen that in normal operations."

QUESTION TO PILOT: "does a jet like that get refuelled in mid air (the A300)?"

ANSWER FROM PILOT: "NO... a standard airline jet would not have the ports for refueling."

"But with all this secret business going on.... I suppose the airlines are working together on this."

WORDS FROM A PILOT: "I know Southwest has been seen CTing..."

QUESTION TO PILOT: "how do u know?"

WORDS FROM A PILOT: "Well... there is a video I watched... and a man had 20 X 80 binoculars and was able to see the logo. I myself have seen SW leaving longer trails than other planes, though they are not quite as bad as some of the more obvious CT planes."

100) 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.

101) The world has been NARCISSISTICALLY ABUSED long enough.

102) Chemtrails.... are reported to have many heavy metal nano particulates....rain and snow analysis confirms the atmosphere has excessively high concentrations of heavy metals that should not be there....we now see new persistent trails from planes in our sky and an increase in wispy cirrus clouds.....that were very rare before the mid 1990's.

103) Pilots are reporting that there are many CHEMTRAIL PLANES making passes back and forth, and shutting off their sprayers on the turns.

104) Pilots are reporting that planes are making trails (CHEMTRAILS) at 28,000 feet, which is not possible in the conditions they were experiencing as the normal contrails are formed at much higher elevations (around 35,000 feet).

105) Some PILOTS are speaking out and are sick to death with regards to CHEMTRAILS.

106) The CAVU forecast is no longer used on aviation forecasts for pilots – they now see P6 (better than 6 miles visibility).

107) Use to see Boston from Manchester, even when there is no clouds, it is sometimes hard to find an airport from even 5 miles away – reports from a pilot. Used to be able to see 50 miles away (and more) at times. With the help of a GPS, pilot was able to see airport 3 miles away. This is due to the chemical spraying by aircraft.

108) Those pilots who are middle age, have seen the changes in visibility, and have seen chemicals being sprayed out of aircraft. The newer pilots are only used to what they started with.

109) Pilot makes comment - Puffy little cirrus clouds at an altitude that I am not used to seeing them at. I see the clouds that are indicative of chemtrails. They are not clouds, they are killing us.

110) Pilots and mechanics do talk about chemtrails.

111) 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.

112) Pilot reports - Rust colored spots all over the airplane after a chemtrail spraying operation.

113) Pilots were flying for the federal reserve a day and a half after the 911 event.

114) Attempts have been made to inform the chief of police about chemtrails, by citizens, and it is impossible to inform the chief of police about chemtrails. The chiefs staff blocks all such chemtrail information from getting to the chief of police. The chief would likely have to act and escalate to the military to investigate.

115) There appears to be MIMIC paths, mimicking a flight landing at an airport, but at 20,000 feet in the arrival corridor, whereas aircraft are less than 10,000 feet who are truly landing. This is considered a trick to fool the public about chemtrails.

116) Because police, RCMP, CSIS, PM's office, etc, are not listening to the public's concern about the chemical spraying of populations by aircraft, and not acting in any way at all to protect the public, they are in effect making the public "sitting ducks", ready to be harmed. This leaves the public defenceless. This is NARCISSITIC ABUSE on the population.

117) HAARP - Beam into the ionosphere 1 to 3.5 billion watts of radio energy. It changes the characteristics of the ionosphere. Imagine a heat column going up there. The jet stream comes into contact or nears this heat column, the jet streams can be pushed north or south of it. The radio waves also affect the chemical particles sprayed, and cause a rippling look – a corrugated effect.

118) The chemicals sprayed by aircraft are landing on our oceans, rivers, streams, soils, crops, trees, on bees (now dying off), livestock, pets, and more horrific, it is landing on us as well.

- 119) The environmental impacts – we are seeing acidification of our oceans, our soil PH's are altered, our crops are stressed, trees are dying. Aluminum is bad for air quality, our ozone, marine life, and our pollinators.
- 120) You can choose what you eat and drink, but you cannot choose what air you breath. This requires police protection of the public. This requires escalation.
- 121) Milder impacts of chemical spraying of populations by aircraft: people suffer from headaches, suffer from colds for 3 weeks now, sinus problems, increased susceptibility to viruses, asthma, muscle weakness, eye and skin irritation, auto-immune, etc.
- 122) Aluminum is linked to numerous neurological disorders. Short term memory loss, SAD, chronic bronchitis, liver damage, Alzheimer's, dementia.
- 123) Barium is not good for the heart (cardiac system).
- 124) The Aluminum Oxide (10 nanometer diameter) being sprayed, is taken in by breathing, food, skin contact. It damages the central nervous system. It is related to dementia, Alzheimer's, short term memory loss, lethargy, severe trembling, pulmonary fibrosis, LUNG DAMAGE. (the ALVIOLI in the lungs are 230,000 nanometers in diameter, making Aluminum Oxide an irritant in the least – no defense against such a small particle being sprayed)
- 125) Barium is soluble in water. It increases blood pressure, weakened or aching muscles are associated with barium, stomach irritation, changes in nerve reflexes, difficulties in breathing (asthma), Barium also depletes Potassium levels, headaches, dry eyes, sore throats.
- 126) Sulfur dioxide is also known to be sprayed over populations by aircraft. It has neurological effects and causes behavioural changes, it affects blood flow, it affects our eyesight and reproductive system, it affects the immune system and hearing and stomach and kidneys and damages liver and its function, it disturbs hormonal metabolism and has dermatological effects.
- 127) The effects of reduced sunlight – increased molds, mildew, greater susceptibility to viruses, reduced crop yields, ecosystems have issues as all ecosystems rely on photosynthesis, SAD (people being under this blanket of "cloud"), vitamin D deficiency (necessary for health and life), solar panel output decrease (up to 50%).
- 128) Global dimming – a staggering 22% drop in sunlight – this dimming is caused by the chemical spraying by aircraft.
- 129) There should be no Aluminum in rain and snow samples, unless there is intentional spraying of chemicals by aircraft.
- 130) Rain samples have shown numerous and high levels of chemicals where none ought to be there. This helps prove that aircraft are spraying chemicals over populations.
- 131) Drinking water samples have shown numerous and high levels of chemicals where none ought to be there. This helps prove that aircraft are spraying chemicals over populations.
- 132) Air samples have shown numerous and high levels of chemicals where none ought to be there. This helps prove that aircraft are spraying chemicals over populations.
- 133) A lot of people don't know about this because they are being compartmentalized – knowledge on an as need to know basis.
- 134) If nobody accepted the concept of – on an as need to know basis – and took on a responsible position of wanting to know to protect all, corruption would be exposed quickly.
- 135) As soon as you make people feel guilty, it is easy to control them.
- 136) NASA states in 2005 – manmade clouds and haze are trapping warmth in the atmosphere and exacerbating global warming.
- 137) More manmade clouds + aviation chemical spraying = global warming = disaster
- 138) The manmade clouds act as a blanket around the earth, keeping heat in, causing global warming.
- 139) Reasons to spray chemicals over populations by aircraft:
- a) to control the weather = playing God
 - b) manipulate public opinion
 - c) social control mechanism
 - d) control food supply and cost – we all need food
 - e) corporate profit
 - f) enhance military capability
 - g) geopolitical agendas
- 140) Modification of weather can:
- a) create extreme floods, extreme weather
 - b) create droughts
 - c) storms
 - d) hurricanes
 - e) erosion
 - f) hail damage
 - g) blizzards
 - h) water shortages
- 141) Manipulation of public opinion – can convince people of manmade climate change, that leads to a carbon tax (payable to her majesty), and ideas such as Agenda 21

142) Corporate profit – you can bet on the weather – weather derivatives – where the “house” always wins. Commodities trading, futures market. If you have knowledge of weather manipulation, it will be easy to make financial gains.

143) GOLDMAN bankers get rich on betting food prices as millions starve.

144) Days of cold weather can be created, similarly with warm weather – benefiting energy companies.

145) MONSANTO has brought out Aluminum seed resistant PATENTS.

146) Any human, or groups of humans, who set out to block sunlight without the collaboration and consent of all life is PLAYING GOD. They are likely PSYCHOPATHS, and need to be identified, peacefully restrained and segregated. This also includes all those who assist with the blockage of sunlight. SUNLIGHT IS NECESSARY FOR LIFE ON EARTH.

147) Many people feel that they are being “SPRAYED LIKE BUGS”. Also alarming is how police and others are ignoring such complaints.

148) Let no officer of any and all classes claim ignorance as an excuse for their inaction to investigate and/or arrest those who spray chemicals from aircraft over populations. Let no officer of any and all classes claim ignorance as an excuse for their inaction to investigate and/or arrest those ASSIST – directly or indirectly – those who spray chemicals from aircraft over populations.

149) If they (Monsanto) control seed, they control food; they know it, it’s strategic. It’s more powerful than bombs; it’s more powerful than guns. This is the best way to control populations of the world.

150) GLOBAL POPULATION CONTROL AND REDUCTION – Agenda 21.

151) Enhance military capability – Weather as a force multiplier, Owning the weather by 2025. (US Air Force 1996 document)

152) The elite can sell the weather.

153) A statement from William S. Cohen (1997) – US secretary of Defense – “Others are engaging even, in an eco-type of terrorism whereby they can alter the climate, set off earthquakes, volcanoes, remotely through the use of electromagnetic waves.

154) “According to the reports on climate, whose accuracy has been verified, European countries are using special equipment to force clouds to dump” their water on their continent, he said. By doing so, “they prevent rain clouds from reaching regional countries including Iran”. Mr. Ahmadinejad charged to THE TELEGRAPH – May 21, 2011. The special equipment being eluded to is HAARP, scalar equipment. HAARP can create earthquakes and tsunamis.

155) Swedish politician Pernilla Hagberg, is blowing the whistle. “These trails contain a multitude of chemicals, viruses and heavy metals, such as Aluminum that influence the weather. This is a controversial and extremely sensitive issue that is very interesting to examine. I know there are several politicians who want to, but do not dare. To be able to control the weather and use it for their own purposes is very advantageous for power structures.” - September 20, 2012.

156) So many people are scared to speak out and be ridiculed as a conspiracy theorist – forcing the issue to be silent.

157) US PATENT 5,003,186 – “add tiny particles to fuel of jetliners so that the particles would be emitted from the jet engine exhaust while the airliner was at cruising altitudes”..... “wherein said material includes Aluminum Oxide”..... “where said material is Thorium Oxide”.....

158) People don’t want to hear about the chemical spraying of populations by aircraft. It’s bad news, and it is very hard to believe that the TRUSTED would allow this to continue on seemingly forever.

159) Google “SRMGI” (SRMGI - funded by the Royal Society) – look for “Involve general public because a) they pay for it, b) they have the power to stop it. Keep them informed on what GE (geo-engineering) is for, but don’t necessarily ask their permission.” (found at <http://www.srmgi.org/files/2011/09/Tuesday-Plenary-Goals-Concerns-and-Principles.pdf>)

160) We have to understand how counter-intelligence work. The most basic role of counterintelligence is to keep a truth hidden, to deflect people away from it, and to substitute that truth for an untruth. If one were to lay out a basic formula to follow, it might look something like this: 1. Occlusion, 2. Diversion, 3. Invalidation, 4. Elimination.

161) This is way too big to tackle on your own. Involve as many people as possible. START SAYING “NO” to government.

162) Chemicals are sprayed above the clouds by aircraft, and are not seen by the population.

163) Barium suppresses the immune system. Barium has been found in rain water samples.

164) Barium and Aluminum compounds that have been found due to spraying over populations from aircraft – have all been industrialized – rather than in their natural state.

165) Storms can develop more violently, more quickly – as a result of the chemicals sprayed over populations by aircraft, and those chemicals are heated by HAARP electromagnetic waves.

166) Weather patterns are altered by the chemical spraying by aircraft.

167) Pilots, as a whole, have not been held responsible for their silence on the chemical spraying over populations by aircraft. With overwhelming evidence of ON-OFF spraying patterns, among many other video and photographic evidence, PILOTS are silent – and many deem this as criminal – as their action or inaction allows a criminal organization to further advance in its endeavours.

168) If chemicals are in the rain, then chemicals are in the soils and water systems. Soils and water systems as well as the air we breath are critical for life. Combine this with the sun being blocked by the sprayed chemicals, and UV is also

blocked, reducing the amount of vitamin D produced in the skin. Vitamin D is necessary for life. All of this is a risk to life. Police and others have ignored calls for service, making them an accessory and accomplice.

169) What is being sprayed from aircraft, over populations, do not evaporate at all – they diffuse – and are not condensation trails.

170) Often those who want to control others, use double binds, trapping those being controlled.

171) People are reporting odd residues on their cars after spraying. Disturbing pictures are showing up – pictures under a microscope. This is causing a lot of concern.

172) HAARP devices generate more energy than nuclear weapons. One hour of a HAARP device generates more energy than was released in an nuclear device equivalent to the devices used in Hiroshima. There are over 52 HAARPS worldwide.. not run or controlled by the USA. There are an unknown number of HAARP devices in space but speculation is there are over 100 weather altering satellites or more.

173) Dinosaurs became extinct because the sun was blocked for an extended period of time, causing life to die off. Life depends on the sun. CHEMTRAILS block the sun.

174) The Commander-in-chief of the Canadian Forces is the Governor General. The Commander-in-chief of the US Military is the President of the United States.

175) There have been massive wildlife deaths.

176) Conversation:

Private message conversation:

Anonymous:

I have to share this story with you. I do GMO awareness booths at farmers markets and during my last one I got in a conversation with a lady and what she told me will floor you! She thanked me for doing the GMO work and then asked me if I could work on the chemtrails too. She used to be a nurse working in the emergency walk in clinics. She told me (and all us awake people know this) that after a flu clinic they would get a code to attach to symptoms of people coming in after the flu shot so they could monitor all the effects that the shot had. AND she told me that they also get a code to attach symptoms to after days of heavy chemtrail spraying. What she said is they are also spraying viruses up there to rain down on us and then recording the effects. With this information I started thinking about the last school year and remembering how every time there was heavy spraying in the sky there was a lot of kids out sick at my sons school. She told me a lot more than this we had a long conversation but this is the part that pertained to the chemtrails.

Anon:

oh and I forgot that she used to live in BC and she knew this guy that owned a plane. every time they went up to spray he would go up to try to get air samples. they figured out what he was doing and every time he went up they would come down and stay down till he went down. They kept doing this until he was to broke to go up any more

Me:

Holy cow!! I'm going to share this, withholding your name, if that is ok with you?

Anonymous:

yes you may, this conversation I had with her really connected a lot of dots for me. And I am sure it will for others. I now know what is meant by the chemtrail flu. her hypothesis is they are using us as guinea pigs to create biological war fare? but that part was from theory not from fact. The rest of it she saw and experienced with her own 2 eyes. She told me she was in pre med before she went into nursing. and one day she stood up and asked this question. " so all we are going to learn is how to match up symptoms with a pill that hides that symptom? We are not going to do anything with regard to preventative medicine and education of our patience and we are not going to cure anyone?" That got her kicked out of pre med. She Also told me that with the flu shots they do NOT make a new one every year like they say. She gave out the same flu shot to the same people 5 years in a row. Now the flu shot is suppose to be good for 5 years and they say to get one every year because it is for a different strain. So basically the people that she was injecting got 5 times the recommended dose of that shot.

Anonymous:

she ended up quitting because no one was listening to her and she was getting into big trouble for opening her mouth. She just couldn't take it any more because it all is just so wrong

177) The Queen continues to highlight the critical role of the Canadian Forces by serving as Colonel-in-Chief, Captain General and Air Commodore-in-Chief of the following units across Canada:

- Royal Canadian Air Force
- Argyll and Sutherland Highlanders of Canada
- The Calgary Highlanders
- Canadian Military Engineers
- The Canadian Grenadier Guards
- Governor General's Foot Guards
- Governor General's Horse Guards
- The King's Own Calgary Regiment
- Le Régiment de la Chaudière (available in French only)
- The Royal New Brunswick Regiment
- The Royal Regiment of Canadian Artillery
- Royal 22e Régiment (available in French only)
- 48th Highlanders of Canada

178) Her Majesty Queen Elizabeth II is Queen of Canada. She has dedicated her life to public service and continues to serve Canada and Canadians after 60 years. On her 21st birthday (April 21, 1947), she addressed the Commonwealth

and dedicated her life "whether it be long or short" to the service of others. In the interim years, she has been steadfast in keeping her promise — a promise quite valued by Canada, valued by the entire Commonwealth.

<http://canadiancrown.gc.ca/eng/1331810132814>

179) The basics of Law – YOU CANNOT CONSENT TO BODILY HARM.

180) The [Constitution Act, 1867](#), states that "The Command-in-Chief of the Land and Naval Militia, and of all Naval and Military Forces, of and in Canada, is hereby declared to continue and be vested in the Queen."

181) If CONTRAILS (condensation trails) start and stop, jets would be falling out of the sky. This further proves that the trails are chemicals sprayed by aircraft and over populations.

182) Jet trails should be consistent, and dissipate within a minute – not stopping and starting – not huff and puff.

183) Satellite and radar should not have plane trails in ridiculous places and patterns.

184) Commercial jet traffic should be nearly the same day to day.

185) There are over 100 patents related to chemical spraying by aircraft. These patents exactly describe the expanding and lingering jet trails that we see almost everyday.

186) There are over 100 patents related to chemical spraying by aircraft. These patents describe exactly the chemicals found in peoples rainwater tests.

187) Rain water tests prove there are dangerous chemicals in every breath we take.

188) Life species are being lost 10,000 times faster than any time in the past – including meteor events.

189) Police and security authorities are failing to act wisely when receiving a call for service.

190) People are not allowed to be experiment on. There has to be informed consent. Information on the impact of Aluminum and Barium, and any other chemical must be stated.

191) We all have a right not to be sprayed.

192) The spray may have ENDOCRINE DISRUPTORS, MUTAGENS, CARCINOGENS. The POLICE must act to stop the spraying.

193) Governments have been convicted of doing toxic experiments on citizens.

194) ENDOCRINE DISRUPTERS affect fertility.

195) It is NOT ok to spray populations COVERTLY. It's violating human rights.

196) 2 engines, 3 trails???????

197) Chemtrails are less than 20,000 feet, even less than 15,000 feet as there are no planes visible in the departure corridor, yet they are heard departing.

198) A conflict is an event in which two or more aircraft experience a loss of minimum separation. This does not in itself suggest that the aircraft are at any risk of collision. However, the separation minima are set for risk mitigation and therefore it is central to a controller's job to prevent this situation from occurring. Conflicts are detected by data assistants, who report them to the actual controllers; the data assistants suggest how to solve the conflict, but the controller is not obligated to follow the suggested instructions. A conflict occurs when the distance between aircraft in flight violates a defining criterion, usually considered as 5 nautical miles (9 km) of horizontal and/or 1000 feet of vertical separation. These distances define an aircraft's protected zone, a volume of airspace surrounding the aircraft which should not be infringed upon by any other aircraft.

199) NASA produced a document. "Future Strategic Issues/Future Warfare [Circa 2025]" ---- Here is page 43, from <http://fedgeno.com/documents/future-strategic-issues-and-warfare.pdf> - stating:

Micro Dust Weaponry

A Mechanical Analog to Bio, Micron sized mechanized "dust" which is distributed as an aerosol and inhaled into the lungs. Dust mechanically bores into lung tissue and executes various "Pathological Missions." A Wholly "New" class of Weaponry which is legal.

200) Wars of HIS or HER MAJESTY since 1700:

- 1700 to 1721 : The Great Northern War
- 1701 to 1714 : The War of the Spanish Succession
- 1715 to 1715 : Civil War:
- 1717 to 1720 : The War of the Quadruple Alliance
- 1721 to 1725 : Dummer's War
- 1740 to 1748 : The War of the Austrian Succession
- 1745 to 1746 : Civil War:
- 1749 to 1754 : The Second Carnatic War
- 1756 to 1763 : Seven Years' War
- 1757 to 1763 : The Third Carnatic War
- 1758 to 1761 : Anglo-Cherokee War
- 1763 to 1766 : Pontiac's Rebellion
- 1766 to 1769 : First Anglo-Mysore War
- 1774 to 1783 : First Anglo-Maratha War
- 1775 to 1783 : American Revolutionary War
- 1780 to 1784 : 2nd Anglo-Mysore War
- 1789 to 1792 : 3rd Anglo-Mysore War
- 1793 to 1797 : The War of the First Coalition
- 1793 to 1796 : War in the Vendée
- 1798 to 1798 : Irish Rebellion of 1798

1798 to 1799 : 4th Anglo-Mysore War
1799 to 1802 : War of the Second Coalition
1801 to 1807 : Temne War
1802 to 1805 : Second Anglo-Maratha War
1803 to 1805 : First Kandyan War
1803 to 1803 : Civil War:
1803 to 1805 : War of the Third Coalition
1806 to 1807 : War of the Fourth Coalition
1806 to 1807 : British invasions of the Río de la Plata
1806 to 1807 : Ashanti-Fante War
1807 to 1809 : Anglo-Turkish War
1807 to 1814 : Gunboat War
1807 to 1812 : Anglo-Russian War
1807 to 1814 : Peninsular War
1809 to 1809 : War of the Fifth Coalition
1810 to 1817 : Merina Conquest of Madagascar
1811 to 1812 : 4th Xhosa War
1811 to 1811 : Ga-Fante War
1812 to 1815 : War of 1812
1815 to 1815 : Second Kandyan War
1815 to 1815 : Hundred Days
1817 to 1818 : Third Anglo-Maratha War
1818 to 1819 : 5th Xhosa War
1820 to 1830 : Greek War of Independence
1823 to 1831 : First Ashanti War
1824 to 1826 : First Anglo-Burmese War
1828 to 1834 : Portuguese Civil War
1833 to 1840 : First Carlist War
1834 to 1836 : The 6th Xhosa War
1837 to 1838 : Rebellions of 1837
1839 to 1842 : First Anglo-Afghan War
1839 to 1842 : First Opium War
1839 to 1851 : Uruguayan Civil War
1845 to 1846 : First Anglo-Sikh War
1845 to 1846 : Flagstaff War
1846 to 1846 : Hutt Valley Campaign
1846 to 1847 : The 7th Xhosa War
1847 to 1847 : Wanganui Campaign
1848 to 1849 : Second Anglo-Sikh War
1851 to 1853 : The 8th Xhosa War
1852 to 1853 : Second Anglo-Burmese War
1853 to 1856 : Crimean War
1856 to 1857 : The National War in Nicaragua
1856 to 1860 : Second Opium War
1856 to 1857 : Anglo-Persian War
1857 to 1858 : Indian Mutiny
1860 to 1861 : First Taranaki War
1863 to 1864 : Second Ashanti War
1863 to 1866 : Invasion of Waikato
1864 to 1865 : Bhutan War
1867 to 1874 : Klang War
1868 to 1869 : Titokowaru's War
1868 to 1868 : 1868 Expedition to Abyssinia
1868 to 1872 : Te Kooti's War
1869 to 1869 : Red River Rebellion
1873 to 1874 : Third Ashanti War
1877 to 1878 : The 9th Xhosa War
1878 to 1880 : Second Anglo-Afghan War
1879 to 1879 : Anglo-Zulu War
1880 to 1881 : First Boer War
1884 to 1889 : Mahdist War
1885 to 1885 : Third Anglo-Burmese War
1888 to 1888 : Sikkim Expedition
1896 to 1896 : Anglo-Zanzibar War
1899 to 1901 : Boxer Rebellion
1899 to 1902 : Second Boer War
1901 to 1902 : Anglo-Aro War
1903 to 1904 : British expedition to Tibet
1914 to 1918 : World War I
1918 to 1920 : Allied intervention in the Russian Civil War
1919 to 1923 : Turkish War of Independence
1919 to 1919 : Third Anglo-Afghan War
1919 to 1921 : Irish War of Independence
1920 to 1920 : Somaliland campaign (1920)
1920 to 1920 : Great Iraqi Revolution of 1920
1936 to 1939 : Great Arab Revolt in Palestine

1938 to 1948 : British–Zionist conflict
1939 to 1945 : World War II
1945 to 1949 : Indonesian National Revolution
1945 to 1946 : Operation Masterdom
1948 to 1960 : Malayan Emergency
1950 to 1953 : Korean War
1952 to 1960 : Mau Mau Uprising
1955 to 1960 : Cyprus emergency
1956 to 1957 : Suez Crisis
1956 to 1962 : Border Campaign
1958 to 1958 : First Cod War
1962 to 1966 : Indonesia–Malaysia confrontation
1962 to 1975 : Dhofar Rebellion
1963 to 1967 : Aden Emergency
1968 to 1998 : The Troubles
1972 to 1973 : Second Cod War
1975 to 1976 : Third Cod War
1982 to 1982 : Falklands War
1991 to 1991 : Gulf War
1992 to 1996 : Bosnian War
1998 to 1998 : Operation Desert Fox
1998 to 1999 : Kosovo War
2000 to 2002 : Sierra Leone Civil War
2001 to : War in Afghanistan
2003 to 2009 : Iraq War
2011 to 2011 : Libyan intervention
2013 to 2013 : Northern Mali conflict

201)

QUESTION TO PILOT: are the chemical trails a non white colour when you are up there?

RESPONSE FROM PILOT: sometimes.. I think I remember telling you that time my plane was covered with rust colored spots all over.

QUESTION TO PILOT: tell me again, because I think "nameREMOVED" mentioned it to me u got sick or something after washing?

RESPONSE FROM PILOT: I was in "CITYremoved" Tx and was spending the night... had encounter CT planes most of the day over the gulf. Anyway, went to my hotel and it was sunset, and lo and behold I could see a CT plane going at it in the semi dark... I went to bed and never looked out till I went out in the am.. When I arrived at the airport the plane was covered with rust colored spots as was everything else that sat on the ramp that night

QUESTION TO PILOT: yu didn't tell me, go on

RESPONSE FROM PILOT: I tried to get the plane cleaned up before the boss came, and though I got most of it... there was a few places I hadn't gotten to yet. I explained to the boss what had happened.... and he said his rental car was also covered with spots that morning.... It had rained a bit over night, but remember I saw the CT plane when I pulled the curtains shut at dark.

QUESTION TO PILOT: yes, go on

RESPONSE FROM PILOT: Well there isn't a whole lot more to it, but I had heard of them spraying all kinds of nasty stuff that is colored... I ran into many more CT aircraft going home the next day.. They were everywhere

QUESTION TO PILOT: what altitudes? and over what state? states?

RESPONSE FROM PILOT: I was at 26000 from Texas to Florida.... over the gulf

QUESTION TO PILOT: and they were below yu?

RESPONSE FROM PILOT: Not that time.

QUESTION TO PILOT: ok, so, can yu explain what yu saw, so that i can get a picture of what yu saw? what were you thinking at the time as well?

RESPONSE FROM PILOT: Just many CT aircraft, making passes back and forth spraying. I would say they were about 28,000. only because there were storms all over below.

QUESTION TO PILOT: how did u know they were making passes back and forth?

RESPONSE FROM PILOT: I could see them, going one direction, and then the other..

QUESTION TO PILOT: you saw them turn around?

RESPONSE FROM PILOT: yes. same with the other day.

QUESTION TO PILOT: and so what did you think?

RESPONSE FROM PILOT: I knew they were CT planes... for sure.

QUESTION TO PILOT: did you think that they were spraying populations with poison? ??? just kinda wondering what else went on in your mind?

RESPONSE FROM PILOT: They were over the water.... the Gulf of Mexico... though the ones I saw last week were doing the same over eastern ga...

QUESTION TO PILOT: so, this has to be obvious to all pilots?

RESPONSE FROM PILOT: IF they are attuned to it.. I think you could miss it if you weren't paying attention, but it was pretty obvious. These had their sprayer off in the turns

QUESTION TO PILOT: wow.... so, for the pilots that see and know... what do you think goes on in their heads?

RESPONSE FROM PILOT: It just pisses me off that I have lost my best friend over this, that he refused to see it.. I just can't imagine anyone denying it.

QUESTION TO PILOT: I know what you mean.... so, what do you think is going on in other pilots heads when they see the spraying?

RESPONSE FROM PILOT: I can't imagine they don't know, but the younger ones truly may not....

QUESTION TO PILOT: do you think that they are pissed off, or in disbelief (the ones who know)?

202) If they are including Aluminum oxide-coated nanoparticles in the fuel, (in one study I read on the DTIC website 40% by weight) the Oxygen is embedded in the fuel, albeit totally inert, until combustion occurs. Aluminum Oxide nanoparticles (Al_2O_3np) are two atoms of Aluminum for every three atoms of Oxygen. These nanoparticles are on a scale so small as to be invisible-- (you could line 40 of them next to one red blood cell)-- so they only release their Oxygen once they are caught up in the combustion reaction. This makes the fuel safer, but it also enables aircraft to fly higher in altitude, because the fuel is carrying the Oxygen within as the inert Al_2O_3np . The added Oxygen release creates a more efficient burn of jet fuel, producing more power/thrust which extends the range and altitude capability of the aircraft.

203)

Here is some of an anonymous message I have received recently "So you know, I am a management pilot with one of the low cost carriers that has figured in your videos; I am involved in the regulatory side of things, which is required because since just about everything we do in these spraying programs is illegal according to the CAA and JAA regulations, if a pilot becomes aware of what we are doing he or she will come to me first and I, supposedly, take it from there. Surprisingly very few of our pilots have become aware of the program, but your videos have alarmed the small group of managers I report to, and I fear the cat may soon be out of the bag.

At first I thought you had actually cracked it. From your latest videos you have accurately identified the method of getting the Al_2O_3 into the atmosphere, but not where it is stored. Right in the middle of most airliners, apart from the very short range ones, is the CWT or centre-wing fuel tank. As aircraft are fuelled, the tanks in the wings are always fuelled first to preserve what is know as favorable wing bending moments. Unless the aircraft is scheduled for a long-range flight, the centre wing tanks are empty and can be isolated if required by the use of shut-off and cross-feed valves.

Doing it this way allows us to accurately load the right amount of the material and avoid overloading the aircraft, which is a safety risk, particularly on takeoff. You are correct about the TMA. Other methods of delivery required too much in the way of pumps and switches, which meant too many people would notice what was going on. Under the guise of fitting an inerting system, which is automatic and has no cockpit controls, we can pressurize the CWT enough so that once a simple valve is actuated remotely, the TMA is drawn through the lines by the pressure differential and flows into the exhaust where it does its thing. And doing it this way has only one drawback, it limits "spray flights" by us and other airlines to shorter range flights but that is just a matter of scheduling and logistics.

Extraneous weight issues are handled by a small team of flight dispatchers, who exclusively handle the spraying flights. Some time before each flight they check the destination, alternate and departure airports, the planned loads and make sure that the prevailing winds will guarantee that the runways most likely to be used have a performance safety "pad" that will compensate for the extra weight that the pilots are unaware of. If there is any doubt then the TMA will not be loaded. Some other safety precautions include adjusting FMC stall margin values so the pilots do not climb too high for their REAL weight which could cause a high altitude stall. One of the ways we realised that was a problem was graphically illustrated back in 2009. Guess what I am talking about.. "

204)

Boeing has developed a Nitrogen Generating System (NGS) which decreases the flammability exposure of the center wing tank to a level equivalent to or less than the main wing tanks. The NGS is an onboard inert gas system that uses an air separation module (ASM) to separate oxygen and nitrogen from the air. After the two components of the air are separated, the nitrogenenriched air (NEA) is supplied to the center wing tank and the oxygenenriched air (OEA) is vented overboard. NEA is produced in sufficient quantities, during most conditions, to decrease the oxygen content to a level where the air volume (ullage) will not support combustion.

205)

Geoengineering, as defined by the Royal Society, is the "deliberate large-scale intervention in the Earth's climate system, in order to moderate global warming." The most common forms of geoengineering are to block

solar energy, commonly referred to as Solar Radiation Management (SRM) or Stratospheric Aerosol Injection. The methods of SRM involve spraying sulphur dioxide, scientifically understood to result in acid rain, or alumina oxide or other oxides of heavy metals, scientifically well understood to shred the ozone layer. Also well noted are cloud brightening experiments, often advocated and even funded by globalist Bill Gates himself, and the dumping of massive amounts of destructive iron into the ocean which results in algal blooms that supposedly act as a “carbon sink”, recently conducted illegally and without reprisal in Canada.

These actions have been condemned globally by researchers, academics and policy makers alike as scientifically unfounded and akin to playing “God” with our planet, with untold consequences. Many researchers are now pointing to a mass extinction event that may be the result of such programmes, causing arctic melt and loss of permafrost which causes mass release of methane, a greenhouse gas thirty times more potent than the carbon dioxide that geoengineering was supposedly able to thwart.

As the international Coalition Against Geoengineering states: “All geo-engineering programs must be stopped; not monitored; not limited; not put under UN control; but stopped – now.”

206) It is often noticed, that when CHEMICALS are sprayed from aircraft over populations, that clouds disappear and a thin CHEMICAL cover blankets the sky, blocking the SUN. CLOUDS seem to get destroyed rapidly by those CHEMICALS.

207) The office of the Chief of Police for HAMILTON POLICE SERVICES (in Hamilton, Ontario, Canada) has been informed about the chemical spraying of populations by aircraft. Chief Glenn De Caire was never made available for a direct chance to inform him. His staff made sure the chief cannot be reached on the CHEMTRAIL ISSUE. No action by HAMILTON POLICE was taken, and the police chiefs office personnel even tried to ridicule the person making a call for service.

208) Toronto police chiefs office has also been informed by fax.

209) Close up high resolution photography of chemtrail spraying aircraft reveals trails coming off of, or near the cowling/reverse thrusters area, and not the jet engine rear exhaust nozzle. The nozzle at the exhaust end of the gas turbine generates a high-speed jet of exhaust gas. A typical speed for air molecules exiting the engine is 1,300 mph (2,092 km/h). The bypass air generated by the fan - this bypass air moves at a slower speed than the exhaust from the turbine, also moves a lot of air. Spray has been seen at the bypass boundary – at/near the cowling – with the high speed exhaust splitting the spray due to its very high velocity – making it look like an engine has two chemical injection nozzles (per engine). In fact, the picture seems to show that chemicals are coming from both sides of the engine, and the high speed thrust separates the chemical spray in a markedly way. A condensation trail would not have the TRAIL starting at the COWLING, but rather some distance back (centered with the THRUST port), AND from the thrust port. It is clear that a criminal organization (yet to be stopped) has gone to great lengths to hide detection of spray apparatus. Spraying chemicals covertly over populations is an inhumane act, and a crime against humanity.

210) Taking into account that a Toronto Pearson Airport (CYYZ) departure corridor has passage over Hamilton (Ontario, Canada), with aircraft being between 10,000 to 20,000 feet over Hamilton, it has been noticed that some departing Toronto aircraft are flying above chemtrail lines, making it impossible for the persistent trails (chemtrails) to be condensation trails (ASK PILOTS TO CONFIRM THIS). With the CYYZ departing aircraft flying above the chemtrails, leaving no trail at all, this proves further that inhumane acts are done to populations, requiring a police response, escalating to higher authorities, and a criminal investigation. HAMILTON POLICE SERVICES has not escalated nor cared to investigate. In fact, Hamilton police have ridiculed people trying to report chemtrails.

211) Commercial airliners have been outfitted with AEROSOL UNITS that are controlled through computer systems and satellites – to dispense a Barium salt mixture – not coming out of the engine, but aerosols. – A. C. GRIFFITH

212) Former Niagara Police Chief (WENDY SOUTHALL) was left some photos of CHEMTRAIL activities, yet did not act on it, and tried to find out who put the photos on her desk. She committed a crime through inaction, and seemingly tried to cover up the attempt to reveal crimes by concerned Niagara police officers. Please forward this information to the appropriate channels as well to the public. Many police officers share this concern and feel intimidated to report it. Fear of several issues, like job loss, ridicule, demotion/punishment, etc.

213) Scalar waves: creates chemical cloud rows - from the chemtrails sprayed over populations.

214) By adjusting the scalar wave transmitters, jet streams and rows of chemically made clouds of can be moved.

215) You can augment tornado activity, you can augment the rain activity and lightning strikes, you can move great masses of chemical clouds, and you can actually change the jet stream itself, and change the pressure areas. Then by very slow rotation, so that you don't slip out and lose the chemical system you are capturing/manipulating, you can move those chemical cloud masses and move the weather SUBSTANTIALLY.

216) Laws are there to protect all, is so that NARCISSISTIC ABUSE done by one human (or group of humans) done to others can be stopped, so that there is a standard so all can live in peace and harmony. What has happened is that those who are now NARCISSISTICALLY ABUSING populations, are now in control of “protection authorities” and ensuring that certain calls for service are not allowed to be taken in and officially reported. This is how NARCISSISTIC ABUSE of populations is allowed to continue.

217) With transmitters hundreds or even thousands of miles away, those controlling scalar waves can affect the BIO-ENERGETICS of a HUMAN BODY – from many miles away!!!!!!!!!!!!!! Even halfway around the world.

218) The trusted can easily lie and get away with it. POLICE and all others who are TRUSTED must be questioned without consequence to the questioner.

219) The justice system is there to protect HER MAJESTY.

220)

Geoengineering is Destroying the Ozone Layer

Off The Chart UV Levels Not Being Disclosed

By Dane Wigington

geoengineeringwatch.org [<http://www.geoengineeringwatch.org/>]

We have known for some time that the UV levels were getting rapidly worse due to the ongoing atmospheric spraying. Anyone that is even slightly awake and aware has noticed that the sun feels incredibly intense on the skin. Most varieties of plant life are showing at least some signs of stress in most areas. In many regions, whole forests are in steep decline. And it's getting worse by the day.

Although extreme drought and toxic rains (due in large part to the heavy metal fallout from geoengineering) are taking their toll, recent metering of UV levels in Northern California indicate that there is an element in this die off that is far worse than we had realized, an incomprehensibly high level of UV radiation.

<http://youtu.be/a2x6TEeknfo>With the assistance of a very generous and conscientious individual, geoengineeringwatch.org [<http://geoengineeringwatch.org/>] purchased top-of-the-line UV metering equipment which was put in the hands of a 40-year environmental metering veteran, with 20 years government experience and 20 years as a private consultant. Our findings are far beyond shocking.

From a recent science study on excessive UV:

We are told UV-B is only a minor component of the total solar radiation, we now know this could not be further from the truth. Our recent metering reflects an exponential rise in UVB radiation. Due to its high energy, its potential for causing biological damage to plants, animals, and humans is exceptionally high and even small increases could lead to significant biological damage. There are numerous peer reviewed studies which verify this fact.

The Results

According to agencies like WHO, (World Health Organization) and a long list of other recognized government sources of UV information like NOAA (National Oceanic and Atmospheric Administration), no more than 5% of the total UV reaching the surface of Earth should be UVB. The other 95% should be UVA.

These agencies go on to state that UVC should be ZERO.

What has our testing shown?

UVB - the most lethal form of UV radiation - has now escalated to almost 70% of the total UV reaching the surface of our planet. At least this is the case in Northern California. (This can only mean

that total Ultra-Violet exposure has also escalated sharply, making overall UVB levels worse still.)

In addition, our testing has consistently shown significant levels of UVC which used to be filtered out by the ozone layer, some 100,000 feet up in our atmosphere.

Not any more.

UV is measured in spectral bandwidths. The higher the bandwidth, the more benign the UV; lower bandwidths are more lethal.

Current testing reveals that almost 70% of incoming UV radiation is currently in the UVB and UVC range. (Not 5% or less, as we are being told by all major agencies and their media mouthpieces).

This translates into nearly a 1,400% increase in UVB as a percentage of total UV. If UVA has also gone up due to the same ozone destruction which has driven up the UVB, this would indicate a likelihood that the total UVB and UVC is higher still - not just a difference of ratio with the same overall number.

What are the known negative effects of excessive UV exposure to plant life?

The Proof On The Ground

In the forests of Northern California, bark is literally being scorched from trees. On many specimens, only a thin strip of bark remains on the shaded side of the tree. Foliage is being scorched with many trees having only a fraction of their normal leaf cover. Many native species of plants are not even sprouting any more. The organisms that do still manage to grow appear miniaturized in some cases.

What are just some of the results of excessive UV exposure to plants?

- * Can stop sprouting of seeds,
- Stunts growth,
- Limb die off,
- Reduced foliage,
- DNA damage,
- Changes nutrient distribution,
- Mutations,
- Effects photosynthesis
- Greatly increased mortality
- * SOME known effects of excessive UV exposure to aquatic life:
- * All aquatic life is particularly vulnerable to high UV levels.
- * Phytoplankton accounts for some 30% of the world's intake of animal protein. Phytoplankton and the microorganisms they consume are killed by excessive UV levels. (Global plankton populations have already been reduced by 40% to 50%. Much of the die off is likely due to increased UV radiation.)
- * Less plankton = less carbon-dioxide absorption.
- * Less plankton = less oxygen production. (Atmospheric oxygen content around the globe declining rapidly)
- * Less plankton = less fish. Period.

Bottom line: A crashing plankton population effects the entire food chain and all life on earth.

Excess UV kills coral reefs. So do waters warmed and made acidic by CO2 fallout. (Reefs are the nurseries of many crucial aquatic species and are in sharp decline around the globe.)

SOME of the known effects of excess UV on humans:

- Damaged immune system,
- DNA damage
- Damages sight
- Causes various forms of cancer

Geoengineering Aerosols Destroy The Ozone Layer

This is not speculation, it is fact. There is a mountain of science data that confirms the ozone decimating effect of sunlight-reflecting particulates in the upper atmosphere. As geoengineering climate modeler Ken Caldeira warned after crunching the numbers for Dr. Edward Teller's aerosol "sunscreens", the resulting rapid cooling of the stratosphere causes the formation of huge ice clouds that attract and concentrate ozone-destroying chemicals.

In addition, high nitrogen oxide emissions from fleets of aerosol-spreading jet tanker aircraft - and more than 93,000 daily airline flights - directly attack Earth's protective ozone layer.

Though many of these "science studies" do not admit geoengineering is already going on, this fact is not hard to confirm for any that do even the slightest investigation.

Numerous references are posted below this article.

At A Crossroad

The gravity of our collective crisis cannot be overstated. Current UV metering makes clear we are now being exposed to dangerously high levels of UV radiation, specifically UVB and UVC.

The metering performed in Northern California, on which this statement is based, was done by a pair of identical state-of-the-art, brand-new, science-grade meters guaranteed to be scientifically calibrated to a range within 4%. As stated earlier in this article, the tech who did this metering is a 40-year veteran in environmental measurement and interpretation.

Here in Northern California, we are already seeing frighteningly visible damage to foliage, trees, and plants. The ramifications of extremely high UV levels to all life forms – including us – are grave. As the die-off of other species go, so will we. We are in the 6th Great Mass Extinction – right here, right now! (References below)

If geoengineering continues unabated, and the ozone layer is completely destroyed, it will be game over for us all. No ozone layer = no life on Earth.

It's that simple.

Global geoengineering is tearing apart the entire fabric of life on our planet.

- Geoengineering is poisoning our air, waters, and soils.
- Geoengineering is pushing increasingly erratic atmospheric processes resulting from human-propelled climate change past the Chaos threshold into unpredictable, self-reinforcing, cascading events.
- Geoengineering is disrupting the jetstream and all natural weather patterns, which in turn is fueling catastrophic climate feedback loops – the most dire of which are mass methane hydrate releases from the Arctic tundra and seafloor.
- Geoengineering is destroying the stratospheric solar radiation shielding, which protects all life on Earth.

Alarmism?

Do your own honest investigation and find out.

Global awareness of these lethal programs is rising quickly, but not fast enough. Its up to all of us to help shine the light on this life-or-death issue.

Every day counts.

REFERENCES

From Harvard Magazine

Harvard scientist

The Science paper notes that loss of ice in the Arctic threatens to release significant amounts of carbon dioxide and methane from the soils of Siberia and Northern Alaska, potentially accelerating climate change. The researchers also note that an increasingly cited remedy for climate change—geo-engineering the climate by launching sulfate particles directly into the atmosphere in order to reflect sunlight away from Earth—would accelerate the process of ozone loss by increasing the reactive surface area for the conversion of chlorine to free radical form, as was observed after the eruption of Mount Pinatubo in 1991.

From EPA

UVB: a band of ultraviolet radiation with wavelengths from 280-320 nanometers produced by the Sun

UVB is a kind of ultraviolet light from the sun (and sun lamps) that has several harmful effects. UVB is particularly effective at damaging DNA. It is a cause of melanoma and other types of skin cancer. It has also been linked to damage to some materials, crops, and marine organisms. The ozone layer protects the Earth against most UVB coming from the sun. It is always important to protect oneself against UVB, even in the absence of ozone depletion, by wearing hats, sunglasses, and sunscreen. However, these precautions will become more important as ozone depletion worsens. NASA provides more information on their web site

UVC: a band of ultraviolet radiation with wavelengths shorter than 280 nanometers

UVC is extremely dangerous, but it is completely absorbed by ozone and normal oxygen (O₂). NASA provides more information on their web site

GEOENGINEERING WOULD DESTROY THE OZONE LAYER

A Geo-engineering conference was held in Canberra this week see here. 'Geo-engineering' is taking radical steps to dramatically and rapidly cool the planet. One of the ideas being discussed at the conference is to fire sulfa particles into the atmosphere, one professor has spoken out about this:

Professor David Karoly, of the University of Melbourne's School of Earth Sciences, says another 'pie in the sky' solution is to shoot sulfur particles in the atmosphere to shield the earth from the sun.

He says that would destroy the ozone layer.

"Ozone depletion would cause more UV radiation which would cause skin cancers – killing people," he said.

"We know the mechanism for this, because it's the process that affects the Antarctic ozone hole."

Source: ABC Rural | 27/Sep/2011

221) Military command ranks that need to explain themselves to people on earth.

Commander-in-Chief

Admiral

General

Vice-Admiral

Lieutenant-General

Rear-Admiral

Major-General

Commodore

Brigadier-General

Captain

Colonel

Commander

Lieutenant-colonel

Lieutenant-Commander

Major

Lieutenant

Captain

Sub-Lieutenant

Lieutenant

Acting Sub-Lieutenant

Second Lieutenant

Naval Cadet

Officer Cadet

Chief Petty Officer 1st Class

Chief Warrant Officer

Chief Petty Officer 2nd Class

Master Warrant Officer

Petty Officer 1st Class

Warrant Officer

Warrant Officer

Petty Officer 2nd Class

Sergeant

Master Seaman

Master Corporal

Leading Seaman

Corporal

Able Seaman

Private
Ordinary Seaman
Private Recruit
Master corporal
Corporal
Private
Trooper
Master bombardier
Bombardier
Gunner
Sapper
Signalman
Craftsman
Guardsman
Master corporal
Corporal
Rifleman
Fusilier

Admiral of the fleet
Marshal / field marshal
Marshal of the Air Force
Admiral
General
Air marshal
Commodore
Brigadier
Air commodore
Captain
Colonel
Group captain
Commander
Lieutenant colonel
Wing commander
Lieutenant commander
Major /commandant
Squadron leader
Lieutenant
Captain
Flight lieutenant
Sub-lieutenant
Lieutenant
Flying officer
Ensign
2nd lieutenant
Pilot officer
Midshipman
Officer cadet

Warrant officer
Sergeant major /Warrant officer
Warrant officer
Petty officer
Sergeant
Leading seaman
Corporal
Seaman
Private
Aircraftman

Chief Master Sergeant of the Air Force
Command Chief Master Sergeant
Chief Master Sergeant
Senior Master Sergeant
Master Sergeant
Technical Sergeant
Staff Sergeant
Senior Airman
Airman First Class
Airman
Airman Basic

Master Aircrew
Warrant Officer
Chief Technician
Corporal
Lance Corporal
Leading Aircraftman/Woman
Aircraftman/Woman

Marshal of the Royal Air Force
Air Chief Marshal
Air Marshal
Air Vice-Marshal
Air Commodore
Group Captain
Wing Commander
Squadron Leader
Flight Lieutenant
Flying Officer
Pilot Officer
Acting Pilot Officer
Officer Cadet or student officer

222) 9 Strong Points that prove that weather modifications projects has been happening since the early 1900's:

- 1.) There are companies that specialize in modifying and manipulating weather. To list a few:
 - Weather Modifications Inc. (around since the 1960's)
 - North American Weather Consultants Inc.
 - Seeding Operations & Atmospheric Research
 - West Texas Weather Modifications
 - Weather Modifications Products & Technologies
- 2.) NASA has a patent for a process called Ice Nucleation . Ice Nucleation is the process of making it snow even on a hot summer day.
- 3.) Billionaire and Microsoft founder Bill Gates are lobbying governments and international bodies to back experiments into manipulating the climate on a global scale, and in the summer of 2012 two Harvard engineers are to spray sun-reflecting chemical particles into the atmosphere to artificially cool the planet.
- 4.) High-frequency Active Auroral Research Project (HAARP) is an ionosphere research project funded by the US Air Force, the US Navy, the University of Alaska, and the Defense Advanced Research Projects Agency or DARPA. It was built by BAE Advanced Technologies to analyze the ionosphere and investigate the potential for developing advanced technology for communications and surveillance purposes.
- 5.) For more proof of weather being modified I would like to mention legislation passed by parliament known as the Weather Modification Information Act. It lists the rules and regulations to modify or control weather in Canada, and punishments for unauthorized practice of modifying weather.
- 6.) Another thing I would like to bring up is the 1976 UN Weather Weapons Treaty defined "weather weapons" as follows: "... the term "environmental modification techniques" refers to any technique for changing – through the deliberate manipulation of natural processes – the dynamics, composition or structure of the Earth, including its biota, lithosphere, hydrosphere and atmosphere, or of outer space."

UN 1976 Weather Weapon Treaty

8.) In 1996 a research paper was written by scientist , meteorologist and weather modificationist that was presented to U.S Air Force entitled "Owning the Weather by 2025" . Here is one passage from the paper: "In 1957, the president's advisory committee on weather control explicitly recognized the military potential of weather modification, warning in their report that it could become a more important weapon than the atom bomb." Page 11

9.) Former Navy Physicist, Ben Livingston , was involved in cloud seeding programs that worked to slow down Vietnamese and Korean troops in Vietnam war. Livingston says that controlling a hurricane was a national priority of the U.S government for more than 40 years and that type of technology was fully operational to control weather at the time.

223) On days when there is no chemical spraying over populations by aircraft, flight radar sites show numerous aircraft at very high elevations – 38,000 feet – and there are no trails at all in the sky. There are no trails in the sky because on days when no trails are in the sky, no chemical spraying activities by aircraft are occurring.

224) Aircraft trails should not be seen on satellite images. What shows on satellite images are chemtrails.

225) Real natural clouds do not have frequency ripples in the clouds. Chemical clouds have frequency ripples because they are chemicals being targeted by electromagnetic waves.

226) Small planes have gone up and sampled chemical trails, and they have discovered high quantities of aluminum and barium. These chemicals have negative effects on human health as well as plant life.

227) Air show trails do not come from engines, and are chemicals.

228) Radio frequency waves pass through people which amounts to an invasion of the body – without consent.

229) Breaks in trails could be from engines being turned off, or engine failure, or variation in atmosphere, or intentional turning the chemical dispersion equipment on or off. The variation in atmosphere is not the situation at all as the movement of air is such that it evenly distributes its atmospheric conditions over wider areas, rather than in small regions. Engine failure or turn off is not the case as the aircraft is not losing altitude. As a result, CHEMTRAILS are intentional and premeditated.

230) Moral obscenity – this is what chemtrails are.

231) The damage to leaves and plants are the same all over the world.

232)

"just about everything we do in these spraying programs is illegal" ...according to regulations

From your latest videos you have accurately identified the method of getting the Al₂O₃ into the atmosphere, but not where it is stored. Right in the middle of most airliners, apart from the very short range ones, is the CWT or centre-wing fuel tank. As aircraft are fuelled, the tanks in the wings are always fuelled first to preserve what is know as favourable wing bending moments. Unless the aircraft is scheduled for a long-range flight, the centre wing tanks are empty and can be isolated if required by the use of shut-off and cross-feed valves. Doing it this way allows us to accurately load the right amount of the material and avoid overloading the aircraft, which is a safety risk, particularly on take off. You are correct about the TMA (trimethylaluminum). Other methods of delivery required too much in the way of pumps and switches, which meant too many people would notice what was going on. Under the guise of fitting an inerting system, which is automatic and has no cockpit controls, we can pressurize the CWT enough so that once a simple valve is actuated remotely, the TMA is drawn through the lines by the pressure differential and flows into the exhaust where it does its thing. And doing it this way has only one drawback, it limits "spray flights" by us and other airlines to shorter range flights but that is just a matter of scheduling and logistics. Really the only people who need to be involved are the people who empty the honeycart who must purge the TMA system after use; they are required to wear protective clothing for the honeycart job which also covers them for accidental exposure to TMA; and the refuellers who must configure the fuel system from a panel under the wing; have you ever wondered why most refuelling systems have two pipes attached to the wings? Extraneous weight issues are handled by a small team of flight dispatchers, who exclusively handle the spraying flights. Some time before each flight they check the destination, alternate and departure airports, the planned loads and make sure that the prevailing winds will guarantee that the runways most likely to be used have a performance safety "pad" that will compensate for the extra weight that the pilots are unaware of. If there is any doubt, then the TMA will not be loaded. Some other safety precautions include adjusting FMC stall margin values so the pilots do not climb too high for their REAL weight which could cause a high altitude stall. One of the ways we realised that was a problem was graphically illustrated back in 2009. Guess what I am talking about... Under this program, I have personally been subjected to death threats should I ever reveal what is happening. Low level personnel are simply trained to do the job and have no real idea what is happening. Little do people realise that those doing what are considered menial jobs, refuelling and "waste disposal" are paid very handsomely for what they do, and their general ignorance means they don't ask any questions. I guess that is just as well because they are monitored 24/7.

Intercontinental, and longer range flights are more efficient because they are done by larger jets which can actually carry aluminium oxide in raw form. I will also explain how that is done in this message.

As management, by law, we are not allowed to dictate to our captains how much fuel they carry on any particular flight. As professionals they know that fuel is expensive and they generally do not over-order but we must devise methods to ensure they do not order so much fuel for a particular flight so as to require the unused capacity of the CWT. Control of this factor is done by using scheduling and logistics as explained earlier, and also by what is called the minimum equipment list, or MEL's. On every aircraft, this is a list of defects that can be legally carried on a flight. Nowadays, all aircraft have a lot of redundancy built in to all their systems to allow for this. The MEL list allows aircraft to fly with minor defects and then be repaired in scheduled downtime.

The CWT needs to be isolated so the TMA (trimethylaluminum) can be loaded. Reading this MEL you can see that even if one of these valves isn't working then the CWT cannot be used in normal flight. Every flight that we use to spray carries this bogus MEL (minimum equipment list). Any suspicion by pilots that we carry this MEL too often is managed by making sure that no captain is rostered for a spray flight more than once a month. Rostering is tightly controlled by management. Every operator of the aircraft we fly has this MEL list.

Now to the larger aircraft. One of the problems with the smaller aircraft is that their cargo compartments are only designed to load passenger baggage and maybe a small amount of parcels via hand and a belt loader. Consequently there is no extra room in them for tanks/pumps etc required for really large scale spraying. Having this restriction means going down the TMA (trimethylaluminum) route, with all its attendant problems. Extra negative factors include the impossibility of hiding the weight of large amounts of aluminium oxide from pilots on the smaller aircraft. "Meth", as it is known by the few of us intimately involved, weighs less than the equivalent amount of fuel, so there is no real problem there. The extra weight is hidden by the methods explained earlier. Really large scale spraying however requires a bigger solution. Among the other problems of TMA is that aluminium oxide is only one of the byproducts created when TMA combusts, so burning a kilo of it creates much less than a kilo of AL₂O₃.

Intercontinental sized aircraft have advantages that are the answer to these problems. Like their smaller cousins, they can also carry TMA (trimethylaluminum) using the same systems if required, and more of it. Some, like the earlier domestic version of the 767 do not have a CWT, but most do. High capacity aircraft like the A380, 747, A340, 777, A330 and the ER versions of the 767 all have the two things that make them ideal for large scale spraying. One is a large volume CWT and the other is two large capacity cargo compartments where aluminium oxide, mixed into a slurry with methanol, (for dispersion) can be loaded inside specially converted ULD (Unit Loading Device) containers. When a spray flight is scheduled, a calculation is made by specially trained flight dispatchers as to the availability of payload weight that can be used for spraying. Early in the process, it is determined if both aluminium oxide and TMA can be used; just TMA for longer flights or if there is no spraying availability; generally this occurs on ULH (ultra long haul) flights. At all times the weight limitations of the aircraft must be observed. Safety is paramount; the risks of TMA notwithstanding.

Some of this is a bit arcane but bear with me. In line 8 (of a LOADING MESSAGE) you can see a value called the Zero Fuel Weight. This is the key to making sure pilots do not know they are carrying spray material and still keeping the aircraft safe. The ZFW (ZERO FUEL WEIGHT) is the weight of the entire aircraft, including passengers and freight, minus the fuel. On the right of the actual value is the regulatory maximum that this value can be, on this particular aircraft type it is 175000 kgs. For this particular flight, you can see that the ZFW was almost at the maximum value. On this particular day, the weight of the passengers and freight carried, (the total traffic load in line 6 of the LOADING MESSAGE), which the pilot has no means to physically check, was altered to reflect the weight of the passengers and cargo PLUS the spray material, in this case both aluminium oxide and TMA. One major advantage of this system is that it is foolproof from a safety point of view. Landing with spray material still on board, say in the event the remotely operated release valve failed, could mean big trouble if that weight was not accounted for by the pilot on landing. You can see that if the material sprays correctly, the aircraft will actually be much lighter for landing than the pilot realises, but all that means is that the landing is much safer from an operational point of view. On the other hand if the valve failed (rare but it has happened) the weight of the material is procedurally (but unknowingly) accounted for by the pilots in their landing distance calculations that they must carry out, and therefore the risk of a landing over-runs is negated. Under this system, the critical speeds that are always calculated for a safe take-off are also inherently correct. Now to look how all this is done in practice. All large aircraft are refuelled from a single point, by convention, usually under the left wing. In the following photos you can see the twin hoses that are used, and if you look very carefully at the CF6 engine (- a Turbofan type, manufactured by GE Aviation, first run in 1971, whose major applications are the: Airbus A300, A330, Boeing 747, 767, McDonnell Douglas DC-10, MD-11, and Lockheed C-5M Super Galaxy), you will see the same spray nozzles that are present on the 737 engines. Get your own CF6 photos off the net. 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 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 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. 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. 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 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 "envirocontainer" and imagine how simple it would be to do the required modifications.

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.

Knowing all this is a heavy burden I now wish to pass on to others. Every day has become a trial for me. Please use this information wisely. Trust is important.. for the reasons we both know so well. I cannot meet you till this is out in the open, hopefully these disclosures will be the tipping point for you. Can you disseminate this as widely as possible, without the info that must remain confidential? All I long for is an end to this guilt.

233) Bill Vander Zalm is against chemtrails. Provincial and federal governments have to be aware.

234) AIRBUS and/or BOEING must know about the spraying operations because they would be the ones involved in the modifications to the engine and pylon areas of the plane. The modifications are that nozzles are coming out at the pylon so that chemicals are sprayed at or into the jet engine exhaust. Before any modifications actually take place, the aircraft manufacturer would have had to actually do many tests on the modification to ensure functionality and safety. They are co-conspirators, an accessory to the crimes against humanity. They had to have used real situation testing, meaning, they would have had to have trimethylaluminum in the center wing tank, and have it gone through cycle testing many times.

235) There is no puffiness, rather, just diffused particles all spread out almost evenly at times. That is what is often blocking the sun's rays from reaching the earth.

236) The chemtrail oxides absorb moisture from the clouds, soil, your skin, etc.

237) The following are the major satellites in earth orbit, that track and monitor the covert chemtrail spraying operations: NOAA series satellites, Nimbus, ADEOS1, EP, Terra, Aqua, Aura, ICESat, CALIPSO.

There is an AVHRR sensor on the NOAA series satellites. It does a daily coverage of the global oceans, since 1981.

There is a MODIS sensor on the Terra and Aqua satellite, as well as a TOMS sensor on the Nimbus, ADEOS1 and EP satellite, which does daily coverage of global land and oceans, starting as early as 1997. They have been monitoring the loading and sizing and shaping of chemtrail spraying as well.

There is a MISR sensor on the Terra and an OMI sensor on the Aura satellite, operating since 2000 and 2005 respectfully.

The POLDER-1, -2, and PARASOL satellites have been monitoring chemtrail spraying dispersion on land and ocean since 1997.

The TOMS sensor on the NIMBUS, ADEOS1 and EP satellites have been monitoring the "absorbing aerosol index, the single-scattering albedo, and the absorbing optical depth on land and ocean. Also doing this at other times is the OMI sensor on Aura satellite, and the MISR sensor on the Terra satellite. They have been measuring the chemtrail absorption.

The satellites that measure the loading, sizing, and shape of chemtrails are the GLAS sensor on the ICESat satellite (2003 to present for 3 months a year), and the CALIOP sensor on the CALIPSO satellite – from 2006 to present. CALIPSO and Aqua take coincident observations of the change in radiation (energy and heat) in a layer of the

atmosphere. CALIPSO and CloudSat are highly complementary and together provide new, never-before-seen 3-D perspectives of how clouds and aerosols (CHEMTRAILS) form, evolve, and affect weather and climate.

238) Briefings have occurred in Copenhagen. Think "environment". You can join the dots.

We need the 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).

They have created bogus MEL's, and allowed 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, 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 (trimethyl aluminum) 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.

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.

This is CHEMTRAILS, as it does not dissipate or evaporate, rather - it disperses, 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 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.

239)

"....Hi Dane, sorry if I came off strong yesterday. think you are the greatest. we are all so angry at what is being done to us and the earth. too many years now and only gets worse.
i try to find time to do short posts and send this out to groups. again today our skies tried to clear then boom all these "cumulous" clouds moved in. I could see it coming on the first map as they used these frequencies to pull this down over us. (have to animate). I have watched this going on the maps for years. first time I saw it I was amazed. it looks as if the clouds are not moving: here is what is going on today--posted on FB

Standing waves, produced by specific frequencies, when animated it looks as if these lines of clouds are not moving--this is and has been used for years and can be visualized on visible satellite maps quite often if not every day, used as one of the tools to implement this weather control--both for moving and holding weather systems and fronts in place:

<http://www.physicsclassroom.com/class/waves/u10l4b.cfm>

just look at all the frequencies in great lake states, Canada , Vermont and off the Atlantic, all these clouds are full of aerosols and frequencies.

the first catch is earlier as this front/weather was about to be pulled down--in Tn, the second is the result; the 3rd shows massive frequencies and geoengineering all over the NE U.S....." https://scontent-a-mad.xx.fbcdn.net/hphotos-ash3/1384056_10151973331485396_857476359_n.jpg

240)

dispersion, in chemistry, mixture in which fine particles of one substance are scattered throughout another substance. A dispersion is classed as a suspension, colloid, or solution. Generally, the particles in a solution are of molecular or ionic size; those in a colloid are larger but too small to be observed with an ordinary microscope; those in a suspension can be observed under a microscope or with the naked eye. A coarse mixture (e.g., sand mixed with sugar) is usually not thought of as a dispersion.

241)

diffusion, in chemistry, the spontaneous migration of substances from regions where their concentration is high to regions where their concentration is low. Diffusion is important in many life processes. It occurs, for example, across the alveolar membrane of the lung, which separates the carbon-dioxide-rich blood from the oxygen-rich air. Oxygen diffuses across the membrane and becomes dissolved in the blood; carbon dioxide diffuses across the membrane into the air.

The spontaneous redistribution of a substance is due to the random motion of the molecules (or atoms or ions) of the substance. Because of the random nature of the motion of molecules, the rate of diffusion of molecules out of any region in a substance is proportional to the concentration of molecules in that region, and the rate of diffusion into the region is proportional to the concentration of molecules in the surrounding regions. Thus, while molecules continuously flow both into and out of all regions, the net flow is from regions of higher concentration to regions of lower concentration. Generally, the greater the difference in concentration, the faster the diffusion.

Since an increase in temperature represents an increase in the average molecular speed, diffusion occurs faster at higher temperatures. At any given temperature, small, light molecules (such as H₂, hydrogen gas) diffuse faster than larger, more massive molecules (such as N₂, nitrogen gas) because they are traveling faster, on the average (see heat;

kinetic-molecular theory of gases). According to Graham's law (for Thomas Graham), the rate at which a gas diffuses is inversely proportional to the square root of the density of the gas.

Diffusion often masks gravitational effects. For example, if a relatively dense gas (such as CO₂, carbon dioxide) is introduced at the bottom of a vessel containing a less dense gas (such as H₂, hydrogen gas), the dense gas will diffuse upward and the less dense gas will diffuse downward. It is true, however, that at equilibrium the two gases will not be uniformly mixed. There will be some variation in the density and composition of the gas mixture; at the top of the vessel the gas mixture will be slightly less concentrated, and there will be a slight preponderance of molecules of the less dense gas. These differences, which are due to gravity, are almost impossible to measure in the laboratory, although they interact with other factors in determining the distribution of gases in planetary atmosphere.

Diffusion is not confined to gases; it can take place with matter in any state. For example, salt diffuses (dissolves) into water; water diffuses (evaporates) into the air. It is even possible for a solid to diffuse into another solid; e.g., gold will diffuse into lead, although at room temperature this diffusion is very slow. Generally, gases diffuse much faster than liquids, and liquids much faster than solids. Diffusion may take place through a semipermeable membrane, which allows some, but not all, substances to pass. In solutions, when the liquid solvent passes through the membrane but the solute (dissolved solid) is retained, the process is called osmosis. Diffusion of a solute across a membrane is called dialysis, especially when some solutes pass and others are retained.

242)

Evaporation takes place until the space above surrounding the condensation (trail) is filled with saturated vapor. When The relative humidity is 1% or 2% or otherwise very low and below 68%, evaporation will occur. Evaporation occurs more rapidly at 1% RH than at 65% RH.

243)

Thrust is the force which moves an aircraft through the air. Thrust is generated by the engines of the airplane. How is thrust generated?

Thrust is a mechanical force. It is generated through the reaction of accelerating a mass of gas. The gas is accelerated to the the rear and the engine (and aircraft) is accelerated in the opposite direction. To accelerate the gas, we need some kind of propulsion system. We will discuss the details of various propulsion systems on some other pages. For right now, let us just think of the propulsion system as some machine which accelerates a gas.

From Newton's second law of motion, we can define a force (F) to be the change in momentum of an object with a change in time (t). Momentum is the object's mass (m) times the velocity (V). So, between two times (t₁) and (t₂), the force is given by:

$$F = ((m * V)_2 - (m * V)_1) / (t_2 - t_1)$$

If we keep the mass constant and just change the velocity with time we obtain the simple force equation - force equals mass time acceleration (a)

$$F = m * a$$

If we are dealing with a solid, keeping track of the mass is relatively easy; the molecules of a solid are closely bound to each other and a solid will retain its shape. But if we are dealing with a fluid (liquid or gas) and particularly if we are dealing with a moving fluid, keeping track of the mass gets tricky. For a moving fluid, the important parameter is the mass flow rate. Mass flow rate is the amount of mass moving through a given plane over some amount of time. Its dimensions are mass/time (kg/sec, slug/sec, ...) and it is equal to the density (ρ) times the velocity (V) times the area (A). Aerodynamicists often denote this parameter as "m dot" (m with a little dot over the top). Note that "m dot" is not simply the mass of the fluid, but is defined to be the mass flow rate, the mass per unit time

$$\dot{m} = \rho * V * A$$

Since the mass flow rate already contains the time dependence (mass/time), we can express the change in momentum across the propulsion device as the change in the mass flow rate times the velocity. We will denote the exit of the device as station "e" and the free stream as station "0". Then

$$F = (\dot{m} * V)_e - (\dot{m} * V)_0$$

A units check shows that we are dealing with mass/time x length/time = mass x length/ time squared. This is the dimension of a force. There is an additional effect which we must account for if the exit pressure (p) is different from the free stream pressure. The fluid pressure is related to the momentum of the gas molecules and acts perpendicular to any boundary which we impose. If there is a net change of pressure in the flow there is an additional change in momentum. Across the exit area we may encounter an additional force term equal to the exit area (Ae) times the exit pressure minus the free stream pressure. The most general thrust equation is then given by:

$$F = (\dot{m} * V)_e - (\dot{m} * V)_0 + (p_e - p_0) * A_e$$

Normally, the magnitude of the pressure-area term is small relative to the $\dot{m} * V$ terms. The nozzle of a jet engine is usually designed to make the exit pressure equal to free stream. In that case, the pressure term in the general equation is equal to zero and we can use the previous thrust equation. The force (thrust) is equal to the exit mass flow rate times the exit velocity minus the free stream mass flow rate times the free stream velocity. Since the exit mass flow rate is nearly equal to the free stream mass flow rate, and the free stream is all air, we can call the mass flow rate through the engine the engine airflow rate.

Looking at the thrust equation very carefully, we see that there are two possible ways to produce high thrust. One way is to produce high thrust is to make the engine airflow rate as high as possible. As long as the exit velocity is greater than the free stream (entrance) velocity, a high engine airflow will produce high thrust. This is the design theory behind propeller aircraft and high-bypass turbofan engines. A large amount of air is processed each second, but the air velocity is not changed very much. The other way to produce high thrust is to make the exit velocity very much greater than the incoming velocity. This is the design theory behind pure turbojets and turbojets with afterburners. A moderate amount of airflow is accelerated to a high velocity in these engines. If the exit velocity becomes very high, there are other physical processes which become important and affect the efficiency of the engine. These effects are described in detail on another page.

For rocket engines, because the oxidizer is carried on board, the free stream mass flow rate is zero. So all of the thrust of a rocket engine is produced by the exit mass flow rate times the exit velocity. For gas turbine engines, we can absorb the engine airflow dependence into a more useful parameter called the specific thrust. For both rockets and turbojets, the nozzle performs two important roles. The design of the nozzle determines the exit velocity for a given pressure and temperature. And because of flow choking in the throat of the nozzle, the nozzle design also sets the mass flow rate through the propulsion system. Therefore, the nozzle design determines the thrust of the propulsion system as defined on this page. You can investigate nozzle operation with our interactive nozzle simulator.

244)

Cabins have to be pressurized for man to exist comfortably in an aircraft because the outside pressure is so low at 34,000 feet. Regular atmospheric pressure is about 14 PSI, but at elevations of 34,000 feet, atmospheric pressure is about 3.5 PSI.

This is a huge difference, and when you have thrust of 120,000 pounds from an engine, you get massive pressure differentials, causing immediate and rapid diffusion of vapour from exhaust, that when in a 2% relative humidity environment, will evaporate almost immediately, and for sure within 30 seconds. When you have 2% relative humidity, you will not get anything other than evaporation and diffusion as the vapour dissipates from a very high concentration to a 2% low concentration. The vapour is gone almost immediately.

245)

Contrails are extremely rare and only occur in conditions that:

1. Are so rare that most people will never see one in their entire lives, and
2. Cannot be seen from the ground.

If you see a trail come out of a jet, long or short, persistent or non-persistent, you can be sure that it's a chemtrail.

246)

Haarp frequency waves are put through the nano-metal "clouds". These waves moves the jet stream in order to move the weather system(s) through the country. They can take rain and literally drop it where they want to drop it, so they can cause massive, quick and unexpected flooding to areas.

247)

The spray out in the ocean pushes all the rain far south or far north. This is typically what it will look like all winter while they are spraying us heavily to keep the rain out of United States. Sometimes if we have a huge spiral storm coming straight into California, they will spray it heavily for days to collapse the rain clouds. What will then move in is what looks like "popcorn" clouds.

248)

On some days, there are many aircraft on flight trackers that show no arrival or departure information. It is easy to assume they are spraying chemicals over populations.

249)

Aeronautics Act

<http://laws-lois.justice.gc.ca/eng/acts/A-2/FullText.html>

HER MAJESTY

Marginal note: Binding on Her Majesty

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

1976-77, c. 26, s. 1.

Also... in this act...

Debt due to Her Majesty

4.4 (4) All charges imposed under this section and interest payable thereon constitute a debt due to Her Majesty in right of Canada and may be recovered as such in any court of competent jurisdiction.

250)

Radio waves are electromagnetic waves just like X-rays, gamma rays, micro waves, and light waves. You could say radio waves are light waves that have a color so far below red that we can't see them. Normally we refer to light as slice of electromagnetic spectrum that our eyes can detect but really the difference between all of these waves is their frequency and energy. Higher the frequency waves have a shorter wavelength and they also have more energy. X-rays have so much energy that they strip the electrons off of atoms they encounter and leave the atom with a positive charge. This ionizing radiation has unhealthy effects in most living creatures. That effect is what we normally think of when we hear the word 'radiation'. All of these waves are called electromagnetic radiation because they don't require a medium in which to propagate. They can travel through empty space unlike sound waves which require something (like air) to travel through.

How do you create electromagnetic waves? Anytime a charged particle accelerates it creates electromagnetic waves. In the case of radio, we are going to use electrons (a charged particle) running back and forth in a wire (changing direction requires acceleration) to create an electromagnetic wave. The frequency of this wave is dependent on how fast they are changing direction. If you can set up an alternating current of 600,000 cycles per second, then an electromagnetic wave with the same frequency of 600 on your AM dial will be created. However, it would be very weak without the aid of resonance and an antenna to help broadcast the wave. I'll explain better as I cover the early transmitters.

rebuildingcivilization.com/content/reinvent-radio-build-radio-transmitter

251)

The way many chemtrails spread, is by staying in form, then as the wind molds it, the chemicals get pushed by wind action. There is no thrust action on the trails, as the trails are laid down like a bead of caulking - without the 100,000 pounds of thrust from the engine exhaust because the chemicals are released from the nozzles at the PYLON and with very low exit pressure. Then wind action spreads them.

252) CHEMICAL TRAILS have often been seen to start dropping immediately – this is because it has mass and has been laid down like caulking. When low pressure chemical release occurs, and it is very low pressure, more mass is released and starts to drop down – not a lot – but very noticeable.

253)

Chemicals are being sprayed at night as well. So, can we all agree that they are not trying to "hide the sun" therefore any argument referring to "solar radiation management" is mute? Spraying at night keeps heat trapped in, rather than cooling the earth.

254)

A justice of the peace is one of her majesty's justices.

255)

Commercial jets do not make 90 degree turns.

256)

You cannot have atmospheric conditions all over the place to be the same – yet chemtrails are all over at the same time.

257)

Don't be fooled. Long or short, if you see a trail coming out of a jet, with very few exceptions, it's an intentional, toxic chemical aerosol (aka CHEMTRAILS). It is also sprayed over populations, and that is an INHUMANE ACT ON A POPULATION, and is a CRIME AGAINST HUMANITY. POLICE CHIEFS – take NOTICE.

Think Those Lines In the Sky are Contrails? Think Again.

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.

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.

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.

Real Condensation Trails:

Real condensation trails form, not behind commonly-used engines, but behind high-vacuum areas of wings. This occurs when a jet is pitching up or when the jet is using heavy flaps. Both of these conditions greatly increase the vacuum (lift) produced by the wing and therefore increase the probability of contrail formation.

Contrails will normally appear on the outside edge of the wing or just outside the flaps when in a heavy-flap condition. Both of these conditions require high relative humidity.

Contrails can also appear above the top surface of a wing while a jet is pitching up (such as just before touchdown) because of the high-vacuum created while changing pitch.

Most of the wing-contrails explained above dissipate as soon as the vacuum zone ends. This explains why contrails typically last only 5 or 10 feet behind a wing (less than a second). As the vacuum zone ends, the air very rapidly reabsorbs the water vapor causing the contrail to disappear, except under the most humid conditions when the ambient air is unable to reabsorb the water.

Jet Turbines (Turbojets):

In contrast to typical turbofans that are used in commercial aircraft, turbojets work differently. Instead of simply pushing the majority of the air out the back using a large fan, all (or most in the case of low-bypass turbojets) of the air is taken in by the engine and is forced through the combustion section of the engine. This difference in design has a few important implications.

First, these engines are less efficient at lower speeds (below ~mach 2), but they produce thrust of much higher-velocity. This is why they are used on jet fighters and other high-speed combat aircraft. They are not used on large military aircraft or commercial aircraft.

Second, these engines have more water in their exhaust and therefore have the potential to produce short, non-persistent condensation trails when all of the required conditions are just right. These conditions are rare and so contrail formation is rare, but it can occur. Remember, turbojet engines are only used on jet fighters, not large military aircraft and none on commercial aircraft.

Contrail Suppression Patents:

The rare-but-possible contrail-forming potential of turbojet engines used on fighter aircraft caused the development of contrail suppression technology. This technology reduces the contrail-forming potential of these engines so these jets cannot be easily spotted while flying over enemy territory.

Government-funded disinformation contractors often cite these patents as evidence that high-bypass turbofans create contrails, but this is a blatant misapplication of the patents. The patents apply only to turbojets or low-bypass turbojets used on fighter aircraft, not high-bypass turbofans used on commercial aircraft and large military aircraft.

They Are Not Contrails

Turbojets and low-bypass turbofans - the only engines capable of producing rare condensation trails - are not used on commercial jets today. Nor are they used on large military jets. Instead, virtually all commercial and large military jets today use the much-more-efficient high-bypass turbofans.

Since we know that high-bypass turbofans are virtually incapable of producing condensation trails, then the trails we see coming from these countless jets today cannot be contrails. Instead, a mountain of evidence now indicates that these trails are deliberate particulate aerosols. You can easily identify high-bypass turbofans by their large diameter, and this engine type is clearly visible on all "chemtrail" jets we see emitting trails today.

Rare Water Injection Engines:

Below is an excerpt from a data sheet published from the European Aviation Safety Agency showing certain older Spey turbofans (series 500) that use water injection for improved thrust performance.

The use of water injection in aircraft engines is rare, but it was also used in a few WW II aircraft, which explains the few "contrail" pictures floating around from that era.

The Rolls Royce Spey 512 is used to power the BAC One-Eleven. This aging commercial aircraft is in very limited use today. There are about 50 still in service, and most are outside the U.S.

If you see a short, non-persistent trail being emitted from a commercial jet, there is a small chance that it's an old Spey Series 500 turbofan. If you see a short, non-persistent trail being emitted from any large jet, it's a new non-persistent chemtrail. Keep in mind that a slowly-increasing number of chemtrail jets have been painted to look like commercial jets. We have already seen this deceptive tactic being used with military drones.

For the past few years, many have witnessed the overnight change in the trail emitted from these countless jets from long, persistent trails to short, non-persistent trails. On the same day, many/most of the jets began flying higher, and this change was obviously done to make the spraying less noticeable to the public, and this was an important tactic they used to counter the fact that awareness of this massive toxic aerosol-spraying campaign is growing rapidly in dozens of countries around the world.

Don't be fooled. Long or short, if you see a trail coming out of a jet, with very few exceptions, it's an intentional, toxic chemical aerosol.

Dispelling the Disinformation:

The government is currently spending hundreds of millions of dollars to spread disinformation to confuse the public on a variety of subjects. The most pervasive subject of disinformation today is about geoengineering/chemtrails. Below, we will expose the false claims that they make.

Claim #1: Newer more modern jets are flying higher in the atmosphere enabling them to generate enormous plumes of condensation.

Fact: The vast majority of witnessed trail formation has been witnessed by low-flying jets rendering this claim irrelevant.

Fact: The altitude in which aircraft fly has remained unchanged for over 30 years. This widely-known fact renders this claim irrelevant. The favored altitude for commercial air traffic ranges between 25K to 35K feet, well within the Earth's Troposphere.

The vast majority of early trails (between 1995 and 2005) were witnessed at altitudes so low, the public was easily able to identify the jet type and count the engines.

Between 2005 and 2010, numerous skywatchers witnessed sudden changes. First, they witnessed a majority of the jets changing from low altitudes to high altitudes. Second, they witnessed a majority of the jets changing their trail size from long-persistent trails to short, non-persistent trails. Both of these changes typically took place on the same day in any given location.

It appears that this change was designed to make the trails appear less ominous to the public.

It's important to note that even after this change, some jets still produce persistent trails several days per month, and this is likely necessary to avoid public scrutiny that would occur if all trails suddenly vanished.

Claim #2: Newer jet engines burn fuel more completely turning more of the fuel to water.

Fact: Modern high-bypass turbofans - which are used on virtually all large commercial and military aircraft - burn much less fuel per unit of ejected air; often 25% less fuel. Therefore, they produce much less water vapor than older engines.

You will never witness a high-bypass turbofan ejecting water at an airport. You will only witness a faint, black soot that is the result of burnt jet fuel (kerosene). During take off, these engines produce the maximum amount of water vapor as compared to any other stage of flight because this is the time that the fuel-to-velocity ratio is the highest.

In other words, if an engine was to produce visible water vapor, it would be most likely witnessed during takeoff. However, these engines are incapable of producing vapor trails even during their most inefficient operating condition: Takeoff.

Claim #3: The sudden appearance of trails in the past 10 years is caused by an increase in air traffic.

Fact: Air traffic increases less than 1% per year. This amounts to a total increase of about 9% in the past 10 years.

Chemical particulate spraying was used in Vietnam and is believed to have been used in early testing in the United States in the 1980s. During this time, there were extremely few visible trails in the sky, and since high-bypass turbofans are virtually incapable of producing trails, these early trails were likely early geoengineering tests. Developing a program of this size would require many years of testing and development and there is much documentation that this testing has been conducted on the public for decades.

It's worth mentioning that a few water-injection Spey turbofans are still in service, so it's likely that a few people witnessed them in the 80's and beyond. Today, about 50 BAC One-Eleven's are in service. This aircraft is one of the few that use water injection, but most of these aircraft are not within North America.

Claim #4: The government worked on developing contrail-suppression technology because of the trails produced by commercial jets.

Fact: The patents showing contrail-suppression technology were developed for low-bypass turbofans and turbojets, neither of which are used on commercial or large military aircraft. This technology was designed to suppress contrail formation on the types of engines - low-bypass turbofan and turbojets - used specifically on military jet fighters to make them harder to see over enemy territory.

Government disinformation contractors use these patents to convince the public that the large jets we see in the sky are producing contrails, but all large military and commercial jets use very efficient high-bypass turbofans which are virtually incapable of producing condensation trails. Even the fleet of aging Boeing 707s produced from the 50s to the 70s which originally used low-bypass turbofans have now been retrofitted with highly-efficient high-bypass turbofans to dramatically cut operating costs.

Claim #5: The photos floating around on the internet showing contrails from military jets in the 50's proves that jet engines produce contrails.

Fact: The handful of photos from the 50s showing military jets and prop planes used water injection or internal combustion piston engines or turbojets, not high-bypass turbofans. High-bypass turbofans - the type of engines that are on the jets producing the massive plumes today - are virtually incapable of generating condensation trails.

Claim #6: High levels of aluminum in rainwater is normal.

Fact: There are a few atmospheric studies that show unusually high levels of aluminum in rainwater. These studies are often presented by disinformation contractors as "evidence", however these studies are in the vast minority and they are conducted near the ocean, downwind of industry, or other contaminating factors.

There are countless studies and water monitoring programs that show historically that aluminum should not occur in rainwater, but studies selected by disinformation contractors are carefully selected to convince the public that contaminated rain water is "normal".

Claim #7: Condensation from burnt kerosene freezes and produces ice trails at high altitudes.

Fact: The vast majority of trails witnessed are at lower or medium altitudes making this claim irrelevant.

Fact: At high altitudes, the air is colder and thinner rendering it less capable of holding moisture. This dry air further incapacitates high-bypass turbofans from producing contrails. Remember that most of the air coming out of a high-bypass turbofan is simply pushed through the big round duct by a fan blade (called "the fan") and does not get combusted at all.

Unprecedented Disinformation

The United States government is currently spending hundreds of millions of dollars annually to confuse the public on various issues such as geoengineering/chemtrails. They are even teaching school children that the trails are harmless water vapor.

This level of disinformation is unprecedented because a harmful, dangerous, and illegal program of this is also unprecedented.

When those committing these epic crimes against humanity are caught, they will be prosecuted and executed, so they will spare no expense to convince the public that the sudden appearance of sky-covering plumes is "normal".

It's vital that everyone explores this issue while keeping in mind that disinformation is being produced in the form of books, videos, Facebook accounts, blogs, photos, and that some of this disinformation is even aimed at "changing history" by convincing the public that contrails have always been around.

You will be seeing more plumes appearing in old remastered movies and commercials. You will be seeing plumes appearing in books that have been artificially aged to look like they're from decades ago. You will be seeing medical studies made to look decades old and injected into journals and magazines that are archived online.

This type of propaganda is not unique to our time. All of these methods have been used before, but with today's technology, the ability to deceive is incomprehensible because the ability to produce and distribute well-coordinated propaganda is surprisingly easy.

258)

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 blocked almost every day. This is a problem for all life.

259)

CHEMTRAIL GAPS do not have any difference in atmospheric conditions, and it is not an engine shut-off. It is deliberate ON/OFF spraying.

260)

CONTRAILS expand rapidly and evaporate/sublimate very fast. Decrease in pressure, increase in volume – rapid diffusion.

261)

"When you rely on government licensed individuals for your information, when you rely on government approved information, it will kill you every time". (Dr. Jennifer Daniels)

262)

CHEMTRAILS are CHEMICAL AEROSOL FORMATIONS, not clouds.... or CHEMICAL AEROSOL SUSPENSIONS.

263)

THE STRATOSPHERE: Airlines mostly fly in the stratosphere as there is no weather there.

264)

PILOTS know the weight of cargo, down to the kilogram, the number of passengers, the amount of potable water, how much catering is onboard. Planes need to be balanced perfectly for center of gravity.

All liquids are put into the wings and along the center of gravity. The usage of CHEMTRAILS chemicals doesn't displace the center of gravity of the aircraft.

Al₂O₃ (aluminum oxide) is hazardous – get medical attention.

265)

747, 707, 767. etc, A330, etc, are being used as tankers.

266)

NANO particles – has a small air displacement, and falls fast.

267)

-40 C, 72-80 RH = rare contrails at altitude

268)

Alumina is heavier than water.

269)

The reason why the CHEMTRAILS are suspended is because they are all ionized the same polarity.

270)

Craft at flight level are so small from the ground, you cannot see much about them

271)

These CHEMICAL CLOUDS do not form naturally, they form out of the chemical trails laid out by aircraft.

272)

Energy from the SUN gives life. No atmosphere, no life!
CHEMTRAILS destroy the atmosphere.

273)

All weather is caused by temperature changes. Very little temperature changes in the stratosphere.

274)

There are no 90 degree turns on high altitude enroute flight charts.

275)

Distance between engine and CHEMTRAILS is far too short, how can hot jet exhaust spray ice crystals directly out of the jet engine exhaust.

276)

There are different compositions in a CHEMTRAIL – different materials sprayed from different ports.

277)

Take a good look at the trees and leaves.

278)

Many CHEMTRAILS are not on recognizable routes.

279)

NOBODY has permission to block the sun. That is an inhumane act on populations!

280)

COPS have said: "I didn't take this job so I can be prevented from protecting people".

281)

80% of thrust is from the turbofan (the fan blades), 20% from the engine. CONTRAILS not possible.

282)

Amend constitutions where OATHS are to fellow man and our earth. Revoke all OATHS to royals and organizations, and replace Her Majesty with "people of the country" where appropriate.
Amend that government takes orders from men and women and never the other way around. When there is a conflict, a peace officer is permitted to intervene and bring peace and resolution.

283)

Ionizable metallic ions:

Al ---trees will shut themselves down,
Al ---sterilizes soil,
Ba – 10,000 times more toxic than lead,
Bio-accumulations seems to be the goal.
Dissolved metals in the atmosphere conduct.

284)
Barium, Amonium – when mixed, cause endothermic reaction.

285)
At night, the CHEMTRAILS that have spread, act as a blanket, and trap heat in. = BAD.

286)
Figure out supply routes, organizations, structures, names, contact info, and actions – we need to define them, and log them.

287)
Geo-engineering is weather disruption.

288)
A psychotic person cannot distinguish between what is real and not real. That part of their brain is OFF.
A psychopath doesn't have a conscience, doesn't feel guilty or embarrassed when hurting people.
They are out of tune with life.

289)
SUNLIGHT deprivation is an inhuman act, and a crime.

290)
The earth does not have the atmosphere to allow contrails to be formed everywhere at the same time, yet trails are pretty much everywhere at the same time.

291)
Many people now saying: "Let's contaminate the seed vault."

292)
CHEMTRAILS really start at the airport, and the airport has high security so that you and I cannot verify or look at anything without being harassed and/or intimidated for asking questions.
That is the problem – airports & security.
CHEMICALS get onto planes at airports, and security protects them so that it can be done.
Security must permit all those wanting to look at any location in an airport, and give protection to the citizen investigator to do so peacefully without affecting them.

293)
"DOMESTIC TERRORIST" = cops and system people.

294)
Low altitude spraying is not a commercial craft as it is too expensive to fly that low PLUS temperatures are too high to produce a "condensation trail".

295)
I do know that sprayers fly at the top of the layer(s), and skim, almost shave the top AND ADD MATERIALS (chemicals), to keep that layer going. That is why we have perpetual sun blockage. They add to maintain what they have formed already.

I also know that the layer above our homes, has a gap, then another layer of sprayed material above that. They are making sure the sun is being blocked, and going all out to ensure it.

So, let me repeat.... there is a chemical layer above us, then a gap layer, then a chemical layer above the gap. The chemical layers are very widespread, over a very very very large area - seemingly almost the whole continent - easily from where we are to the Caribbean and Pacific and more.

This is disgusting, and it has to stop NOW.

296)

The PYLON area is modified - you can see the different color of skin metalwork. Satellites in orbit, or ground stations, turn on/off the spraying. This is very easy to do technically. All it is - is a receiver that when given information, will turn on or off a solenoid for spraying to be turned on or off. I can even make such circuitry, but not using the frequencies they use. The spraying from the nozzles is a low pressure release. Engine thrust pressures would cause too rapid a diffusion, and would not be possible in the type of pipings they have. Also, the trails (chemtrails) do not have the thrust footprint of the engine, as the thrust footprint is a wide - very wide - thrustprint - not the thin lines we see.

297)

AIRBOATS – like the type seen in the Florida Everglades – also use large spinning blades for it's thrust. This is the same principle used as the high bypass turbofan jet engine, where almost 90% of thrust is from the fan blades. Contrails are not possible, which leads us only to think that chemicals are being released at the PYLON NOZZLES with is a modified area as seen in thousands of photos online.

298)

Her Majesty's forces are the largest armed forces on earth - by far. Her Majesty is silent. We need to engage Her Majesty (as a mother and as a Commander-in-chief of so many armed forces) to come out of silence RIGHT NOW.

299)

The chemical aerosol suspensions (fake clouds) are at a uniform elevation, and many times a low frequency wave pattern is seen.

300)

Police Services Act

http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90p15_e.htm

42. (1) The duties of a police officer include,

- (a) preserving the peace;
- (b) preventing crimes and other offences and providing assistance and encouragement to other persons in their prevention;
- (c) assisting victims of crime;
- (d) apprehending criminals and other offenders and others who may lawfully be taken into custody;
- (e) laying charges and participating in prosecutions;
- (f) executing warrants that are to be executed by police officers and performing related duties;
- (g) performing the lawful duties that the chief of police assigns;
- (h) in the case of a municipal police force and in the case of an agreement under section 10 (agreement for provision of police services by O.P.P.), enforcing municipal by-laws;
- (i) completing the prescribed training. R.S.O. 1990, c. P.15, s. 42 (1); 1997, c. 8, s. 28.

Power to act throughout Ontario

(2) A police officer has authority to act as such throughout Ontario.

Powers and duties of common law constable

(3) A police officer has the powers and duties ascribed to a constable **at common law**. R.S.O. 1990, c. P.15, s. 42 (2, 3).

301)

A search warrant is a court order issued by a magistrate, judge or Supreme Court official that authorizes law enforcement officers to conduct a search of a person, location, or vehicle for evidence of a crime and to confiscate evidence if it is found. A search warrant cannot be issued in aid of civil process.

Jurisdictions that respect the rule of law and a right to privacy put constraints on the powers of police investigators, and typically require search warrants, or an equivalent procedure, for searches conducted as part of a criminal investigation. An exception is usually made for hot pursuit: if a criminal flees the scene of a crime and the police officer follows him, the officer has the right to enter a property in which the criminal has sought shelter. Conversely, in authoritarian regimes, the police typically have the right to search property and people without having to provide justification, or without having to secure the permission of a court.

A search warrant is a kind of permission slip, signed by a judge, that allows the police to enter private property to look for particular items. It is addressed to the owner of the property, and tells the owner that a judge has decided that it is reasonably likely that certain contraband, or evidence of criminal activities, will be found in specified locations on the property.

As a general rule, the police are supposed to apply for a warrant before conducting a search of private property; any search that is conducted without a warrant is presumed to be unreasonable. This means that the police officers will later have to justify the search -- and why a warrant wasn't obtained first -- if the defendant challenges it in court.

A judge will issue a search warrant if the police provide enough information to show that:

- it is more likely than not that a crime has taken place, and
- items connected to the crime are likely to be found in a specified location on the property.

The police usually provide information that is (1) based either on the officers' own observations, or (2) based on the second hand observations of an informant.

If providing second hand information, the police generally must convince the judge that it is "reliable." Usually, this means that the information is corroborated by police observation. For example, a citizen's tip that someone regularly delivers drugs to a certain location would be corroborated if an officer observes the person's routine.

However, corroboration of second hand information is not necessary in every case. Sometimes a judge will issue a warrant if the source of the information is known to the police and has provided trustworthy information in the past.

Police officers can also obtain an anticipatory search warrant—a warrant that issues before contraband arrives at the location to be searched—if they can show probable cause (U.S. v. Grubbs, U.S. Sup. Ct. 2006). For example, if the police demonstrate to a magistrate that illegal drugs are about to be shipped to a suspect's home, they can get a warrant that allows the police to search the home once the drugs are delivered.

Information Needed to Establish Probable Cause

Probable cause - its meaning remains fuzzy. What is clear is that the affidavits police officers submit to judges have to identify objectively suspicious activities rather than simply recite the officer's subjective beliefs. The affidavits have to establish more than a suspicion that criminal activity is afoot, but do not have to show proof beyond a reasonable doubt. The information in an affidavit need not be in a form that would be admissible at trial. (For example, a judge or magistrate may consider hearsay evidence that seems reliable, even if a judge might exclude it at trial.) However, the circumstances set forth in an affidavit, viewed as a whole, should demonstrate the reliability of the information (see Illinois v. Gates, U.S. Sup. Ct. 1983). In general, when deciding whether to issue a search warrant, a judge or magistrate will likely consider information in an affidavit reliable if it comes from any of these sources:

- a confidential police informant whose past reliability has been established or who has firsthand knowledge of illegal goings-on
- an informant who implicates himself or herself as well as the suspect
- an informant whose information appears to be correct after at least partial verification by the police
- a victim of a crime related to the search
- a witness to the crime related to the search, or
- another police officer.

Example: Hoping to obtain a warrant to search Olive Martini's backyard, a police officer submits an affidavit to a magistrate. The affidavit states that "the undersigned is informed that Olive operates an illegal still in her backyard." The magistrate should not issue a search warrant based on this affidavit. Because the affidavit is too vague and the source of the information is unstated, there's no way for the magistrate to evaluate its reliability. The affidavit doesn't establish probable cause.

Example: Same case. The affidavit states that "I am a social acquaintance of Olive Martini. On three occasions in the past two weeks, I have attended parties at Martini's house. On each occasion, I have personally observed Martini serving alcohol from a still in Martini's backyard. I have personally tasted the drink and know it to be alcoholic. I had no connection to the police when I attended these parties." This affidavit is reliable enough to establish probable cause for issuance of a warrant authorizing the police to search Martini's backyard. The affidavit provides detailed, firsthand information from an ordinary witness (without police connections) that indicates criminal activity is taking place.

302)

There exist consecutive daily pictures [365 days in a row] of Canadian sky between Jun 1, 2013 - Nov 2014 - FROM THE SAME GEOGRAPHIC LOCATION. Not one PIC OF THE DAY is clear BLUE SKY and SUN without rain clouds, snow clouds, natural clouds, CHEM clouds, or CHEMTRAILS, etc. This is ABNORMAL, and a result of CHEMTRAIL SPRAYING.

It is unnatural to be without a high pressure zone for 365 days a.k.a. nothing but 5 days of BLUE SKY and SUN. Spraying CHEMTRAILS in a high pressure zone blocks BLUE SKY & SUN for those days when there should be nothing but BLUE SKY & SUN.

This affects PHOTOSYNTHESIS in plants and algae as well as VITAMIN D production in the skin.

The CHEMTRAIL spraying is an INHUMANE ACT on a population, and must be stopped ASAP by all POLICE ACTING AT COMMON LAW on a CRIME IN PROGRESS.

1) Stop CHEMTRAIL chemicals from being delivered to EVERY airport.

2) Stop CHEMTRAIL chemically loaded planes from taking off EVERYwhere.

The POLICE can do this easily - AT COMMON LAW. They breath and also have families and kids who eat food and need sunlight for health.

We need to hear from you today, & everywhere. .

POLICE - STOP CHEMTRAILS. Then SPEAK to the public please once it's over.

303)

<https://scc-csc.lexum.com/scc-csc/scc-csc/en/item/69/index.do>

Police officers, when acting or purporting to act in their official capacity as agents of the state, only act lawfully if they act in the exercise of authority either conferred by statute or derived from their duties at common law. The ambit of police authority, as distinct from police liability, is not to be determined by the limits of a police officer's criminal or civil responsibility.

13. Martin J.A., in the case at bar, accurately summarized the rights of the citizen and the power of the police as follows:

In carrying out their general duties, the police have limited powers, and they are entitled to interfere with the liberty and property of the citizen only where such interference is authorized by law. It is, of course, a constitutional principle that the citizen has a right not to be subjected to imprisonment, arrest, or physical restraint that is not justified by law, and every invasion of the property of the citizen is a trespass unless legally justified.... On the other hand, when a police officer is trying to discover whether, or by whom, an offence has been committed, he is entitled to question any person, whether suspected or not, from whom he thinks useful information may be obtained. Although a police officer is entitled to question any person in order to obtain information with respect to a suspected offence, he has no lawful power to compel the person questioned to answer. Moreover, a police officer has no right to detain a person for questioning or for further investigation. No one is entitled to impose any physical restraint upon the citizen except as authorized by law, and this principle applies as much to police officers as to anyone else. Although a police officer may approach a person on the street and ask him questions, if the person refuses to answer the police officer must allow him to proceed on his way, unless, of course, the officer arrests him on a specific charge or arrests him pursuant to s. 450 of the *Code* where the officer has reasonable and probable grounds to believe that he is about to commit an indictable offence. [Authorities omitted.]

14. The common law duties of police have been described as the preservation of the peace, the prevention of crime and the protection of life and property; from this latter duty flows the duty to control traffic on the public roads. A statutory statement of the traditional common law duties of the police may be found in s. 57 of the *Police Act*, R.S.O. 1980, c. 381.

304)

<http://scc-csc.lexum.com/scc-csc/scc-csc/en/item/7799/index.do>

[30] Moving on from the fundamental principle of the right to choose, we find that psychological constraint amounting to detention has been recognized in two situations. The first is where the subject is legally required to comply with a

direction or demand, as in the case of a roadside breath sample. The second is where there is no legal obligation to comply with a restrictive or coercive demand, but a reasonable person in the subject's position would feel so obligated. The rationale for this second form of psychological detention was explained by Le Dain J. in *Therens* as follows:

In my opinion, it is not realistic, as a general rule, to regard compliance with a demand or direction by a police officer as truly voluntary, in the sense that the citizen feels that he or she has the choice to obey or not, even where there is in fact a lack of statutory or common law authority for the demand or direction and therefore an absence of criminal liability for failure to comply with it. Most citizens are not aware of the precise legal limits of police authority. Rather than risk the application of physical force or prosecution for wilful obstruction, the reasonable person is likely to err on the side of caution, assume lawful authority and comply with the demand. The element of psychological compulsion, in the form of a reasonable perception of suspension of freedom of choice, is enough to make the restraint of liberty involuntary. Detention may be effected without the application or threat of application of physical restraint if the person concerned submits or acquiesces in the deprivation of liberty and reasonably believes that the choice to do otherwise does not exist. [Emphasis added; p. 644.]