

Illegal Aerosol Spraying Operations over United Kingdom Airspace

An Informal Report

And

**Request for Immediate, Serious
and Candid Study**

by

**Department of Environment,
Civil Aviation Authority,
Royal Air Force**

and any other bodies with expertise or interest.

May 2007

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1. Introduction

1.1 Background to this Submission

For the last 2 years, since photographing the scene shown below, from my study room's window, I have become increasingly concerned about persistent aircraft trails in the skies over the UK. It seems to be the case that official denial surrounds this very important issue - which affects all of us.



Borrowwash, 10th June 2005

I have supplied a selection of information in this document, and I freely admit that I am not an expert in climatology, chemistry or meteorology. However, I do have a Bachelor's degree in Computer Science and Physics and have a background in Software Engineering and education, which has involved a considerable amount of technical analysis in several different fields of work. In summary, I'm not stupid, nor am I given to jumping to conclusions, without analysing available evidence.

No pretences are made, however, about the nature of this submission: it is not a detailed scientific analysis, nor is it particularly comprehensive. This is because it has been produced quickly and with the limited resources of one

person. This should not detract, however, from the important discussion of basic evidence which it is designed to initiate and encourage.

1.2 Notes About Possible Responses To This Submission

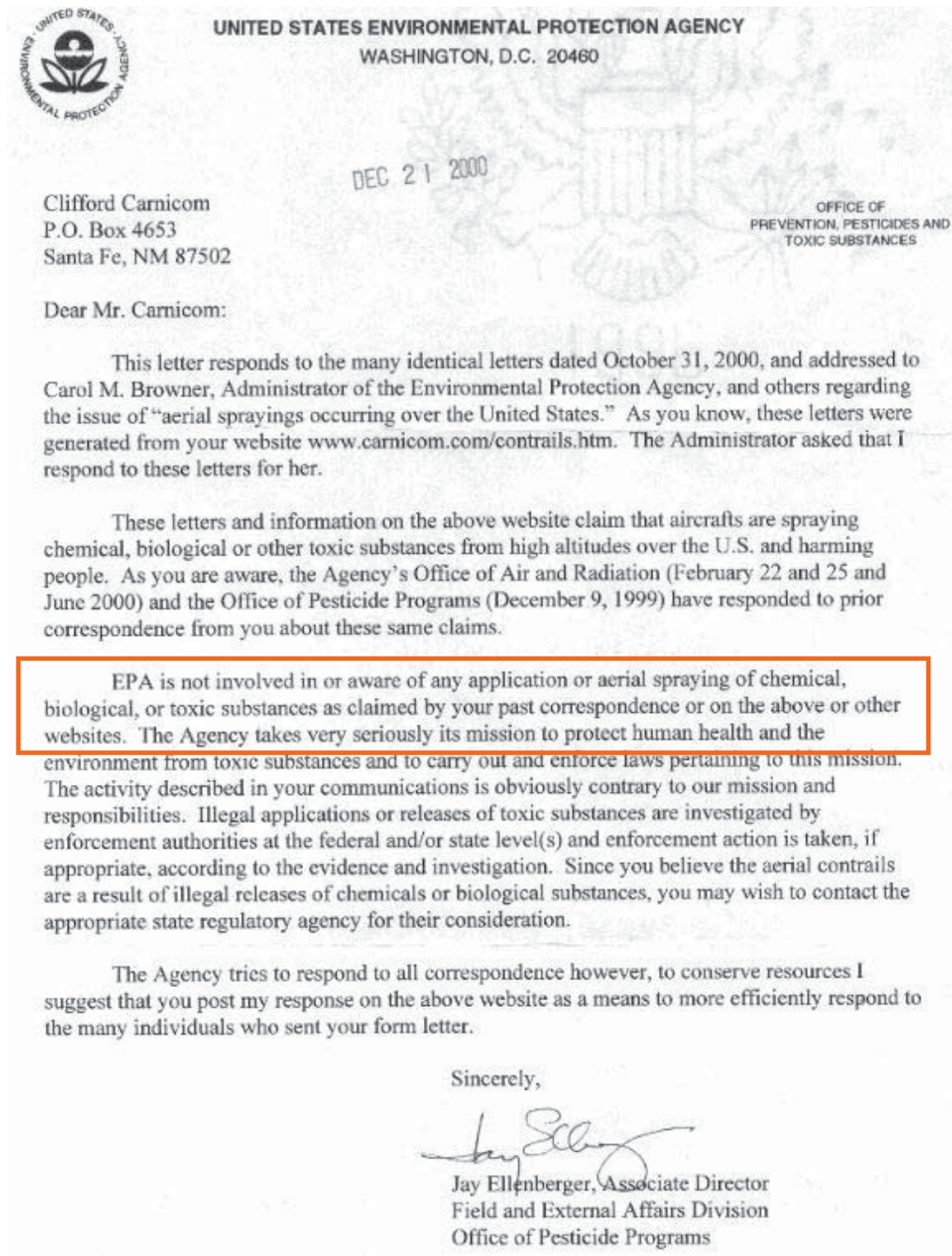
I am not the first to notice or write about this phenomenon, nor am I the first to challenge official bodies about it, so in this section I have included some responses given to challenges made in the USA.

I may be one of the first to submit a "challenge" to official bodies in the UK and I have provided these sample responses as ones which can be classed as inadequate and unacceptable - i.e. these responses are not worth the paper they are written on. If you should choose to respond in a manner similar to that of the responses given below, there is little point in responding at all – it will achieve nothing and will not address the facts and evidence presented here.

The key point is this – just because I cannot clearly say why someone is deliberately spraying substances into our atmosphere does not mean it is not happening. To make a comparison, if there are road works going on outside my house, I may not easily be able to determine whether they are laying cables, doing maintenance, laying a new pipeline or doing some exploratory digging. For me to then say "well, I do not know what the purpose of these road works is, therefore they must not be happening" is illogical and denies the reality of the evidence.

1.2.1 EPA in the USA

Clifford E Carnicom is perhaps the foremost investigator of the Chemtrailing programme. He has written to the US Environmental Protection Agency on several occasions, and even sent them samples of material he has collected. The EPA simply claims to be “unaware” of any spraying activity, despite the submission of photo, video, and material evidence. Clearly this response is demonstrably inappropriate and does not address the facts.



1.2.2 US Air Force

When Carnicom wrote to the US Air force, via his congressman, an even more brazen response was received – they claimed the issue was all an “Internet Hoax” - this response was again inappropriate and does not address the facts.



DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

Office of the Secretary

23 August 2000

The Honorable Mark Green
United States House of Representatives
Washington DC 20515

Dear Mr. Green

This responds to your inquiry concerning “chemtrails.”

The term “chemtrail” is a hoax that began circulating approximately three years ago which asserts the government is involved in a joint federal program of covert spraying of the public. The “chemtrails” are most often described as “unusual contrails or contrail patterns” seen coming from military and civilian aircraft. The “chemtrail” hoax has been investigated and refuted by many established and accredited universities, scientific organizations, and major media publications.

There has been an increase in the number of contrails observed due to the significant civil aviation growth in the past decade, and the patterns observed are directly correlated to the grid pattern formed by aircraft flying north/south and east/west routes designated by the Federal Aviation Administration (FAA). The FAA manages the National Airspace System (NAS) and controls both civilian and military aircraft using the NAS. The National Aeronautics and Space Administration (NASA) and the National Oceanic and Atmospheric Administration (NOAA) are the agencies charged with conducting atmospheric and climate experiments and are investigating the effects of contrail formation and dissipation on the climate.

Aircraft and their engines can produce a variety of condensation patterns (“contrails”), exhaust plumes, and vapor trails. Furthermore, the Air Force performs missions during which, exhaust is released into the atmosphere. The exhaust emissions produced by aircraft and space launch vehicles can produce contrails that look very similar to clouds which can last for only a few seconds or as long as several hours. Vapor trails are formed only under certain atmospheric conditions and create a visible atmospheric wake similar to a boat propeller in water and usually dissipate very rapidly.

Contrails consist of ice particles that form or nucleate around the small soot or aerosol particles in the exhaust gases. The contrails are formed when the relative humidity increases because of the mixing of warm and moist exhaust gas with colder and less humid ambient air of the atmosphere. Contrails become visible roughly about a wingspan distance behind the aircraft. Contrails can be formed by propeller or jet turbine powered aircraft.

The contrails formed by the exhaust at high altitude are typically white and very similar to cirrus clouds. As the exhaust gases expand and mix with the atmosphere, the contrail diffuses and spreads. At sunsets, these contrails can be visibly eye-catching and striking as they reflect the blue, yellow, and red spectrum of the reflected sunlight. Due to horizontal wind shear and a minimum vertical wind component, contrails tend to become wider and remain thin. It is very difficult to distinguish aged contrails from cirrus clouds.

1.2.3 US Greenpeace

Carnicom also wrote to the US Greenpeace Organisation, and received this response:

Thank you for contacting Greenpeace for assistance with this problem. While we would like to be able to help you, Greenpeace focuses its resources on global environmental problems including global warming, ancient forest destruction and commercial whaling. Unfortunately, we do not have local chapters that could help you with your situation.

For further assistance, you may want to contact the following organizations which focus specifically on helping people with toxic-related issues:

CENTER FOR HEALTH, ENVIRONMENT AND JUSTICE.....703-237-2249
 CHEMICAL INJURY INFORMATION NETWORK.....773 278 4800 x299

If you have any further questions or comments, please do not hesitate to contact our Supporter Services at 1-800-326-0959, visit our Web site at <http://www.greenpeaceusa.org>, or write to us at 564 Mission Street, Box 416, San Francisco, CA 94105.

For a green and peaceful planet,

Supporter Services

Carnicom notes that “None of those sources responded” and that:

The mission statement of Greenpeace is stated as follows on www.greenpeace.org:

"An independent campaigning organization which uses non-violent - creative confrontation to expose global environmental problems for a peaceful future"

1.3 Urgent Need for Review and analysis and Appeal for a Resistance of Denial

The evidence shows that, whatever its purpose, the Chemtrailing programme has been ongoing for perhaps as long as 15 years, though it seems to have become more intense around 1996 or 1997. Readers should therefore be behoved to do their own investigations and make their own observations of the phenomenon. The data is clear and unequivocal – someone is spraying our skies with unknown substances for an unknown purpose and it is likely it threatens our present and future wellbeing. To deny this evidence is folly, and those who do this will have to account for their actions at some future point in time. I therefore appeal to any individuals reading this document to look at this evidence dispassionately and thoroughly investigate any attempts to block, ridicule or compromise your attempts at official investigation using any data, contacts, or facilities at your disposal. In summary, consider carefully, “who are you serving”? If you ignore this data, how can it be considered that your agency is carrying out its function competently and comprehensively?

2. Analysis Of Phenomenon

2.1 History

The history of this secret programme is unclear, although instances of spraying the population with substances is not without precedent. For example, between 1953 and 1964 top secret trials were carried out using a chemical concoction of zinc cadmium sulphide to simulate how a cloud would disperse biological agents. The unsuspecting population was sprayed covertly with the poisonous compound at least 76 times. (http://www.bbc.co.uk/insideout/east/series10/week9_extra.shtml?subject=taxis)

A story in the UK Guardian (<http://politics.guardian.co.uk/news/story/0,9174,688098,00.html>) from April 2002, discusses a "60-pagereport [which] reveals new information about more than 100 covert experiments. The report reveals that military personnel were briefed to tell any 'inquisitive inquirer' the trials were part of research projects into weather and air pollution."

In the USA, one instance where spraying of "biologically inert" gases into the air was disclosed in Okalahoma city 2003, in what could be called a "bio-terror simulation experiment" (<http://ju2003.pnl.gov/pdfs/J-URBAN-Q&A-sheet6-10-03.pdf>). This experiment was conducted using a "combined budget from the U.S. Department of Energy, the U.S. Department of Homeland Security and the U.S. Department of Defense - Defense Threat Reduction Agency and other participating federal agencies" of \$6.5M.

Photographs of trails, like the ones shown in this document, date back roughly to 1997, although there may be photographs dating back to 1984.

2.1.1 Project Cloverleaf

There is some discussion that civilian airlines were involved in a secret project code named "Cloverleaf", which had been in operation for some time, but information about this is difficult to obtain. <http://www.carnicom.com/mgr1.htm> has some information allegedly supplied by an Airline official, but his identity remains secret, as do a number of details pertaining to the story.

About twenty employees in our office were briefed along with my by two officials from some government agency. They didn't tell us which one. They told us that the government was going to pay our airline, along with others, to release special chemicals from commercial aircraft. When asked what the chemicals were and why we were going to spray them, they told us that information was given on a need-to-know basis and we weren't cleared for it. They then went on to state that the chemicals were harmless, but the program was of such importance that it needed to be done at all costs. When we asked them why didn't they just rig military aircraft to spray these chemicals, they stated that there weren't enough military aircraft available to release chemicals on such a large basis as needs to be done. That's why Project Cloverleaf was initiated, to allow commercial airlines to assist in releasing these chemicals into the atmosphere.

2.2 General Observations – How is a CONTRAIL formed?

If one studies the Physics of the vapour trails of aircraft, the basics would seem to be fairly straightforward. In fact, the basics are something we often personally experience, at least in the United Kingdom, on every cold winter's day.

On such days, when we breathe out, we can see our breath. It's one of those signs that "winter is really here". What causes our breath to become visible? Very simply, it is that our breath is warm and the winter air is cold. Tiny droplets of water vapour condense out of the warm air to form "clouds of visible breath", before the warm air quickly cools and the "clouds" disappear again.

It is a very similar process that is happening about 30,000 feet in the air, when hot exhaust gases from jet engines heat the air. Water droplets condense out of the cooler surrounding air and form a

contrail – an abbreviation of *condensation trail*. I used to watch aircraft trails when I was a child and I remember seeing how the almost solid-looking lines of “stuff” would slowly fade into wispy curls, then disappear completely.

Looking at more recent aircraft trails, there seems to be a general trend that many of the trails no longer disappear in such a short time period. Indeed, in researching a little into these aircraft trails, I came across an observational study, which was done in 2002, by Amy Foy at Lancaster University (UK) (<http://www.es.lancs.ac.uk/hazelrigg/amy/Home.htm>). Here, a classification of the type of Aircraft Trails observed was used:

1. “Persistent and Dispersed” (they hang around and spread out).
2. “Persistent and Non Dispersed” (they hang around but don’t spread out).
3. “Non Persistent and Dispersed” (they don’t hang around, but they do spread out).
4. “Non Persistent and Non Dispersed” (they don’t hang around and they don’t spread out).

The Lancaster study does not attempt to explain why some trails should be persistent or seen when dispersed, but it does show that someone else has observed these trails enough to see that some of them do persist for more than 5 minutes.

2.2.1 Further Analysis of Formation of Contrails

Before we explore some of the chemistry of the burning of Kerosene (aircraft fuel), let us stop and think for a moment. If, on a cold day, we breathed out, and our clouds of breath hung around for several 10’s of seconds or even minutes, would we regard this as unusual?

If aircraft trails are visible for several minutes, there must either be some component in them that is visible when cool or some visible compound must be forming in the atmosphere, following a chemical reaction of some kind. Let us explore this idea.

Kerosene is classed as a “Hydrocarbon” – it mainly contains alkanes – which are made up of carbon (approximately 85%) and hydrogen (approximately 12%). There are some other compounds in kerosene which contain nitrogen and sulphur (approximately 1% or 2% each respectively). When Kerosene burns, therefore, it can only form compounds that contain elements that were originally in the Kerosene, or in the air it burns in. Not surprisingly, then, the main compounds that form when Kerosene burns are:

- Carbon Dioxide (the infamous “greenhouse gas”, which we all breathe out)
- Sulphur Dioxide (in small quantities – a toxic, greenhouse gas, which mixes with water to form acid rain – sulphurous and sulphuric acid)
- Carbon Monoxide – a toxic, flammable gas, responsible for some deaths which happen when gas heating equipment is faulty.
- Water.

When we look at each of these compounds in turn, we find that they are *all* colourless. So, when kerosene burns, it would seem that the only visible thing we should see in the sky is the condensation – which, like our breath, should disappear in a few tens-of-seconds. Indeed, when a jet takes off, we can see that only colourless compounds come out of the back – all that we see is “hot air”. There are no sooty or reflective compounds coming out as the jet races down the runway. Whilst these observations may not be true of all the jet engines that are currently flying, it should be true of all those used on regular flights, otherwise they are faulty.

So, whenever we see a contrail lasting for more than a few 10’s of seconds, we should, at the very least, be curious, and wonder what is causing this to happen? When we see a lot of these trails together, we should become very concerned. They should not be there in the first place, but accepting the fact they are, we should realise they are a very visible form of pollution, which few people seem to be paying attention to.

2.3 Carnicom's Analysis of Contrail Formation

<http://www.carnicom.com/model2.htm>

Apr 12 2001

A preliminary model has now been developed which can be used to predict whether contrails will form or not under reported meteorological conditions at flight altitude. Analytical models for contrail prediction appear to be difficult to acquire publicly, and this model is therefore offered for investigative purposes. This is an original development that results from a variety of sources and methods, including unclassified aerographic manuals, meteorological theory, least squares analysis and regression analysis. It is to be interpreted as an empirical model, and it is subject to further refinement depending on the results that are obtained from its use.

The model offered is as follows:

$$RH_{\min} = \frac{c + (.02c - .41)t}{(.003c - .14)}$$

where $c = e^{(151 - \text{alt}) / 19.5}$

and t = temperature of the atmosphere at flight altitude in degrees centigrade

and alt = altitude of the jet aircraft in thousands of feet.

RH_{\min} is the minimum relative humidity (with respect to water per conventional standard) that is required at flight altitude for contrails to form. The contrails referred to are those classically and conventionally defined as condensation trails, i.e., composed of water vapor. A standard atmospheric model is assumed within the development. The model is intended to be used only within the range of 30,000 to 40,000 ft. MSL. The model is quite sensitive to small changes in temperature, and consequently, any errors in temperature.

Commercial flight traffic usually ranges between 35 and 37 thousand feet MSL. A representative case may be considered, therefore, at approximately 36,000 ft. MSL. Standard temperature at 36,000 ft. MSL is approximately -53.5 deg. centigrade.

This model can and will now be evaluated with actual observations in an effort to test it for reliability. Citizens are welcome to submit their own observations for inclusion if they so desire. The value of this model is to identify those meteorological conditions which are supportive of conventional contrail formation. Anomalous persistent contrails and subsequent "cloud" decks that result from frequent aerosol operations can also be examined in conjunction with this model.

Contrail formation/dissipation and cloud formation are to be recognized as two separate physical processes resulting from differing conditions and variables for each. It is important that any analysis of these two processes be appropriately and separately understood before any mutual connection is to be made.

A history of observations is available on the [aerosol report page](#).

This model is in addition to that [previously developed](#) that predicts contrail dissipation times, as well as a model to [predict the distance](#) behind the engines that the contrail is expected to form.

The model presented will be modified, revised or further developed as circumstances require.

2.4 Frequency of Trails and Why This Factor Alone Should Raise Suspicion.

From my observations, it seems that spraying seems to take place on 3 or 4 days per week. Though its pattern varies somewhat, aircraft often seem to follow the same flight path (a South-East to North West path is often repeated over my own house).

Even just considering this factor should raise suspicion. For example in a run of 3 days, with the same weather conditions at ground level, there may be significant trailing on one day and then little or none on the other 2 days. If the trails are caused by civilian air traffic, as most people tend to assume, then this does not make any sense, because the amount of civilian air traffic over a given area on any given day should be relatively constant, or at least will be similar on each subsequent Monday, Tuesday etc.

2.5 Possible Health Effects

As already mentioned, Clifford Carnicom, a self-employed Computer Consultant, has published voluminous data at <http://www.carnicom.com>. His previous employment as a research scientist for the US Department of Defense, the Bureau of Land Management and the U.S. Forest Service, coupled with his technical background in the fields of advanced mathematics and the physical sciences would seem to give him very strong credentials for undertaking such tasks. This seems to be evident on his Website. His analyses have shown that Chemtrails contain particles of Barium (<http://www.carnicom.com/flame1.htm>) and that samples of air from Los Angeles, for example, contain increased levels of Potassium and Calcium (<http://www.carnicom.com/labtest.htm>). Carnicom tries to establish the purpose of the presence of these ions and notes, among other things, the effect of metal ions on human health. Barium, Potassium and Calcium are, in their elemental state, fairly reactive metals, and form compounds easily. Another component of the trails that Carnicom has identified is biological (it grows on agar jelly) – and resembles human red blood cells (erythrocytes - see <http://www.carnicom.com/bio11.htm>).

Some people feel that the new and little understood condition of Morgellon's Disease could be linked to Chemtrails – see <http://rense.com/Datapages/morgdat.htm>

It has many disturbing characteristics, largely ignored by most people who should take the issue more seriously.

3. A Selection of Data

3.1 Photographs



10th June 2005, 21-45, Borrowwash



10th June 2005, Borrowwash



21st August 2005, 16-13 Borrowwash



2nd Sept 2005, 19-41, Borrowwash



3rd Sept 2005, 10-36 Borrowwash



12th Sept 2005, 10-21, Lake District



12th Sept 2005, 09-31, Lake District



24th Jan 2006, 17-20, Borrowash



24th Jan 2006, 17-20, Borrowash



8th August, 2005, 13-04 Embsay, Yorkshire



7th April 2003, 18-17, Borrowash

23rd Jan 2007, 15-52 Yorkshire/Humberside29th Oct 2006, 17-09 Borrowash

Morecambe, May 2007 (Cell phone Camera)



Bognor Regis, May 07, 2007, 18-04

3.2 Video

Please view the enclosed DVD and also there are many online videos, some including Time Lapse photography, for example. This video by Phil Morris in Cheshire shows a plane with a contrail passing over a persistent trail:

<http://www.youtube.com/watch?v=i3fSaWFdt9E>

Phil Morris has a selection of videos posted here:

<http://www.youtube.com/profile?user=skywatch>

This video (also included on the DVD) again shows a comparison between contrails and Chemtrails, this time with time-lapse:

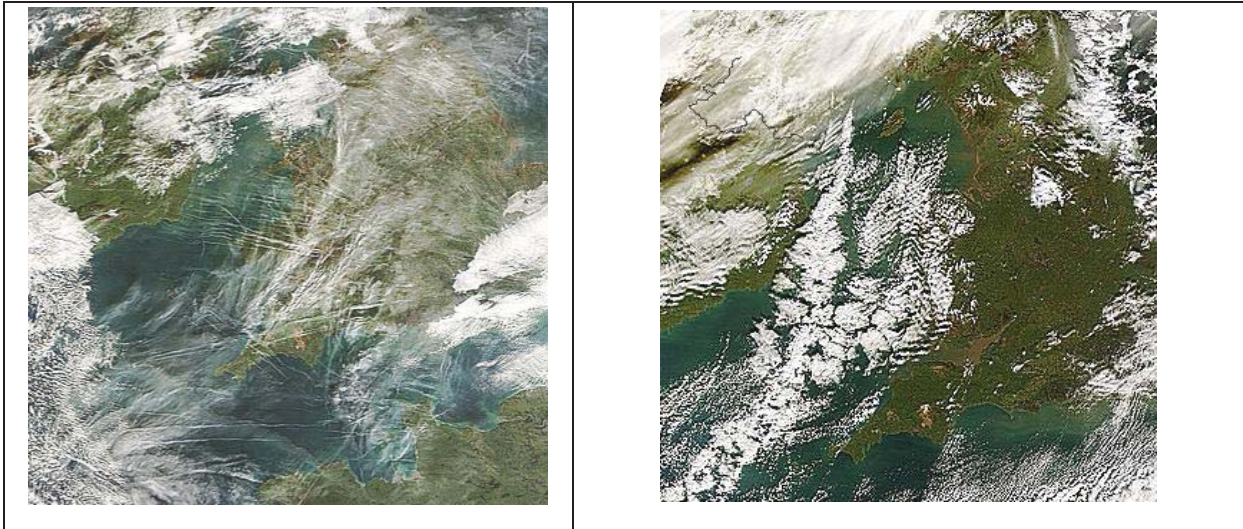
<http://www.checktheevidence.com/ContrailsVsChemtrails.wmv>

4. Case Study – Derby 04 Feb 2007

4.1 Video of “Event”

On this particular day, I observed and filmed at least **42 different aircraft flying over Derby** during an **afternoon outing lasting about 2½ hours**. There were probably more aircraft than this number, but I actually filmed 42 different ones. The video I took is on the enclosed DVD and can be viewed online too: <http://www.youtube.com/watch?v=nEFNCtPml6U>

Satellite pictures of the UK taken on the same day (shown here http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe_2_01/2007035) clearly demonstrate the reality of the phenomenon, as seen from space.



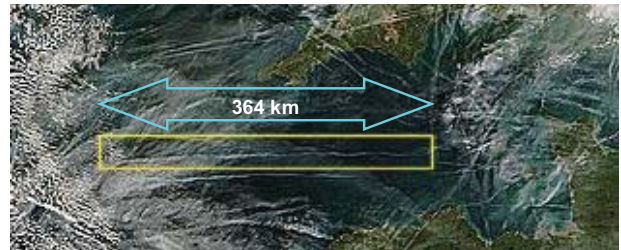
The image on the left comes from:

http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe_2_01/2007035/Europe_2_01.2007035.terra

4.2 Note about Trail Length

The photo above begs a simple question. How is it possible for trails to persist for so long that they form long lines? Look at the trail marked in a separate photo.

This trail is 172 pixels long – this means that at 2km per Pixel, the trail is about 364 km long¹. (A small adjustment may need to be made due to the distances above ground, if the ground resolution is 2km/pixel then at a height of 30,000 feet, the resolution would be maybe 1.9 km per pixel). If we assume it was made by an aircraft similar to a 757 or an Airbus A320, and we assume the plane was travelling at 500 mph for the time the trail was forming, this means that the trail persisted for at least:



$$364 / (500 * 8/5) = 0.455 \text{ hours} = \underline{\underline{27 \text{ minutes!}}}$$

(and it could be longer, since the satellite photo may have been taken AFTER the trail had formed.)

¹ The paper print-out may not be very clear, hence inspection of the online image is encouraged. Colours have been brightened for clearer printout.

5. Other Information

5.1 Websites

The chemtrailing issue is all but hidden from public discussion and discourse, with only a small amount of media coverage in the USA (for example, a 5 minute story on NBC4 News LA - 16th May 2006). We are therefore left to consult websites, such as the ones listed below, for reasoned analyses and information about the subject.

- <http://www.carnicom.com/>
- <http://www.projectprove.com/Arts/Chmndx/chmndx.php>
- <http://www.weatherwars.info/>

5.2 Newspaper coverage (UK)

This section includes 2 instances of UK coverage in the local media.

5.2.1 Northwich Chronicle - (Phil Morris)

Man on the trail of skyscape mystery Aug 31 2005

By Anthony Harvison, Northwich Chronicle

(http://iccheshireonline.icnetwork.co.uk/printable_version.cfm?objectid=15914499&siteid=50020)

ARE the skies being illicitly contaminated with a mysterious substance that may have serious effects on people's health?

One Cuddington man thinks so and is on a mission to find the truth.

Phil Morris, 50, is gravely concerned with what he perceives to be happening to the atmosphere in the North West and across the world.

The phenomena he refers to are known as 'chemtrails' - long-lasting, thick, white, expanding trails left by non-commercial planes, that eventually merge and blanket the skies.

'Ask yourself this,' he said, 'when did you last see clear blue skies over Lancashire and Cheshire with no clouds anywhere - without the pure natural skyscape being polluted by these trails and haze?'

Phil first noticed the phenomena, contrasted with contrails (condensation trails) which are normal water vapour trails left by commercial airliners that usually disappear within a minute, three-and-a-half years ago.

He started videotaping them and has amassed a significant collection of images to support his arguments.

He continued: 'The planes I have video-taped leave large crosses, grids, A and H shapes in the sky that spread out slowly over hours to create fake chemical clouds.

'They fall and thicken quickly leaving the telltale doughnut on a rope shape, they are pure white in daylight, and pale pink as the sun sets, while every other natural cloud had varying shades of white, grey and black plus colours as the sun sets.

'They also drift at around only 5%-10% the speed of normal clouds, often in the opposite direction to all the other clouds.

'When the sky is full of haze left by trails it can get extremely humid, even when there is no visible sun, and air feels stale.'

'I counted up to 50 planes last summer in one morning from sunrise to noon, and this happened on many occasions.'

Phil claims his health and his family's have been affected in some way by the chemtrails, tallying with reports from around the globe. Symptoms include head pains, severe ear-ache, stiff neck and shoulders, dizziness, sinus infections, lack of concentration and all-year-round flu symptoms.

In Phil's case, the symptoms got so bad that he went to hospital, fearing he had a brain tumour.

He said: 'I had a brain scan at the Countess of Chester Hospital, but it showed no problems and the doctors said I was fine. The problem now is my eight-year-old son also has the same 'brain ache' on the day or day after our skies are clogged with this haze, but on no other days.

'I met a woman from Delamere Park, less than one mile away, with exactly the same head pains.'

Official sources - including Defra (the Department for Environment, Food and Rural Affairs), the Ministry of Defence, the Met Office and NASA - have played down Phil's concerns, stating the trails are nothing more than ice particles from water vapour at altitudes of 20,000-35,000ft.

'But they are patently not,' said Phil, 'as these trails often go right through and below much lower, wispy, normal clouds at 5,000-10,000ft only.'

So what could be the explanation?

There are hundreds of websites with photos from the US and Europe of chemtrails, with guesses, based on rainwater and soil samples, at the material being sprayed.

'Many websites in the US are convinced that US Air Force planes are spraying aluminium powder in a fibrous, expanding, spider-like mesh based on the thesis of H-Bomb inventor Ed Teller to trap Co₂, deflect the sun's rays and reduce global warming, and barium for 3D topography radar imaging purposes for the military,' said Phil.

He admits there are lot of 'weird and wacky' conspiracy theorists out there but with the BBC and Guardian newspaper interested in following up his story, if hard evidence including actual trail samples can be obtained, it seems this is one trail that isn't going to go cold in a hurry.

5.2.2 Derby Telegraph (Andrew Johnson)

26 DERBY EVENING TELEGRAPH, Friday, June 24, 2005

Opinion Extra

BY LETTER: Write to Opinion, Derby Evening Telegraph, Northcliffe House, Meadow Road, Derby, DE1 2DW.
BY FAX: Derby (01332) 253027.
BY PHONE: Call Derby 253026 between 1pm and 7am to dictate your letter. Speak slowly, leaving your name, address and telephone number. Spell names wherever necessary.
BY E-MAIL: opinion@derbytelegraph.co.uk

Charmed life in air raid years

I READ the account of Jean Willett's wartime experiences in Derby's fire service and would take issue with the second paragraph, which said: "In the midst of the worst of Derby's wartime raids..."

I do not think that these are Ms Willett's words but those of your reporter.

I have lived in Derby all my life, apart from 12 months in 1939-40 and, from November 1942, for five years in the RAF.

To my knowledge, the worst air raid Derby experienced was when the canopy of Midland Station was destroyed and a number of people in nearby streets were killed.

Amongst other raids were the destruction of one house in Jackson Avenue, Mickleover, a bomb in Kenilworth Avenue, and the attack on Rolls-Royce by a single plane in 1942. Derby had a charmed life


ON THE TRAIL: One of the areas I have been researching recently is related to the pollution caused by aircraft. There are some quite controversial aspects to this subject.

In recent weeks and months, I have been noticing more and more persistent aircraft trails and these are not generally discussed in the media anywhere, except in passing.

It is therefore surprising to find that few, if any, people seem to have noticed the cross/X patterns which can sometimes be seen when these aircraft trails intersect. However, these crossing trails were glaringly illustrated to me at 9.45pm on Friday, June 10, as I took this photograph, looking west-north-west towards the setting sun.

I think I know what the explanation for these trails is, but few are prepared to entertain the idea.

**Andrew Johnson,
 Mear Drive,
 Borrowash.**

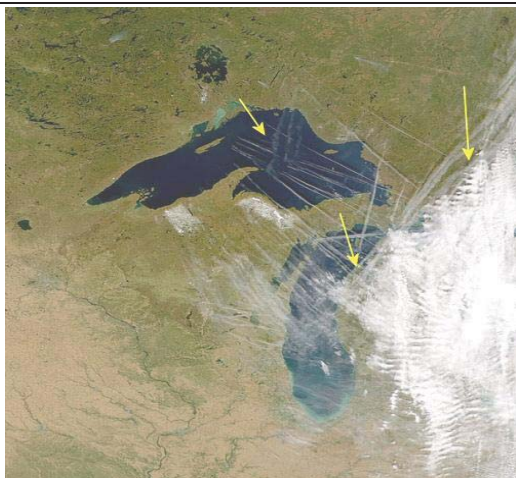


6. Conclusions

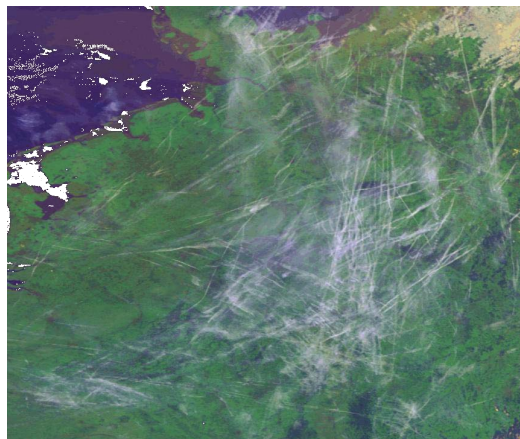
6.1 Reasons Why this is NOT a Contrail Phenomenon

6.1.1 Visibility of Trails on Satellite Photos

The mass of water vapour contained in a standard Contrail would be tiny, and certainly not observable from 150 miles up in space, and yet as Jeff Challender observes, we can see the trails on many satellite photographs, such as these additional ones shown below



Originally from:
<http://www.weatherwars.info/chemtrails.htm>



<http://www.projectprove.com/Arts/Chm1/chm1.php>

6.1.2 Time of Trail Persistence

Vapour trails from aircraft should NEVER persist for more than about 2 minutes – even in ideal conditions. This can easily and clearly be demonstrated from the time lapse footage included on the DVD. A chemtrail does not even behave like a cloud formation – it does not “billow” – it forms, spreads out and then “fades away”.

6.1.3 Irregular Pattern of Appearance

The frequency of appearance of trails does not bear any noticeable relationship to levels of civilian air traffic.

6.1.4 Height of Appearance of Trails

With repeated observation, some chemtrails can be seen at much lower altitudes than any *persistent* contrails should ever appear at – this can be observed from the apparent size of the plane in the sky. For example, contrails are normally seen to form when planes are so high in the sky that it is difficult to make out the colour or any salient features the aircraft may have. I have observed *persistent* trails from aircraft perhaps as low as an estimated 15,000 feet, but I have been unable to photograph them at such times.

6.1.5 Number of Trails Seen simultaneously at a Given Time

As demonstrated in the Case Study (see enclosed DVD), it is not possible to have such a high level of civilian or, for that matter, military air traffic (even during an exercise) which would generate the observed number of trails (42 planes flying over a small area in 2½ hours).

6.2 “Climate Change”

Clearly, when we accept the reality of this phenomena – and realise the sheer scale of it, ALL serious discussion of the reasons for “Global Warming” is called into question. (All interested people should study carefully NASA data which indicates all other planets in the solar system are undergoing changes too).

Quite recently, “Global Dimming” has also been discussed by some people - and I cannot think of a more likely cause than the massive covert Chemtrailing program, which could easily have caused the 22% reduction of sunlight reaching the Earth’s surface, if the frequently observed increase in haze levels at the horizon are anything to go by.

6.3 Difficulties in Accepting this Reality

It is very difficult to accept the reality of this phenomenon – doing so is an affront to many of our dearly held views. There is also the dark realization, as with many issues like this one, that we could have missed something so obvious going on for so long, when the evidence is right before us. I know this from experience. All you need to do, however, is watch the sky for one week (providing it is not completely overcast) – you will see the trails being laid at some point.

6.4 Appeal

I repeat the appeal made in Section 1 – this matter should be the subject of serious, honest and dispassionate investigation without recourse to denial of evidence, ridicule, stonewalling or any combination of these things. It demands a most vigorous application of energy and time to uncover the purpose and intended outcome of this secret project – which, as the evidence shows clearly, is real. Anything less than this is tantamount to a contravention of human rights and puts our future at risk. Perhaps readers should bear in mind General Eisenhower’s warning, from 1961:

"In the counsels of Government, we must guard against the acquisition of unwarranted influence, whether sought or unsought, by the Military Industrial Complex. The potential for the disastrous rise of misplaced power exists, and will persist. We must never let the weight of this combination endanger our liberties or democratic processes. We should take nothing for granted. Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery of defense with our peaceful methods and goals so that security and liberty may prosper together."

I also now very much agree with what Martin Luther King once said:

"A time comes when silence is betrayal."

7. Action Required

As mentioned in Section 6.4:

We hereby call for this matter to be the subject of serious, honest and dispassionate investigation without recourse to denial of evidence, ridicule, stonewalling or any combination of these things. It demands a most vigorous application of energy and time to uncover the purpose and intended outcome of this secret project.

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