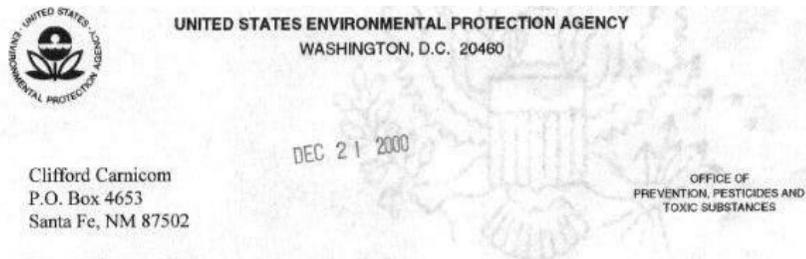


## **TABLE OF CONTENTS**

|   |           |
|---|-----------|
| <b>1. INTRODUCTION</b>  | <b>3</b>  |
| 1.1 Background to this Submission   | 3         |
| 1.2 Notes About Possible Responses To This Submission                         | 3         |
| 1.3 Urgent Need for Review and analysis and Appeal for a Resistance of Denial | 6         |
| <b>2. ANALYSIS OF PHENOMENON</b>  | <b>7</b>  |
| 2.1 History   | 7         |
| 2.2 General Observations – How is a CONTRAIL formed?                          | 7         |
| 2.3 Carnicom’s Analysis of Contrail Formation                                 | 9         |
| 2.4 Frequency of Trails and Why This Factor Alone Should Raise Suspicion.     | 10        |
| 2.5 Possible Health Effects   | 10        |
| <b>3. A SELECTION OF DATA</b>   | <b>11</b> |
| 3.1 Photographs   | 11        |
| 3.2 Video   | 13        |
| <b>4. CASE STUDY – DERBY 04 FEB 2007</b>                                      | <b>14</b> |
| 4.1 Video of “Event”  | 14        |
| 4.2 Note about Trail Length   | 14        |
| <b>5. OTHER INFORMATION</b>   | <b>15</b> |
| 5.1 Websites  | 15        |
| 5.2 Newspaper coverage (UK)   | 15        |
| <b>6. CONCLUSIONS</b>   | <b>17</b> |
| 6.1 Reasons Why this is NOT a Contrail Phenomenon                             | 17        |
| 6.2 “Climate Change”  | 18        |
| 6.3 Difficulties in Accepting this Reality                                    | 18        |
| 6.4 Appeal  | 18        |
| <b>7. ACTION REQUIRED</b>   | <b>19</b> |

## 1.2.1 EPA in the USA

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



Clifford Carnicom  
P.O. Box 4653  
Santa Fe, NM 87502

Dear Mr. Carnicom:

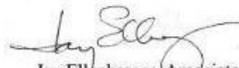
This letter responds to the many identical letters dated October 31, 2000, and addressed to Carol M. Browner, Administrator of the Environmental Protection Agency, and others regarding the issue of "aerial sprayings occurring over the United States." As you know, these letters were generated from your website [www.carnicom.com/contrails.htm](http://www.carnicom.com/contrails.htm). The Administrator asked that I respond to these letters for her.

These letters and information on the above website claim that aircrafts are spraying chemical, biological or other toxic substances from high altitudes over the U.S. and harming people. As you are aware, the Agency's Office of Air and Radiation (February 22 and 25 and June 2000) and the Office of Pesticide Programs (December 9, 1999) have responded to prior correspondence from you about these same claims.

EPA is not involved in or aware of any application or aerial spraying of chemical, biological, or toxic substances as claimed by your past correspondence or on the above or other websites. The Agency takes very seriously its mission to protect human health and the environment from toxic substances and to carry out and enforce laws pertaining to this mission. The activity described in your communications is obviously contrary to our mission and responsibilities. Illegal applications or releases of toxic substances are investigated by enforcement authorities at the federal and/or state level(s) and enforcement action is taken, if appropriate, according to the evidence and investigation. Since you believe the aerial contrails are a result of illegal releases of chemicals or biological substances, you may wish to contact the appropriate state regulatory agency for their consideration.

The Agency tries to respond to all correspondence however, to conserve resources I suggest that you post my response on the above website as a means to more efficiently respond to the many individuals who sent your form letter.

Sincerely,

  
Jay Ellenberger, Associate Director  
Field and External Affairs Division  
Office of Pesticide Programs

**e-mail sent: 22nd June 2006**

Dear \_\_\_\_\_

Many thanks for your response to my report regarding illegal aerosol spraying operations which are being carried out in UK Airspace and in many other areas of the world. (For your information, at the end of this message, I include responses from around the world which I have received, following the posting/publishing of my report.)

I appreciate your response, even though your letter clearly disagrees with the conclusion above, as I predicted in my report. I have already considered in some depth (as have many others) this explanation, and found it cannot, by the laws of physics, explain all the data.

However, let us assume your statement is correct. The grid of trails which appeared outside my window on 10th June 2005 must then be the result of ordinary air traffic. Also, the 42 aircraft I counted on Sunday 4th Feb must be ordinary air traffic. Can you therefore please answer these questions:

- 1) Can you please provide a list of flights which travelled over the Derby area between 9pm and 10pm on 10th July 2005?
- 2) Can you please verify that some of these flight paths crossed at 90 approximately degrees in the same area?
- 3) Can you please provide a list of flights travelling over Markeaton Park Derby between 14:15 and 16:45 and verify that there were at least 42 planes during that period?

For your convenience I have provided the unretouched pictures of the Grid and links to Google Maps of the location of my house...

<http://maps.google.co.uk/maps?ie=UTF8&oe=UTF-8&hl=en&q=&z=15&om=0> (Lat/Long 52.902891 / -1.378364)

(the grid was seen on bearing of about 280 degrees (i.e. approx West-North-West of my house)

and Markeaton Park, Derby:

<http://maps.google.co.uk/maps?ie=UTF8&oe=UTF-8&hl=en&q=&om=0&ll=52.93519,-1.501265&spn=0.012467,0.056477&z=14>

(Lat/Long 52.935129 / -1.505260)

I can provide the unretouched video clips of the aircraft from 4th Feb if this will be of any help.

Thank you for any help you can provide in supplying or pointing me in the direction of this data.

Yours Sincerely,

Andrew Johnson  
22 Mear Drive  
Borrowash  
Derbyshire  
DE72 3QW

**Responses received by e-mail from Chemtrailing Dossier and Associated Press Release**

{As shown above}

### 1.2.3 US Greenpeace

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

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

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

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

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

For a green and peaceful planet,

Supporter Services

Carnicom notes that "None of those sources responded" and that:

The mission statement of Greenpeace is stated as follows on [www.greenpeace.org](http://www.greenpeace.org):

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

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

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

### e-mail sent: 22nd June 2006

Dear \_\_\_\_\_

Many thanks for your prompt response to my previous e-mail. I appreciate the time you have taken to respond. (Coincidentally, I also received an evidence-denial response to my report from the CAA today.)

I think you may have slightly misunderstood me because I am certainly not disputing the existence of ordinary contrails lasting for a maximum period of 2 minutes. I state this clearly in my report. I also think saying "150km or 300km" (a factor of 2) is rather a loose margin of error to apply to basic data. Additionally, we could argue about the usage of the word "may" if it was especially important here.

The criticisms I raise about the Schumann report are valid and I have presented data which the report cannot explain. I have sent the same comments to Professor Schumann as I did to you, so I am sure he is capable of responding in his own way, should he have the time, interest or inclination to do so.

Also the credibility of data and evidence and conclusion is often a matter of opinion. For example, is a currently employed funded scientist *always* going to produce better analyses and "more credible" conclusions than a retired one? You state "with contrails there is scientific uncertainty but that doesn't support a chemtrail conspiracy". However, the data I provided cannot be explained - it is not explained in that report. I find Clifford Carnicom's scientific data, analyses and conclusions (see [www.carnicom.com](http://www.carnicom.com)) to be *more* credible than the report you kindly linked me to. Additionally "conspiracy" is an emotive word, which I avoid as much as possible, because I prefer to focus on points of evidence.

However, let us assume, for the moment, *your* conclusion is correct. The grid of trails which appeared outside my window on 10th June 2005 must then be the result of ordinary air traffic. Also, the 42 aircraft I counted and filmed on Sunday 4th Feb must be ordinary air traffic. Can you therefore please answer these questions:

- 1) Can you please provide a list of flights which travelled over the Derby area between 9pm and 10pm on 10th July 2005?
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I can provide the unretouched video clips of the aircraft from 4th Feb if this will be of any help.

Thank you for any help you can provide in supplying or pointing me in the direction of this data - if we could find it would clear up these 2 instances of illegal aerosol spraying and *prove* that my description of same is incorrect/inaccurate in these particular cases.

Thanks again.

Yours Sincerely,

Andrew Johnson



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

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

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

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

### 2.2.1 Further Analysis of Formation of Contrails

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

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

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

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

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

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

## Department for Transport

Andrew Johnson  
22 Mear Drive  
Borrowash  
Derbyshire  
DE72 3QW

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

20 June 2007

Dear Mr Johnson,

### Persistent Aircraft Trails

Thank you for e-mail of 13 June commenting on my earlier letter in response to yours.

We might have to agree to disagree on some of the details but I shall comment on some of the points that you raise or challenge.

You dispute the maximum size of contrails. Whether it’s 150 or 300km isn’t that relevant. They’re long and in certain circumstances persist. Scientists agree that, on balance, with wind and other natural conditions contrails can influence cloud formation.

You dispute the fact that contrails have water vapour in them by saying that they don’t accurately reflect the cloud definitions you have located. I suggest that the difference arises because the contrail remains relatively focused and hence visible as a long line. Normal clouds will be a more dispersed and homogenous form. The definition you found probably relates to naturally occurring clouds. Man/machine contrail sourced clouds might be similar, but are unlikely to be identical in formation, shape and scale.

There is no credible evidence to support a non water vapour based contrail content.

‘May’ does not indicate that it is an assumption. It says that the science supports it as being possible, maybe supported by empirical evidence, but there is not proof beyond reasonable doubt.

And your comments on specific sections:

Section 4 top of page 8

I think you need to accept that aircraft are operating close to the conditions for contrail formation. So sometimes the addition of combustion matter, water vapour and aerodynamic disturbance is enough to trigger contrails.

Section 5

para 1

Again variations will happen due to natural conditions.

Par 2

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

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

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

## 2.5 Possible Health Effects

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

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

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

- 1) It does not match the observed data I discuss (trails are seen immediately and persist).
- 2) It is likely to be difficult to prove, at many locations, what particulates were responsible for cloud formation – whether those emitted from aircraft, or those from industrial pollution, or those carried from distant location by, say, the jet-stream.

## Section 7 – Para 5

*The ice formation processes are very complex and not yet finally understood [5, 6, 92, 98, 99]. The changes in concentrations of ice nuclei (such as aircraft soot) may cause an increased cirrus cover but may also cause a reduced cirrus cover, so even the sign of this effect is presently uncertain [100].*

So, there is no definite link between contrails and cirrus formation anyway!

In the rest of section 7, it discusses the increase in contrails over the long term, but does not explain how specific days can show almost blanket coverage and then, some days later there are virtually no contrails seen – even in the same weather conditions.

## Section 9, Start

*“The climatic impact of contrail cirrus is not known.”*

On a global scale and/or long term this may be true, but I have documented the effect, as have others, on short term, localised climate change – where a haze develops and sunlight levels drop. This is a known, observed effect which is repeated and backed by reliable data.

Section 10 is not really relevant to what I have presented discussed, though it may have some bearing on what is being discussed.

## Section 11

*“Persistent contrails form in ice-supersaturated air masses.”*

The data presented in this report simply does not support this conclusion. Neither does it support or explain the formation of crosses/grids and almost parallel lines, as shown in many pictures I have and the ones presented to you. So, this conclusion is false – also see Section 4, Page 8 – as mentioned above. What it says there does not support such a conclusion.

It is really saying “Persistent contrails *may* be formed in regions of ice-supersaturation, but we have no real, reliable explanation why Persistent contrails form”. The *correct* conclusion is that unknown aerosols are being covertly introduced into the air – as I said in my report.

## Conclusion

The paper lists an impressive number of references, but sadly it completely fails to explain the type of trails that have been documented by hundreds or thousands of people across the world.

The report suggests a maximum length of a trail of 150 km – I showed an example of a trail twice this length (quite a few others can be found on that and other satellite photos). It also mentions a persistence duration of about 2 mins – I have time lapse photography showing trails lasting over 18 minutes – and the 360 km one suggests a duration of at least 27 minutes. So, this report does not explain this data either.

12<sup>th</sup> Sept 2005, 09-31, Lake District24<sup>th</sup> Jan 2006, 17-20, Borrowwash24<sup>th</sup> Jan 2006, 17-20, Borrowwash8<sup>th</sup> August, 2005, 13-04 Embsay, Yorkshire7<sup>th</sup> April 2003, 18-17, Borrowwash

*In particular, soot particles originating from aircraft exhaust may act as efficient heterogeneous ice nuclei [22, 57]. Aviation aerosols **may trigger the formation of clouds long after the emission**, when the background atmosphere has changed to a state allowing cloud formation (supersaturation).*

“May” indicates this is an assumption, and no data is presented to back this up.

*Aircraft-induced aerosols can modify the micro-physical properties of clouds, change cloud particle sizes and forms, and the number of cloud particles [89-90]. The result of such modification may include a change in the precipitation rate, in cloud life time, and in cloud radiative properties. A **quantification of the impact of aviation aerosol on cirrus properties is subject of ongoing research.***

Again, “may” has been used and it is stated the link between aerosols and cirrus formation is “unknown”. No reason is given as to why trails persist.

### **Section 3 Para 2**

*Compared to thermodynamics, the particle emissions play a secondary role in contrail formation. If the atmosphere is cold enough, a contrail will form even for zero particle emissions from the aircraft engines because of condensation nuclei entrained into the exhaust plume from the ambient air.*

This is, just as I put in my report, an explanation of contrails which don’t persist. I have no argument with this.

### **Section 4, Top of Page 8**

*Since contrail persistence requires at least ice saturation, a sky full of contrails but without natural cirrus shows that cases occur with humidity above ice-saturation but below the threshold for cirrus formation.*

This is not an explanation – it is a statement that “something happens”. It says that trails can persist without supersaturation – so, supersaturation *cannot* be the sole explanation for the formation persistent trails. The phrase is really, again, saying “persistent trails form, but we don’t know why.”

### **Section 4, Just under Figure 5**

*Regions with ice supersaturation have been found with horizontal extensions of the order 150 km [53]*

This still doesn’t explain why trails persist. Also, I measure a trail over 300 km long – which presumably would fall into the “unexplainable” category we can deduce from Section 4, top of Page 8.

### **Section 5, Paragraph 1**

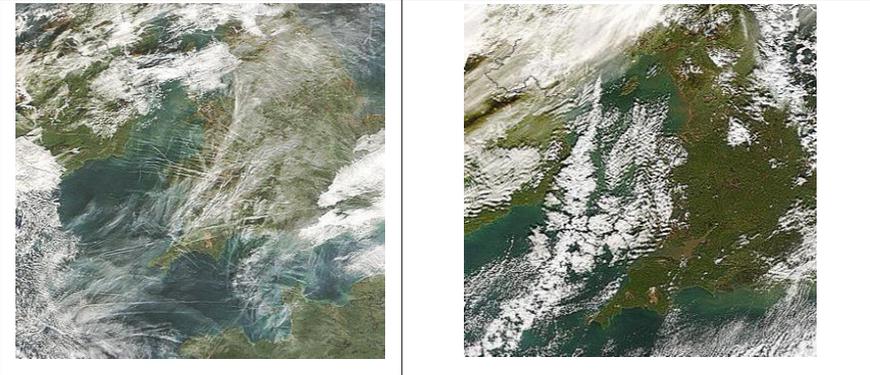
*Small and large transport aircraft may produce persistent contrails of similar size, even though the fuel consumption may differ by a factor of five [66]. Under subsaturated conditions, contrails of 2-engined aircraft evaporate mostly already during the jet phase (<20 s), contrails of 4-engined aircraft often survive until the end of the vortex phase (ca. 2 min) [68]*

## 4. Case Study – Derby 04 Feb 2007

### 4.1 Video of “Event”

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

Satellite pictures of the UK taken on the same day (shown here [http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe\\_2\\_01/2007035](http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe_2_01/2007035)) clearly demonstrate the reality of the phenomenon, as seen from space.



The image on the left comes from:

[http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe\\_2\\_01/2007035/Europe\\_2\\_01.2007035.terra](http://rapidfire.sci.gsfc.nasa.gov/subsets/?Europe_2_01/2007035/Europe_2_01.2007035.terra)

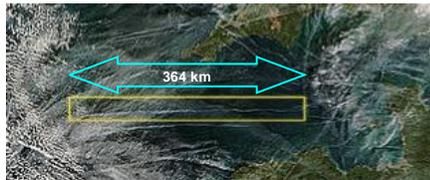
### 4.2 Note about Trail Length

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

This trail is 172 pixels long – this means that at 2km per Pixel, the trail is about 364 km long<sup>1</sup>. (A small adjustment may need to be made due to the distances above ground, if the ground resolution is 2km/pixel then at a height of 30,000 feet, the resolution would be maybe 1.9 km per pixel). If we assume it was made by an aircraft similar to a 757 or an Airbus A320, and we assume the plane was travelling at 500 mph for the time the trail was forming, this means that the trail persisted for at least:

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

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



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

**e-mail sent: 13<sup>th</sup> June 2006**

Dear \_\_\_\_\_

Many thanks for your kind response and the information you included in it. I am pleased to note that you read my report and were able to comment on it.

I found the paper you referenced, written by Professor Ulrich Schumann, and have studied it in some detail. I have included a more detailed commentary below and I will be e-mailing him separately.

In summary, I would say that there is little or nothing in this report which explains the phenomenon and data I presented in my report:

- 1) It talks about contrail formation being linked to cirrus cloud formation, but states there is no proven link between them.
- 2) It does indeed discuss persistent "contrails" but does not explain why they form and the duration of their persistence is not discussed in detail or with any empirical data.
- 3) In particular, my attention was drawn to 2 figures: the standard contrail duration of maximum 2 minutes (I have no argument with this!) and also the discussion of regions of ice supersaturation. It states that ice supersaturation in the atmosphere may be the cause of persistent contrail formation but no firm link is documented or established. Indeed, a figure of 150 km is quoted for the maximum size of a region of ice supersaturation. If you check my measurement in Section 4 of my report, made directly from known satellite photos, I have measured chemtrails that are over 300 km long.

Some discussion of lidar measurements is included in this report, and this is quite interesting, but inconclusive. I have to ask myself (and maybe you will too) why there are no ordinary (optical) photos in this study? Why are there are no time-lapse studies? These studies can be made with cheap and simple equipment and are useful for gathering quantitative raw data. Coupled with other methods for gaining information about the state of the upper atmosphere, this could form the basis of more useful study. Of course, as I am a private individual without access to research grants and resources, I am not really in a position to progress very far with this.

Below, I include a detailed response to the report.

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

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

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

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

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

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

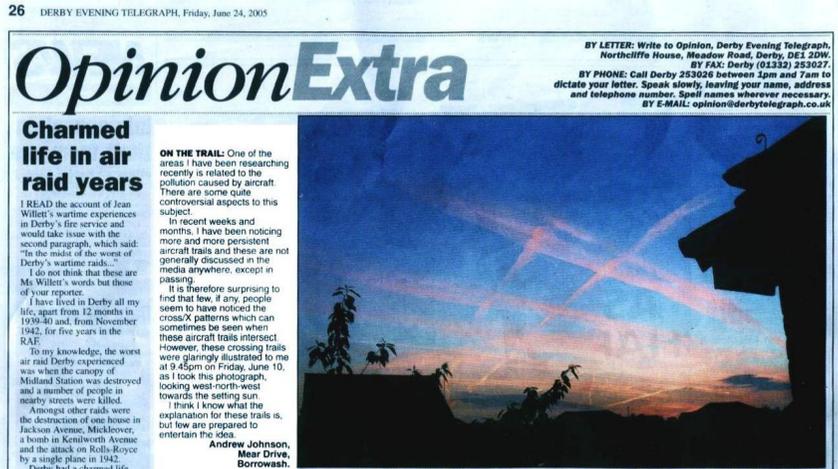
So what could be the explanation?

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

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

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

5.2.2 Derby Telegraph (Andrew Johnson)



Department for Transport

Andrew Johnson  
22 Mear Drive  
Borrowash  
Derbyshire  
DE72 3QW

Web Site: www.dft.gov.uk

6 June 2007

Dear Mr Johnson,

Persistent Aircraft Trails

Thank you for your various letters of 18 May to DEFRA ministers. They have been passed to this Department as we have policy lead on aviation emissions and I have been asked to reply.

Contrails are ice crystal clouds that form at high altitudes from the exhaust products of aircraft but only when atmospheric conditions of temperature and humidity favour this. They are initiated by exhaust products and the disturbance caused by aircraft. If contrails are long-lasting, they may disperse forming 'contrail-cirrus'. Both contrails and contrail cirrus are thought to affect climate and have an overall warming effect. However, the magnitude of warming is still the subject of intense scientific study and estimates of this warming effect vary almost by a factor of 10.

The Department has sponsored research to reduce these uncertainties and UK scientists are actively engaged in international research into this topic. Currently, it is too early to say whether contrails are worth avoiding because of the uncertainties in the warming effect, and the potential costs on the air traffic management system to avoid them. Moreover, avoidance of contrails may incur a penalty of higher fuel usage such that CO2 warming may be increased. Thus, more study is required. The Department sponsored a major international scientific meeting last year (see <http://www.pa.op.dlr.de/tac/>) which presented significant new research on the subject.

We are not aware of concerns raised by the scientific community about the potential health effects of contrails from aircraft. Contrails are undesirable but there is no credible evidence that they are intentional or that they are contaminated other than by the exhaust gases and particulates. We have an interest in characterising any ultrafine particulates and determining if aircraft engine technology can be developed to reduce the frequency, size and persistence of contrails.

All the serious scientific evidence supports this general view, despite significant scientific uncertainty on the details. There is also good agreement that our priorities lie in reducing NOx emissions and a range of green house gases. This variation in contrails is because they only occur under certain climatic conditions and these are very different to those at ground level. Wind speed and direction at 36000 feet is often different to ground level and will result in trails moving in different directions daily. Aircraft are routed in corridors for air

### 6.1.6 "Broken" Trails

In many cases, instances of "broken" trails are seen – and these "breaks" are also persistent. If the trail was a contrail, a break in it would indicate that the engine had momentarily stopped burning fuel – and clearly this would not make sense. In some cases, the breaks in these trails seem to be deliberate – perhaps to form some kind of grid or arrangement of the spray pattern.



### 6.2 "Climate Change"

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

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

### 6.3 Difficulties in Accepting this Reality

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

### 6.4 Appeal

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

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

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

*"A time comes when silence is betrayal."*

## Responses received by e-mail from Chemtrailing Dossier and Associated Press Release

Hello Andrew

Just received your PR web release and am reading the report.

I have been following this issue for some time and have been videoing our local skies for 3months.

Thank you so much and I have sent it everywhere.

I think the Greens really need to look at this but so far here it has fallen on deaf ears and the other parties deny it.

If I can Help let me know

John, Australia

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Dear Mr. Johnson,

A friend sent me your report about chemtrails in the U.K. I have tracked them here in northern Arizona for the past two years, where skies are normally a bright, clear blue (or at least they used to be) for most days of the year.

The chemtrails have increased and become far worse over the past several years, along with extreme changes in local climate and environment. Respiratory problems are virtually epidemic and long-lasting.

Earlier this week, after a barrage of heavy spraying, I decided to e-mail NOAA through their website (unfortunately their form does not allow the addition of pictures) and received the response as indicated below.

Susan, Arizona

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Dear Andrew Johnson,

Have just read your excellent article on chemtrails, and agree 100% with your views and conclusions. I live near Exeter in the South-west, and have been concerned for some time about these aircraft sprayings, having a huge amount of air traffic here at times, and as you say, the sky ends up completely milky white. I have taken digital camera pictures of these unmarked aircraft spraying overhead, sometimes as many as thirty or more aircraft in a very short time, spraying in a grid pattern it seems, and have looked up some mornings to find an X marks the spot in the sky overhead..... looks like a St.Andrews cross. I'm quite interested in astronomy, and have a large pair of binoculars 80 x 20's, but even with these there are no markings on these aircraft. I have seen a couple of aircraft with what look like extra tanks under the fuselage. With these binos I have also seen an aircraft that was spraying from the tailplane, the trails were not coming from anywhere near the engines..... quite offset from the engine positions. So, yes we are being sprayed. Where do these aircraft come from? Surely someone must see this amount of air-traffic taking off and landing! It makes me so angry that these pilots could be doing this to us all.....and presumably to their own families. Perhaps these pilots don't have the full story on what they are doing, or are paid huge amounts of money, or maybe they are flown remotely from a base somewhere.

Anyway, if I can help in any way to get to the bottom of this, please let me know, I'm so pleased to see someone in this country voicing the concerns I've had for a while now.

We need a lot of us to make a dent in this thing.....and I don't think the Gov't will have a word of it..... tried that. We need to know where these aircraft are based, who runs them, and who's paying for all this.

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|---|---|---|
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CCU Ref: DWO25242

25 May 2007

Dear Mr Johnson,

#### PERSISTENT AIRCRAFT TRAILS

Thank you for your letter of 17 May enclosing your report on aircraft trails. I have been asked to reply.

As you state in your letter contrails (vapour or condensation trails) can form whenever an aircraft flies through sufficiently cold air. Water vapour and small particles are emitted in the aircraft exhaust and at cold temperatures water vapour condenses on the particles and then freezes to form contrails. The process is most common in the upper troposphere where it is cold, but contrails can also form at lower altitudes.

Contrails can be persistent and, in some cases, can lead to the formation of cirrus clouds. Indeed, the high volume of air traffic over the UK has undoubtedly led to increased cloudiness.

I have also forwarded a copy of your letter to policy officials here for their information.

Yours sincerely,



Defra - Customer Contact Unit

