

For the attention of:

The Prime Minister

The Rt Hon. David Cameron MP

UK Climate Engineering Dossier 2014

Version 1

27.09.2014

This document must only be distributed in full

68 pages

Look-Up.org.uk

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Delivered by hand to No. 10 Downing Street on
27th September 2014

UK Climate Engineering Dossier 2014

Presenting evidence of current, active climate engineering programs in UK and European airspace, with specific reference to atmospheric aerosol spraying being conducted by commercial aircraft.



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Section 4 - About this document

This document will be distributed in printed format, but is also available for inspection and download on the internet via my website – www.look-up.org.uk

Online versions are in Adobe .pdf format and hence printable. Adobe reader will be required to open and print the document.

It should be noted that only basic information in each section can be included so as to keep the document reasonably succinct, but the website contains more detailed evidence relating specifically to each section of this document. If a section is not directly referenced on the website at this time, it will be very soon, as and when I have the time to update it.

Version 1 of the document will be delivered to No. 10 Downing Street. Some sections may be incomplete as some investigations are still underway, and information is being received on a daily basis, but it does contain sufficient evidence, I feel, to be submitted as a formal demand to our Prime Minister and Deputy Prime Minister to investigate and take urgent action in the matters detailed within it. The evidence presented herein is still being refined and under constant review, and hence being updated regularly. Further updates will also be handed into Downing Street in printed format, as and when published, so as to ensure updated information is seen by the Prime Minister and Deputy Prime Minister.

This document will be circulated widely as detailed in **Section 3- list of intended recipients**. The list of intended recipients itself may also be updated at any time in line with new versions.

Each printed document will be labelled with a version number and a date. Each time a revision is made a new version of the online document will be published, with all previous versions remaining available.

The URL for download of the online version is:

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Sensible, constructive discussion and evaluation of the document is fully encouraged, especially in the media and scientific communities. The author cannot claim to be 100% correct about all the claims herein, and cannot claim to know everything about the issue as a whole, but is confident that the information contained herein is a reasonably accurate representation of what is happening, and hence conveys important information to the readers, which will hopefully be investigated further by others. That is the primary purpose of the document and aim of the author.

Section 5 – About the author

I am a 40 something university technician. Educated to 1 year of A levels in Biology, Chemistry and Italian. After the first year I left 6th form college to do a business studies diploma instead.

Having left higher education I soon found work in west end theatres and decided that was where I preferred to be, and so I set about carving a career in sound and lighting, eventually specialising in sound, then sound recording and eventually starting my own business.

I am what might be described as a science 'buff'. I have been reading New Scientist regularly since the age of 15, even dipping in and out of the odd journal on the rare occasion when I needed to know more about a particular issue. It could be said therefore that I have a pretty good basic understanding of most scientific principles, and a good overall knowledge of the world of science at large.

Due to having no official scientific training, this document does not follow any scientific convention or protocol. I hope that will not detract from it's importance and impact, and that readers will focus on the information contained in it.

Despite not being qualified in any of the areas of science that this topic deals with, and despite the fact that much of what is contained herein is based on conjecture, I feel there is sufficient important information to warrant writing and distributing it, for further consideration by others if nothing else.

Ian Simpson

Section 6 – List of intended recipients

A printed copy of Version 1 will have been hand-delivered to No. 10 Downing Street on 27th September 2014. Further copies will be delivered electronically and by mail to the remaining persons and organisations in the subsequent weeks.

Government Ministers

The Prime Minister The Rt Hon. David Cameron MP

The Deputy Prime Minister The Rt Hon. Nick Clegg MP

Secretary of State for Defence The Rt Hon. Michael Fallon MP

Secretary of State for Business, Innovation and Skills The Rt Hon. Vince Cable MP

Secretary of State for Health The Rt Hon. Jeremy Hunt MP

Secretary of State for Energy and Climate Change The Rt Hon. Ed Davey MP

Secretary of State for Transport The Rt Hon. Patrick McLoughlin MP

Secretary of State for Environment, Food and Rural Affairs The Rt Hon. Elizabeth Truss MP

Aviation, weather and security agencies

(Full details will be included in the next draft, but are in note form here)

The CAA

BAA

NATS

EASA

Airbus - UK

Airbus – France

Boeing tbc

Royal Aeronautical Society

The MET Office

MI5

The Metropolitan Police – Heathrow

Scotland Yard

National Crime Agency

UK registered airlines

AirTanker

Atlantic Airlines

BA CityFlyer

BMI Regional

British Airways

Cello Aviation

DHL Air UK

Eastern Airways

EasyJet

Flybe

Jet2

Loganair

Monarch Airlines

Thomas Cook Airlines

Thomson Airways

Titan Airways

Virgin Atlantic Airways

Media

The Guardian Newspaper - London

The Times Newspaper - London

The Daily Mail Newspaper - London

The Telegraph Newspaper – London

Legal

I will also be copying the document to other selected legal organisations and solicitors firms for their inspection. A final list of these has not yet been decided, but will be published at a later date on the website.

Other

I may chose at any stage to further distribute this document to any organisations or persons as I see fit at any future date so as to promote awareness or further the campaign for whatever reason. I will release details of any organisation or persons on the website unless I deem it helpful not to do so for whatsoever reason.

Publication online

The document will be available for public viewing and download by anyone on the website – Look-Up.org.uk

Section 7 – Introduction

In April 2013 I first noticed unusual aircraft activity in our skies near London. Groups of planes travelling in very close formation at low altitude, around 22,000ft, leaving dense persisting trails. The trails from these aircraft did not disperse as one would expect, but lingered, expanding slowly to form what can only be described as a thin cloud-like layer across the entire sky. The sky went from clear blue at dawn to completely grey by late morning, and purely as a result of trails left by repeated passes from planes.

Since that day I have investigated this phenomenon in great detail. The evidence I have collated here gives a comprehensive picture of what can only be described as active climate engineering, or weather modification programs, being conducted in UK airspace, European airspace, and if reports from other parts of world are to be believed, then pretty much everywhere where commercial airlines involved in these programs happen to fly.

These programs are being conducted in UK airspace by commercial airlines, both UK and internationally based. The aircraft seen to be leaving low-altitude trails are mostly Airbus A320 family and Boeing 737 and 777 models, though other models may also be involved as detailed in the body of this document. All aircraft that are seen leaving low-altitude trails have been modified with pipes in the pylon. Those pipes are not standard to the design of the aircraft. We know this to be the case, at least for Airbus, as Airbus recently confirmed to us that their aircraft do not leave the factory with pylon pipes.

Every day now our sky, and the air we breathe is affected to some degree or other, and even completely defined on many days, by substances sprayed from aircraft. Several different types of programs and substances have been identified to date as will be described in the body of this document.

This situation is completely unacceptable. No public consultation has been conducted, and no public approval has been gained or even sought. Public debates on the issue have been sparse and have focused on, and tried to imply, that these programs are only being ‘considered’ and are not yet being implemented.

Section 8 – Demands

I have drafted this document so as to show clear, basic evidence of the existence of these programs, and to make the following demands:

I hereby demand that The Prime Minister - The Rt Hon. David Cameron MP and The Deputy Prime Minister - The Rt Hon Nick Clegg MP, as political leaders of our country and Kingdom, do the following:

- Officially respond to this document within 28 days.
- Officially and publicly acknowledge this issue.
- Investigate immediately by all means necessary, and with all powers invested in you, and by use of all relevant government agencies and non-governmental organisations, to discover how and why aircraft have been fitted with equipment to disperse substances during flight.
- Bring about, by whatever means necessary, the immediate cessation of all atmospheric release of any substance from any aircraft during flight over UK airspace, whatever the reason, justification or purpose.
- Ensure that legislation covers the release of any material in any form from any aircraft for whatever purpose, including any animal, living organism, mineral or other, over UK airspace or within UK territory, and to extend that to a suitable distance from British shores so as to prevent any material drifting into our airspace.
- Legislate to ensure that this practice is outlawed henceforth until full, transparent research and public debate is conducted, and that it is not allowed to be re-introduced in any way, even in the form of trials, without our (the people of the UK's) full knowledge and consent by measured means such as a national referendum.
- Take steps to implement the above in the European Parliament so as to extend such a ban to all European airspace.
- Further, I demand that legislation be introduced to force independent regular inspection of aircraft, aviation fuel, and spot checks of cargo and containers carried by all commercial aircraft, and at all major UK airports, so as to ensure that the public can be absolutely assured that this situation does not continue.

- I also demand that any similar military operations be terminated immediately for the above reasons and subject to similar future restriction until independent assessment of their purpose, validity and safety can be established. Refer to Section 14 *Military operations and the connection to the commercial programs* for more information about this point.

Our sunshine and the air that we breathe are fundamental to our lives, and nobody has the right to interfere with or alter them in any way, without our (the people of the UK's) permission, not even the military.

I also demand clarification as to why so many requests for information, clarification and demands for action in this matter, which have been submitted by thousands of members of the public over the past few years, have been consistently stonewalled or answered with letters of denial or disinformation by MPs, government departments, aviation and weather organisations, and media organisations.

Section 9 - Visual Evidence and the 3 programs identified to date

This section is divided into subsections. We can glean a lot just from observation of the aircraft and their behaviour. The subsections are as follows.

9.1 – The general appearance and the 3 types of programs

9.2 – Altitude

9.3 – OWOW. One with, one without

9.4 - Different types of trails from different aircraft in the same area of sky

9.5 - Different types of trails from different engines on the same aircraft

9.6 - No time for the condensation to condense

9.7 - New types of cloud formations

9.1 – The general appearance of our skies

One of the first clues to most people that something wrong is going on in our skies is the strange and unusual appearance of cloud formations, with many new cloud formations, and those cloud formations behaving very strangely and having unusual appearances.



This is NOT a normal sky. Despite the increasing use of normalising images in advertising and on television, most people are still able to recognise that our skies should not look like this, and have never done so in the past.

We now see a host of strange wispy, streaky, bobbly and generally messy skies all around us on most days when the sky is actually visible.

Below we analyse some of the different types of formations that occur as a result of substances sprayed deliberately from aircraft over the UK.

We deal first with the 3-part persistent trails.

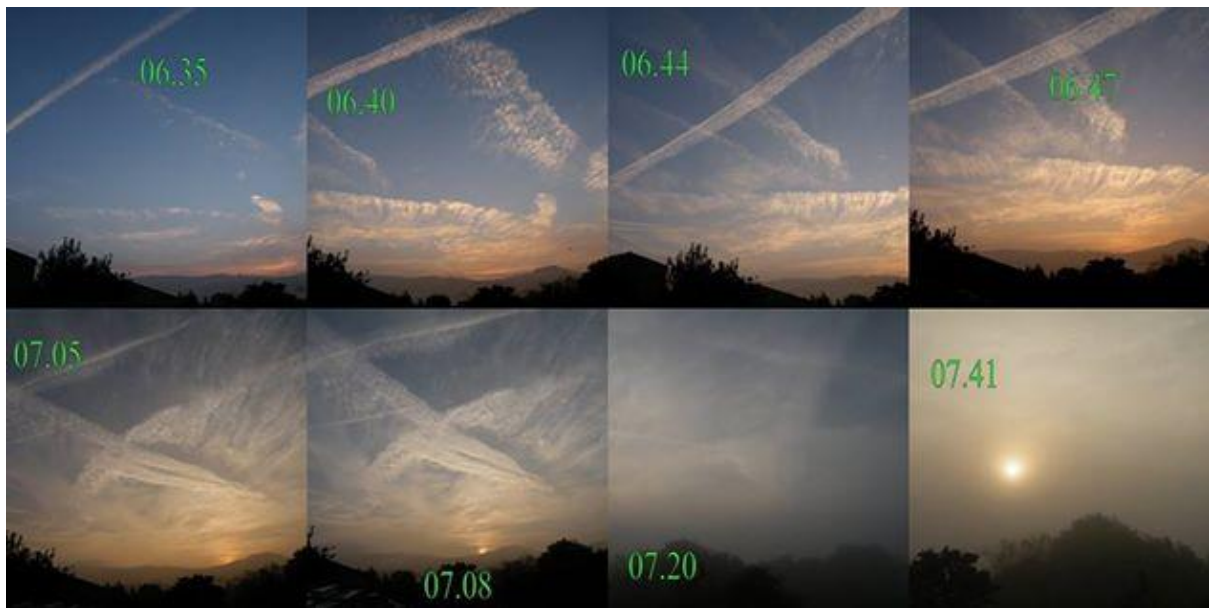
Delivered mostly from Airbus A320 Family aircraft. We think A380 may also have been fitted with similar systems, but have no photographic evidence to date and have not managed to photograph or film any in action as yet and so cannot conclusively implicate them at this stage. NB. Other types of aircraft also leave persistent trails, but they are not the distinctive 3 part ones, as with the A320 aircraft.



Above is an image of a trail left by an Airbus A320 Family aircraft. There is a clear 3-part structure to this trail, as also seen on further images. I believe this is as a direct result of the 3-pipe aerosol delivery systems fitted to them.



I expand on the technology in **Section 11 - The pipes which have been retro-fitted to aircraft**



The above image is an excellent example of the effect that these persistent trails can have on the sky across an entire area. This was taken near the North Wales / Shropshire border in 2014, and shows the progression and deterioration from blue sky at dawn to a completely grey sky one hour later, entirely as a result of trails left by aircraft. We know this to be the result of persistent trails left by modified aircraft as described above, but even if this were simple condensation as some try to claim, it would be a serious enough issue to warrant Investigation and action to re-route aircraft.

More examples of this type can be seen on the website, along with time-lapse films taken in the UK showing this process evolving.



The image above is of a 3-part persistent trail left by an Airbus A320. This is at about 15 minutes from delivery by the aircraft. We see the familiar pattern emerging. The upper part of the trail is composed of a mixture of the substances emitted from the upper 2 pipes of the dispersal system, and the lower 'bobbly' formations are the beginning of the cloud types that go on to increase in size and form a thin layer of cloud as we see in the image below. In high humidity this will expand and become denser, resulting in the type of cloud the MET Office has recently named Mammatus.



The behaviour of the cloud-like formations produced from these aircraft can vary considerably. It seems to be the case that what we are witnessing is large scale trials of weather modification or climate engineering. The following series of images are all chemically induced clouds created from substances ejected from aircraft.



The above image shows a sky dominated by a mess of formations from persistent trails. The upper section shows forming Mammatus cloud, and the lower section shows a host of expanding trails which form a smog layer.



The image above shows another sky full of both types of aircraft-made clouds. We focus here on the long wispy structure that travels from lower right to upper left. This is, once again, created by the persistent trails ejected by the Airbus 3-pipe delivery systems.

It is not clear if this pattern is the result of different substances being used, some other variation in what is being sprayed, or the result of different atmospheric conditions. We need more extensive observations to be able to know this with any degree of confidence. This type of formation only seemed to appear this year and was named ***Uncinus Cloud*** by the MET Office, in an attempt to convince us that this is normal cloud, and that it has always existed.



Above is an image showing what sometimes happens when conditions are not favourable for the formation of cloud-like structures. The substances ejected simply fill the sky with a layer of smog. Here we see a trail expanding slowly to merge with the layer of smog. We also see another new phenomenon called a 'sun dog', or 'halo', forming. This is when the sunlight struggles to penetrate the layer, and is diffracted, forming a round halo with rainbow like edges, where the light is split as it passes through the layer of substances.

Once again the MET Office have attempted to convince the public that this is a natural phenomenon. They describe it as a 'halo', which has existed as a word previously, but this is certainly not a natural phenomenon that we see here.

This image alone is strong evidence of what aircraft trails can do to a sky. The blocking of sunlight constitutes a serious health risk to humans, and even leaving aside the health impacts, is a completely unacceptable consequence of air traffic, even if it were innocuous.



Above is an example of the chemically induced 'cloud' formations that occur on days of heavy spraying from aircraft.



Punch Holes

The two images below are examples of what can happen in particular conditions. One way of identifying unnatural cloud derived from aircraft, specifically those produced by the 3-pipe dispersal systems, is by the fact that it is always seen in thin layers. Quite why that is the case is unclear. It seems to sit in a thin layer at whatever altitude it may have been sprayed at. Normally we see this type of activity occurring at around 25,000ft, but this can vary considerably with aircraft being seen to exhibit this behaviour as low as 18,000ft and at more normal cruising altitudes of 24,000 to 30,000ft. Not enough detailed observation has been carried out to date to establish if any variance in the cloud-like structures produced is as a result of altitude, and once the layer has formed it is very difficult to estimate the altitude without an aircraft being present. The two images we see here are of 'punch holes'. The MET Office claims that these are caused by ice crystals falling. A more likely explanation is that the structure of the cloud-like layer is simply collapsing due to the lack of sufficient humidity.





Haze

Our air is now full of a near constant haze of nano-scale polymer fibres.

It is not possible at this stage to conclusively prove the link from aircraft to haze, and then to what we see in our throats, but it is also hard to think of any other explanation. We see planes fly over at low altitude leaving shimmering trails that disperse quickly, we see the sky fill up with haze, we find our eyes and throats itching regularly, and we find structures that seem to resemble 'blobs' of hair-like filaments in our mouths and throats.

These fibres can also be observed in house dust. The larger ones are just about visible to the naked eye, and are probably settled due to their larger size, but the majority of these fibres are so small that they are invisible under normal conditions and float around in the air we breathe. Look at the air at night under a strong light and you see the air we breathe is a soup of fibres. This is not dust or moisture, and is present all day every day, irrespective of your location or the atmospheric conditions.

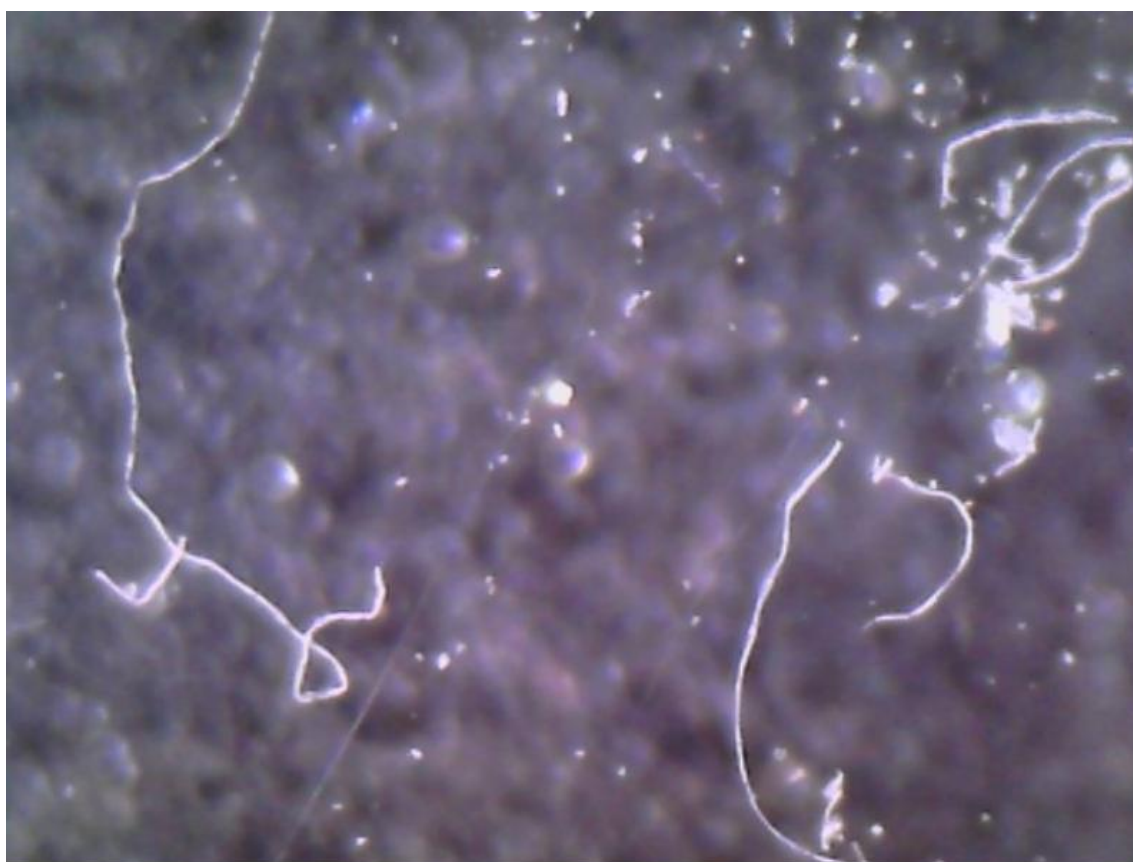


Image above: fibres @ x400

Furthermore we breathe these fibres in every day. We can see the result of these fibres coagulating in our throats if we gargle with red wine. They seem to collect on our tongues and in the throat, and form blobs that stick to our skin in our throats. This is perhaps the most disturbing aspect of the topic as a whole. We deal more with the implications to human health of these fibres in **Section 14 – Crime Against Humanity?**

Induced Cumulus

We have seen examples above of persistent trails and the variation of formations that can result from possibly different combinations of atmospheric conditions. Now let's look at the 2nd type of cloud formations that we believe are created as a result of the fibres being sprayed by Boeing aircraft (and possibly others). This is a separate program and probably unconnected in purpose to the persistent trails. These fibres are present in our air every day in huge numbers, and saturate the air we breathe. The size of these fibres is between 40-50nm, which seems to be the ideal size for cloud formation.

The image below is of a sky that has clouds that have formed in what most people would consider a natural way, but these clouds are not entirely natural, they are 'induced'. If the air is filled with tiny particles and moisture evaporates as the day warms up, the moisture binds to these fibres which act as condensation nuclei, and the result is cloud formations. These clouds look, to most people, completely normal but the size, shape, definition, distribution and the overall milky nature of the sky are evidence of the fact that these clouds have not formed naturally, by which I mean not around a natural nuclei.



In the image below we first notice the milky horizon. This is now a daily feature of our sky, and due mostly to the presence of these fibres. When we start to look more closely at the situation, we also realise another host of unusual things about how they form. From early morning right through to late afternoon there is a very distinct pattern. Each day the sky will start off clear at dawn (leaving aside the long persistent trails for now) and slowly as the sun rises and the sky fills up with haze, we see the formation of very small fluffy blobs. This is ubiquitous though, and happens simultaneously over huge areas- anywhere the fibres have been sprayed. We notice that these little fluffy clouds grow gradually in size, again all simultaneously. We often also notice that they seem to form in vast lines or rows. We don't know at this stage if this is significant or if it follows the pattern of the aircraft that spray them, and more observation is needed, suffice to say this is not normal clouds formation.



Smogs and smokers

This is the 3rd type of trail left by aircraft that I have identified. These trails have only been filmed once, but in significant numbers over several hours. There is no atmospheric condition or engine type that can produce smoke like this, so this really is the silver bullet of the entire investigation.



If you watch the video you get a clearer picture of what is happening here.

www.vimeo.com/88080046

Some of the planes we witness in this film are scheduled passenger flights with passengers. Others, such as the ones pictured here seemed to be listed and are likely to be carrying passengers. Then there is a fleet of Smokers which travel back and forth in repeated patterns. Those aircraft were not listed on Flightradar24.com, and so had switched off their ADS-B systems so as not to be trackable. They also flew dangerously close to our planes, passing right underneath us as close as a 100-200ft.

What we see in this film is clearly not normal aircraft behaviour and clearly not normal aircraft exhaust. I consider this to be the most important evidence to date to show that aircraft **are** being used to spray substances unknown into our atmosphere, in large quantities and over large areas.



Above we see 3 planes. The two travelling left to right were scheduled flights we believe, from Frankfurt. Thai Air and Condor were the airlines. The 3rd plane, just visible in the background, we cannot identify at this stage as it was not visible on Flightradar24.com, but is likely to be part of the unidentified fleet of **Smokers** seen travelling over Eastern Europe.

What exactly is going on here then ?

When I first filmed this I was at a loss to explain what or why. More recently, however, the penny suddenly dropped, and now it all seems obvious.

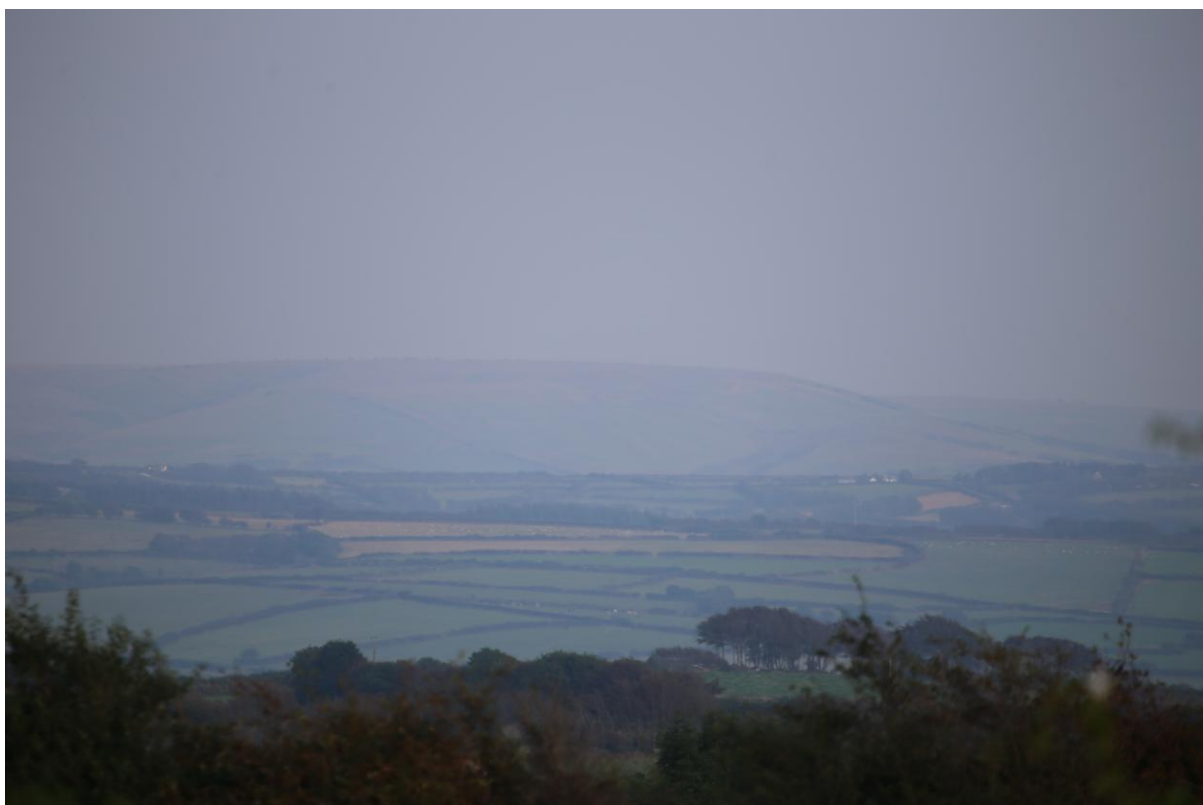
Since returning from the Climate Conference 2014 in Berlin in August I have realised what is going on here. The UN/IPCC global warming (re-branded climate change due to no warming) alarmist movement, are bleating relentlessly about CO2 being the cause of an imminent global climate catastrophe. They have had to focus on CO2 because there is nothing else left to focus on, as a result of a large percentage of scientists around the globe, many of whom now form part of the NIPCC (nipccreport.org) confirming that no warming had taken place for 18 years, a fact that the IPCC had to reluctantly admit recently. If we accept that CO2 is the only thing they have to be able to introduce emergency measures to combat this perceived climate emergency, then suddenly it becomes obvious that complicit airlines, those

belonging to the 3 airline alliances, are being used to pump smoke deliberately into the sky to try and raise CO₂ to the magic threshold that complicit scientists claim is the 'tipping point'. Suddenly everything makes sense. We expand on this in **Section 16 - Summary** of this document.

The effect that this program is having seems clear when we look at the ubiquitous smogs that have blighted the UK, and indeed the rest of Europe over the past year. It is claimed by the media that industry and diesel transport are to blame, but that can be easily disproved with statistics, but even with some simple logic. Polluting industry has declined massively in the last 20 years. Regulations governing emissions from industry and transport have become increasingly stringent over the last few decades. I spoke to one of the chief engineers at Rolls Royce Aviation some time ago who confirmed this and stated that their engines are now incredibly efficient now due to tight EU regulations, and there was no way they could be blamed for the smogs. That is, unless the aircraft were pumping something into the air deliberately.

The following 2 images (next page) are typical of what we see on a daily basis now. This is not mist, or fog, or pollution. We spoke with the MET Office who tried to explain it by suggesting this was pollution that drifted from London to Devon. Leaving aside the fact that London is 200 miles away, and that on days when the wind was blowing in an easterly direction it still happens, we have to realise that London is 600sq miles. These smogs were reported from South Devon all the way to Mid Wales, and the Cotswolds, so we are looking at an area of tens of thousands of square miles. How does smog spread out to cover that kind of vast area and stay so dense.

Simple answer? It doesn't. This is ubiquitous smog caused by deliberate pollution from aircraft flying around over Europe in order to raise levels of CO₂.



9.2 - Altitude

The MET Office confirmed to me in an email last year that natural contrails can only occur at temperatures of -57 Celsius. This was very interesting and I asked them simply because we see trails, persistent and haze trails, at altitudes as low as 18,000ft, and the MET's own radiosonde data shows that we do not experience those kinds of temperatures in a temperate zone until about 37,000ft or more (tbc but that was what the MET employee suggested). Seeing any trail at 18,000ft in the UK is completely unnatural under any circumstances. Reference the document below:

National Meteorological Library and Archive
Fact sheet No. 13 – Upper air observations and the tephigram

The email sent to me by the MET Office in response to my concerns about persistent trails included the following text:

“There are fundamentally two forms of contrails; those that are non-persistent and those that are persistent:

If humidity and temperature are in the right balance (temperature must be below – 57 °C) these condensed trails cannot evaporate again and so persist for some time and can be dispersed into broader patterns by the wind at high altitudes. These persistent contrails can combine with the contrails from other aircraft to form what can effectively be described as high cloud. This can be very noticeable, especially if it occurs near air traffic route “hubs” where many aircraft converge.”

Then let's look at what they say. There are fundamentally two forms of contrail. So how do we get water vapour behaving in 2 different ways in the same sky? Modern jet engines come in 2 basic types. Standard, which use combustion as thrust, and High-bypass turbofan, which use the blades for thrust and expel almost no moisture. The former will eject moisture in similar amounts irrespective of the type of aircraft or manufacturer, and the latter is irrelevant as it ejects almost no moisture, so it would not be able to form any trail at all.

Please see this video - **Fibre and False Altitudes** <https://vimeo.com/88670677>

Aircraft have started to report false altitude. Often a plane seen spraying will report 37,000ft, but actually be flying as low as 20,000ft.

9.3 OWOW – one with one without

If we consider images such as this one:



3 planes are seen simultaneously, one with a persistent trail and 2 without

We then realise that actually we are being lied to. This is not an uncommon sight, especially for those that watch the sky on a regular basis. This particular image was part of a series that we are posting on the website very soon.

We also have images of 2 planes travelling in parallel, one with a long persistent trail, and one with no trails at all. They were both Airbus A320.

This section proves that when we witness trails at low altitudes, we are witnessing substances that are being sprayed by those aircraft. All modern commercial passenger jets use very similar technology and so such extreme variation such as that witnessed here would not be possible.

9.4 Different types of trails from different aircraft



When we boil a kettle, irrespective of what make of kettle, or what kitchen we are in, we always see the same thing. Water vapour does not change in appearance according to what produced it. Granted our atmosphere has variation in terms of pressure, temperature and humidity, but these variations are reasonably uniform on a local level. The image above shows 2 planes 'working in tandem', a practice we have seen more and more this year. Each aircraft is producing a completely different type of trail, one of which persists and the other dispersed very quickly. Both were travelling in parallel at the same altitude and this pattern continued over a large distance.

It is not yet understood why this is happening but it does give very clear evidence that we are not witnessing water vapour, and are indeed witnessing climate engineering, either in trial form or the full programs.

If we were to see short trails on some days, and long trails on others then we might just be able to accept that our atmosphere was causing the variations, but as it stands we see such a consistent variation in the appearance of the trails from aircraft that we can only conclude that the varying factor is what is being added to the exhaust.

Obviously this argument is strengthened further by the fact that these two planes (previous page) are also below 30,000ft, and so should not be leaving any trails at all.



The above image is another example of how the various substances from the assortment of trails react differently. Here we see 5 distinct trails, all of which look quite different. There is no way science can explain this as being simply moisture. This is a small section of sky on what would otherwise have been a clear day.

9.5 Different trails from the same aircraft



This image clearly shows that this aircraft is releasing 2 different types of trails, with the inner engines producing a less dense pair, and the outer a pair of denser trails. These trails are obviously not the same.

There is not plane on earth that could fly with different engines, and there is no property of the atmosphere that could be different in such a defined, detailed and consistent way, so once more we see evidence of something going on.

My personal opinion is that this represents the combination therapy that we see when a pair of aircraft work together in tandem. I am not sure at this stage, why they have to do that. There is a chance that the substances used are mixing in the atmosphere to produce the desired effect, or it could simply be a way of making the trails less obvious than those we see from the 3-pipe delivery systems that produce the very distinctive shapes with the droplets that I describe earlier. People are starting to question those trails, so this could be a way to try and make the process less obvious by dispersing them slightly further apart. Who knows? Time will tell I guess. As always we could apply the 'It's probably just' equation to this, but how many times can we allow ourselves to say 'it's probably just' before we need to question the overall picture and start to seriously analyse what see.

The more we look the more we see.

9.6 No time for vapour to condense

This is just a hypothesis at this stage and I have not managed to find anyone yet with the qualifications to be able to prove or disprove this, but to me it seems a very valid point and one worth investigating.

The cruising speed of the average commercial passenger aircraft is quoted as around 800km/hr. I worked that out to be approximately 1ms per/m. If we look at this image we see the trails have formed at 2-3m behind the engine.



Leaving aside the other fact that it seems to originate from a point source, which would be consistent with the pylon pipe, we simply don't have enough time for the temperature to drop from 900 Celsius, which is the temperature quoted by the engine manufacturers for the exhaust (that may be at take off, so cruising may be slightly lower but all the same). How does water vapour cool to -57 Celsius, the temperature quoted as being needed to form natural trails, in just 2-3ms.

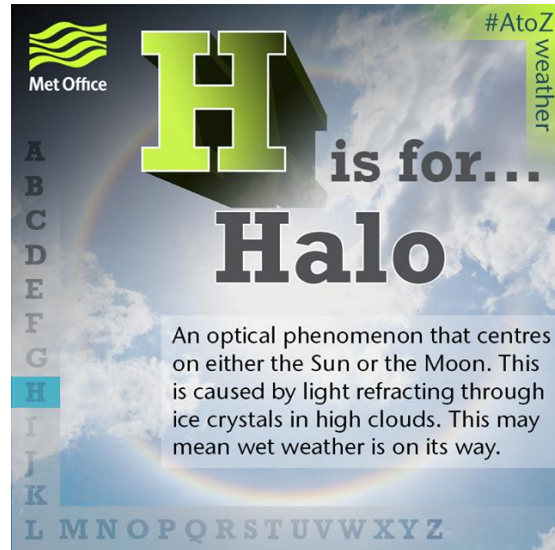
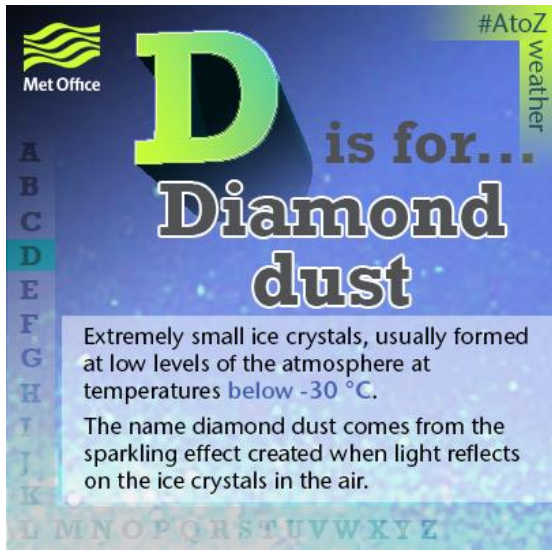
9.7 – New types of clouds

The MET Office is a strange beast. An organisation that deals with weather. Most would imagine that the weather is a lovely innocuous thing, and that those that make it their business are rather intelligent, harmless and honest scientific types, of the kind we image university professors to be.

One of the first things most people notice is all the strange new types of cloud formations in the sky, so instinctively we call the MET Office and those lovely honest chaps to explain. So many people in fact have been calling them and asking about these strange new clouds, that they have had to lie about the numbers of calls, stated to be in the 10s of thousands by one exasperated operator there (conversation recorded), but also felt the need to invent new cloud types to reassure people that the current climate engineering trial are nothing more than rare and unusual formations that have always been there. Honestly ! Nothing to see here, move along.

We asked one of the operators how many calls they had a week about the weather in an FoI and they replied 30 calls a week. They have 20 staff manning the phones apparently, and even that may be a lie, who knows?

Lets have a look at all the new cloud types that they have invented in the past few years.



Diamond Dust and Halo.

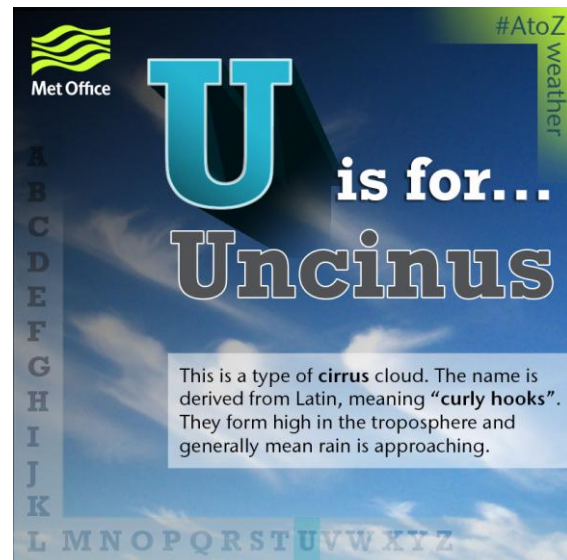
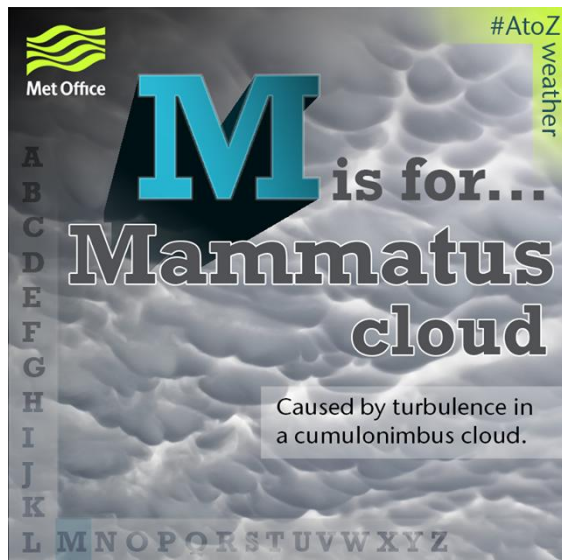
Diamond dust does not sound like a genuine name, and it does not seem to have any basis in real records of clouds of the atmosphere from what I have seen. It is important to note that merely finding a website that refers to it does not constitute evidence. As we all know, anyone can publish something on a website with a bit of time and imagination. I have sought to verify these things with old printed press. The lack of evidence does not however disprove them, merely that I cannot prove them to be false. My instinct tells me though that diamond dust is just a made u name.

The MET seem to be using the term ice crystals a lot these days. Ice crystals seem to be hanging round in all sorts of places in our skies that they never used to inhabit, and have become the go-to excuse for pretty much everything.

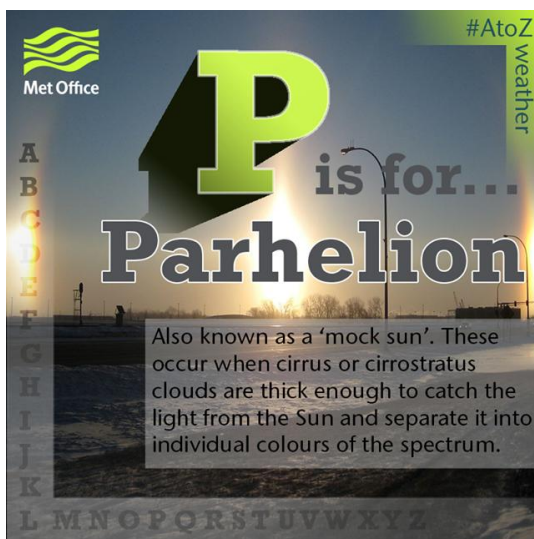
Where is all this ice coming from and why is it now able to exist in the lower atmosphere, despite the fact that vapour from untainted exhaust from jets needs 57 Celsius to freeze and last even for a few seconds. Need I say more.

Halo. Obviously the word halo has existed for a long time, but halos around the sun and the moon certainly have not. Anyone of my generation will know this, and vouch for the fact that none of these strange phenomena used to exist.

The MET Office recently ran a campaign on their Facebook page publicing all these wonderful new things. It could be argued therefore that they have actually become involve in the process of disinformation, which is a very worrying development to say the least.

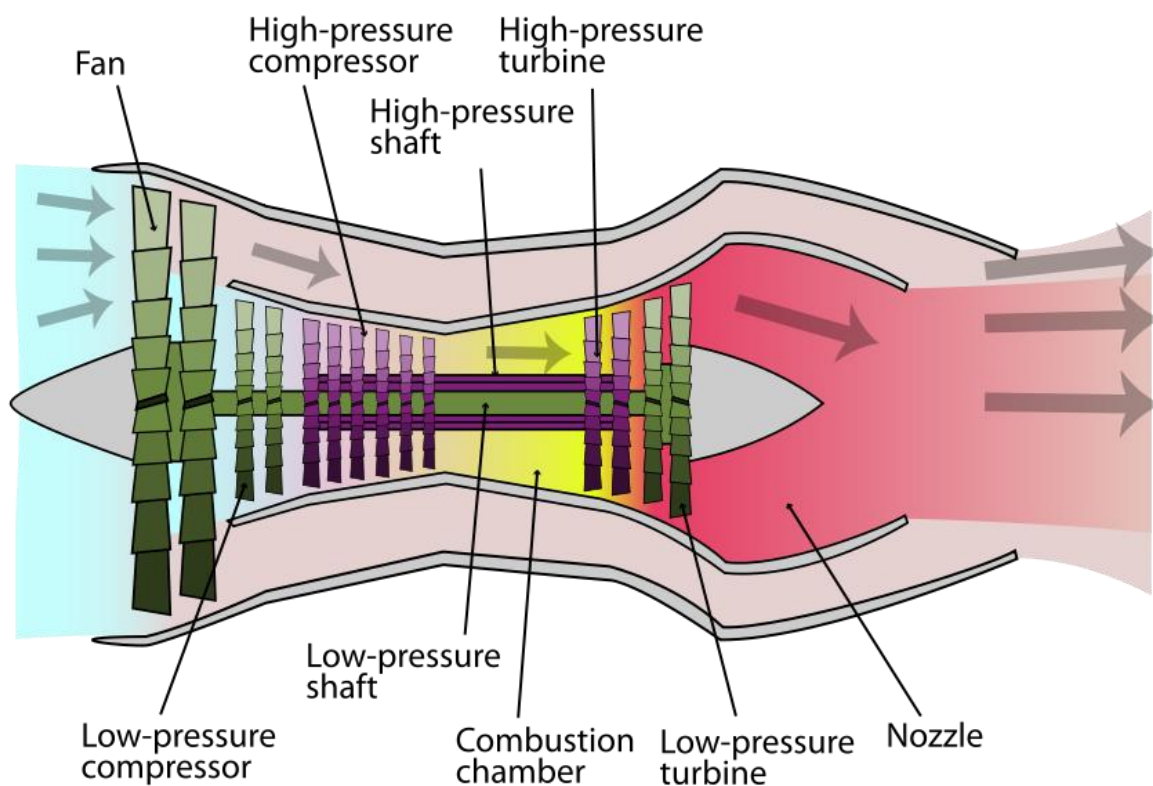


Mamatus and Uncinus are both provable forms of aircraft-produced cloud formations. Both can be seen being sprayed from planes and slowly forming, literally from nozzle to entire sky full. This is not a debateable point. I have evidence of this and indeed it can be witnessed by anybody who cares to take the time to observe.



Parhelion and Noctilucent clouds are a bit trickier to prove. I have never seen either, and so it is impossible to say definitely. I would say though that I have been unable to find them in genuinely old books about clouds and encyclopaedias. Both describe phenomena that seem consistent with conditions we know to be the result of heavy spraying of one or more of the substances from current atmospheric aerosol spraying programs.

Section 10 - High bypass turbofan engines



Easyjet are known as one of the UK's most prolific sprayers. When I discovered that High-bypass turbofan engines eject very little moisture, and so cannot produce trails at all, and certainly not the huge persistent spreading trails that we see in our skies nearly every day, I was quite intrigued. This seems to be yet another 'inconsistency'. These engines are used quite widely as they are more efficient, and quieter, so many of the aircraft we see leaving trails, should actually be leaving anything at all.

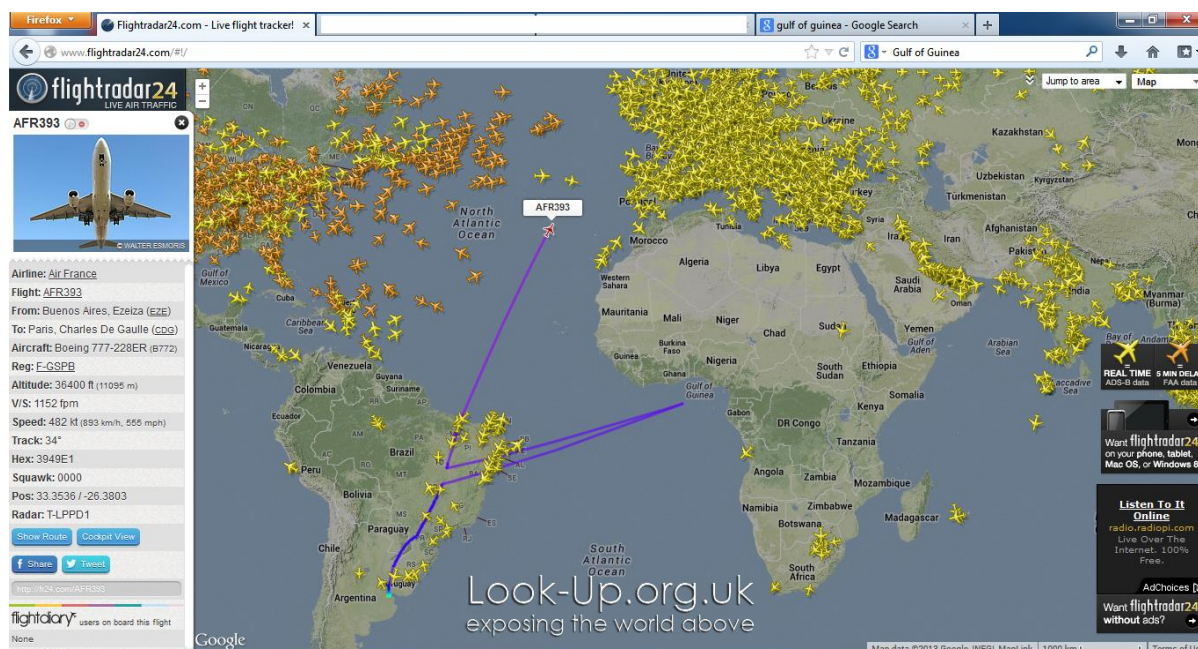
On the subject of Easyjet, we spoke to Ian Davies the head of engineering there, and had a very interesting email from him.

"These are standard production fit on all Airbus A320 aircraft which is the first thing to clarify and there purpose is to vent and drain engine Pylon compartments in the event of any leakage of pipes hoses and valves contained within these areas. The leaks could be hot air from the engine bleed air system, fuel, as fuel feed pipes run through the compartments and lastly hydraulic fluid if any of the hydraulic system components have failed. It is important prevent the compartment flooding which could be a fire hazard in such a hot area. All commercial aircraft are required by design regulation to have a venting system."

Section 11 – The global distribution infrastructure

This is perhaps the most the most difficult aspect of the theory as whole to convince people of, and yet the one I am most sure of for many reasons. It is, despite the international nature, also one of the easiest to prove if that person were to have access to information within the airline industry, such as flight record and passenger records. I will try and keep the story as brief as possible and focus on the facts. I will expand on this section further on the website.

It all started with this image. On first inspection I disouted it as a glitch, but the more I looked at this area of the world the more I discovered.



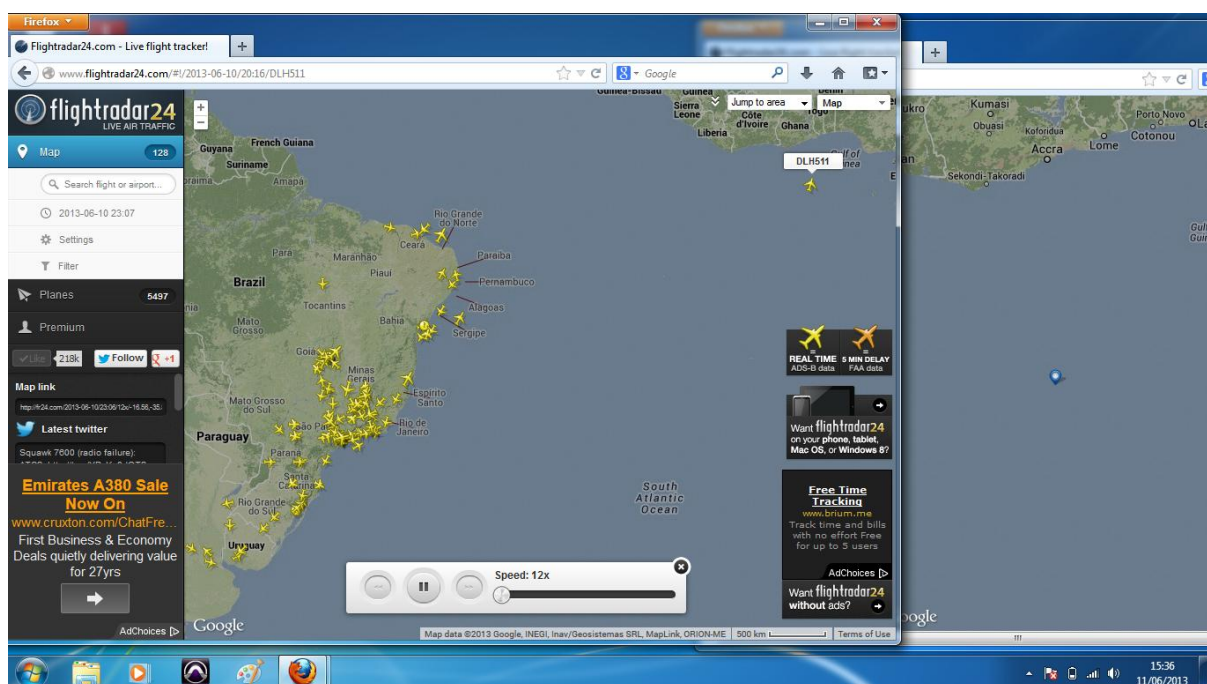
I first published this image in summer 2013. At that time there was an airstrip featured at the coordinate 00N 00E. It seemed obvious though that this was no glitch. Aircraft were seen approaching, stopping, switching off, then reappearing and moving away from the airstrip, and then disappearing again, only to reappear back on their correct route. These flights were stopping off at this location and proceeding to European hub airports and were mostly flights from South Africa and South America. This behaviour continued for some time. A week after I published this and another similar image, the airstrip disappeared. It was claimed by a popular debunking website that this was indeed a glitch and that Flightradar24.com had since fixed it.

This was denied by Flightradar24, who stated that their system was entirely reactive, and not able to add or remove anything, and that they had no knowledge of any glitch at all.

Activity continued in this area despite there being no airstrip. Aircraft would simply approach and then disappear, only to reappear again some time later.

After much head scratching I decided to go to Heathrow and watch these flights landing. What I found was remarkable and cemented this in my mind. Planes that were seen diverting off course were landing at Heathrow with cargo holds full of ULD containers, and no passengers. Some would not even dock at the gate, preferring to simply unload near the same gates every time. Their cargo was then distributed around Terminal 5 to other smaller aircraft and flown off to other hubs such as Dublin, for further distribution.

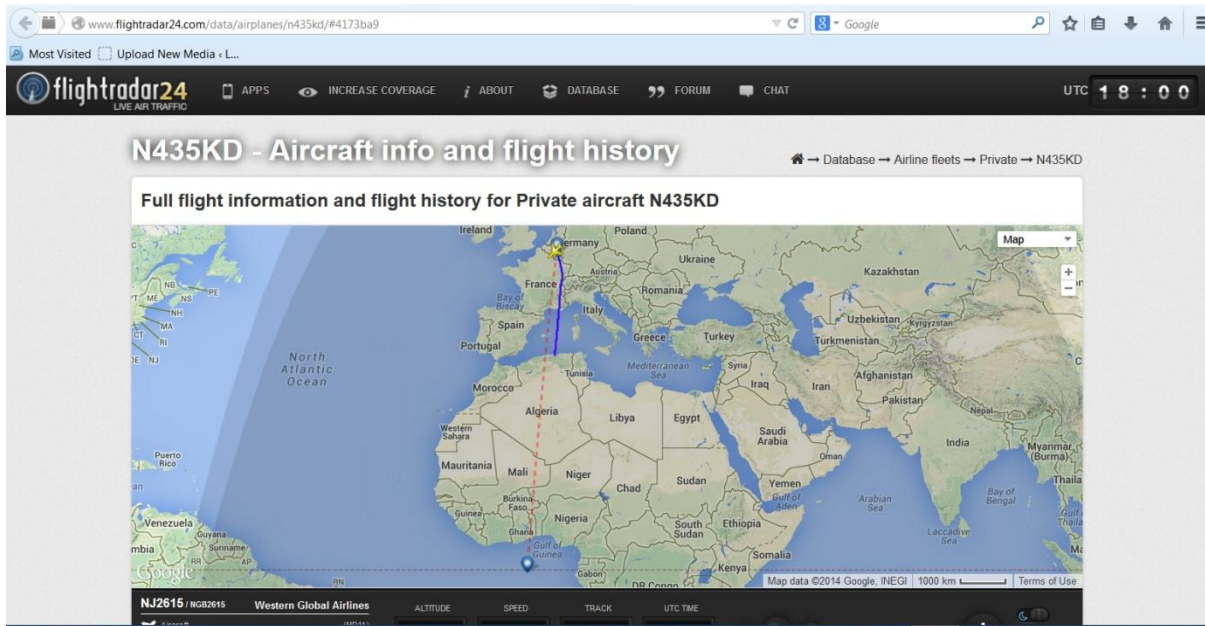
I firmly believe that an island or military base of some kind exists in the Gulf of Guinea and that aircraft have been picking up the chemicals used in weather modification programs and bring them into European hub airports.



No activity is seen at those coordinates anymore, but I have noticed an increase in flights to airports around the Gulf of Guinea such as Lagos, Luanda and Accra. British Airways seem to have launched new routes to these places, so I can only guess, not having focussed on this for some time, that the distribution network has been adapted.

We also see many flights disappearing from Flightradar24 over North Africa in areas that have good coverage. Obviously attempts are being made to hide the operation. It does not take long to notice serious inconsistencies though.

A recent fact finding mission to Liege Airport resulted in the discovery that a cargo plane had visited the location very recently. Again we see the trace disappear over North Africa, but the destination is clearly marked.



I have suspected Liege of being the centre of at least one aspect of one of the programs and have seen very suspect behaviour emanating from there such as planes flying over the UK slowly, and then simply turning round and returning.



Cargo aircraft at Liege – has been modified in the pylon with dispersal pipes

Further evidence comes from tracking Transavia flights from Amsterdam which state a destination in North Africa, but then actually land at an unmarked airstrip some miles away. As we said it doesn't take long to find extremely suspicious behaviour happening all over the North West of Africa, so I encouraged others to investigate.

If one were to attempt to do something extremely big probably illegal, then they would want to have their base somewhere very far away from prying eyes. The Bay of Guinea is about as secluded as you can get, while remaining within easy access for commercial flights to Europe. Nothing shows on Google Maps but that is not to say nothing is there. Military sites are often removed by Google, so it would be interesting to obtain old maps of the area to see if there really is an island there, or if this might be some form of floating military base. I can only speculate about the location itself, but there is absolutely no doubt that this is the epicentre of the entire global network.

Section 12 – The containers used to transport the substances

ULD = Unit Load Device. This is an industry standard container for transporting pretty much anything inside an aircraft. When I first suggested this many people jumped up and said that's just cargo/luggage containers. Perfect.



We first noticed these were being loaded off of the flights at Heathrow in large numbers. These were the flights from South Africa and South America that I mentioned previously that had no passengers but were full ULD containers.

I went on a another fact finding mission to Istanbul and discovered that these containers were being loaded onto all of the Turkish Airlines flights right under our noses. They all followed a similar pattern. I had predicted previously that Airbus A320 were now using the front cargo hold for the chemicals, and the rear for luggage, and what we saw confirmed this. I managed to film almost the entire process before being ejected and the gate closed.



This moment just before the gate was closed and I was asked to leave.

There seemed to be a team of people managing this process quite closely. We can only speculate as to how much they know about what they are doing. We see 3 containers loaded onto the front cargo hold here. Remember there are 3 pipes, and each pipe seems to disperse a different chemical.

Notice also the luggage conveyor belt at the rear of the plane. All the luggage is now loaded on by hand into the rear hold on all Airbus A320 we have witnessed.

I was also told by a member of ground-staff at a UK airport that ground-staff are no longer allowed into the front hold. This will obviously only refer to ground staff at 'other' airports. Each airline has its own 'home' as it were where its planes are re-filled. This is also an interesting lead and one I hope to follow up on, but one which I hope others will also follow up on.

Section 13 - The dispersal equipment which have been retro-fitted to aircraft



This is the clearest image of the outlet pipes I have to date. They are clearly not original to the aircraft, with welding and riveting being visible, the metal being of different colour, and the overall design having a very home-made look, as though it were a quick modification done as cheaply as possible by someone other than the aircraft manufacturer.

This design is seen (to date) on every Airbus A320 Family aircraft belonging to any of the 3 airline alliances – One World, Star Alliance and Skyteam.

The upper two pipes seem to form constant persistent trails that appear to spread to form a uniform layer of cloud. The 3 and lower pipe I believe to be a pulse release system. This is the pipe that produces the puffs of smoke that are the trademark of this system, and of the persistent trails generally. When

these trails spread to form cloud we get what is known as cotton wool cloud, basically a multitude of roundish formations of cloud that spread to form the patchy cloud formation we see so often these days. In high humidity this formation becomes what the MET have recently termed Mammatus Cloud.

(see **Section 9.7 - New Cloud Types**)

A lecture at the recent Climate Engineering called Design of Practical Hardware for Climate Engineering confirmed that this type of technology exists, and is indeed very complex in its design and ability at controlling the flow of the mixture of gas and liquids.

The lecture can be seen at this URL

<https://www.youtube.com/watch?v=vtSAB81MT-8&feature=youtu.be>

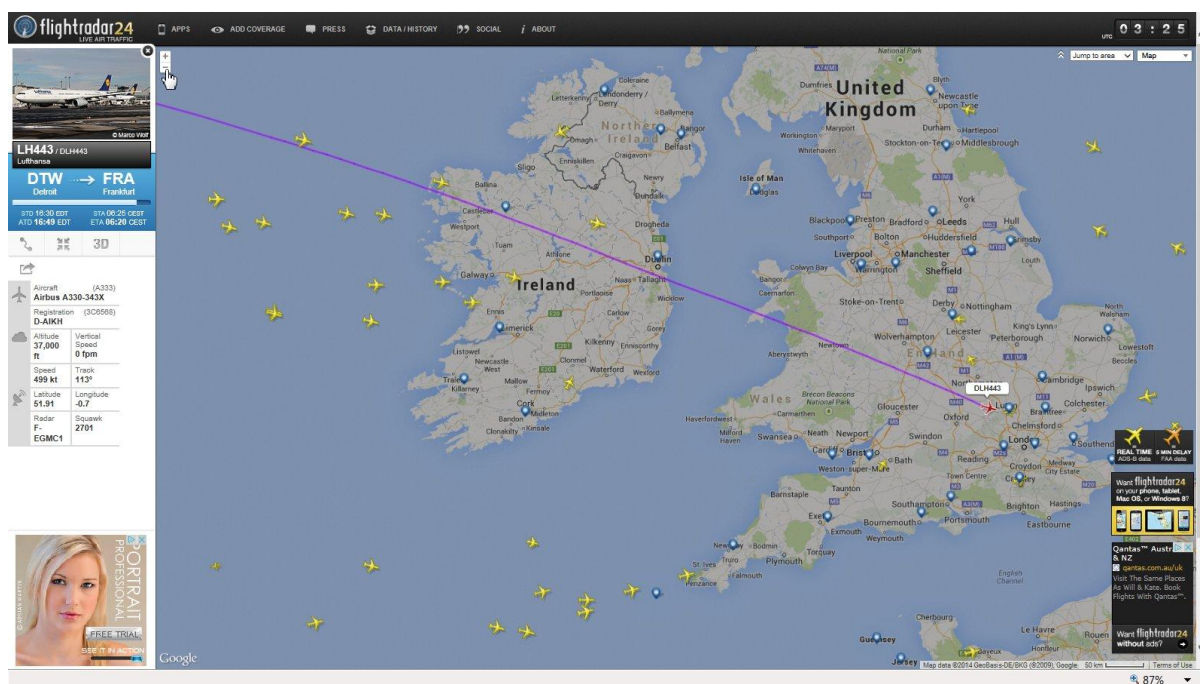
Notably 70nm was quoted as the ideal size of particles/droplets to be released. This is of course, proposed technology, and so cannot be considered evidence of current technology, but it gives a good idea of how the current technology is likely to work.

Section 14 – Night flights and The First Wave

Night flights seem to have increased over the last 2 years. I have not had the time to investigate this fully, so this is conjecture, but I know there are strict regulations governing this issue. It seems that aircraft are flying well into the night. Arrivals from abroad and transient flights can often be seen well after midnight.

Cargo flights are, I think, exempt from this, but it would be interesting, following my recent discovery that all DHL aircraft have also been modified with pylon pipes, to know if the frequency of cargo flights over the UK had also increased significantly over the past few years. As a result the air over the UK is not able to clear as well overnight as it used to.

Then we also look at The First Wave as I termed it.



First Wave 05.04.2014

Transatlantic flights from the US now enter UK airspace as early as 3.30am, laying down the first layers of cloud that will serve as the foundation for the our weather for that day. During the summer it can clearly be seen. They are mostly Airbus and they tend to leave the first persistent trails of the day. Generally the first flights will be Luftansa.

The worrying thing that I discovered though, was that many of these planes did not actually originate from their stated origin. I cross-checked on several occasions in 2013, and the flights were not listed as having departed from the stated origin. Furthermore those flights often simply disappeared from the tracking website as they approached their stated destination. I termed these flights ghost flights. When I clicked on the flight paths, they were incomplete and seemed to all begin in the Atlantic about 200 miles off the coast of Ireland. This cannot be explained as ADS-B anomaly, because all the remaining flights that actually landed did have complete flight routes to their origins.

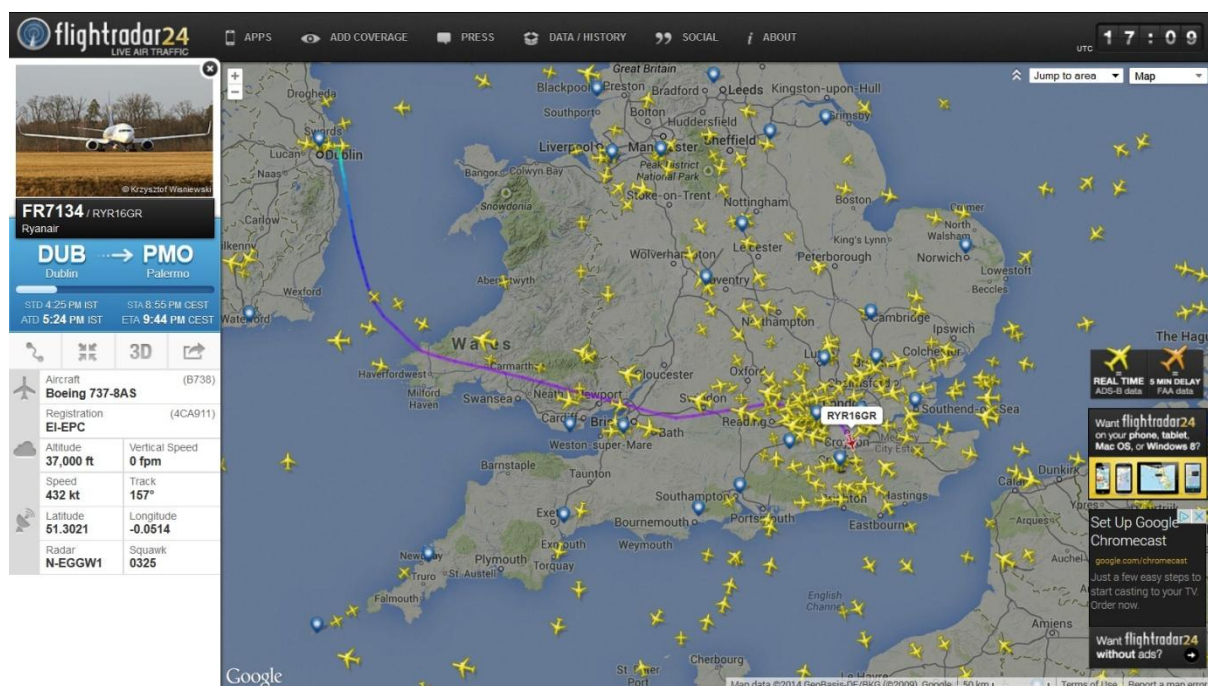
There is insufficient evidence to suggest that only the flights with incomplete paths were leaving trails, and I am not suggesting that is the case, but again, detailed observation would reveal some very interesting things I'm sure.

Since first releasing images of The First Wave, we have seen less and less evidence of this. Most flights do actually land now and seem to have complete flight paths, but we are also seeing fewer planes now. I wonder if we stood at the gates if we would see flights arriving with no passengers, as has been the case at Heathrow Terminal 5.

Much more investigation needs to be done on this, but I think sufficient evidence exists to show that, once again, something is going on here.

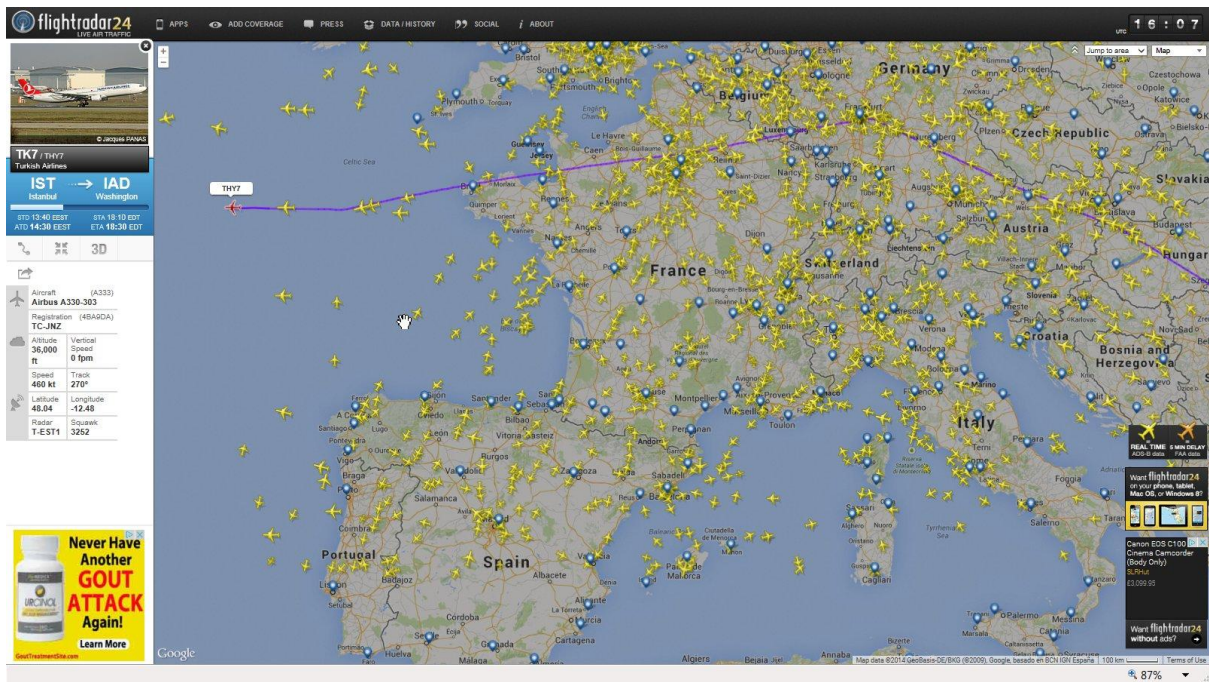
Section 15 – Routing, population density and the links to health

One thing I noticed over time was the tendency of flights to be routed over highly populated areas. This seemed strange, especially considering that aviation fuel is extremely expensive, and back in the 70s or 80s day, airlines would go to extreme lengths such as smoothing rivets to decrease turbulence in an effort to reduce drag and hence save even small amounts of fuel. Now it seems to be the case that virtually all flights over the UK are deliberately routed over major cities and urban areas. This routing becomes even more confusing when we realise that by doing this the journey is actually extended by some considerable distances, which could amount to huge sums of money, and for no apparent reason.



Dublin to Palermo via London

Now I'm no aviation expert and I'm sure in certain cases there may be justification to take a longer route, but why deliberately through a more congested area, hundred of miles out of your way, and noticeably flying over populated areas. Perhaps this is because now the public are keeping one firm eye on the sky, and the other on Flightradar24.com these airlines are no longer able to fly around without passengers and without transponders on?



Istanbul to Washington via Paris

More examples will be made available on the website as soon as possible.

Welcome to your preview of The Times

Take longer flights to cut global warming



Ben Webster Environment Editor
Published at 12:01 AM, June 22, 2014

Contrails are caused by
exhaust and hot

The Times published an interesting article earlier this year claiming that we might have to take longer flights to cut global warming. This was an astounding move I feel. Firstly it admits that planes are now creating trails that turn into cloud cover. Secondly it insinuates that global warming is at least in part, the result of air traffic. Thirdly it directly contradicts what we see happening, which is that flights are currently routed over cities as a default.

I think this is yet more evidence of the systematic confusion that is spreading in the aviation industry and the climate alarmism movement as people start to wake up to the fact that all is not well, and the we are being lied to.

The link to health

If we then look at the effect these flights are having on air quality in these areas, we see a direct correlation, and not just to air quality but to health also.

Below we see a series of maps showing the distribution of the smog's in early 2014, and compared with the population density. More worrying though is the link to health problems related to airborne pollutions (map unavailable at this time). Obviously we must consider that built up areas are more prone to traffic pollution simply due to the population density, but the correlation with illness is extremely concerning, especially when we remind ourselves that these aircraft are being routed specifically to pass over populated areas. We can only speculate as to why this is happening, but serious questions need to be asked.

First we look at a time-lapse image of UK airspace. This shows the routes taken by the majority of air traffic to, from and over the UK. Having studied flight paths in great detail I can confirm that this is a very accurate representation, of regular daily activity and not a random snapshot.

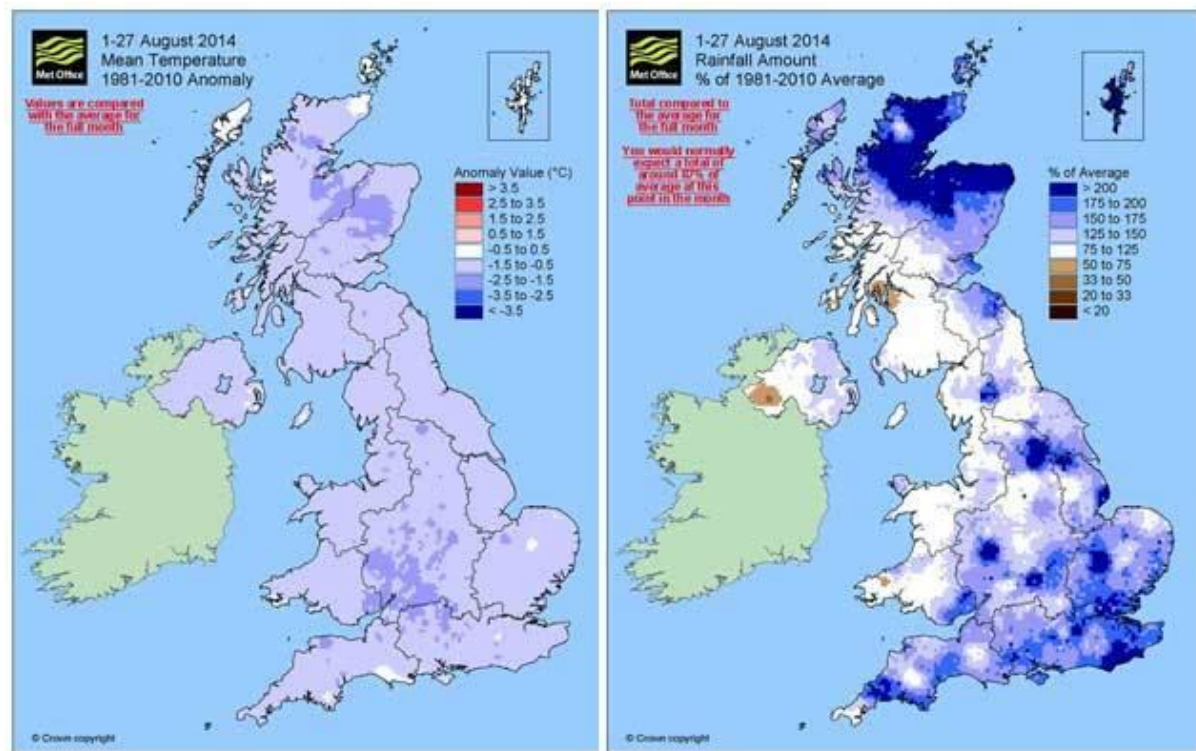




This image showing the distribution of one of the smogs that covered the UK in spring 2014 has a striking resemblance to the map of the flight paths over the UK. There is also a strong correlation between this and premature deaths.

Sadly that map is not currently available but will be added in version 2 of this document.

Interestingly we also see some correlation between flight paths and rainfall, which if we are to accept the findings of this document come as no surprise at all, considering the primary purpose of at least one type of trail is rainfall.



Section 16 - The science and the links to political ideology

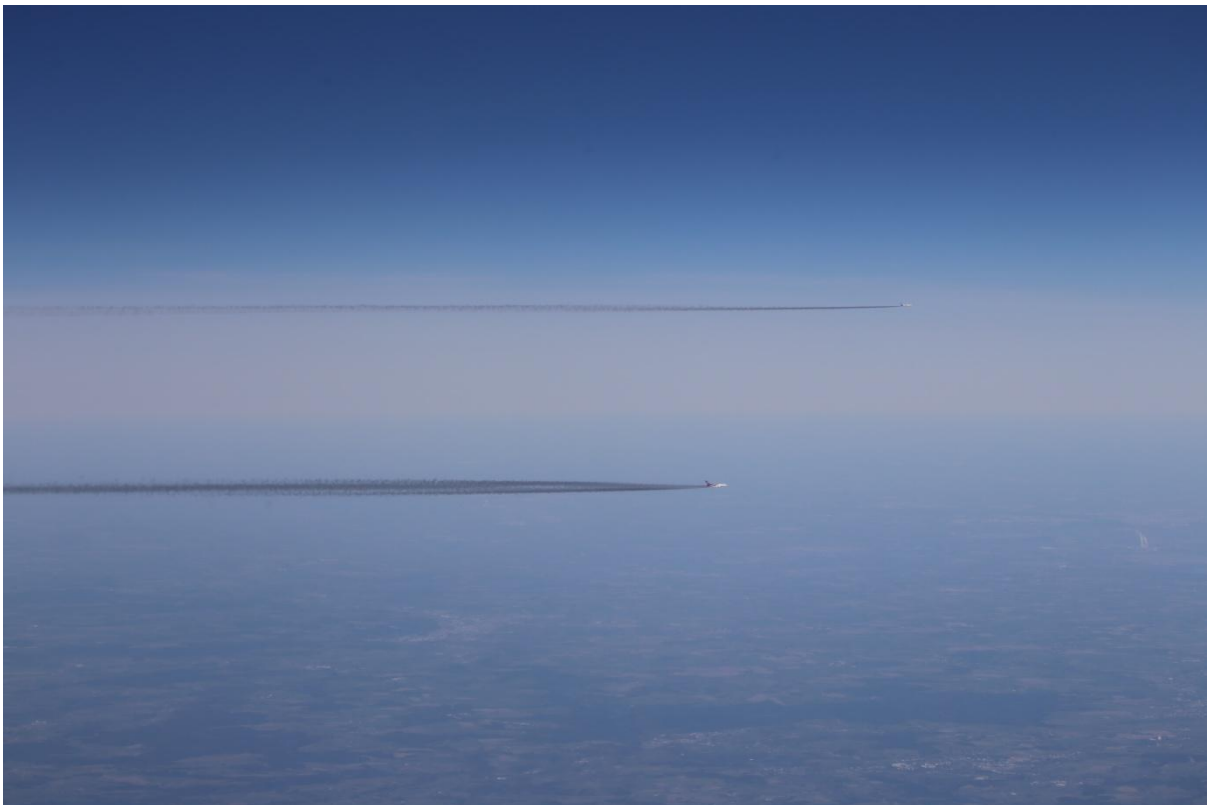
It seems clear that there is a link, at least in one of the programs discussed in this document, to political ideology, or a political movement.

The persistent trails left by the 3-pipe aerosol delivery systems on Airbus aircraft seem to be primarily being used for the formation of cloud. This could arguable be called constructive if we are to accept that global warming is real, and these are visible, though still possibly illegal, attempts to counter its effect.

The fibres could also be explained as a form of cloud formation program as they promote the formation of cumulus type clouds. They also, however, appear to be collecting in our throats and forming what can only be described as blobs that seem to be attaching themselves to the skin in our mouths and throats. This is really not good. The link, as I stated earlier is still not conclusive, but near as dam it, and when further laboratory results come in then there will be little doubt about the relationship between what we see in our skies and what we find in our throats. As to speculating about their role in our throats, well it could of course be completely incidental. Even if that were the case it is no easy thing to overlook when one has what might turn out to be nano-technology existing, or possibly growing or doing something in the throat.

The third and most obviously divisive type of trail is the smoke. It seems abundantly clear that this is an attempt at pumping the atmosphere full of smoke from the deliberate combustion of fossil fuels in the exhaust plume of the aircraft involved. This obviously helps to achieve the CO₂ increase that the powers that be so desperately need to be able to declare a climate emergency, which seems to be the priority among so many of the people behind the climate alarmist movement, as was laid bare at the Climate Engineering Conference 2014. This program also has a potentially very sinister aspect to it though. Particulates are really not good for human health. They have been linked to reparatory and cardiovascular conditions, and in extreme cases can cause death with prolonged exposure to high levels.

To make matters worse, the burning of fossil fuels in the lower atmosphere produces low level ozone. This is different to the ozone layer which protects us, and is situated at over 50,000ft. Low level ozone can cause a myriad of health problems. We discuss this in an article on the website, suffice to say that this presents very serious concerns for us all and questions really need to be asked at the highest levels to establish why this type of activity is being carried out and who is behind it.



Section 17 - Crime Against Humanity ?

This is a section that I will deal with only very briefly as legal advice needs to be sought to clarify exactly what the situation is here. The body of this document and the conclusions suggest very strongly that 3 programs of deliberate aerial spraying is occurring on a daily basis and over a huge area of Europe including, but not limited to the UK.

It is difficult to prove conclusively that these programs are harmful but the body of evidence would suggest that on balance they likely are, purely as a result of the chemistry involved in the atmosphere, especially with regards the third type, the smoke. It is hard to imagine that breathing in such contaminated air over a period of time would not harm people, especially those of a weak disposition or the elderly.

If it can be established that these programs are harmful, whether it be intentional or not, this may well constitute a crime against humanity.

Crimes against humanity, as defined by the Rome Statute of the International Criminal Court Explanatory Memorandum, "are particularly odious offences in that they constitute a serious attack on human dignity or grave humiliation or a degradation of human beings." They are not isolated or sporadic events, but are part either of a government policy (although the perpetrators need not identify themselves with this policy) or of a wide practice of atrocities tolerated or condoned by a government or a de facto authority. Murder; massacres; dehumanization; extermination; human experimentation; extrajudicial punishments; military use of children; kidnappings; unjust imprisonment; slavery; cannibalism, torture; rape; political, racial, or religious persecution; and other inhumane acts reach the threshold of crimes against humanity only if they are part of a widespread or systematic practice. Isolated inhumane acts of this nature may instead constitute grave infringements of human rights, or — depending on the circumstances — war crimes, but are not classified as

Section 18 - Conclusions

Our skies do not look like they used to. No natural explanation can be attributed to this fact. It is reasonable to conclude that, as we have shown that planes are spraying substances into the sky, that the spraying programs are the primary cause.

Several new cloud types and atmospheric phenomena have been 'created' by the MET Office in the past few years to explain all the strange things we now see in our skies.

The MET Office's own data confirms that what we often see in our skies cannot be condensation, due to altitude inconsistencies.

If widespread persistent contrail formation was normal, and had always existed, it would be referred to in weather forecasts. It isn't, and is only just being tentatively reported by media organisations.

Aircraft have been modified with pipes in the pylon. These pipes are consistent with technology known to be able to disperse aerosols into the atmosphere.

Senior engineers and other members of organisations such as airlines, aircraft manufacturers, and manufacturers of aviation engines have been unable to verify the purpose of those pylon pipes. Some have blatantly lied (on record) as to their role and originality to the design of the aircraft. Others have provided contradicting accounts of what they are for, none of which make any sense.

Falsified images have been provided by EASA in relation to the pipes.

Aircraft are displaying very unusual behaviour consistent with predicted aerial spraying programs. They have been seen travelling in repeated patterns over the UK without landing and without having a stated origin or destination.

Long-haul flights have been seen regularly diverting from their specified course on routes from South America and South Africa, via a common location in the Gulf of Guinea. These are the 'tankers' that bring the chemicals into European hub airports.

'Tankers' have been filmed on several occasions landing at Heathrow Terminal 5, listed as scheduled passenger flights, but with no passengers. These planes are regularly seen discharging large amounts of ULD cargo.

Since images of the Bay of Guinea were released by my website in late 2013, the airstrip there disappeared. Flight radar24.com have confirmed to us that no glitch exists and that they have no facility to remove airstrips, as their system is purely reactive so we can conclude that whoever was operating the airstrip decided they no longer wanted to be watched. For some months afterwards flights were still seen landing in that area.

New flight routes have been introduced by British commercial carriers over the intervening months to Lagos, Accra and Luanda, so as to facilitate the continuation of the supply chain of the chemicals used in these programs.

Flights have also been spotted disappearing over North Africa, and landing at un-named small airfields, and returning to European hub airports. These flights display no journey information.

Airbus A320 Family aircraft no longer seem to use the front cargo hold for luggage. ULD containers are regularly seen being loaded into the front hold of these aircraft.

Commercial flights, as well as unlisted passenger aircraft are seen spraying all manner of trails in our skies that cannot be explained by natural processes.

Government ministers will not respond honestly or accurately to requests for information regarding these programs, which suggests some form of complicity, or fear of responding.

Organisations such as the MET and the CAA are obstructive and possibly even misleading in their responses to enquiries, and consistently refuse to acknowledge their existence or even the possibility of their existence. Again this suggests some form of complicity or fear of responding on their part.

Section 19 - Summary

Something is definitely going on

It should be clear to anyone who reads this document carefully and in its entirety, irrespective of whether they have any qualifications in atmospheric science, aviation engineering or any knowledge of the aviation industry or indeed any other related discipline that something really big is going on. That something might be open to interpretation of one kind or another, but certainly the evidence here points very firmly to the fact that aircraft are now regularly spraying an assortment of substances into our atmosphere, on a daily basis, and over huge areas.

Some of those substances are forming cloud-like formations. Other substances are filling our air with haze or tiny particles that we are breathing in. Others are filling our air with what amounts to smoke from combustion of what is likely fossil fuels.

Harm

It is hard not to be alarmed by this, and despite lack of concrete proof, even harder not to be extremely concerned about the health implications. This document has attempted not to focus on the health side of these programs too heavily due to the lack of conclusive evidence and seeks only to ensure people realise it is happening. My view is that harmful or not, this has to stop.

It is also unknown, if harmful effects are established, if that harm is intentional or simply consequentially. Even if the latter were the case it would be hard for those perpetrating them to argue that they had no idea, due to the obvious nature of the harm caused by those actions.

All 3 have the potential to be harmful in their own way. Certainly the reduction of sunlight alone could constitute harm as it is known to affect both physical and mental health. Also the tiny scale of the particles that form the haze may make them harmful to humans even if that is not their intended purpose. PM10s. Particles if less than 10 Microns are known to affect human health causing respiratory and cardiac problems.

The third type of trail, the smoke, is most likely to be harmful. Breathing in large quantities of what amounts to smoke from fossil fuel combustion is known to be harmful.

It is also unclear, yet, whether the assortment of programs are illegal, either individually or collectively. They will have to be looked at in great detail by lawyers to establish how it can be taken forward in the courts if they continue.

The fact remains however that they are intrinsically wrong and unacceptable. For that reason alone we should expect those in authority to act with extreme urgency to do everything in their powers to implement the immediate cessation of all of these programs, and respond according to the demands laid out in Section 8 of this document.

The argument used in the denial process seen by some organisations questioned about this subject can safely be described as flimsy at best and ridiculous at worst, contradicting each other, having no basis in science and seem more akin to the excuses given by small children when caught out doing something naughty. For our scientific institutions to be so flagrantly dishonest and unscientific is perhaps the most disturbing and hard to swallow aspect of the entire situation for me personally. Having grown up on a diet of science I have always looked on the scientific community with respect and admiration and considered them to be above the self-interested ideologies of politics. Upholders of truth and seekers of fact. How sad that we now cannot seem to trust the very people at the top of the scientific institutions, as they seem to be trying to hide behind this wall of silence and disinformation as we seek to discover the truth about what is unfolding in our skies.

Industry sources have tried to explain the true purpose for the pipes, but failed miserably and contradicted each other. This paints a very poor impression of the industry and suggests a very high level of confusion and fear about what to say about the pylon pipes, which in turn suggests that the industry itself is not to blame here, but in fact under great pressure to cover up their existence from external forces. Airbus initially admitted them, but as soon as I hinted at this fact online, they clammed up and denied it, and even reverted to trying to change their story. Someone had spoken to them.

It should be a very simple thing to prove the true purpose of the pipes. Let us see the original plans and let us inspect the aircraft.

I hope others will join me and sign the government petition that calls for a ban on this, in conjunction with this document. If those in the industry have been told that what is going on is a necessary evil to protect us from global warming then you really need to consider your positions. The climate alarmist movement is a politically and financially motivated one, and these programs are clearly nothing to do with defensive climate control, and everything to do with financially motivated weather control, but more importantly could be extremely harmful to all.

Don't be part of that. It is inhuman and probably illegal. I will fight this with everything I have and expose all who are complicit so as to protect my son's future and ensure he grows up in a world that is natural and free from interference.

If we cannot get any truth from our Prime Minister then we can force a parliamentary debate on the issue by gaining 100,00 signatures. Please see the following page for my petition that calls for an end to this.

<http://epetitions.direct.gov.uk/petitions/65427>

Ban all Atmospheric Aerosol Spraying programs. Regulate aircraft emissions, and legislate to allow independent aircraft and aviation fuel inspections

Responsible department: Department for Transport

The CAA are coordinating, or at best turning a blind eye to, a program of atmospheric aerosol injection, conducted by commercial airlines, including but not limited to British Airways, Virgin Atlantic, Ryan Air, Jet 2, Flybe and Easyjet. The aircraft have been modified specifically for this purpose.

The CAA are routing these planes over populated areas creating vast amounts of cloud cover that would not have occurred naturally, which is reducing our sunlight and affecting our health.

I request that the government force the CAA to act in accordance with its Directions, which state that it has a responsibility to keep air pollution to a minimum and protect the health of the public, both of passengers, and of those on the ground.

I further request the government force the CAA to regulate air fuel, monitor aircraft emissions, and allow independent inspection of aircraft and aviation fuel so as to prevent this situation continuing.