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**PERSISTENT JET
 CONTRAILS**

By Rosalind Peterson
 May 22, 2010
 NewsWithViews.com

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**Recent California news story highlights more
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 investigation and asks no hard-hitting questions**

MAY 4, 2010
 CHANNEL 10 NEWS
 SACRAMENTO, CALIFORNIA

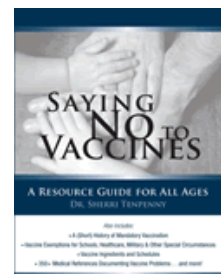
Comments by Rosalind Peterson

On Thursday, April 29, 2010, I was contacted by Dave Marquis from Channel 10 News in Sacramento and asked to do an interview about persistent jet contrails. I agreed to do the interview and Mr. Marquis, a news reporter, and a cameraman drove to Mendocino County, California, that same day, and conducted an interview that lasted for over an hour, on the subject of the jets.

When I consented to do this interview I was led to believe that they were going to tell the real, well-studied, and documented story about aviation and persistent jet contrail impacts on the global atmosphere...not just another worn-out variation of the "Chemtrail conspiracy" issue. (The news media has been trotting out "chemtrail" conspiracy stories for years as "ratings gimmick" or "hit pieces", except for two televised 2006 KNBC news programs in Burbank, CA.)

The Channel 10 presentation failed to reference the NASA documents at the end of their transcript, with links, or show them as visuals during the program.

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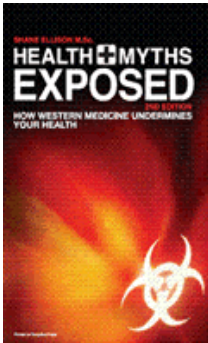
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The title of the Channel 10 News Story: "Chemtrails: Are They Fact or Fiction" sets the audience to take a position one way



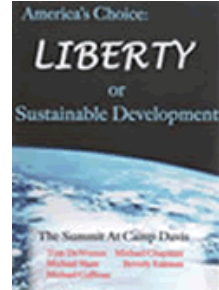
or the other on the subject of conspiracy theories about “chemtrails.” It also set up Channel 10 to provide information on the “chemtrail” issue deflecting the public away from the real and documented environmental damage being caused by jet aviation emissions and persistent jet contrails.

Clearly this “news” story was never designed to bring out the uncontroversial facts about the negative impacts of persistent jet contrails on our environment which can be proven by examining EPA, NASA, IPCC, and university studies. In addition, there were few hard-hitting questions directed to Professor Faloon. And his answers regarding jet contrails and their impact on the atmosphere were based on old studies from the 1990s.

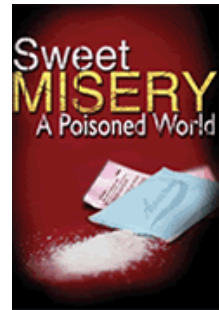


This story was not designed to enlighten the public about the following information from NASA which would have been of more interest to their Channel 10 audience:

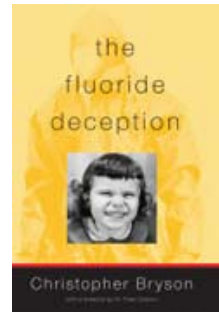
NASA research studies show that increasingly persistent jet contrails may turn into man-made clouds (or white haze), that are “...trapping warmth in the atmosphere and exacerbating global warming...” NASA (2005 Newsletter), goes on to state their studies reveal that “...Any change in global cloud cover may contribute to long-term changes in the Earth’s climate. Contrails, especially persistent contrails, represent a human-caused increase in the Earth’s cloudiness, and are likely to be affecting climate and ultimately our natural resources...”



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It appears that Channel 10 News was in a rush to get this “story” into production. Thus, they didn’t have time to do much research into aviation’s real threats to the global environment, which includes, but is not limited to: persistent jet contrails, the water vapor connection (a greenhouse gas), man-made clouds produced formed by persistent jet contrails (the use of toxic chemicals, like barium, strontium, lithium, trimethylaluminum, and aluminum oxide, in upper atmospheric releases: NASA-NAVY-Air Force programs), the climate change produced by persistent jet contrails, the reduction in solar panel production from man-made clouds, or problems associated with jet fuel emissions. This news story almost completely ignores these critical issues which should be addressed by the media and those at every level of government.



I have read the partial transcript of the Channel 10 News program that aired in Sacramento, California on May 4, 2010, and watched the televised program. I have the following comments regarding the transcript and the issues that were covered within their televised program:

1- The source of the following statement is a quote from NASA based upon their studies of jet produced persistent jet contrails and man-made clouds: "They produce these man-made clouds that exacerbate global warming, change the climate, and negatively impact natural resources," Rosalind said.

A. The Channel 10 presentation failed to reference the NASA documents at the end of their transcript, with links, or show them as visuals during the program.

B. The link to the Inter-Government Panel on Climate Change did not direct one to the IPCC publication titled: [Aviation and the Global Atmosphere](#) which documents the impact of aviation on our atmosphere located here or to the,

C. EPA [Report on Subsonic Jet Fuel Emissions](#) which details health effects and environmental effects was never used:

2- Narrator: U.C. Davis Professor "...Faloona points to other sources, like ships off the California coast, where satellite images reveal large contrails..." Ship tracks are a distraction because the heat signature releases are from the ships themselves at stack height over the ocean.

A. The issue that concerns the public is persistent jet contrails and the man-made clouds they produce, according to NASA, and their impacts on the environment, not ship tracks.

B. Ship tracks are used by some scientists as a "bait and switch" tactic to divert attention away from the real issues revolving around the jets. It is interesting that a program on jets became a partial segment on ship tracks.

C. According to the EPA jet fuel emissions are highly polluting. When the professor notes that "...marine engines are known to be a lot dirtier..." he supplied no studies or proof showing the difference between jet fuel emissions and marine engine emissions to back up his statement nor did he reference any comparative studies on numbers of jets, type of pollution versus the number of ships and type of pollution.

D. Professor Faloona also only discussed "small contrails" not the huge jet plumes we see across the United States and around the world. Photographs of the large plumes over Davis, California were not used in the presentation.)

3- NASA, in an [October 2005 newsletter](#) states: "...A recent investigation focuses on how aircraft can avoid creating vapor trails, also known as contrails. These spindly threads of condensation may not seem important but some persist for hours and behave in the same way as high altitude cirrus clouds, trapping warmth in the atmosphere and exacerbating global warming..." NASA October 2005

4- NASA [October 2005 Newsletter](#), Page 8 states: "Contrails are clouds formed when water vapor condenses and freezes around small particles (aerosols) that exist in aircraft exhaust. Some of

that water vapor comes from the air around the plane; and, some is added by the exhaust of the aircraft.

Clouds are the largest variable controlling Earth's atmospheric temperature and climate. Any change in global cloud cover may contribute to long-term changes in Earth's climate. Contrails, especially persistent contrails, represent a human-caused increase in the Earth's cloudiness, and are likely to be affecting climate and ultimately our natural resources..." NASA October 2005



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5- Patrick Minnis, NASA, February 2007 Discover Channel Quote: "...We had found that (jet) contrails were producing much more cloud cover than we ever thought they did. This one particular aircraft produced a contrail that covered an area of four thousand square kilometers and lingered for six hours. But we also found that there were contrails covering much larger areas and lasting more than twenty hours..."

6- The Channel 10 media only wanted to cover the "conspiracy theory" aspects of this issue. Almost no one in the news media is looking at the government or university studies that documents real problems with aviation and persistent jet contrails that turn into man-made clouds.

A. Channel 10 showed Internet visuals of Websites regarding Chemtrails, HAARP, UFOs, and other information. This gave the professor his best quote: "...The claims of hundreds of Internet web sites of a national or global conspiracy to change the atmosphere...lack credible evidence..."

B. It is interesting that Channel 10 did not show the professor visuals of EPA, NASA, IPCC, or University Studies or documents environmental jet impacts when asking him questions.

C. The U.S. Air Force has never revealed which universities conducted research studies on persistent jet contrails or their made public their own studies which they claim to have completed by 1996.

D. However, the U.S. Air Force official stance since 1996, has been to discredit anyone who wanted a legitimate investigation into this subject by claiming that the issue is a "hoax" or an "Internet Conspiracy Theory" with no merit.

7- It is interesting to note that Channel 10 did not provide any government links to the negative impacts of persistent jet contrails, global warming impacts, weather change impacts or any of their studies on these subjects. Channel 10 was provided with some of this information and failed to use it or provide it to the public in their program visuals or in their links to related topics at the end of their transcript.

8- It is alleged that Channel 10 did not conduct an interview with their own meteorologists (not aired), on this subject and why they failed to note in weather reports that jet contrails do produce man-made clouds that change the weather and that experimental weather modification programs in California also changes our weather.

9- [The Channel 10 Link](#). This is an older NASA school program site on Contrail Education and does not address aviation's negative impacts on the global environment.

10- The following links are to a few of the NASA and other studies that show the negative impacts from persistent jet contrails which were not referenced at the end of the transcript or in the content of their news program:

- [Aircraft Contrails](#), or
- [NASA News](#)

- How [aircraft emissions contribute to warming](#) - Aviation contributes up to one-fifth of warming in some areas of the Arctic.

- SUBSONIC JET EMISSIONS REPORT
ENVIRONMENTAL PROTECTION AGENCY PA420-R-99-013 - Final Report "Evaluation of Air Pollutant Emissions from Subsonic Commercial Jet Aircraft", U.S. Environmental Protection Agency April 1999. *Note: The full report is [available here](#). Or on the EPA Website.

11- The link to Climategate provided by Channel 10 takes you to a private website, not a government website, that talks about "Climategate" which is not related to this story and leads one down the path of "conspiracy theories" and controversial issues, instead of providing actual government documents on this subject.

12- The U.S. Air Force does provide general information on how contrails are formed and this is provided by Channel 10. However, this presentation does not address the negative consequences of persistent jet trails on our weather or how they exacerbate global warming according to NASA studies.

13- The U.S. Air Force uses Chaff (aluminum coated fiberglass particulates), and flares which are used by almost all branches of the U.S. military in the United States and around the world. The EPA documents that particles are a threat to human health. This issue was not addressed by Channel 10 News.

14- It is alleged that Channel 10 News didn't investigate the sharp increases in aluminum, barium, trimethylaluminum oxide, SF6, aluminum oxide, and other chemical spikes showing up in drinking water in California drinking water supplies – records at the California State Department of Health, Drinking Water Division. (Upper Atmospheric releases-U.S. Navy, Air Force, other government and NASA documents)

15- It is alleged that Channel 10 also failed to interview the National Weather Service in Eureka, California, (not aired), with regard to how man-made clouds from persistent jet contrails are just considered normal clouds even when not produced by storm fronts.

16- It is alleged that Channel 10 did not investigate the huge increases in health problems associated from decreased sunlight reaching the Earth due to man-made Clouds causing a lack of Vitamin D, the reduction in solar polar energy production, or lower crop production when man-made clouds are present.

17- The last link listed by Channel 10, is to my website where some of documents or links to them may be found. I do appreciate Channel 10 putting this site online as part of their links. However, the links to the real NASA and IPCC studies, publications, and documents would have been more helpful to their viewing audience.

The Channel 10 News story was disappointing because of its failure to address the real issues facing us from aviation impacts on our global atmosphere. And it failed to investigate the real story or use the real documents and interviews from those who conducted those studies.

In setting up their promo “Chemtrails: Are they Fact or Fiction?” Channel 10 asked the wrong question. The jets and the contrails they produce are real and their negative impacts on our environment are real. Thus, setting up a false premise in order to produce a “fluff piece about chemtrails” did not help their viewing audience understand or take seriously the negative environmental consequences from allowing the jets to pollute and produce man-made clouds.



This so-called news story is just another fluff piece put out by a news station that needed a quickie fluff story for a short spot on the evening news to improve their ratings. The real issues were downplayed and no one at Channel 10 did enough research into this subject to do a hard-hitting, investigative report.

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I don't use the word “chemtrails” personally because it leads to news stories like this one about conspiracy theories rather than producing investigations and news stories about the real

problems associated with persistent jet contrails. Channel 10 was aware of my views on this subject prior to the time that they interviewed me for this story and yet they decided to link my name, without my permission, to this conspiracy theory news story on "chemtrails."

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Articles: (Links to government documents, studies, and other information are located at the end of each article or on the following websites.)

Websites: (This is [my database website](#).) (This is [an active, online, updated site](#).)

Ms. Peterson was a Keynote Speaker at the 60th Annual DPI/NGO Conference on Climate Change (New York on September 5-7, 2007.) She spoke about agriculture and the negative impacts of geoengineering and persistent jet contrails on tree and plant health, along with other important issues. Since that she has presented her United Nations Power Point Presentation to colleges, universities and interested groups. She has been interviewed on numerous radio and television programs with regard to these programs.

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In 1995, Rosalind, now retired, became a certified California United State Department of Agriculture (USDA) Farm Service Agency Agriculture Crop Loss Adjustor working in more than ten counties throughout California. Rosalind has a BA degree from Sonoma State University in Environmental Studies & Planning (ENSP), with emphasis on using solar power, photosynthesis, agriculture, and crop production.

Between 1989 and 1993 Rosalind worked as an Agricultural Technologist for the Mendocino County Department of Agriculture. After leaving Mendocino County she took a position with the USDA Farm Service Agency as a Program Assistant in Mendocino, Sonoma, and the Salinas County Offices, where she worked until becoming certified as a crop loss adjustor for the State.

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