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NOTICE to CHIEF of POLICE & To All POLICE & PEACE OFFICERS

You (& police, you the police chief, RCMP or FBI, all classes of peace officers, etc) are being informed of bodily harm, and crimes against humanity. It is requested of you to give a copy of this notice to any and all peace officers ASAP - without delay.

Spraying chemicals over populations by aircraft is an inhumane act on a population - A CRIME AGAINST HUMANITY.

WARNING: There is a spraying operation underway over our country, making people sick, agitated & exhausted. Look up geoengineering /stratospheric aerosol spraying/chemtrails on the Internet, and view the hundreds of millions of photos & videos' you will find many are local to our area.

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: aircraft are leaving poisonous & continuous trails.

If you watch for one hour, you will see that the trails 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 in water,soil in peoples blood,hair & urine and is shown to be a highly dangerous substances ,heavy metals which also dim the sun are also chemical toxins & carcinogens,they are a danger to all life (aluminum, barium, strontium, arsenic,lithium, lead, tin, molds & fungus's) .

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,but plant life,trees,animals & insects. This is bodily harm. It also 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/Aug/Sep 2013 - each whole month - growing season - no whole day blue skies and sun. This weakens all life, this harms life, this risks life.

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No protection agency will protect, as all have been asked for protection. Spraying populations with chemicals, by aircraft, is an inhumane act on a population, and a CRIME AGAINST HUMANITY : WE ARE SEEKING PROTECTION. "LOOK UP", PROTECT ALL, APPREHEND THE PEOPLE LAYING DOWN CHEMTRAILS & GEOENGINEERING THE WEATHER & DESTROYING OUR PLANET , INCLUDING THEIR ASSOCIATES.

Please watch these films which have much information:

What in the world are they spraying <https://www.youtube.com/watch?v=jf0khstYDLA>

Look Up <https://www.youtube.com/watch?v=ymF6YkVJ-RY>

www.executivereasoning.com/policechiefs

Much information can be found on chemtrails & geoengineering at these websites :::


www.globalskywatch.com & www.geoengineeringwatch.org

Atmospheric conditions are not suitable for contrail formation in all observations. They are chemicals. Protect us please. Elevation, temperature, pressure, relative humidity make it such that the trails can only be chemicals, not condensation.

**THIS IS A CALL FOR SERVICE! - a request for help!
ESCALATE and stay with it.**

**Passengers and pilots are flying thru these chemicals -
(AEROTOXIC SYNDROME).**

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INTENTIONAL BLOCKING OF THE SUN IS ONGOING, AND RISKS LIFE. It is done by chemicals sprayed by aircraft, and over populations, and crops, affecting all life. This is not about normal jet emissions, rather, intentional chemicals sprayed over populations. This is an INHUMANE ACT on a population, and is a crime against humanity, a criminal code offense.

1) (a) Condensation trails (WATER VAPOUR) form at elevations well over 30,000 feet, and closer to 35,000 feet.

1) (b) Condensation trails dissipate in less than a minute, and never grow in size to take the sun out of the picture as condensation (WATER VAPOUR) evaporates very quickly. This means that contrails - or WATER VAPOUR TRAILS - are hundreds of feet in length, and not miles across the sky. Contrails do not spread out, getting larger, rather CONTRAILS - or VAPOUR TRAILS - evaporate, getting smaller, disappearing altogether.

<http://www.youtube.com/watch?v=kYS9f0TSnMo&feature=youtu.be>

1) (c) Chemical trails are laid out and linger, spread out, and when the population is repeatedly sprayed, chemical trails eventually block the sun's rays, many of which are critical for life on earth (UV light).

1) (d) Chemtrails never evaporate because they are not VAPOUR TRAILS, rather, chemtrails diffuse and spread out and block the sun, and also leave a chemical blanket overhead - blocking sun, and trapping in heat. Both are dangerous and risk life.


DINOSAURS became extinct from the same scenario.

1) (e) A PILOT STATES: "It takes -70 F degrees below, and 60% humidity to make them (condensation trails). I have seen aircraft making trails in the air...that were several thousand feet lower than some planes not making trails at 22,000 feet."

1) (f) A PILOT STATES: The "CAVU" rating has not been given to pilots for several years now. (CAVU = CLEAR AND VISIBILITY UNRESTRICTED)

1) (g) There are literally millions of photos of chemical trails in a parallel configuration, as well as a TIC-TAC-TOE pattern. This goes against the flight enroute paths of designated routes in the sky as enroute flight paths are not parallel nor gridlike all over the map. The white trails (CHEMTRAILS) we actually now see do not conform to travel along designated enroute flight paths. The spraying of chemicals over populations is an intentional act that is premeditated. 1) (h) The chemical trails are also seen in grid or parallel patterns - even in WARNING airspace, RESTRICTED airspace, which would require intervention by the air force, and NORAD. Since we do not hear about such interventions, the military and NORAD approves of such chemical spraying operations over the populations by aircraft. 1) (i) Chemical trails have taken the form of 1) long lines across the sky, 2) ON/OFF lines, 3) parallel lines, 4) TIC-TAC TOE grids. None are engine failure situations.

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2) It takes about 100 nautical miles for a commercial plane to climb to 30,000 feet - still not altitudes for condensation trails, and it takes about 100 nautical miles for a commercial plane to go from 30,000 feet to landing - meaning, there should be no condensation trails from that plane for about 100 nautical miles from an airport.


Flight traffic within 30 nautical miles of major airports would all be less than 15,000 feet as air traffic is either coming in for a landing, or just taking off. There should be no trails from these aircraft unless they are chemical sprayers

Pilots are reporting unidentifiable aircraft above and below them - aircraft is not showing up on their system, or their personal devices. The transponders of those unidentifiable aircraft are not sending signals.

Chemical trails are laid out at the same altitudes - meaning that when a spraying operation is ongoing, they are laid out at one altitude region. NONSPRAYING normal commercial aircraft in the sky are at many separation altitudes.

3) Air traffic controllers know that chemtrails have been sprayed for years. Controllers give blocks of airspace that is protected - free to do whatever the pilots of those aircraft want to do or commanded to do. This ensures that no other PILOT witnesses are available to witness chemtrail spraying.

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4) (a) In the Civil Air Navigation Services Commercialization Act -

<http://laws-lois.justice.gc.ca/eng/acts/C-29.7/index.html> - the following is important as to WHO knows:

HER MAJESTY

Marginal note: Binding on Her Majesty

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

APPLICATION

Marginal note: Aircraft

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

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

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

4) (c) Canadian Criminal Code section 467.11 -

Participation in activities of criminal organization

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

Marginal note: Prosecution

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

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

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

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

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

Marginal note: Factors

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

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


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

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

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

2001, c. 32, s. 27.

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5) (a) The effects of reduced sunlight are : 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%).

5) (b) 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.

5) (c) 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 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.


5) (d) ULTRAVIOLET light is necessary for vitamin D production in the skin and is necessary for health and life.

5) (e) CHEMTRAILS block 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.

5) (f) Condensation trails at elevations over 30,000 feet are ice crystals that have mass, and fall to the earth and melt/vaporize (if they do not "evaporate" almost instantly). There is no "taking the sun out" when condensation trails are present. Chemical trails have NANO-SIZED metals and do not melt or vaporize, and therefore spread out to "take the sun out" - thereby blocking 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.

5) (g) Sunlight is Earth's primary source of energy. The suns 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 aggravated assault. It is a crime against humanity.

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6) SRMGI - funded by the Royal Society- **Solar Radiation Management**. The Royals want to manage your sun =GOD.

7) JUNE/JULY/AUGUST/SEPTEMBER 2013 - not 1 full day of blue skies and sun. This affects all life negatively. It certainly affects all crops negatively, especially in GROWING SEASON.

8) Leaves, plants, trees are in distress - just look at every one near your home, then look blocks away from your home, even the next city, or even 100 miles away. It's widespread, and bad.

9) There is a non-responsiveness to chemtrails discussion from government and general media. They never repeat back the concerns, and they behave as if it's not happening, and they are not investigating it. Many have been intimidated into not filing police reports.


10) This is NARCISSISTIC abuse on a population. These are INHUMANE ACTS against a population. These are crimes against humanity, a criminal code offense.

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

PERSONS just mentioned have not heard the concerns shared with them, nor acknowledge the concerns. It is the duty of those PERSONS to protect humans, and life in general, not just CROWN INTERESTS.

Those PERSONS have committed crimes through omission and criminal negligence - CC s467.11.

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11) 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.

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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..

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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.

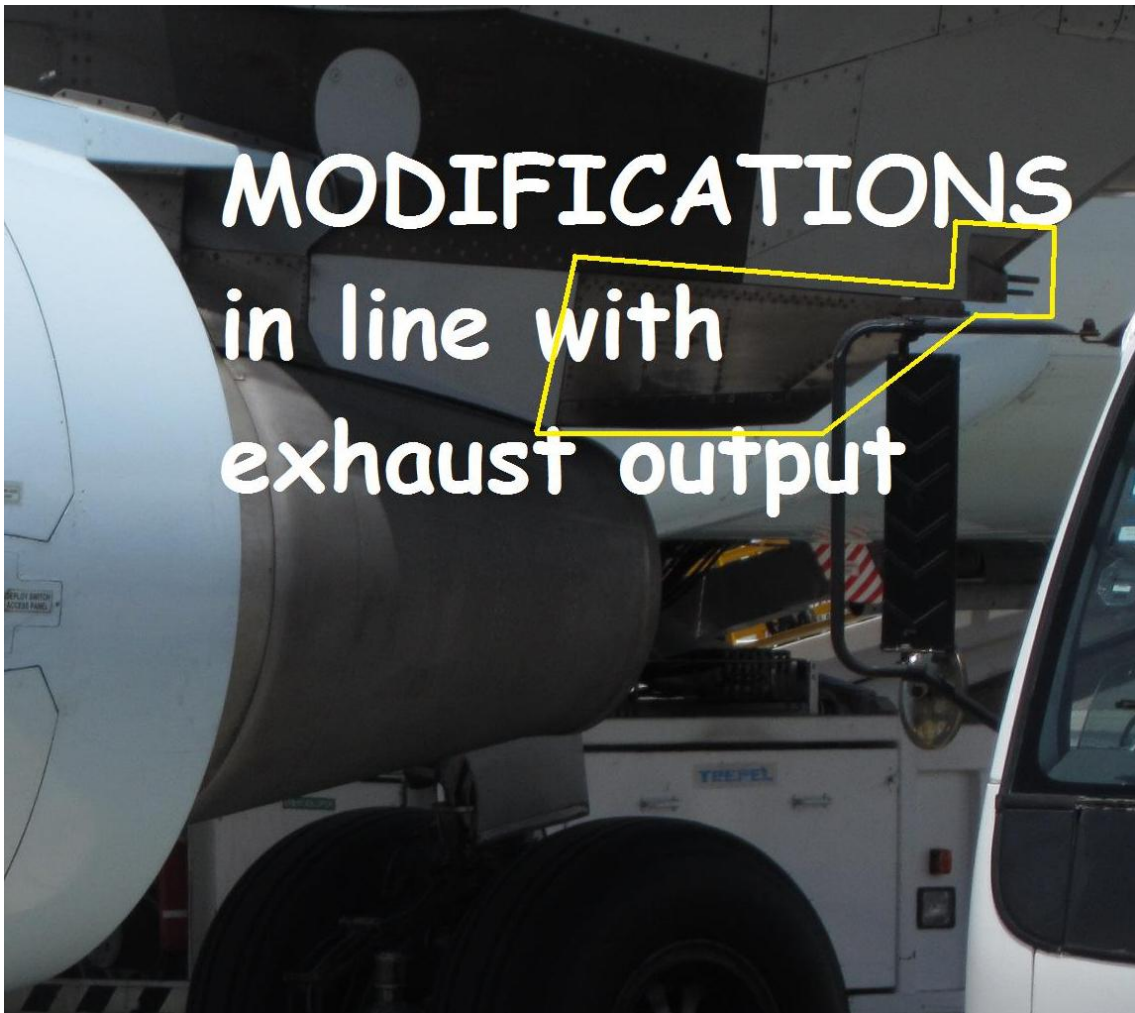
If the TRUSTED don't or won't answer questions, they probably need to be arrested. Always ask for ID! But use judgement in doing so - you may have a psychopath on hand and won't discover it until it's too late.


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

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

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Name <input type="text"/> Title <input type="text"/> Address <input type="text"/> Ph/fx <input type="text"/> City <input type="text"/> Prov/State <input type="text"/> Postal/Zip <input type="text"/> Country <input type="text"/> email <input type="text"/>	Name <input type="text"/> Title <input type="text"/> Address <input type="text"/> Ph/fx <input type="text"/> City <input type="text"/> Prov/State <input type="text"/> Postal/Zip <input type="text"/> Country <input type="text"/> email <input type="text"/>	Name <input type="text"/> Title <input type="text"/> Address <input type="text"/> Ph/fx <input type="text"/> City <input type="text"/> Prov/State <input type="text"/> Postal/Zip <input type="text"/> Country <input type="text"/> email <input type="text"/>
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Look UP & contact Justice of the Peace (at local courthouse) - PRIVATE PROSECUTION to prosecute when officials won't.

Feel free to add badge/ID numbers, or other info - as needed.

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