

THE PETERSON PERSPECTIVE

ON THE DISCOVERY CHANNEL'S BEST EVIDENCE PRESENTATION:

"CHEMICAL CONTRAILS"

WHICH AIRED ON FEBRUARY 22, 2007, in the United States

BY ROSALIND PETERSON

Post Office Box 499, Redwood Valley, California 95470

(707) 485-7520

E-Mail: info@californiaskywatch.com

Website: <http://www.californiaskywatch.com/>

THE FOLLOWING IS A VERBATIM TRANSCRIPT OF ALMOST ALL OF THE BEST EVIDENCE PROGRAM, "CHEMICAL CONTRAILS". I TAKE FULL RESPONSIBILITY FOR ANY TRANSCRIPTION ERRORS. THE BOXED NOTES AND PARENTHESIS (), ARE MY ADDITIONS TO THE TRANSCRIPT RECORD, INTERNET DOCUMENTS, AND INFORMATION TO SET THE RECORD STRAIGHT ON SOME IMPORTANT ISSUES.

A Best Evidence Producer flew in from Canada to interview me here in Mendocino County, California, for this program, in the fall of 2006. It should be noted that Best Evidence had tentative plans, at that time, to send up a jet equipped with air testing equipment to test actual persistent contrails to find out their chemical composition. No one that I know, including myself, has ever requested that raw jet fuel be tested for aluminum, nor has anyone made the claim, to my knowledge, that aluminum has been added to raw jet fuel by any jet fuel manufacturer.

Please note that the Best Evidence Producer and I spoke about the use of the word 'chemtrail' in this program. I made it clear that the use of this word marginalizes those that use it because there is no clear definition of the word. The United States Air Forces notes that the word 'chemtrail' is a hoax on their website and writes letters, upon the request of U.S. elected officials like California U.S. Senator Diane Feinstein, to inform the public in writing, that the word 'chemtrail' is a hoax. Therefore, Senator Feinstein, and other elected officials, are given 'a pass' and don't have to answer our real questions about what has happened to our once clear, deep blue skies and how atmospheric heating and testing programs are impacting our environment, climate, and possibly human health.

Throughout the 'narrated text' of the entire program I was linked repeatedly to the 'straw man' ([http://en.wikipedia.org/wiki/Straw man](http://en.wikipedia.org/wiki/Straw_man)), argument phrase 'chemtrail believers' giving the impression that I believe in some 'conspiracy theory' with regard to persistent jet contrails. I was careful to refer to official government documents describing NASA's atmospheric heating and testing programs. I also referred to the same persistent jet contrails, the public has been seeing not only in the United States but also around the world, which NASA has been studying. There are many public government

documents about current weather modification programs, and other ongoing experimental atmospheric testing and heating programs. There are so many U.S. Government, private, university, and military programs going on in our skies, at this time, that it would be impossible to classify them all under the undefined word 'chemtrail'.

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 http://asd-www.larc.nasa.gov/GLOBE/Count/Oct2005/ConEdNews_p1.pdf

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 http://asd-www.larc.nasa.gov/GLOBE/Count/Oct2005/ConEdNews_p8.pdf

It should be noted that many of these public government documents were sent or given to Best Evidence Producers to back up some of the statements I made during my taped interview with them for this program. Most of them were not referred to or used. It should be noted that those elected Senators holding recent U.S. Congressional Hearings (2007), on the subject of climate change, are not addressing the above issues and how these programs are currently impacting our climate, changing our weather, and impacting agricultural crop production.

Best Evidence chose not to introduce most of these government documents during the course of their program, preferring instead to refer to me, and others, as 'chemtrail' believers' that had no real proof, only unproven beliefs. The Narrator/Writers for this program also made some incorrect statements which were attributed to me as a 'chemtrail believer' under their 'straw man' arguments. I have set the record straight within the transcript below. In order to marginalize those that presented government documents and raised questions about these real issues Best Evidence used strategically placed bait-and-switch narration tactics or subtle distortions throughout the narration of this program.

Nevertheless, this program does bring some vital information into the mainstream media and has opened up the public dialogue about these issues to a much wider audience than ever before on this subject. We hope that the Discovery Channel will consider a second, more comprehensive, program on these topics in the future, and that, as their stated goal of using only the "Best Evidence", they will do just that and eliminate their 'bait and switch' tactics and 'straw man' arguments as a way of confusing the issues and allegedly distorting some the facts.

BEST EVIDENCE “CHEMICAL CONTRAILS” PARTIAL PROGRAM TRANSCRIPT

Narrator: “People began noticing them about a decade ago (somewhere between 1988-1989 in Mendocino County, California). Jet engine exhaust, known as contrails, looked strange and lingered like never before.” (Jet engine exhaust does not always leave contrails.)

Will Thomas, Investigative Canadian Reporter: “Something unusual is going on in our skies...”

Narrator: “...And experts conducted several experiments searching for ominous substances in a final verdict as we examine the Best Evidence.”

Narrator: “Contrails have existed for as long as aircraft have flown.”

Rosalind - This statement is misleading due to the fact that we are discussing persistent ‘jet’ contrails. The history of the jet engine shows that there were very few jet airplanes in existence or being used in Germany and France at the end of World War II, none in World War I. The larger commercial and military jet engine technology came later. There were no commercial jet powered airlines operating anywhere in the world during World War II, thus, there could not possibly have been any type of commercial jet engine airplane contrails in existence over the United States.

Narrator: “They normally occur when hot jet engine exhaust meets humid and frigid air at high altitudes.”

Patrick Minis, Senior Research Scientist, NASA Langley Research Center: “So a jet plane flies through this cold atmosphere, produces a hot exhaust that is mostly composed of carbon dioxide and water vapor (greenhouse gases that contribute to climate change).”

Narrator: “This exhaust condenses into visible ice crystals. They form white streaks, which can linger for minutes or hours. Aviation experts claim with increased air travel we are seeing more contrails. There is nothing more to it. But some people believe that the same aircraft can release experimental chemical additives in the air as chemical contrails or chemtrails. In this way government agencies can either manipulate the weather or counteract global warming. But some people claim “chemtrails” are harming an unsuspecting public.”

Rosalind – Many experts speak about increasing passenger ‘air travel’. What is the actual number of large commercial and military ‘jet flights’ and are these flights increasing over the United States? Where is the proof of this increasing number of flights from FAA records, for each year since 1980, giving the number of commercial and military flights separately? Passenger air travel numbers are different than the actual yearly number of large jet flights. (This does not include small commercial and small private jet airplane flights.) Large commercial airline jets have gotten larger and carry more passengers. In addition, rising jet fuel costs have forced the airlines to consolidate and cancel many flights.

Narrator: “Eyewitnesses and researchers who believe in ‘chemtrails’ say that jet contrails don’t vanish within minutes as they once did. They now linger and spread sometimes for hours forming strange suspicious patterns. Rosalind Peterson is one of those believers.”

Rosalind Peterson, Agriculture Defense Coalition, former California U.S.D.A. Agriculture Crop Loss Adjustor & Mendocino County Agriculture Technologist: “It is not normal for us. It is a grand experiment.”

Narrator: “Peterson lives in Northern California (Mendocino County), near San Francisco. At one time she worked for the (California) State Department of Agriculture. Part of her job involved being aware of environmental issues (that cause agriculture crop losses).”

Rosalind Peterson: “I first started noticing unusual contrails in 2002, when it was brought to my attention by a friend of mine. He took me outside of his office and we began to look at these persistent jet contrails.”

Narrator: “Peterson thought she saw a connection between aircraft activity and reports of chemical contaminated (drinking) water in communities throughout California.”

Peterson: “There were unusual high spikes in chemicals, and heavy metals, barium, aluminum, manganese, magnesium, zinc. And I suspect that we are getting pollution from something in the atmosphere that is being released.”

Narrator: “Peterson became so alarmed about the chemical contrails that she formed an organization called California Skywatch, a group dedicated to clean air.”

Peterson - Please note that I never formed a group called California Skywatch. I did setup a website called: californiaskywatch.com, which is still active today. The only terms referring to contrails that I use at this time are persistent jet contrails or jet plumes. <http://www.californiaskywatch.com/>

Peterson: “I started documenting what I was seeing (in our skies in Mendocino County, CA. starting in 2002). I took pictures on my (work) breaks (in Ukiah, CA). I took pictures at lunch hour. I started to really get angry because our once deep blue skies were no longer deep blue. They (our skies) would turn into a white haze (from these persistent jet contrails), and they (persistent jet contrails), would turn into these man-made clouds, blocking the (direct) sunlight (from reaching the earth).”

NASA Explores Man-Made Clouds: http://www.nasaexplores.com/show2_article.php?id=02-075

Narrator: “Peterson discovered that she wasn’t alone in her concerns. Hundreds of websites revealed that persistent (jet) airplane contrails had become a worldwide problem.”

Peterson: “I started then to research Internet sites and government agencies, the EPA, NOAA, NASA, the United States Air Force.” I learned that there were a lot of atmospheric heating and testing programs going on (CRRES NASA & TMA Night Clouds - These programs fire canisters filled with chemicals into the atmosphere, superheat them until they burst, and then conduct atmospheric tests). I learned that there was lots of equipment that would leave these types of persistent plumes and could spray chemicals (when attached to the underbelly of airplanes).”

Peterson – There are also a large number of U.S. Patents that refer to chemical spraying and equipment.

Narrator: “Will Thomas is an investigative journalist (from Canada), who believes that some contrails are part of secretive atmospheric experiments. He has been writing about them for over ten years.

Thomas: “This is a deliberate project to slow down global warming. These trails were appearing over rural areas, away from navigational beacons, and normal air routes. They would appear for weeks at a time and then disappear entirely, only to reappear months later, unlike normal scheduled air traffic.”

Narrator: “Thomas believes chemical contrails are an indication that someone is using jet emissions to engineer the weather and slow climate change.”

Thomas: “The problem with ‘chemtrails’ is that when we attempt to geoengineer and interfere with complex interrelated atmospheric processes we are in for unintended consequences on a major scale.”

Narrator: “Geoengineering is the artificial manipulation of earth’s environment on a large scale. In the early 1990s, American Nuclear Physicist, Edward Teller was among the first scientists to model an experiment that would address the issue of global warming. He speculated that aluminum oxide could be injected into the upper atmosphere. It would act like tiny mirrors and deflect a portion of the sun’s rays back into space. Supposedly it was never put into practice. But activists believe the government has revived Teller’s theory with some dire health consequences.”

Thomas: “Some of the literal fallout from this chemtrail project are these ten micron particulates falling by the megaton on unsuspecting people, plants, and wildlife. Now a human hair is a hundred microns across. Ten microns is submicroscopic. It can impact our lungs, it could inflame our hearts, give us heart disease leading to fatalities. So this material comes down randomly in visible clumps.”

Narrator: “Dave Dickey also believes in ‘chemtrails’. As a landscape contractor for a large city he spends a lot of time outdoors.”

In Edmonton, Canada, Alberta City landscape contractor Dave Dickie found electrical conductivity in city soils many times higher than normal levels. Why? What were the soil test results conducted by Nor-West Labs? Did they find high levels of aluminum oxide and barium? Where would these chemicals be coming from that are also found in unusual high spikes in California and Arizona water tests? (NASA Positive Ions – Barium: <http://www-spof.gsfc.nasa.gov/Education/wposion.html>)

Dickie: “Contrail development is different than it ever has been in the past. I do remember one in January about 2002, where the number of flights overhead were extremely unusual. The number of contrails in the sky was unbelievable. We were counting forty to sixty flights and, out of those forty to sixty flights, most of them left an incredibly persistent large plume which would spread out and cover the sky.”

Narrator: “As a landscaper Dickie has to be familiar with the types of trace chemicals usually found in the environment. He regularly takes water and soil samples and has them tested.”

Dickie: “There was some research done that claimed that the aluminum oxide could be used to reduce global warming. And I thought that if there was any chance that aluminum oxide would be used in the atmosphere that it would show up in precipitation.”

Narrator: “He collected rain samples on days when he noticed heavier than usual air traffic and took them to a lab.”

Dickie: “And I expected to see baseline measurements where aluminum would show up in precipitation at about .0093 milligrams per liter; a vary small amount of aluminum naturally present in precipitation. It was twenty times higher, approximately, than what was expected to find.”

Narrator: “Dave Dickie believes that what he captured was the fallout from chemically laden contrails.”

Dickie: “I was really hoping that we would find natural water samples. When I did find aluminum and barium, it is just another one of the indicating factors that something was unusual.”

Narrator: “Theoretically, scientists can cool the earth using chemical compounds placed in the upper atmosphere. But could other substances be put there for other more ominous purposes?”

Narrator: “Military victory or defeat can depend on the weather. A commander who can control the weather has a weapon as powerful as any air force. During the Vietnam War the U.S. military began seeding clouds along the Ho Chi Minh Trail (Project Popeye), to create floods and wash out North Vietnamese supply routes. It was known as Operation Popeye and crews flew over 2,000 spray missions.”

Peterson – In the Vietnam War Agent Orange was released through attachments made to airplanes. These chemicals were not mixed into the raw jet fuel.

In the 2004, Science Channel Program “Owning the Weather”, are the following statements on “Project Popeye”: “...Though they had denied it for more than seven years (until Seymour Hersh of the New York Times broke the story), the U.S. Military had been using weather modification as a weapon in Vietnam and Laos. Starting in 1966, the United States Air Force had made over 2,600 top-secret cloud seeding flights. Codenamed “Project Popeye”, this clandestine operation attempted to turn key enemy transport roads to mud, rendering them impassable...As a result of the uproar over Project Popeye, on the 10th of December 1976, the United Nations passed General Assembly Resolution 3172. It explicitly banned the use of weather modification in warfare...” Other U.S. hurricane clouds seeding projects have also been classified, until years later, due to the devastating results of these experiments.

Peterson: “I was told initially (about the persistent jet contrails), by a friend. He said his brother was in the military service. He (the brother in the military) said when there are these heavy spray days...heavy days when there are lots of persistent contrails...to keep his family inside (during that time period), and when they were outside exposed to have them (have his family) go in and take showers. And he couldn't talk about it (further with me). He couldn't explain more that that...”

Thomas: “We have extensive studies that the civilian aircraft, the airliners, were laying plumes that basically dissipated within seconds to two minutes. The military aircraft in the same airspace laid plumes lasting four to eight hours. The weather conditions are the same. The plumes are entirely different. One is civil and one is military. Something is going on.”

Narrator: “Dave Dickie also believes the U.S. military is behind a lot of the ‘chemtrail’ activity. He claims to have seen two very suspicious contrails while touring a civilian airport.”

Dickie: “Such as the day we spotted two aircraft, two KC135s. And it was call sign PETRO(?) 011 and PETRO(?) 012. The air traffic controllers were kind of showing us how the tower worked and they identified these two aircraft as two American military KC135s. And what we could see was the contrail, didn't see the aircraft. It was just amazing to watch the grid patterns the KC135s were leaving!”

Narrator: “People who research ‘chemtrails’ are convinced there is a conspiracy underway to change the weather.”

Peterson – I provided the Best Evidence investigation team with NOAA public record documents showing over fifty weather modification programs ongoing in the United States, which they did not use in their program. To imply that I believe that there is a conspiracy theory about current experimental weather modification is unacceptable since NOAA government documents prove that chemical experimental weather modification is currently being conducted and has been underway for many years in the United States.

In 2004, The Science Channel, for a special television program titled “Owing the Weather”, conducted an interview with J. Gregory Glenn, a Research Scientist at Eglin Air Force Base in Florida, where “...Air Force weapons researchers and nano particles specialists are conducting weather control experiments...”

Popular Science Magazine, November 2005, Can We Stop Storms?

<http://www.popsci.com/popsci/science/c955700641f87010vgnvcm1000004eeccbcdrcrd.html>

Boeing 747 Jet Aircraft:

<http://www.evergreenaviation.com/supertanker/gallery.html>

<http://www.evergreenaviation.com/supertanker/mkts.html>

Boeing 747 can hold up to 24,000 gallons of chemicals or other materials:

<http://www.evergreenaviation.com/supertanker/faq.html>

Weather Modification, Inc: <http://www.weathermod.com/>

It should be noted that there is public evidence that almost all weather modification programs change our weather and impact climate in other areas...sometimes disrupting agriculture production and local micro-climates. They may cause unusual droughts and may be causing water and soil contamination, as the chemicals used are environmental toxics. No public, agriculture, or U.S. Congressional oversight is being conducted to protect the public from these toxics or their agricultural climate impacts to my knowledge. (A lack of direct sunlight from persistent jet contrails and man-made clouds may disrupt plant photosynthesis. Best Evidence did not use any interviews with the USDA on this subject.)

Narrator: “But Rosalind Peterson, Will Thomas, and Dave Dickie have one key burden of proof working against their case. They have no means of capturing the chemical content they claim is so harmful to humans and the environment. The challenge for Best Evidence will be to devise a number of experiments to do just that. A growing number of people believe that seemingly normal contrails are in fact experimental ‘chemtrails’. As such these compound-laden artificial clouds drift and linger in the sky. ‘Chemtrail believers’ think it happens for several reasons.”

Peterson – When the Narrator refers to “seemingly normal contrails” above it should be clear that the public is rarely seeing ‘normal contrails’.

Thomas: “This is a deliberate project to slow down catastrophic global warming.”

Peterson: “I think that some of the programs have to do with military operations.”

Narrator: “Leading experts who monitor the earth’s atmosphere say jet contrails are nothing more than man-made artificial clouds. And like other clouds they can affect the climate. Dr. Wayne Evans is an atmospheric scientist. He uses remote sensing devices, such as satellites and a spectrometer, to study greenhouse gases and the contents and behavior of contrails. He first noticed contrails because they formed at the same high altitudes as cirrus clouds.”

Dr. Wayne Evans, Atmospheric Scientist pointing toward the sky: “You see the two contrails forming amongst the natural cirrus cloud that is moving in...so the contrails are forming cirrus clouds and there are natural cirrus clouds in the same area. While most natural clouds actually reflect more sunlight back into space than they supply infrared heat energy towards the earth. However, cirrus clouds are different. They actually radiate more heat energy than they reflect solar energy back into space. Therefore, cirrus clouds contribute to global warming.”

<p>Peterson: How do we know that the cirrus clouds noticed above by Evans were not natural but formed because of earlier persistent contrails?</p>

Narrator: “Cirrus clouds drift in the same upper atmosphere as contrails. When the humidity and temperature are just right contrails can themselves become cirrus clouds and have the same warming effect on the climate.”

Narrator: “Patrick Minnis has specialized in cloud research for twenty-five years at NASA Langley Research Center.”

Patrick Minnis, NASA: “The notion of ‘chemtrails’ is just ludicrous. I have heard many different ideas of why these contrails are called ‘chemtrails’ and the reasons why they would be occurring. And it appears that no one seems to agree on anything except that they’re not contrails. They don’t really have an explanation for what they are and they are not willing to really look at the simplest explanation...that they are contrails. 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.”

Peterson – Patrick Minnis supports what many of us have been seeing in our skies since the late 1980s. His current studies back up the fact that contrails are producing much more cloud cover and that one aircraft can produce a contrail that can spread for thousands of square miles, linger for almost a whole day blocking out direct sunlight from reaching the earth, and, in the process, change our climate.

Historically, in rural Mendocino County, our skies were once a clear, deep blue. A review of outdoor pictures of our area have confirmed that persistent jet contrails and the man-made clouds and the white haze, that they now produce, began in the late 1980s. First there was just a longer plume that expanded into a white haze. As the years passed man-made clouds and more than seventeen individual types of contrail formations, with varying degrees of persistence, began to be seen here on a regular basis.

Since our rural county has very little jet traffic, either historically or at the present time, this does not explain the explosion of persistent jet contrails that produce man-made clouds or the white haze made by jets looping-the-loop around our county. It should be noted that commercial airlines do not normally loop-the-loop around our county because it would be a waste of jet fuel, very costly for the commercial airline industry, and delays scheduled flights. In addition, the unmarked planes, that usually leave various types of persistent jet contrails, look similar to large military aircraft, white or silver gray jets shown on this program, and do not have, for the most part, commercial airline logos or numbers on them.

Narrator: “If contrails are so pervasive and efficient at spreading over large areas of the sky could scientists use them in experiments that could benefit the environment?”

Dr. Joseph Golden, Senior Research Scientist at the National Oceanic & Atmospheric Administration (NOAA): “You could view contrails as a form of inadvertent weather modification.”

Narrator: “Deliberate weather modification is an attempt by atmospheric scientists to nudge Mother Nature in the right direction. Using aircraft with spray mechanisms to dispense chemical compounds into the sky, weather can be suppressed or intensified over a limited area for a period of time.

Peterson – Golden agrees with me that contrails change our weather. We see it every time we are “blitzed” by jets leaving persistent jet contrails that soon cover Mendocino County skies with white haze and man-made clouds. This covering lowers daytime temperatures, raises night temperatures, and also increases humidity in Mendocino County as noted in historical research of weather, rainfall and humidity in our area.

These changes have the potential to negatively impact crop production and cause agricultural and tree pests to proliferate, along with molds, mildews, and fungus. The unusual lack of freezing temperatures at night in the winter of 2005 – 2006 resulted in a fruit tree crop production loss. It is believed that the lack of direct sunlight reaching the earth from persistent jet contrails (we have had only three days free of persistent jet contrails between January 1st and March 25, 2007), may have resulted in a reduction in photosynthesis which has retarded native grasses from growing normally as they would if direct sunlight were hitting the earth and providing the energy that grass (from crops to rangeland grasses), needs to grow.

<http://aggie-horticulture.tamu.edu/stonefruit/chillacc.htm>

January 18, 2006 – Farm Bureau:

<http://www.cfbf.com/agalert/AgAlertStory.cfm?ID=512&ck=10A7CDD970FE135CF4F7BB55C0E3B59F>

March 7, 2007 – Lawrence Livermore Laboratory: “Crops Feeling The Heat”

http://www.eurekalert.org/pub_releases/2007-03/dlnl-cft031507.php

In addition, Golden confirms that spraying mechanisms exist and can be attached to jets that dispense chemicals into the sky, which is what many of us have witnessed in the United States. Best Evidence was presented with videotape of wing-tip-to-wing-tip spraying by an unmarked jet which they did not use for this program.

United State Patent 3,899,144 Titled: “Powder Contrail Generation” by the United States Navy on August 12, 1975. This patent details the entire process of artificial contrail generation similar to what citizens are seeing in our skies today around the world.

<http://patft.uspto.gov/netacgi/nph->

[Parser?Sect2=PTO1&Sect2=HITOFF&p=1&u=%2Fnetacgi/nph-bool.html&r=1&f=G&l=50&d=PALL&RefSrch=yes&Query=PN%2F3899144](http://patft.uspto.gov/netacgi/nph-Parser?Sect2=PTO1&Sect2=HITOFF&p=1&u=%2Fnetacgi/nph-bool.html&r=1&f=G&l=50&d=PALL&RefSrch=yes&Query=PN%2F3899144)

Narrator: “Dr. Joseph Golden is a weather modification pioneer. He has been studying weather for the U.S. government for over forty years.”

Golden: “No matter what we do there will be people that are convinced that something secret is going on. The earliest that I was involved in weather modification research, in the United States, was with project StormFury, which has a history dating back to the 1960s. The goal of the StormFury experiments was to again to weaken the hurricane by as much as 10% to 15%.”

Narrator: Project StormFury experimented with the process known as cloud seeding. Aircraft would fly into the eye of the hurricanes and spray silver iodide. In theory the chemical compound would bond with the super cooled moisture in the hurricane and cause it to freeze. A number of complex changes to the eye-wall were supposed to take place and weaken the hurricane's destructive speed and power. Eventually the project failed (NOAA 1982), as costs escalated into the millions of dollars without demonstrating conclusive results."

NOAA Project StormFury 20-Year History:

http://www.aoml.noaa.gov/hrd/hrd_sub/stormfury_era.html

Narrator: "But as technologies advanced clouds seeding was put to other uses."

Terry Krauss, VP Meteorology, Project Manager, Weather Modification, Inc: "In the last ten years there have been major advances in the type of silver iodide that we are using."

Peterson – What changes in the type of silver iodide and what chemicals compose this change? Human health effects?

Narrator: Terry Krauss is a meteorologist and Project Manager for North Dakota based Weather Modification, Inc. The company owns a large fleet of aircraft and conducts cloud seeding projects in more than a dozen countries around the world."

Weather Modification, Inc. Home page, Atmospheric Research, Aircraft Modification, and Cloud Seeding Equipment: Website:

<http://www.weathermod.com/index.php>

http://www.weathermod.com/atmospheric_research.php

http://www.weathermod.com/aircraft_modification.php

http://www.weathermod.com/seeding_equipment.php

Krauss: "The demands for fresh water are increasing. People think nothing of drilling wells and extracting ground water. Well, now we are trying to use modern technology to extract water that goes unused in this river of water vapor that is passing over us each second of the day. A lot of people don't realize that California has been conducting wintertime cloud seeding for almost fifty years to supply the increasing demand for water (and power) in California."

Rosalind – It appears that there are no government regulations on the type and scope of more than fifty weather modification programs and experiments that are currently ongoing in the United States. In addition, the drilling of wells does not cause climate change or use chemicals for extracting water. However, private, military, university, and government weather modification programs do change our climate and alter local micro-climates negatively impacting agriculture in surrounding counties and states in the United States.

Krauss speaks of unused water vapor. However, that water vapor would have a final destination as rain or snow somewhere else, in another county or state, if not artificially interfered with by chemicals. When you deliberately put more snow in the Wyoming mountains (December 2005-February 2006), you deprive another area of the rain or moisture that would normally fall in other areas. Thus, more snow in the Wyoming mountains may cause drought in surrounding counties or states. What legal right do we have to modify the weather and deprive other areas of that so-called “unused water vapor” that could alleviate droughts or keep our agriculture micro-climates intact?

(Also note that weather modification companies have a financial investment in promoting experimental weather modification programs and would see nothing wrong with implementing those programs.)

Narrator: “If chemicals like silver iodide dispensed from aircraft can make it snow in California (Wyoming, Texas, Colorado+), and rain on the wheat fields of Indiana, what is to stop atmospheric scientists from engineering the climate on a global scale?”

Narrator: “Geoengineers look at ways to alter climate systems by introducing chemicals into the upper atmosphere. Scientists recognize that one of the most efficient and economical ways to do this is with the use of high flying aircraft.”

Dr. Tom Wigley, Senior NOAA Scientist, National Center for Atmospheric Research, University Corporation for Atmospheric Research: “We are certainly not going to do anything that might endanger the climate system. (This is a questionable statement.) Geoengineering has been around for a number of decades. But because the climate system seems to be changing more rapidly than we expected, then we are resurrecting the idea and considering it more seriously.”

Narrator: “Tom Wigley is (a Senior NOAA scientist) at the National Center for Atmospheric Research. He has published theories about geoengineering as a strategy to combat global warming.”

Wigley: “The particular type of geoengineering that I’ve considered in some detail is putting sulfur dioxide into the stratosphere. If there is a big explosive volcanic eruption like the eruption in 1991, of Mt. Pinatubo in the Philippines, sulfur dioxide is injected into the stratosphere, aerosols form, and there is a measurable and fairly well understood cooling effect.”

Narrator: “The sulfur dioxide from volcanoes has a beneficial effect on climate. It can reflect solar rays, cool the earth’s atmosphere, and offset global warming. Scientists like Tom Wigley (and Paul Crutzen), see a lesson in this.”

Wigley: “We could fly airplanes in the upper atmosphere, in the stratosphere and have big tanks of sulfur dioxide that we injected into the stratosphere as the planes flew around.”

Peterson – This is the point where Best Evidence started using ‘bait and switch’ tactics to change the subject as shown below. Weather modification and geoengineering chemicals are not likely to be added to raw jet fuel. No one has made this claim to my knowledge.

Narrator: “Is it conceivable that aircraft fuel might contain secret additives to make weather modification and geoengineering a reality? In an attempt to resolve the differences in this case believers and skeptics will go head-to-head on the controversial subject of chemical contrails.”

Narrator: “There has been an explosion in commercial air traffic (where is the statistical proof that the number of large jet flight have increased versus the number of passengers traveling by air?).”

Golden: “There are regions in the United States where there are so many jets, when the jet traffic is so high, that in fact, you can get substantial amounts of contrail clouds that blend together.” (Why are these persistent jet contrails found in rural areas that have had no increase in commercial jet flights?)

Thomas: “This is something very, very different.”

Narrator: “Some people believe that contrails can be transformed into ‘chemtrails’ when jet fuel is combined with chemical additives. They claim that airborne experiments to control the weather and slow down or reverse global warming have begun. They say that the sheer number and persistence of contrails in the sky is visible proof. Others disagree.”

Golden: “There is no evidence for supporting that assertion.”

Narrator: “Who is right, and who is wrong, or is the truth somewhere in between?”

Peterson: “I designed this (2006 contrail) poster as a jet contrail index to show the different types of contrails that people are seeing in the sky. And these different types of persistent contrails I have questions about. Why these formations? Why (are there) different dispersion rates. Why do we have Xs? Why do we have long parallels with wisps coming up? These persistent parallels, we have knots on a rope...what is actually going on?”

Narrator: “Best Evidence took California environmental activist Rosalind Peterson’s photos to NASA cloud expert Patrick Minnis for his opinion on the jet contrail patterns Peterson finds so incriminating.”

Minnis: “These are some very imaginative names and very interesting.” (Minnis is shown looking at the jet contrail 2006 index poster with pictures on it from Mendocino, Lake & Sonoma Counties in California.)

Peterson: “Why do they come in a long line from the jet and then go to a burst?”

Minnis: “What this shows here is a picture of a contrail that appears to go into a cirrus cumulous cloud. I doubt either one of this has anything to do with this one, this maybe a different altitude.”

Narrator: “Looking at the same visual evidence Patrick Minnis sees contrails and clouds where Rosalind Peterson sees ‘chemtrails’.”

Peterson – The Best Evidence Narrator has made an incorrect assumption in the above statement. Like Minnis, I also see persistent jet contrails that turn into man-made clouds, bursts, many types of contrails, and white haze. The term ‘chemtrail’ is undefined and only promotes confusion and visions of unfounded conspiracy theories in the minds of some of our elected officials and citizens of the United States. It is a way for Best Evidence to promote ‘conspiracy theory’ stories and negate government documents and what we have been seeing in our skies?

Peterson: “We have skies that show one type (of contrail) at the same time as another type (of contrail). And we get “Vibrant Spectrums” (of unusual colors, for example), that look like this (the picture on my poster).”

Minnis: “This is a halo feature that you often see with ice crystals. There is just an infinite variety of things these pictures have witnessed. It all depends on how the planes flying through the conditions and the engines; whether there is any turbulence. This atmosphere is a fluid just like the ocean. It is full of waves. So there is an explanation for all these patterns that you see.”

Peterson – The halo feature that Minnis is describing above is my poster picture of a Vibrant Spectrum, historically not seen in Mendocino County, CA, that we now see frequently in California – Could this effect be caused by the NASA CRRES Program experiments which disperse chemicals in our atmosphere? Note the jet contrail in this picture and the unusual man-made clouds. These types of man-made clouds are present during many of these events, so that the experiment may be seen from both satellites and ground observations. I believe that one would not be able to see some of these (halo color) experiments without the use of man-made clouds. The URL below is an online example of a Vibrant Spectrum.

<http://news.nationalgeographic.com/news/2006/06/060619-rainbow-fire.html>

<http://www.gi.alaska.edu/ScienceForum/ASF3/312.html>

Peterson - I expected to find Minnis (and NASA/NOAA), curious about all the different types of contrails pictured in my (2006) posters and at least expected that NASA might investigate these various types of plumes instead of simply speculating on what was pictured. Where is NASA's curiosity about the changes in our skies that have occurred since the late 1980s? If the atmosphere is as 'fluid' as Minnis claims, then how does one address the issue of the repeating recognizable jet contrail types and why each different type persists with predictable specific dispersions rates and patterns?

Toothpaste trails have a very distinct pattern and always dissipate at the same rate, never turning into large white plumes. They dissipate quickly leaving only a light, white haze behind. Also one side of the jet may leave a haze while the other side of the jet leaves the toothpaste pattern (I have a March 29, 2007, tape that has an excellent time-lapse progression showing this phenomenon). However, the 'mushroom' type contrails always have the same persistence pattern and spread out across the sky turning into man-made haze and clouds. And why are there black contrails that persist in the same way as white ones? And why do different jets, in the same photograph, leave various types of contrails patterns all occurring at the same time with different persistence rates according to contrail type?

One should note water vapor and ice crystals should look the same when formed behind a jet. The unusual patterns and dissipation rates which are repeated in thousand of pictures in the United States, Canada, and around the world cannot be so easily explained. If the atmosphere, as Mr. Minnis states, is fluid then one would conclude that repeatable jet contrail patterns and their respective repeating dissipation rates would not occur.

***** The NASA / U.S. Air Force CRESS 1990 Press Kit

<http://www.flyaria.com/document/html/mission/crres/cr.htm> outlines an atmospheric NASA testing program (linked to H.A.A.R.P. and the U.S. Air Force, that could produce the Vibrant Spectrums (auroras), referenced above, as shown in my poster pictures. In this program canisters are loaded with chemicals and superheated at different atmospheric levels. These canisters contain the following chemicals that could be polluting our air and are showing up with unusual spikes in drinking water supplies in across California (California State Department of Health, Drinking Water Division Water Test Results-Public Records, Sacramento, California), and Arizona:

Aluminum, Barium, Strontium, Lithium, Calcium, SF6-Sulfur hexafluoride

Note that SF6 is a very potent, toxic gas. It has the energy-trapping potential of 25,000 times that of Carbon Dioxide. The EPA has taken action to restrict release of this dangerous greenhouse gas and yet it is being used in atmospheric testing programs.

Barium Releases March 22, 1976

<http://www.gi.alaska.edu/ScienceForum/ASF0/019.html>

Lithium Red Sky April 16, 1979 – Alaska Science Forum:

<http://www.gi.alaska.edu/ScienceForum/ASF3/312.html>

Alaska's Space Pyrotechnics – Alaska Science Forum – Barium February 18, 1985

<http://www.gi.alaska.edu/ScienceForum/ASF7/703.html>

Best Evidence did not use these government reports in their program to show that these chemicals are being released. In addition, since aluminum is not added to raw jet fuel, these programs may be one answer as to why these chemicals are showing up, as unusual spikes, in California and Arizona drinking water and water basin tests.

Peterson: “I think that one of the reasons that you have the jets doing what they are doing (cross hatches, tic-tac-toes, Xs, ovals, loop-the-loops, while producing varying types of persistent jet contrails), is so that they (government agencies, the military, universities, etc.), can see their experiments in space. The satellites can see them from above or below (from the ground). They can see which way the wind moves. They can see dispersion levels. They can see the impacts (of their experiments).”

Narrator: “Dr. Wayne Evans, (Atmospheric Scientist) has observed contrails, using satellites, and analyzed their chemical composition with a land based spectrometer.”

Evans: “There are two spectrum here. One is the spectrum of a jet contrail, which is blue, and the other is clear sky a couple of degrees off the contrail. We have done that on several occasions, and we detected a number of gasses: nitrogen oxide, nitrogen dioxide, nitric acid, carbon dioxide, carbon monoxide, and we saw methane (air pollution from jet fuel emissions). We haven’t seen any evidence of strange chemicals being used.”

Dr. Evans backed up the EPA Jet Fuel Emission documents by finding the above listed greenhouse gases. Scientists also have been worried about nitric acid in jet fuel emissions depleting the beneficial ozone in the atmosphere since the 1970s. With the increase in jet flights since the early 1970s, it may be one of the major causes of the ozone holes scientists are finding at this time.

Narrator: “Whether clouds or contrails, their contribution to climate change is an acknowledged fact. But ‘chemtrail’ believers go a step further.”

Peterson: “Well, jet fuel emissions leave particulates. The EPA and health officials all tell us that particulates are a pollutant and that they (jet fuel emissions) exacerbate asthma and other things (negatively impacting human health and agriculture crops).”

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.

Public Health & Aircraft Emissions:

*Note: The full report is available online at:
<http://www.epa.gov/oms/regs/nonroad/aviation/r99013.pdf>

or on the U.S.EPA Website.

Narrator: "Those who believe in 'chemtrails' keep a close eye on the health of those who live under these overhead activities."

Thomas: "In incidences where doctors and nurses reported very high levels of emergency room admissions, two and three times above normal in one-hundred twenty-two cities, they said it was not the flu. They said we do not know what this is. Correspondents in those cities contacted me and reported, in their words, heavy 'chemtrail' activity. We can go further and say that air traffic controllers in the United States have privately expressed their concerns to us, the investigators, of public health problems because of this particulate matter falling down, which very could possibly be bringing down virus, fungi, and bacteria that live and breed in the upper atmosphere."

Minnis: "The advancing warm air in front of a cold front is moist, the pressure is dropping so you get allergies and all sorts of different things are occurring. And that is one reason I expect that people are associating 'contrails' with illness or bad feelings."

Peterson – This argument does not add up because persistent jet contrails are evident when the barometric pressure is high and there are no approaching cold fronts.

In addition, The EPA has reported the following health effects from subsonic jet fuel emissions:

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.

"Public Health and Aircraft Emissions": (Summary of the EPA Report)

"Ultimately, EPA's principal concern in evaluating and controlling (jet fuel) emissions is the preservation of human health and, secondarily, the protection of public welfare (including protection against damage to crops, vegetation, animals, and buildings)...In particular, they have significant concerns regarding the effect of NOx on local and regional environments. Tropospheric NOx has multiple environmental quality impacts...contributing to ground-level O3 and PM, but also air toxic concentrations, excess nitrogen loads to sensitive water bodies, and acidification of sensitive ecosystems (EPA 1997a)." (PM = Particulate Matter)

"Table 1.1 Representative health effects of air pollutants." Jet Emission Pollutants:

'Ozone - Lung function impairment, effects on exercise performance, increased airway responsiveness, increased susceptibility to respiratory infection, increased hospital admissions and emergency room visits, and pulmonary inflammation, lung structure damage. (Examples of these effects are chronic inflammation and structural damage to lung tissue and accelerated decline in baseline lung function.)'

"Carbon Monoxide - Cardiovascular effects, especially in those persons with heart conditions...similar health effects on animals as on humans."

"Nitrogen Oxides - Lung irritation and lower resistance to respiratory infections. Premature mortality, aggravation of respiratory and cardiovascular disease, changes in lung function and increased respiratory symptoms, changes to lung tissues and structure, and altered respiratory defense mechanisms..." (Asthmatics are especially sensitive.)

"Volatile Organic Compounds - Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment." (Note: This entire report was presented to Best Evidence.)

Complete EPA Report: <http://www.epa.gov/oms/regs/nonroad/aviation/r99013.pdf>

Narrator: "Some industrial practices pollute the planet and cause global warming. But 'chemtrail' believers' also say that the evidence of higher than normal levels of aluminum (barium not mentioned), and other metals in the atmosphere, is a direct result of airborne experiments with climate change."

Narrator: "The theory behind geoengineering is that scientists could put substances into the upper atmosphere that would reflect sunlight back into space, lowering surface temperatures to combat global warming. But has this concept already gone beyond theory?"

Alvia Gaskill, Jr, President, Environment Reference Materials, Inc: "Look these ideas have been around for a long time. And they range everything from firing artillery shells full of soil into the stratosphere to using synthetic chemicals like aluminum oxide, which if the particles were small enough, they might float around in the atmosphere for a number of years and reflect sunlight. And finally using gases such as sulfur dioxide which reflects sunlight. So in effect what you would achieve is putting millions of tiny mirrors in the atmosphere that would reflect sunlight."

Peterson - Worldwide persistent jet contrails are creating climate change and exacerbating global warming. Geoengineers are planning a myriad of experiments to slow global warming without first using our advanced technology to decrease the pollution emitted by jets or have jet fly at altitudes that reduce the persistent jet contrails that make man-made cirrus clouds.

We already know from scientific research that 'global dimming' has been occurring at an accelerating rate since the late 1980s.

NOVA "Dimming the Sun" April 2006: <http://www.pbs.org/wqbh/nova/sun/contrail.html>

<http://www.pbs.org/wqbh/nova/sun/>

Global Dimming: http://www.bbc.co.uk/sn/tvradio/programmes/horizon/dimming_prog_summary.shtml

November 20, 2006: "NASA plans to block out the Sun"

<http://www.smh.com.au/news/world/nasa-looks-at-plan-to-blot-out-sun/2006/11/19/1163871272174.html>

May 3, 2006: "Blocking Out the Sun" http://californiaskywatch.com/global_warming/index.html

December 18, 2003: "Goodbye Sunshine:

<http://www.guardian.co.uk/life/feature/story/0,13026,1108853,00.html>

New Jersey Institute of Technology – January 23, 2006 Solar Physicists Report Paradox: "Less Sunlight but Temperatures Rise" http://www.eurekalert.org/pub_releases/2006-01/njio-nsp012306.php

Alaska Science Forum – "SAD: A Sign of the Sunless Season" – November 10, 1995

<http://www.gi.alaska.edu/ScienceForum/ASF12/1260.html> What are the human health effects when we dim the sunlight during geoengineering experiments to reduce the amount of sunlight reaching the earth?

If we geoengineer more 'global dimming' without reducing the negative impacts of jet produced persistent contrails and man-made clouds, could we face a severe lack of direct sunlight which could have adverse impacts on agricultural crop production? In order for all plants to grow photosynthesis needs to take place. Without direct sunlight or with only 'dimmed' sunlight crop production will be lowered. Can we afford the recent increase in rickets in children who don't receive enough Vitamin D from direct sunlight? Can we afford the recent increase in humidity from persistent jet contrails and a reduction in sunlight reaching the earth that allows for agricultural and tree pests, molds, mildews, viruses, and fungus to grow and proliferate?

Could the increase in humidity be a causal factor not only in spread of Sudden Oak Death Syndrome (S.O.D.), but in the decline of Oak trees in general that don't have S.O.D?

Ukiah Daily Journal: March 9, 2007 "Governor Asks USDA to Declare Local Disaster (Mendocino County, CA: http://www.ukiahdailyjournal.com/searchresults/ci_5397643 How is this possible when Mendocino County, California, had normal rainfall and normal cold temperatures? Why aren't our elected officials looking at the fact that we had only four days of sunshine with no contrails this year? The lack of photosynthesis is alleged to be a factor in stunted rangeland grasses and declining tree health in Mendocino and Lake Counties in California.

"Global Dimming: A Review of the Evidence, G. Stanhill & S. Cohen, Agricultural & Forest Meteorology Volume 107 (2001) Pages: 255-278 or "Observed Reductions of Surface Solar Radiation at Sites in the U.S. and Worldwide, B. Liepert Geophysical Research Letters Volume 29 (2002), Pages: 1421-1433.

Why would NASA Scientists want to block out more of the sun that is already being dimmed and what impact would this have on agricultural crop production and climate?

<http://www.smh.com.au/news/world/nasa-looks-at-plan-to-blot-out-sun/2006/11/19/1163871272174.html>

NASA http://asd-www.larc.nasa.gov/GLOBE/Count/Oct2005/ConEdNews_p1.pdf

In an October 2005 NASA Newsletter is the following: “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...”

Thomas: “The government of the United States and other governments are not going to admit to the ‘chemtrail’ project(s). They would have to admit the dire gravity of the situation we are now in. Now we are far down the road it becomes harder and harder to admit that, in fact, this has been going on for years.

Peterson – Could the H.A.A.R.P. Project in Alaska, NOAA, DOE, NASA, Air Force, Department of Defense, etc., be the reason for climate changes that have been escalating since the late 1980s, when the funds and technology allowed for the escalation of atmospheric heating and testing programs like NASA’s TMA Night Cloud tests using trimethylaluminum or the advanced testing of military weapons systems like star wars?

NASA’s Night Clouds Atmospheric Testing Program:

http://science.nasa.gov/headlines/y2003/20jun_TMAclouds.htm

Gaskill: “Well, I think it is not true because the main tenant that these people profess is that there is some increase in the amount of jet contrails in the atmosphere and therefore it is due to the expansion of these government funded ‘black projects’. Well, the fact of the matter is that the increase in jet contrails can easily be attributed to one thing, increased air travel. And there is some concern about the affect that may have on climate, but not because of some kind of a ‘conspiracy’ involving government agencies operating in secret, to do some nefarious things.”

Peterson – According to my records there has been little significant increase in commercial jet flights over rural Mendocino County in California, in the last few years. This is a new phenomenon that appears to be caused by silver/gray or white unmarked jets, leaving various types of persistent jet contrails, that criss-cross and loop-the-loop around our county keeping us in a white haze and/or various types of man-made clouds. The climate change here is significant and the increase in humidity has been documented through current and historical records dating backing since before the 1970s. Rarely do we see commercial airlines leaving contrails, as their flight paths are straight lines across Mendocino County.

I also challenge the claim, almost always used by government officials and elected representatives, that increasing jet ‘passenger travel’ is the cause of all of these persistent jet contrails. We would like the FAA and the U.S. Military statistics that commercial and military large jet traffic is increasing over the United States – we need the statistics in this study going back to the early 1980’s through 2007.

Passenger travel may be increasing but are the number of large jet flights actually increasing? Commercial airlines have been decreasing the number of flights and increasing the number of passengers on each plane in recent years to save money.

A search of historical weather, cloud, and other historical pictures since the invention of the jet engine have failed to demonstrate the various types of persistent contrails evolving into unusual clouds that are now being seen across the United States and around the world. What happened in the late 1980s that caused this change? What we are seeing in our skies is relatively recent, often startling, and on a grand scale.

Narrator: “Both parties in this case are deadlocked. Are contrails just a matter of mistaken identity? Put to the test with the most sophisticated equipment available will a jet fuel emission reveal itself to be a ‘chemical contrail’? Both sides in the ‘chemical contrail’ debate agree that aviation fuel, like all engine fuels, contains harmful pollutants. However, only the ‘chemtrail believers’ claim that secret additives in jet fuel are being used in weather modification experiments.” (Once again Best Evidence proceeds forward with their ‘bait and switch’ tactics.)

Peterson – I don’t think that we are deadlocked. I don’t believe, due to the sensitivity of jet engines, that raw jet fuel additives are being used in weather modification experiments. (Please note here that the Best Evidence Narrator changed the subject at this point using a bait-and-switch tactic, from finding out what is in the various types of jet contrails after they form specific types of contrail or man-made clouds in our skies, to examining whether raw jet fuel has had aluminum added to it.)

Weather modification equipment is either ground based or is attached to airplanes that release or spray chemicals such as silver iodide into the atmosphere to produce rain or snow. Other chemicals are used to dissipate clouds or fog. The suggestion that the manufacturer would produce a specific raw jet fuel with these types of weather modification chemicals included in it would not be economically practical or controllable because weather modification programs are site specific and different chemicals are used to produce differing results.

Narrator: “Could scientists test a random sample and find high levels of aluminum oxide or other unexpected compounds and solve this case? We traveled to Flint, Michigan, in search of the Best Evidence.”

Peterson – Best Evidence, at this point in the program, goes into a long explanation of the procedures for laboratory testing of one raw sample of commercial jet fuel for aluminum at Kettering University in Flint, Michigan, and in a jet turbine engine. Since it seems unlikely that anyone requested this particular test or had ever raised the issue of aluminum being in raw jet fuel, one has to wonder why Best Evidence spent so much program time on this testing procedure or even asked for this test to be conducted. I did not transcribe this part of the program for this reason.

Best Evidence could have contacted jet fuel manufacturers and asked them if they were introducing any aluminum into raw jet fuels or adding it in the manufacture of jet fuel additives, saving Kettering University many man hours and money spent on this project. Best Evidence did not name the manufacturer of the raw jet fuel they tested or determine the type of commercial jet fuel being tested. And clearly they did not test any of the additives that the United States Air Force admits that they use.

<http://www.californiaskywatch.com/subtext/Air%20Force%20-%20Exhaust%20Gases.pdf>

Was the fuel tested JP-4, JP-8 with or without additives, or another type of jet fuel? Best Evidence did not contact the EPA which has many studies and reports on jet fuel emissions that could have provided information on the type of pollutants in jet fuel and their detrimental public health impacts.

Best Evidence also had Kerosene tested for aluminum. The jet fuel was also tested for sulfur dioxide and, as expected, from reviewing EPA jet fuel emissions test reports, would be found in jet fuel. The jet fuel manufacturers under U.S. law must provide the public with an MSDS (Material Data Safety Sheet), on the hazards of their products along with human and environmental health hazards.

Aluminum and barium have both been showing up in unusually high spikes in drinking water tests throughout California, where the State water test data has been reviewed in great detail. If these additives were in jet fuel both the manufacturers and the EPA would have known about them being added to raw jet fuel or they would have shown up in EPA jet emission tests.

Narrator: Ray M. Rust, Laboratory Technician and Coordinator, Kettering University, Flint Michigan conducted all of the jet fuel testing for Best Evidence. (Please note the unusual man-made clouds over the Flint, Michigan University Building at the beginning of the jet fuel testing segment. Amazing!)

Narrator: "...Aluminum appears to be the metal most often identified by people who believe there is a 'conspiracy' to turn contrails into 'chemtrails'...Will our tests for aluminum in jet fuel support the 'chemtrail believers' case or will the results create even more controversy?"

Peterson – This is a continuation of Best Evidence's 'bait and switch' tactics since no one that I know of asked for raw jet fuel to be tested for aluminum. In addition, barium, which has also been linked to atmospheric heating and testing programs, was ignored in this program.

Please note that there was an attempt by Best Evidence to turn these serious and well-documented issues into a 'conspiracy theory'. Our 'Best Evidence' was not used in some cases, like the DVDs and VHS tapes of stop and go jet plumes that we supplied, the wing tip to wing tip spraying, and other unusual time-lapse videos to show the wide variation in different types of plumes, and the time-lapse video clips which were supported with pictures.

Peterson: “I think that there is a lot of atmospheric testing going on and that is where some of the chemicals (like aluminum and barium) come from.”

Narrator: “Rosalind Peterson and others believe that some jet contrails contain chemical additives. They are part of secret government weather modification programs...some ‘chemtrail believers’ suspect sulfur could be used in atmospheric cooling experiments that could help reverse global warming.”

Rust: “EPA regulations are requiring us to remove sulfur because the SO2 compounds are hard on our lungs. So even if sulfur compounds were good at cooling the earth off, we certainly wouldn’t want to be adding them in fuel...The sulfur range was very normal, it looks like regular commercial diesel fuel...very similar to diesel...”

Peterson – Ray Rust, from Kettering University, supports the reasons why sulfur should not be used in proposed geoengineering programs. And they certainly should not be used when California just removed the majority of sulfur in diesel fuel in California in 2006, for health reasons. This is another reason why NASA should not be holding, as they did in November 2006, secret meetings at NASA AMES, with internationally known Geoengineers to discuss these experimental projects and possible implementation of them, without public knowledge or participation.

Narrator: “...If no one is doping commercial jet fuel anywhere else and additives are not responsible for high levels of aluminum in the atmosphere, then ‘chemtrail believers’ say it could be coming from military jets.”

Peterson: “The United States Air Force releases tons of aluminum coated fiberglass call Chaff over California and other states.”

Narrator: “This form of aluminum is injected directly into the atmosphere by military aircraft (as shown on video at this point in the program). Could it account for the high doses of aluminum that ‘chemtrails believers’ say accompanies unusual aircraft activity? We will investigate that on Best Evidence.”

Peterson – The United States Air Force backed up our evidence that they were releasing Chaff, aluminum coated fiberglass particulates, into the environment by providing the videotape Best Evidence used in this program.

United States Air Force Website – January 2003 Aluminum Coated Fiberglass (Chaff) & Flares
<http://www.californiaskywatch.com/subtext/Air%20Force%20-%20Chaffs%20and%20Flares.pdf>

Best Evidence did not investigate the human health impacts of Chaff particulates, their impact on animals and other wildlife, or on the detrimental consequences on tree health when trees absorb aluminum into their root systems or the aluminum contamination of drinking water supplies.

Narrator: “Best Evidence testing, at Kettering University at Flint, Michigan, for liquid and engine emissions for commercial aircraft, revealed no significant traces of either aluminum or sulfur. (The tests did show traces of sulfur.) These substances are often cited by people who believe normal jet contrails are actually laden with experimental chemicals.”

Geoengineering with Sulfur

<http://news.nationalgeographic.com/news/2006/08/060804-global-warming.html> Page #1-National Geographic News August 4, 2006 Extreme Global Warming Fix Proposed: “Fill the Skies With Sulfur”

http://news.nationalgeographic.com/news/2006/08/060804-global-warming_2.html Page #2-National Geographic News August 4, 2006 by: Kate Ravilious Extreme Global Warming Fix Proposed: “Fill the Skies With Sulfur”

The question is: Why is the EPA requiring all sulfur to be taken out of diesel fuel in California by the end of 2006, because sulfur pollutes the air...and now there is serious consideration being given to this type of future project.

Original URL: http://www.theregister.co.uk/2006/08/01/an_artificial_volcano/

http://www.theregister.co.uk/2006/08/01/an_artificial_volcano/print.html

Sulfur Geoengineering 2006 - Bomb Earth's atmosphere with sulphur, researcher says

By [Thomas C Greene in Washington](#)

Published Tuesday 1st August 2006 09:36 GMT

Thomas: “Looking up from ground level we can observe ‘chemtrails’ that are much different from the normal condensation trail.”

Narrator: “The visual evidence is mounting and with it the ‘chemtrail believers’ concerns have grown...The United States Air Force did not grant Best Evidence’s request for a sample of the high performance fuel they use in military jet aircraft. And that according to those who believe in ‘chemical contrails’ raises another concern.”

Peterson: “The United State Air Force releases tons of aluminum coated fiberglass, called chaff, over California and other states.”

Narrator: “Chaff isn’t an aluminum fuel additive. It is ejected from the under-belly of a military (as shown in the video of a jet releasing aluminum coated fiberglass), aircraft to confuse radar and avoid detection by enemy surveillance.”

Golden: “They are like little needles coated with aluminum and they’re bundled together and they have been used since the Second World War to produce artificial targets for radar.”

Narrator: “Chaff drifting in the air can also help scientists track wind currents.”

Golden: “When it is released from an aircraft these needles are so small and so lightweight they follow the air motion. So it is a very clever way of getting wind measurements in clear air.”

Narrator: “Chaff technology can therefore be used in tracking weather modification experiments (as shown in the video portion of the program).”

Golden: “The Department of Defense, just a year or two ago, sponsored a workshop in Washington, D.C., on weather modification. So it makes you wonder if, in fact, the military is still continuing to address weather modification in their tool kit. And that is fine. I have no problem with that.”

Narrator: “For every convincing statistic and dramatic visual about something strange going on in the skies there is a counter argument from the skeptics that is equally persuasive. Whether anyone can be proven innocent or guilty there is little doubt that the technology and the potential for ‘chemical contrails’ experimentation does exist.”

Thomas: “I have contacted the U.S. Air Force and they said we are not doing that, it’s not true. This is the same body that has come out with a report (hundreds), “Owning the Weather in 2025”, calling for weather force specialists, flying tankers, to lay reflective particles in an operation they call ‘aerial obscuration’.” (Owning the Weather documents can be found on this site: <http://www.californiaskywatch.com/subtext/index.html>)

Gaskill: We need to take advantage of everybody on this planet to help solve the problem of global warming. If we can do it with some form of climate engineering all the better.”

Peterson – Please note that Gaskill is alleged to be associated with a private business to make a profit on weather modification and/or geoengineering projects. Therefore, he would likely be interested in promoting Climate Engineering in order to make a profit.

http://forum.europa.eu.int/Public/irc/env/action_climat/library?l=/geoengineering_optionspd/ EN 1.0 &a=d http://forum.europa.eu.int/Public/irc/env/action_climat/library?l=/geoengineering_optionspd/ EN 1.0 &a=i

Narrator: According to ‘chemtrail believers’ like Rosalind Peterson, Dave Dickie, and Will Thomas the evidence seems irrefutable. They are convinced (from public government documents and other evidence) that chemicals are being placed in the atmosphere using jet aircraft and their contrails (or in canisters released in our atmosphere to conduct atmospheric heating and testing programs). These activates they say are reckless attempts at climate change and they are being kept a secret.”

Thomas: “In the winter of 2005, the United States Government established a Federal Bureau of Weather Modification in Washington, D.C. This is a government-mandated agency whose stated

mission is to modify the weather and climate. Under this rubric, I believe, they could come out and admit to a 'chemtrail' type project."

Narrator: "The case we call 'chemical contrails' may never be solved without full government disclosure. And yet neither side in the debate denies that contrails are a problem. Contrails are a natural consequence of jet travel. They spread and linger and become part of the cloud cover over the earth. Scientists acknowledge that, in this way, they contribute to global warming."

Gaskill: "We don't have a hundred years, we have maybe twenty years, before we start seeing some of the serious effects of climate change."

Narrator: "Eyewitness accounts, backup up by satellite images, prove just how widely contrails are blanketing the planet. But what isn't clear is whether any program is actually underway in our blue skies while the public remains in the dark."

Thomas: "I would not be surprised to see, in the next year or two, as public clamor increases, for something to be done to mitigate the worse effects of climate change. The U.S. government could come out and admit to this program."

Gaskill: "If we are not going to be able to come up with replacement technologies in time, if we are not going to be able to regulate emission in time, we are really left with taking these other extraordinary means. The goal is to reduce the warming of the earth before the catastrophe comes."

THE END

**MY FINAL THOUGHTS
BY ROSALIDN PETERSON**

April 2, 2007

What did we learn from this program that backs up public government records?

- 1) Dr. Wayne Evans (Atmospheric Scientist) confirmed that some jet contrails may form cirrus clouds and that they radiate more heat energy than they reflect back into space thus contributing to global warming. Dr. Evans has confirmed with his land based spectrometer that jet fuel emissions are found in contrails and these include the greenhouse gases: "nitrogen oxide, nitrogen dioxide, nitric acid, carbon dioxide, carbon monoxide and methane...."**
- 2) Dr. Patrick Minnis, (NASA), confirms that contrails are producing man-made cloud cover. And that NASA only recently discovered and confirmed that a persistent contrail lingered for more than twenty hours and covered at least "four thousand square kilometers".**
- 3) Dr. Joseph Golden (NOAA), "...You could view contrails as a form of inadvertent weather modification..." And he has been involved in weather modification research and knows**

about experiments that were implemented under Project StormFury. He also confirms that a second use for Chaff, aluminum coated fiberglass particulates, is that it is being released in the United States for "...getting wind measurements in clear air..."

- 4) Terry Krauss (Vice President Weather Modification, Inc.) – This company owns a large fleet of aircraft and "...conducts cloud seeding project in more than a dozen countries in the world..." This company also conducts weather modification programs in the United States according to NOAA documents.
- 5) Alvia Gaskill, Jr. (Environment Reference Materials, Inc.), confirms that there is concern about the affect that contrails have on climate. He also notes that aluminum oxide and sulfur dioxide could be placed in the atmosphere to reflect sunlight.
- 6) Ray M. Rust (Laboratory Coordinator, Kettering University), "EPA regulations are requiring us to remove sulfur because the SO₂ compounds are hard on our lungs..." Small amounts of sulfur were found in their experiments and no aluminum was found in raw jet fuel or its emissions.

And we do know that some scientists are working on implementing experimental geoengineering projects to cool the earth and reduce global warming. The program 'Narrator' did admit that there is growing visual evidence. However, there does not appear to be any public or government oversight or input into any of these projects to protect agriculture or public health. We clearly don't have any idea what the environmental and health impacts of these experimental atmospheric heating and testing programs and experimental weather modification programs, that are either planned or ongoing, are having now on our environment.

Why don't our scientists and our elected officials want to talk about most of these projects? There is only one answer. If they admit that they know what is going on then they must take action and they must protect the health of our children and our planet. Denial is everywhere...but it can't continue if we take action by joining together and hammering these issues until the door is wide open. We all want our clear, deep blue skies back...and we want all of these programs out in the open so that we, the American people, have a voice.

The word 'chemtrail' and the conspiracy theory and hoax issues linked to the word 'chemtrail' make it clear that there is no point in using this word to describe what is happening to our skies. There is no 'official' definition or recognition of the word 'chemtrail' by any government agency. This provides a ready-made excuse for our elected officials to ignore the issue.

The Discovery Channel's Best Evidence Program demonstrates how they used the phrase 'chemtrail believers' and turned it into a 'Straw Man' argument which discredits those who know that something is happening to our skies and our atmosphere. It appears this program was not designed to be a fair

and impartial program, at all times, and that it was allegedly written to discredit those who are bringing this subject to light, listing us and 'others' or 'chemtrail believers'; those who believe in a hoax or a conspiracy theory. Whatever the intent it certainly had this effect.

Best Evidence's 'Chemical Contrails' program is another example of why our elected officials won't take what is happening to our atmosphere seriously or support us in trying to find out what is really happening to our skies. We do have government documents and other supporting evidence about many of these programs. However, solid evidence and research is ignored and replaced with farfetched rumors, speculation, diversions, straw man arguments, bait and switch tactics, and distractions.

This is why I encourage everyone to start using proven evidence (not anecdotal evidence), and government documents to change our way of presenting these issues to our elected officials and the press. We need to eliminate the word "chemtrail" from our references so that we are taken seriously in the future and not marginalized by this word. I know that eliminating this word will be difficult. However, the word, 'chemtrail' is preventing us from gaining credibility with the media and more importantly, with our elected officials. And this word allows the media and our elected officials to ignore these important issues.

Our government does not have the right to experiment on us or our environment without our consent and they should not be able to send our tax dollars to universities or private companies who will do the experimentation for them. Weather modification experiments by private companies (like insurance companies), without government and public oversight is just one example. The H.A.A.R.P. Atmospheric Experimental Project in Alaska is another example of experimentation without oversight and public representation.

We have the right to have our grievances, under the U.S. Constitution, addressed by those we elect to public office. And we have the right to know what experiments are taking place in our atmosphere and to understand their potential impact on our lives, our children, our crops, our trees, and our health. We, the people, have a right to know the truth about these experiments, and proposed experiments, that are creating profound environmental changes all around us. And we, the people, have the right to have this information and the truth, backed up by studies and research, in order to make good decisions about our future and the future of planet earth.

Rosalind Peterson April 2, 2007

The following documents and information are provided for your information:

NBC4 TV – Los Angeles, California News Program – Tuesday, May 23, 2006 11:00 P.M.

There will be a WEB report on NBC4.tv at 9:00 A.M. on May 24, 2006.

Points to Ponder: The KNBC station in Los Angeles, CA - Channel 4 broadcasted this report on May 23, 2006.

Contact Us: Talk To NBC 4!

NBC 4
3000 West Alameda Ave.
Burbank, CA 91523
Phone: (818) 840-4444

Professor Gregory Benford of UC Irvine works with the Department of Energy (DOE) on weather research. Transcript from part of the "Toxic Skies" broadcast:

Gregory Benford: After viewing a short film segment of the skies above San Francisco and Marin County Professor Benford stated: "I think these are contrails." Another film segment brought the following statement: "That's very odd. They could be very large contrails."

Paul Moyer: He says the DOE doesn't know of any jets spraying chemicals to affect the weather. However, he says, we will probably see it in the near future.

Gregory Benford: "You've got to, in a sense, engineer all these, so you get the right kind of clouds, with the effects we want."

Paul Moyer: It is called geoengineering. Fighting global warming by putting a chemical dust in the atmosphere and reflecting harmful radiation back into space.

Gregory Benford: "You could use barium oxide, for example, which makes big fluffy clouds. You could use tiny little bits of aluminum, which is benign in the environment, and essentially manage the climate."
End of Transcript Segment

"Climate Controls"

By Professor Gregory Benford, Reason Magazine 1997 Gregory Benford is a professor of physics at the University of California at Irvine. <http://www.reason.com/news/show/30433.html>

United State Air Force Contrail Facts:

<http://www.af.mil/shared/media/document/AFD-051013-001.pdf>

Weather Modification History, Ethics & Legal Cases in the United States:

<http://www.rbs2.com/w2.htm>

<http://www.rbs2.com/w2.htm#anchor000001>

<http://rams.atmos.colostate.edu/gkss.html>

More Information: <http://www.wmo.ch/>

<http://www.wmo.ch/web-en/about.html>

<http://www.rbs2.com/weather.pdf>

Book: Clouds of Secrecy: The Army's Germ Warfare Tests Over Populated Areas,

by Leonard A. Cole 1988 - U.S. Testing

Book: The Dying of the Trees by Charles Little 1995 - This book gives another part of the hidden story since the mid to late 1980s about what is happening to our trees. We cannot survive without them and no one wants to talk about the thousands and thousands of different trees in decline, dead, or dying across the United States.

*** If you check with the CDC and start researching growing number of unusual bird and animal deaths, the stunning decline in bee populations that are needed to pollinate wild flowers and crops, the rise in asthma, rickets, the rise in UV radiation, the rise in air and water pollution, and the rise in unexplained health problems, to the dying of our trees, you will find staggering numbers. Most of which are unexplained. What is happening to our bee population? Can agriculture crop production survive without bees and other pollinators?**

http://www.record-bee.com/local/ci_5536287 Lake County, California March 2007

<http://www.google.com/news?hl=en> Bee Colony Collapse Disorder 2007 Could this new phenomenon be attributed to some of our atmospheric tests – much as Navy Sonar can disrupt whales and dolphins?

<http://news.independent.co.uk/environment/wildlife/article2314202.ece> March 2007 Honey Bees

<http://www.hese-project.org/hese-uk/en/issues/emr.php?id=bees> Worldwide Honey Bee Decline 2007

Check: strangeanimaldeaths@yahoogroups.com

<http://www.emedicine.com/radio/topic610.htm> March 2007 Rickets – Lack of Vitamin D-Sunlight

http://www.cdc.gov/breastfeeding/recommendations/vitamin_D.htm CDC Rickets incidences increasing. According to the CDC these increases could be caused by: **“...Air quality conditions: high levels of air pollution and Weather conditions: dense cloud covering...”** Could this recent increase be caused by the increase in persistent jet contrails that produce man-made clouds?

The IPCC published this report on Aviation now and in the future:

<http://www.grida.no/climate/ipcc/aviation/index.htm>

Please feel free to contact the Discovery Channel and let them know how you feel about the Best Evidence Program: ‘Chemical Contrails’ which aired on February 22, 2007.

E-Mail Address: <http://extweb.discovery.com/viewerrelations>

Are they planning a follow-up program on these topics?

Additional Reading Materials: <http://www.stormingmedia.us/12/1219/A121993.html>

PETITION TO STOP ATMOSPHERIC TESTING & WEATHER MODIFICATION EXPERIMENTS THAT NEGATIVELY IMPACT CLIMATE, AGRICULTURE, TREES, BEE POPULATIONS, DRINKING WATER SUPPLIES, AND PUBLIC HEALTH

Whereas, agricultural crops and tree health could be adversely impacted by climate change produced by experimental weather modification programs, atmospheric heating and testing programs, and increasing air pollution from these programs;

Whereas, the use of microwaves, radio waves, lasers, and electromagnetic weapons systems may adversely impact human health;

Whereas, the H.A.A.R.P. atmospheric experiments in Alaska may negative impact our atmosphere and human health;

Whereas, a wide variety of trees and other vegetation are showing signs of declining health;

Whereas, the unusual decline and dying of our trees is increasing;

Whereas, this decline is creating a serious fire hazard in many areas across the United States;

Whereas, this decline may adversely impact local weather, rainfall totals, and local water supplies;

Whereas, global warming, climate change, Ultra-violet (UV) Radiation, and air pollution are increasing;

Whereas, persistent jet contrails are changing our weather, exacerbating global warming, and jet fuel emissions are polluting our air;

Whereas, global dimming and persistent jet contrails, that produce man-made cirrus clouds, may decrease photosynthesis thereby reducing crop production, cause a decline in tree and plant health, and keep rangeland plants and grasses from growing normally due to a decrease in direct sunlight reaching the earth;

Whereas, there are over fifty known experimental weather modification programs currently being used across the United States without any studies to determine the synergistic effects of those programs or their impact upon agricultural crops and water supplies;

Whereas, most of our elected local, county, state and federal representatives do not have oversight over experimental, military, public, and private weather modification programs;

Therefore, we the undersigned demand to know how many regulated and unregulated weather modification programs are currently being used and what effects these current experimental, military, public, and private weather modification programs are having on agriculture crops, honey bee populations, trees, and water supplies.

Therefore, we the undersigned, demand to know how atmospheric heating and testing programs are changing our weather, polluting our air, abnormally moving the jet stream, and impacting our crops;

Therefore, we demand that jets leaving persistent jet contrails fly at altitudes that reduce persistent contrails that produce man-made clouds that acerbate global warming, change our climate, and that jet fuels be manufactured that are less polluting and have fewer adverse agriculture crop, ozone, and human health impacts;

Therefore, we the undersigned, demand that our local, county, state and federal representatives take action to stop unrestrained, experimental weather modification and atmospheric testing programs that proliferate without any oversight to protect agriculture, trees, our watersheds, honey bees, drinking water supplies and human health.

Printed Name	Printed Address	Telephone #	Signature	Date
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***RETURN TO: Rosalind Peterson, Post Office Box 499, Redwood Valley, California 95470**
(707) 485-7520 E-Mail: info@californiaskywatch.com
Website: <http://www.californiaskywatch.com/> or forward to your elected representatives.