# POLICE - help needed!



Look UP & contact Justice of the Peace (at local courthouse) - PRIVATE PROSECUTION to prosecute when officials won't.

Feel free to add badge/ID numbers, or other info - as needed.

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## NOTICE

This is a public NOTICE, and is intended for all PEACE OFFICERS, and all POLICE OFFICERS & all protection agencies.

You are being asked for help. You are being asked to protect the public against aerosol spraying over populations (waterways, crops, cities, etc), commonly known as CHEMTRAIL spraying. The lines in the sky from aircraft are not condensation trails, rather they are CHEMICAL TRAILS disbursed from aircraft in such a manner that it looks like normal engine exhaust. It is not, and spraying chemicals over populations is a INHUMANE ACT on a population, a criminal code offense. See section 4 - Crimes Against Humanity.... You can act at COMMON LAW.

## OMNICIDE

OMNICIDE - the destruction of all life - is now on going. Blocking the SUN does have negative effects on PHOTOSYNTHESIS and Vitamin D production - affecting conversion of CO2 into sugars and oxygen (in plants and algae) as well as Vit D for health. Dinosaurs and many more species became extinct from this very issue - SUN blockage. The SUN is required for life.

Consequently, you are asked to be community leaders, as you wear a badge, and have great weight. You are also asked to investigate to arrest persons listed below for failing to act, failing to protect. You are asked to do whatever you can to stop the spraying. The public has been trying to reach the police, and were turned away, ridiculed, harassed, intimidated, etc.

You are asked to band together to protect ALL LIFE from the spraying, and to arrest those who failed to act, and to arrest all involved in the CHEMTRAIL spraying - right to the top leaders written into the Constitution. You are also asked to arrest fellow officers who fail to act to protect, and assist the public in doing so as well. You are also asked for regular PUBLIC announcements that protection is on its way with progress updates.

The Police Chief and Division Heads, and others named in the attached document were notified of crimes against humanity. To date, failure to act compels me to hereby notify you, and all other Police (& Peace) Officers, of AN INHUMANE ACT ON A POPULATION, A CRIME AGAINST HUMANITY, ASSAULT ON EARTH, AND ALL LIFE.

Below is a list of persons who were informed of suspicious serious activities, and to date failed to act, and failed to protect the health & safety of the population. It is highly unlikely that the persons mentioned could not have received the information, except for questionable office practices like withholding information that may be used as evidence. The mentioned persons were sent critical information in the documents titled:

## "NOTICE TO POLICE CHIEF, SUPPORT STAFF, AND ALL PEACE OFFICERS"

Minimally, an escalation for involvement by a “higher” jurisdiction should have taken place with the public being informed. The public has been left unprotected, many have serious concerns, and many are unaware as well.

Persons who visibly failed to act, and neglected to protect:

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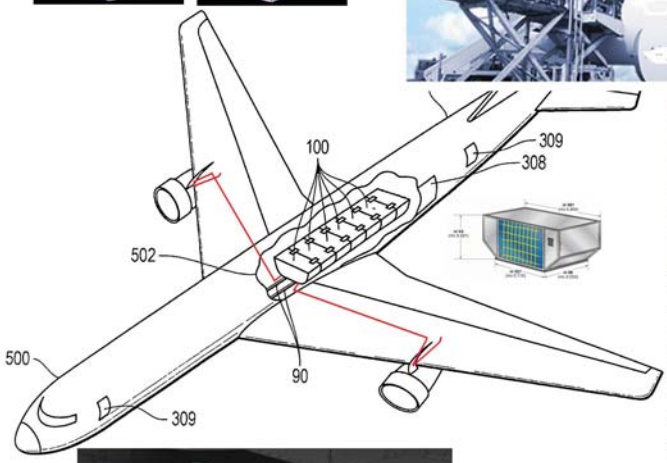
| Name | William Blair | Name | Michael Federico | Name | Mark Saunders | Name | Peter Sloly | Name | Glenn De Caire |
| Name | Eric Girt | Name | Mike Ewles | Name | Steven J. Tanner | Name | Jennifer Evans | Name | Eric Jolliffe |
| Name | Thomas Fitzgerald | Name | David Vickers | Name | Mark Fenton | Name | Arthur Little | Name | Paul Thorne |
| Name | Rob Higgs | Name | Robert Ryan | Name | Rad Rose | Name | Gavin Francis | Name | Marc Parent |

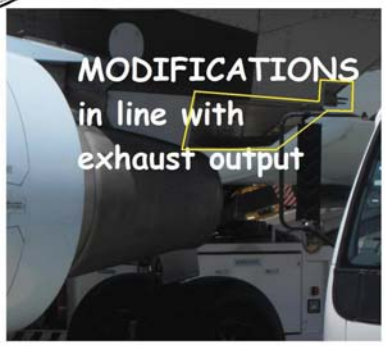
Documents may be attached.

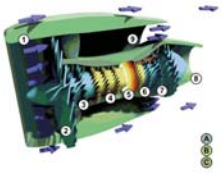


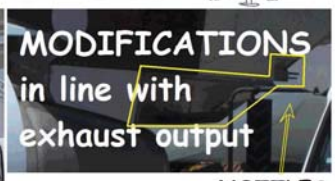

8. An aerial dispersion system configured for use with a host aircraft, comprising: one or more aerial dispersant holding tanks configured as pseudo cargo containers; a dispersal regulator configured to be coupled to said one or more aerial dispersant holding tanks; and an airborne dispersal device configured to be coupled to said dispersal regulator.

9. The aerial dispersion system of claim 8, wherein said aerial dispersant holding tanks are configured as pseudo cargo containers that are compatible with a side-loading aircraft cargo system.

10. The aerial dispersion system of claim 8, wherein said aerial dispersant holding tanks are configured as pseudo cargo containers that are configured for installation and removal from an aircraft passenger compartment.





They have created bogus MEL's, and allowed the center wing fuel tank to be loaded with trimethylaluminum (TMA) for spraying operations. The pilots are unaware of the trimethylaluminum (TMA) loaded (in the center wing tank), they just know they cannot use fuel from the center wing tank (faked bad valve), and that the issue will be dealt with by (M) - a maintenance procedure and within a specified time frame.

The aircraft is certified to dispatch because it is still very safe to fly without the center wing tank operational. The pilots are rostered to fly without fuel in center wing tank in such a way that no one flies with that permitted FAKED defect more than once a month - dissipating suspicion. The trimethylaluminum is injected into the hot exhaust - remotely controlled, causing aluminum oxide to be one of the reactions with heat.

Visually, the spray pipes are small but they have high capacity pumps inside the pylon (inside the white access panel on the pylon) which forces out large quantities of CHEMICAL material in a small amount of time if required. Energy is diverted from the exhaust gas stream to power these pumps... they are simple, foolproof, operate continuously when the engine is running and require no flight deck control.

FOCUS ON: Principal Airworthiness Inspectors (PAIs), and Principal Operations Inspectors (POIs), in consultation with Chief/Director of Flight Standards and Airworthiness (and Director General of the aviation authority) as they administer an operator's MEL (minimum equipment list).

STOP CHEMTRAILS TODAY - PEACE OFFICERS

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You are now asked to protect the public as well as CRIMINALY INVESTIGATE the actions/inactions of the above named persons, to stop the chemical spraying by aircraft over populations, crops, animals, nature, and bodies of water.

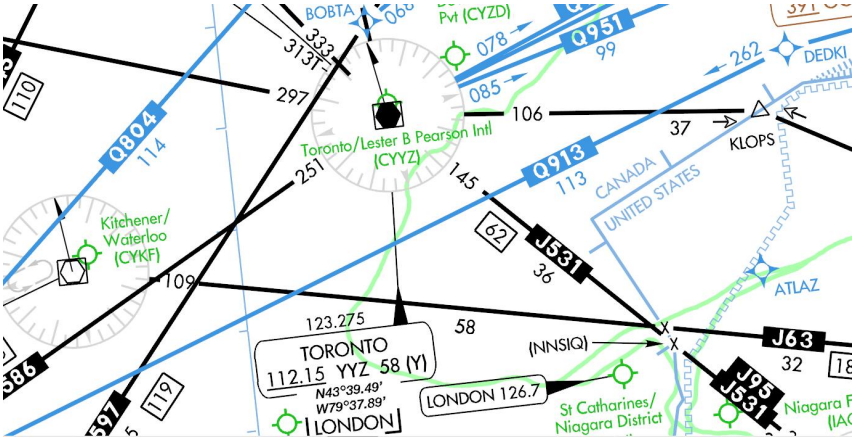
Read further for critical information that is not understood well:

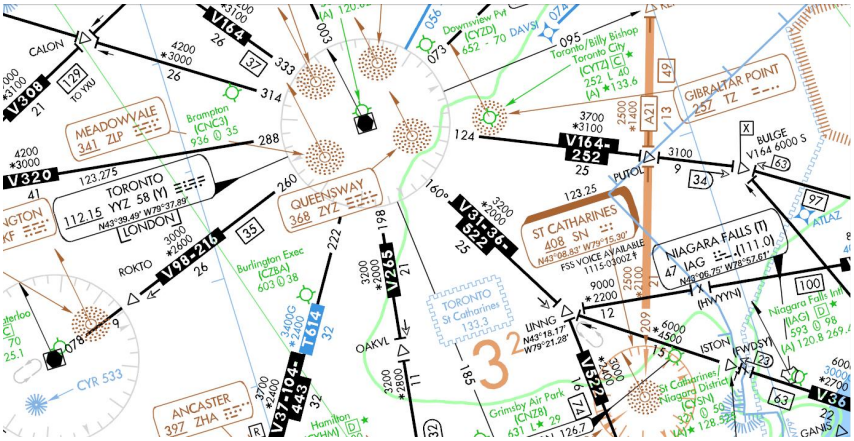
**Don't be fooled. Long or short, if you see a trail coming out of a jet, with very few exceptions, it's an intentional, toxic chemical aerosol (aka CHEMTRAILS). It is also sprayed over populations, and that is an INHUMANE ACT ON A POPULATION, and is a CRIME AGAINST HUMANITY. POLICE - take NOTICE.**

(continued)

**Think those lines in the sky are contrails? Think again.**

## PART 1: HI and LO altitude enroute flight maps.




Using enroute flight path maps, it becomes clear that CHEMTRAILS (and it's dispersing aircraft) deviate from low and high altitude enroute flight paths as they are not following commercial rules. RED FLAG!

You will observe that CHEMTRAILS and the aircraft laying down the CHEMTRAILS also deviate from "waypoints".

HIGH altitude routes are greater than 18,000 feet. (higher map shown to the left)
LOW altitude routes are less than 18,000 feet. (lower map shown to the left)

CHEMTRAILS are seen in parallel and tic tac toe gridlike configurations, yet there are no such enroute flight paths.

The higher the altitude, the lower the relative humidity, meaning there can be no chance of any type of contrail as DIFFUSION is very rapid.
Lower altitude make it impossible for contrails as the temperature is not cold enough.

CHEMTRAILS are seen on a LOW elevation departure corridor route, yet there is no HIGH elevation route anywhere close by. Similarly with a LOW elevation arrival corridor that has no corresponding high altitude route anywhere near by.

The long trails seen are CHEMICALS and spread out, they do not evaporate nor sublimate. They are aerosol chemical particulates that BLOCK the SUN.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Page 2 of 10

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(continued)

Think those lines in the sky are contrails? Think again, and do your own DUE DILIGENCE. PART 2: The HIGH BYPASS TURNBOFAN JET ENGINE.

Using enroute flight path maps, it becomes clear that chemtrails deviate from low and high altitude enroute flight paths. You will observe that CHEMTRAILS and the aircraft laying down the CHMETRAILS also deviate from "waypoints".

The trails being left in the sky by large aircraft cannot possibly be condensation trails ("contrails"). Once this is understood, then we are left with the ominous question: "What do these trails consist of?"

High-bypass turbofan engines do not create condensation trails. The ratio of air-to-exhaust is much too high to facilitate the formation of condensation because the majority of air expelled from the back of the engine is not combusted. It is passed through the "fan" and simply blown out the back without mixing with any fuel at all.

Turbine engines are the power plant for high-bypass turbofans. Turbine engines are used in other applications besides powering jets. They are also used to power helicopters, yet we never see trails coming from helicopters, and the reason is simple. Turbine engines almost never produce condensation trails.

In the turbofan jet engine, notice the large ratio between the bypass fan diameter and the "core" part of the engine. Every Condition at the exhaust output of the jet engine is wrong for Contrail Formation.

The formation of condensation trails requires high vacuum, cold temperatures, and high humidity, however, the output side of a jet engine contains mostly outside air that has been pushed through the engine by the large ducted fan (The ducted fan is the set of spinning blades that you see when you look at the front of the engine). This high-pressure at the output of the engine is contrary for the formation of condensation trails because pressurized air has the ability to hold much more water in suspension, without producing condensation.

Only a fraction of the air that enters the engine is taken in by the turbine engine. This air is mixed with jet fuel (essentially kerosene), combusted, and then exits the engine under very high pressure and high temperature. Condensation formation requires a decrease in ambient air pressure to form, but the output of the turbine is under very high pressure which prohibits the formation of condensation trails.

Physics also tells us that condensation forms when air is cooled, but since the exhaust of the turbine engine within a jet is very hot, condensation formation is - once again - prohibited. (Hot air can hold much more water without producing condensation.)

Furthermore, the ratio of air-to-fuel used in high-bypass turbofan engines is as high as possible (lots of air but relatively little fuel) so as to keep engines efficient and cost-effective, so the reduced amount of fuel in this ratio results in a lack of water in the exhaust, and this is yet another reason that high-bypass jet turbofans cannot produce condensation trails.

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In short, the more efficient the engine, the less fuel it uses per unit of air moved, and this renders high-bypass turbofans virtually incapable of producing condensation trails, unless they use water injection, which is extremely rare today (see section below).

Simply said, every condition that is necessary for contrail formation is absent in a high-bypass turbofan engine.

If you go to an airport and watch jets take off, you will see that they emit a faint trail of black soot, which is typical of burnt jet fuel (kerosene), but you will not see water vapor.

The average adiabatic lapse rate (the rate of decrease in temperature with altitude) is about 3 Fahrenheit per 1,000 ft. Since the average temperature on the ground is 59 F (15 C), you can calculate that at 30,000 ft, the average temperature is: 59 - (3 x 30) = -31 F (-35 C). This cold, dry air provides inadequate conditions for condensation trail formation.

Real Condensation Trails:

Real condensation trails form, not behind commonly-used engines, but behind high-vacuum areas of wings. This occurs when a jet is pitching up or when the jet is using heavy flaps. Both of these conditions greatly increase the vacuum (lift) produced by the wing and therefore increase the probability of contrail formation.

Contrails will normally appear on the outside edge of the wing or just outside the flaps when in a heavy-flap condition. Both of these conditions require high relative humidity.

Contrails can also appear above the top surface of a wing while a jet is pitching up (such as just before touchdown) because of the high-vacuum created while changing pitch.

Most of the wing-contrails explained above dissipate as soon as the vacuum zone ends. This explains why contrails typically last only 5 or 10 feet behind a wing (less than a second). As the vacuum zone ends, the air very rapidly reabsorbs the water vapor causing the contrail to disappear, except under the most humid conditions when the ambient air is unable to reabsorb the water.

Jet Turbines (Turbojets):

In contrast to typical turbofans that are used in commercial aircraft, turbojets work differently. Instead of simply pushing the majority of the air out the back using a large fan, all (or most in the case of low-bypass turbojets) of the air is taken in by the engine and is forced through the combustion section of the engine. This difference in design has a few important implications.

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First, these engines are less efficient at lower speeds (below ~mach 2), but they produce thrust of much higher-velocity. This is why they are used on jet fighters and other high-speed combat aircraft. They are not used on large military aircraft or commercial aircraft.

Second, these engines have more water in their exhaust and therefore have the potential to produce short, non-persistent condensation trails when all of the required conditions are just right. These conditions are rare and so contrail formation is rare, but it can occur. Remember, turbojet engines are only used on jet fighters, not large military aircraft and none on commercial aircraft.

Contrail Suppression Patents:
The rare-but-possible contrail-forming potential of turbojet engines used on fighter aircraft caused the development of contrail suppression technology. This technology reduces the contrail-forming potential of these engines so these jets cannot be easily spotted while flying over enemy territory.

Government-funded disinformation contractors often cite these patents as evidence that high-bypass turbofans create contrails, but this is a blatant misapplication of the patents. The patents apply only to turbojets or low-bypass turbojets used on fighter aircraft, not high-bypass turbofans used on commercial aircraft and large military aircraft.

They Are Not Contrails:
Turbojets and low-bypass turbofans - the only engines capable of producing rare condensation trails - are not used on commercial jets today. Nor are they used on large military jets. Instead, virtually all commercial and large military jets today use the much-more-efficient high-bypass turbofans.

Since we know that high-bypass turbofans are virtually incapable of producing condensation trails, then the trails we see coming from these countless jets today cannot be contrails. Instead, a mountain of evidence now indicates that these trails are deliberate particulate aerosols. You can easily identify high-bypass turbofans by their large diameter, and this engine type is clearly visible on all "chemtrail" jets we see emitting trails today.

Rare Water Injection Engines:
Below is an excerpt from a data sheet published from the European Aviation Safety Agency showing certain older Spey turbofans (series 500) that use water injection for improved thrust performance.

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The use of water injection in aircraft engines is rare, but it was also used in a few WW II aircraft, which explains the few "contrail" pictures floating around from that era.
The Rolls Royce Spey 512 is used to power the BAC One-Eleven. This aging commercial aircraft is in very limited use today. There are about 50 still in service, and most are outside the U.S.

If you see a short, non-persistent trail being emitted from a commercial jet, there is a small chance that it's an old Spey Series 500 turbofan. If you see a short, non-persistent trail being emitted from any large jet, it's a new non-persistent chemtrail. Keep in mind that a slowly-increasing number of chemtrail jets have been painted to look like commercial jets. We have already seen this deceptive tactic being used with military drones.

For the past few years, many have witnessed the overnight change in the trail emitted from these countless jets from long, persistent trails to short, non-persistent trails. On the same day, many/most of the jets began flying higher, and this change was obviously done to make the spraying less noticeable to the public, and this was an important tactic they used to counter the fact that awareness of this massive toxic aerosol-spraying campaign is growing rapidly in dozens of countries around the world.

Don't be fooled. Long or short, if you see a trail coming out of a jet, with very few exceptions, it's an intentional, toxic chemical aerosol.

Dispelling the Disinformation:
Hundreds of millions of dollars are spent to spread disinformation to confuse the public on a variety of subjects. The most pervasive subject of disinformation today is about geoengineering/chemtrails. Below, we will expose the false claims that they make.

Claim #1: Newer more modern jets are flying higher in the atmosphere enabling them to generate enormous plumes of condensation.
Fact: The vast majority of witnessed trail formation has been witnessed by low-flying jets rendering this claim irrelevant.
Fact: The altitude in which aircraft fly has remained unchanged for over 30 years. This widely-known fact renders this claim irrelevant. The favored altitude for commercial air traffic ranges between 25K to 35K feet, well within the Earth's Troposphere.

The vast majority of early trails (between 1995 and 2005) were witnessed at altitudes so low, the public was easily able to identify the jet type and count the engines.
Between 2005 and 2010, numerous skywatchers witnessed sudden changes. First, they witnessed a majority of the jets changing from low altitudes to high altitudes. Second, they witnessed a majority of the jets changing their trail size from long-persistent trails to short, non-persistent trails. Both of these changes typically took place on the same day in any given location.

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It appears that this change was designed to make the trails appear less ominous to the public.
It's important to note that even after this change, some jets still produce persistent trails several days per month, and this is likely necessary to avoid public scrutiny that would occur if all trails suddenly vanished.

Claim #2: Newer jet engines burn fuel more completely turning more of the fuel to water.
Fact: Modern high-bypass turbofans - which are used on virtually all large commercial and military aircraft - burn much less fuel per unit of ejected air; often 25% less fuel. Therefore, they produce much less water vapor than older engines.
You will never witness a high-bypass turbofan ejecting water at an airport. You will only witness a faint, black soot that is the result of burnt jet fuel (kerosene). During take off, these engines produce the maximum amount of water vapor as compared to any other stage of flight because this is the time that the fuel-to-velocity ratio is the highest.
In other words, if an engine was to produce visible water vapor, it would be most likely witnessed during takeoff. However, these engines are incapable of producing vapor trails even during their most inefficient operating condition: Takeoff.

Claim #3: The sudden appearance of trails in the past 10 years is caused by an increase in air traffic.
Fact: Air traffic increases less than 1% per year. This amounts to a total increase of about 9% in the past 10 years.

Chemical particulate spraying was used in Vietnam and is believed to have been used in early testing in the United States in the 1980s. During this time, there were extremely few visible trails in the sky, and since high-bypass turbofans are virtually incapable of producing trails, these early trails were likely early geoengineering tests. Developing a program of this size would require many years of testing and development and there is much documentation that this testing has been conducted on the public for decades.
It's worth mentioning that a few water-injection Spey turbofans are still in service, so it's likely that a few people witnessed them in the 80's and beyond. Today, about 50 BAC One-Eleven's are in service. This aircraft is one of the few that use water injection, but most of these aircraft are not within North America.

Claim #4: The government worked on developing contrail-suppression technology because of the trails produced by commercial jets.
Fact: The patents showing contrail-suppression technology were developed for low-bypass turbofans and turbojets, neither of which are used on commercial or large military aircraft. This technology was designed to suppress contrail formation on the types of engines - low-bypass turbofan and turbojets - used specifically on military jet fighters to make them harder to see over enemy territory.
Disinformation contractors use these patents to convince the public that the large jets we see in the sky are producing contrails, but all large military and commercial jets use very efficient high-bypass turbofans which are virtually incapable of producing condensation trails. Even the fleet of aging Boeing 707s produced from the 50s to the 70s which originally used low-bypass turbofans have now been retrofitted with highly-efficient high-bypass turbofans to dramatically cut operating costs.

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Claim #5: The photos floating around on the internet showing contrails from military jets in the 50's proves that jet engines produce contrails.
Fact: The handful of photos from the 50s showing military jets and prop planes used water injection or internal combustion piston engines or turbojets, not high-bypass turbofans. High-bypass turbofans - the type of engines that are on the jets producing the massive plumes today - are virtually incapable of generating condensation trails.

Claim #6: High levels of aluminum is rainwater is normal.
Fact: There are a few atmospheric studies that show unusually high levels of aluminum in rainwater. These studies are often presented by disinformation contractors as "evidence", however these studies are in the vast minority and they are conducted near the ocean, downwind of industry, or other contaminating factors.

There are countless studies and water monitoring programs that show historically that aluminum should not occur in rainwater, but studies selected by disinformation contractors are carefully selected to convince the public that contaminated rain water is "normal".

Claim #7: Condensation from burnt kerosene freezes and produces ice trails at high altitudes.
Fact: The vast majority of trails witnessed are at lower or medium altitudes making this claim irrelevant.
Fact: At high altitudes, the air is colder and thinner rendering it less capable of holding moisture. This dry air further incapacitates high-bypass turbofans from producing contrails. Remember that most of the air coming out of a high-bypass turbofan is simply pushed through the big round duct by a fan blade (called "the fan") and does not get combusted at all.

Unprecedented Disinformation

Hundreds of millions of dollars are spent annually to confuse the public on various issues such as geoengineering/chemtrails. They are even teaching school children that the trails are harmless water vapor.
This level of disinformation is unprecedented because a harmful, dangerous, and illegal program of this is also unprecedented.

When those committing these epic crimes against humanity are caught, they will be prosecuted and executed, so they will spare no expense to convince the public that the sudden appearance of sky-covering plumes is "normal".

It's vital that everyone explores this issue while keeping in mind that disinformation is being produced in the form of books, videos, Facebook accounts, blogs, photos, and that some of this disinformation is even aimed at "changing history" by convincing the public that contrails have always been around.

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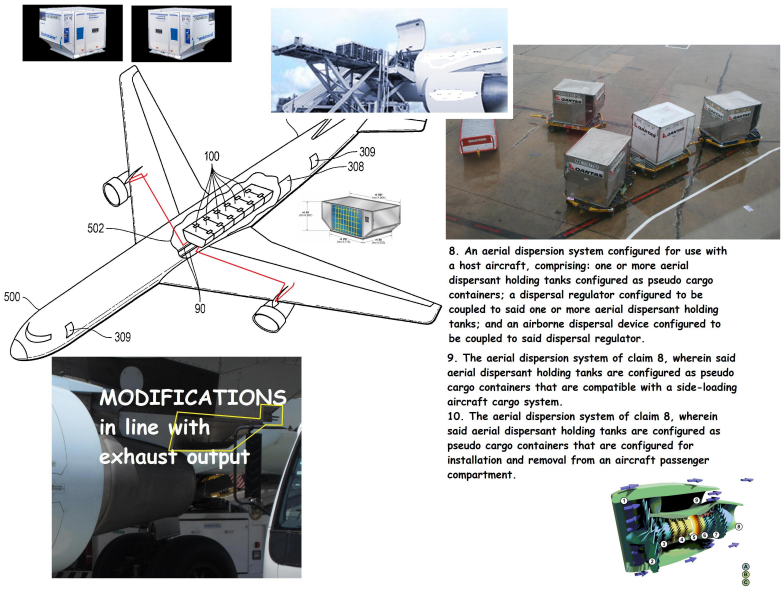
You will be seeing more plumes appearing in old remastered movies and commercials. You will be seeing plumes appearing in books that have been artificially aged to look like they're from decades ago. You will be seeing medical studies made to look decades old and injected into journals and magazines that are archived online.

This type of propaganda is not unique to our time. All of these methods have been used before, but with today's technology, the ability to deceive is incomprehensible because the ability to produce and distribute well-coordinated propaganda is surprisingly easy.

Chlorophyll is “concentrated sun power.” “Chlorophyll increases the function of the heart, affects the vascular system, the intestines, the uterus, and the lungs.” Chlorophyll increases hemoglobin production.
Chlorophyll is high in oxygen (like all green plants that contain chlorophyll) and is beneficial because the brain and all body tissues function at an optimal level in a highly- oxygenated environment.
Chlorophyll filled foods are a complete food which will sustain the growth and development of laboratory animals and humans alike. It has been shown to keep herbivorous animals alive practically indefinitely.

**THE SUN IS NEEDED FOR FOR PHOTOSYNTHESIS IN PLANTS, AND VITAMIN D PRODUCTION IN HUMANS. IT IS INTENTIONALLY BLOCKED ALMOST EVERY DAY.** (continued)




8. An aerial dispersion system configured for use with a host aircraft, comprising: one or more aerial dispersant holding tanks configured as pseudo cargo containers; a dispersal regulator configured to be coupled to said one or more aerial dispersant holding tanks; and an airborne dispersal device configured to be coupled to said dispersal regulator.

9. The aerial dispersion system of claim 8, wherein said aerial dispersant holding tanks are configured as pseudo cargo containers that are compatible with a side-loading aircraft cargo system.

10. The aerial dispersion system of claim 8, wherein said aerial dispersant holding tanks are configured as pseudo cargo containers that are configured for installation and removal from an aircraft passenger compartment.





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| Country | Canada | email | | Country | Canada | email | | Country | Canada | email | |
| **Name** | **Arthur Little** | Title | Inspector 43 DIV | **Name** | **Robert Ryan** | Title | Superintendent 12 DIV | **Name** | **Marc Parent** | Title | Chief |
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| City | TORONTO | Prov/State | ONT | Postal/Zip | M1E 2T4 | City | Mississauga | Prov/State | ONT | Postal/Zip | L4W 2R1 | City | Montreal | Prov/State | PQ | Postal/Zip | H2X 2M6 |
| Country | Canada | email | | Country | Canada | email | | Country | Canada | email | |

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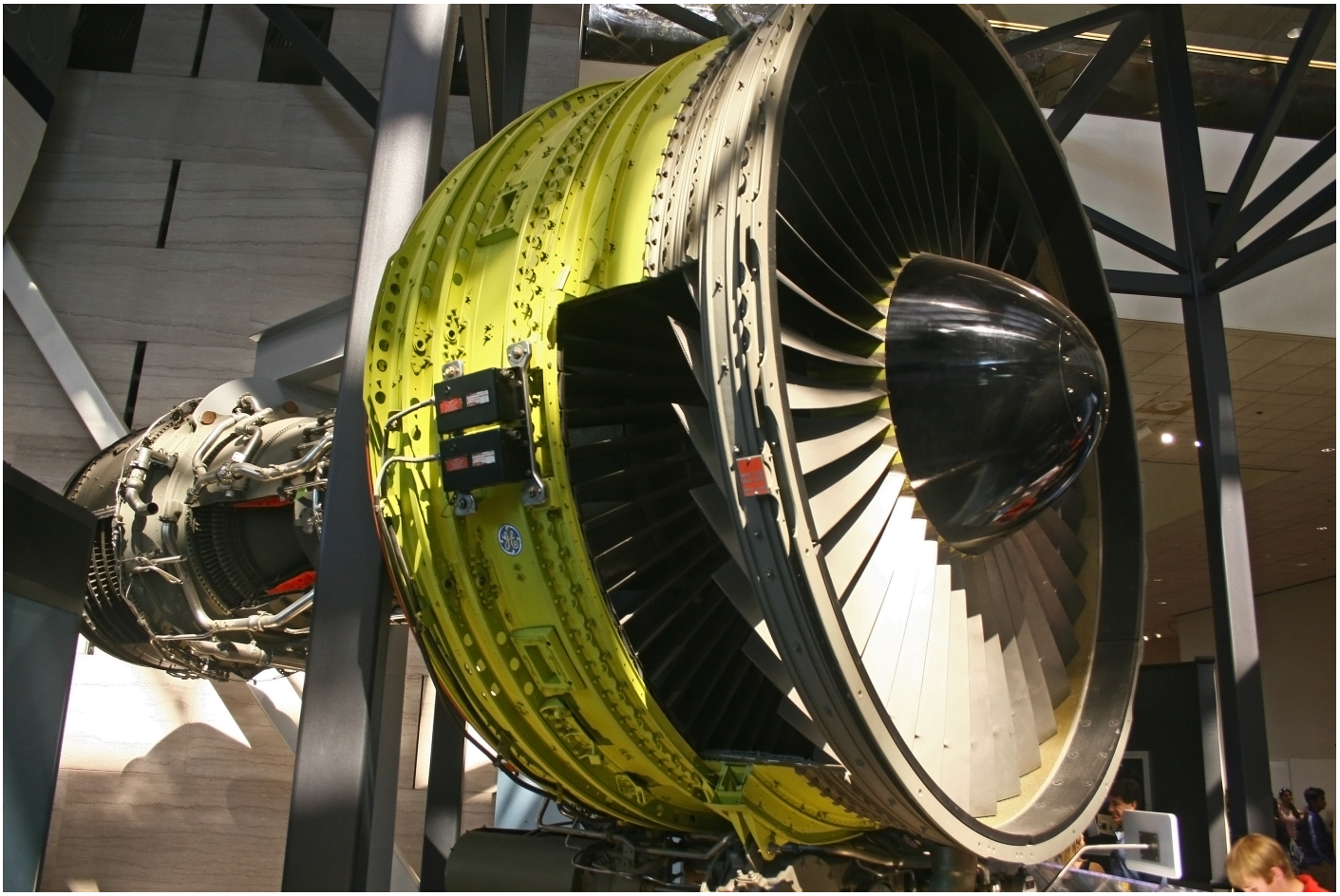

What comes out the back of the engine is forced air, almost no exhaust - this is because of the fan blades doing more than 80% of the propulsion. It's almost all forced air - by the fan. You should never see a trail from a commercial plane. Any exhaust has immediate and rapid diffusion. DIFFUSION means going from high concentration to low concentration. AND with 100,000 pounds of thrust, exhaust is rapidly diffused. AND at 37,000 feet, with 1% relative humidity, you should never see a trail - ever!

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Look UP & contact Justice of the Peace (at local courthouse) - PRIVATE PROSECUTION to prosecute when officials won't.

Feel free to add badge/ID numbers, or other info - as needed.

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| **Name** | **William Blair** | Title | Chief of Police | | | | | | | | |
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| **Name** | **Peter Sloly** | Title | Deputy Chief | | | | | | | | |
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| **Name** | **Eric Jolliffe** | Title | Chief of Police | | | | | | | | |
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# NOTICE TO POLICE CHIEF, SUPPORT STAFF, AND ALL PEACE OFFICERS

Soonest possible, the Police Chief or acting Police Chief, and support staff named in the this document, and all deputy Police Chief(s), are herby publicly notified of CRIMES AGAINST HUMANITY, requested to provide a copy of this notice to all Peace Officers, contact the military for assistance to end the AERIAL spraying (CHEMTRAILS), and respond to this request through a PRESS RELEASE to inform the public, and confirm public protection is underway.

CHEMTRAILS are toxic chemicals sprayed by aircraft over crops, nature, animals, bodies of water, and human beings, which is AN INHUMANE ACT ON A POPULATION, A CRIME AGAINST HUMANITY, ASSAULT ON EARTH, AND ALL LIFE (see image page 10).

**WARNING**: Aerial spraying operations are underway across Canada referred to as CHEMTRAILS, geo-engineering, stratospheric aerosol spraying, solar radiation management, or other name, evidenced on the internet, and in the sky directly above our heads. A new APP allows citizens to send chemtrails photos directly to elected officials. http://chemtrailsplanet.net/2013/05/01/skyderalert-phone-app-sends-chemtrail-photos-directly-to-elected-officials/

No longer can anyone withhold, distort, or deny chemtrails spraying, which are toxic to humans, animals, and pollute the air we breathe, the food we eat, and the water we drink, throughout America, United Kingdom, most European countries, Australia, New Zealand, etc. A Global Pandemic Of Epic Proportions http://thehealthcoach1.com/?p=3403

WE REQUIRE POLICE PROTECTION. I urge you to look up at the sky, watch the trails expand in size, and examine evidence of laboratory tests. Eventually see the powder that makes up these trails come down to ground level, covering home and car windows, etc. The powder, which has been analyzed hundreds of times in water, soil, people's blood, hair, and urine, contains highly toxic substances that are cancer causing, block the sun's rays, and threaten all life [aluminum, barium, strontium, arsenic, lithium, lead, tin, titanium, molds, and fungi].

It is widely documented that Sun depravation contributed to the extinction of dinosaurs, and other life forms. In Canada we lack whole day blue skies and sun for weeks at a time. In June/July/Aug/Sep 2013 - each whole month - growing season - no whole day blue skies and sun.

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Individuals who approached authorities to inform them about CHEMTRAILS were met with inaction. [For details see Page 6 Item 10]. CONSEQUENTLY I AM NOW ASKING FOR YOUR IMMEDIATE PROTECTION! LOOK UP! PROTECT US! APPREHEND THE PEOPLE LAYING DOWN CHEMICAL TRAILS, THAT ARE DESTROYING OUR PLANET AND LIFE ITSELF.

Please watch these films to substantiate information outlined in this document:
CLIMATE ENGINEERING, WEATHER WARFARE, AND COLLAPSE OF CIVILIZATION - PLEASE SHARE!!
http://youtu.be/5yZhh2leRJA
WHY IN THE WORLD ARE THEY SPRAYING? http://youtu.be/mEfJO0-cTis
WHAT IN THE WORLD ARE THEY SPRAYING? http://youtu.be/jf0khstYDLA
CONSCIOUSNESS BEYOND CHEMTRAILS http://youtu.be/dEYQKA8EV3c [people united making a positive difference]
LOOK UP! A SOCIAL ACTION DOCUMENTARY: http://www.youtube.com/watch?v=xjUGUi7Uxys
http://www.executivereasoning.com/policechiefs/

Well researched information about CHEMTRAILS and geo-engineering, based in science, can be found at
http://globalskywatch.com and http://geoengineeringwatch.org and http://cosmicconvergence.org/?p=6356

**Atmospheric conditions are not suitable for contrail formation in all observations. They are chemicals. Protect us please. Elevation, temperature, pressure, relative humidity make it such that the trails can only be chemicals, not condensation. THIS IS A CALL TO SERVICE! - A REQUEST FOR POLICE PROTECTION! ESCALATE and stay with it. Passengers and pilots are flying through these chemicals - AEROTOXIC SYNDROME.**

**(continued)**

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|---|---|---|
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| **Name** Michael Federico<br>Title Deputy Chief<br>Address 40 College Street<br>Ph/fx 416-808-2222<br>City Toronto<br>Prov/State ON<br>Postal/Zip M5G 2J3<br>Country Canada<br>email michael.federico@torontopolice.on.ca | **Name** Glenn De Caire<br>Title Chief of Police<br>Address 155 King William Street<br>Ph/fx 905.546.4710<br>City Hamilton<br>Prov/State ON<br>Postal/Zip L8N 4C1<br>Country Canada<br>email gdecaire@hamiltonpolice.on.ca | **Name** Steven J. Tanner<br>Title Chief of Police<br>Address 1151 Bronte Road<br>Ph/fx 905-825-4777<br>City Oakville<br>Prov/State ON<br>Postal/Zip L6M 3L1<br>Country Canada<br>email info@haltonpolice.ca |
| **Name** Mark Saunders<br>Title Deputy Chief<br>Address 40 College Street<br>Ph/fx 416-808-2222<br>City Toronto<br>Prov/State ON<br>Postal/Zip M5G 2J3<br>Country Canada<br>email mark.saunders@torontopolice.on.ca | **Name** Eric Girt<br>Title Deputy Chief<br>Address 155 King William Street<br>Ph/fx 905.546.4703<br>City Hamilton<br>Prov/State ON<br>Postal/Zip L8N 4C1<br>Country Canada<br>email egirt@hamiltonpolice.on.ca | **Name** Jennifer Evans<br>Title Chief of Police<br>Address 7750 Hurontario Street<br>Ph/fx 905-453-3311<br>City Brampton<br>Prov/State OM<br>Postal/Zip L6V 3W6<br>Country Canada<br>email 21divcommunitystation@peepolice.ca |
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INTENTIONAL BLOCKING THE SUN THREATENS ALL LIFE. An estimated 25% of the suns' rays no longer reach Earth because they are blocked by CHEMICAL cocktails sprayed from aircraft over populations, the crops we eat, bodies of water, and destroying forests which are the lungs of the Earth. This is not about normal jet emissions, this is about a CRIMINAL CODE OFFENSE, an INHUMANE ACT, CRIMINAL NEGLIGENCE, and CRIMES AGAINST HUMANITY.

FOR YOUR AWARENESS AND FOLLOW UP:

1) (a) In the Civil Air Navigation Services Commercialization Act -
http://laws-lois.justice.gc.ca/eng/acts/C-29.7/index.html - the following is important as to WHO knows:
HER MAJESTY
Marginal note: Binding on Her Majesty
3. This Act is binding on Her Majesty in right of Canada or a province.
APPLICATION
Marginal note: Aircraft
4. This Act applies in respect of every aircraft in Canadian airspace or any other airspace in respect of which Canada has responsibility for the provision of air traffic control services.

1) (b) In the Criminal Code of Canada: under section 2 - definitions:
"Canadian Forces" means the armed forces of Her Majesty raised by Canada

1) (c) Canadian Criminal Code section 467.11 -

**Participation in activities of criminal organization**

**467.11** (1) Every person who, for the purpose of enhancing the ability of a criminal organization to facilitate or commit an indictable offence under this or any other Act of Parliament, knowingly, by act or omission, participates in or contributes to any activity of the criminal organization is guilty of an indictable offence and liable to imprisonment for a term not exceeding five years.

**Marginal note: Prosecution**

(2) In a prosecution for an offence under subsection (1), it is not necessary for the prosecutor to prove that
(*a*) the criminal organization actually facilitated or committed an indictable offence;
(*b*) the participation or contribution of the accused actually enhanced the ability of the criminal organization to facilitate or commit an indictable offence;
(*c*) the accused knew the specific nature of any indictable offence that may have been facilitated or committed by the criminal organization; or
(*d*) the accused knew the identity of any of the persons who constitute the criminal organization.

**Marginal note: Factors**

(3) In determining whether an accused participates in or contributes to any activity of a criminal organization, the Court may consider, among other factors, whether the accused
(*a*) uses a name, word, symbol or other representation that identifies, or is associated with, the criminal organization;
(*b*) frequently associates with any of the persons who constitute the criminal organization;
(*c*) receives any benefit from the criminal organization; or
(*d*) repeatedly engages in activities at the instruction of any of the persons who constitute the criminal organization.

2001, c. 32, s. 27.

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2) (a) Condensation trails (WATER VAPOUR) form at elevations well over 30,000 feet, and closer to 35,000 feet.
2) (b) Condensation trails dissipate in less than a minute, and never grow in size to take the sun out of the picture as condensation (WATER VAPOUR) evaporates/sublimates very quickly. This means that contrails - or WATER VAPOUR TRAILS - are hundreds of feet in length, and not miles across the sky. Contrails do not spread out, getting larger, rather CONTRAILS - or VAPOUR TRAILS - evaporate/sublimate, getting smaller, disappearing altogether.
http://www.youtube.com/watch?v=kYS9f0TSnMo&feature=youtu.be
2) (c) Chemical trails are laid out and linger, spread out, and when the population is repeatedly sprayed, chemical trails eventually block the suns rays, many of which are critical for life on earth (UV light).
2 (d) Chemtrails never evaporate because they are not VAPOUR TRAILS, rather, chemtrails diffuse and spread out and block the sun, and also leave a chemical blanket overhead - blocking sun, and trapping in heat. Both are dangerous and risk life. DINOSAURS became extinct from the same scenario.
2 (e) A PILOT STATES: "It takes -70 F degrees below, and 60% humidity to make them (condensation trails). I have seen aircraft making trails in the air...that were several thousand feet lower than some planes not making trails at 22,000 feet."
2 (f)) A PILOT STATES: The "CAVU" rating has not been given to pilots for several years now. (CAVU = CLEAR AND VISIBILITY UNRESTRICTED)
2) (g)There are literally millions of photos of chemical trails in a parallel configuration, as well as a TIC-TAC-TOE pattern. This goes against the flight enroute paths of designated routes in the sky as enroute flight paths are not parallel nor gridlike all over the map. The white trails (CHEMTRAILS) we actually now see do not conform to travel along designated enroute flight paths. The spraying of chemicals over populations is an intentional act that is premeditated. 1) (h) The chemical trails are also seen in grid or parallel patterns - even in WARNING airspace, RESTRICTED airspace, which would require intervention by the air force, and NORAD. Since we do not hear about such interventions, the military and NORAD approves of such chemical spraying operations over the populations by aircraft.
2) (i) Chemical trails have taken the form of 1) long lines across the sky, 2) ON/OFF lines, 3) parallel lines, 4) TIC-TAC TOE grids. None are engine failure situations.

3) It takes about 100 nautical miles for a commercial plane to climb to 30,000 feet - still not altitudes for condensation trails, and it takes about 100 nautical miles for a commercial plane to go from 30,000 feet to landing - meaning, there should be no condensation trails from that plane for about 100 nautical miles from an airport.
Flight traffic within 30 nautical miles of major airports would all be less than 15,000 feet as air traffic is either coming in for a landing, or just taking off. There should be no trails from these aircraft unless they are chemical sprayers
Pilots are reporting unidentifiable aircraft above and below them - aircraft is not showing up on their system, or their personal devices. The transponders of those unidentifiable aircraft are not sending signals.
Chemical trails are laid out at the same altitudes - meaning that when a spraying operation is ongoing, they are laid out at one altitude region. NONSPRAYING normal commercial aircraft in the sky are at many separation altitudes.

(continued)

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4) Air traffic controllers know that chemtrails have been sprayed for years. Controllers give blocks of airspace that is protected - free to do whatever the pilots of those aircraft want to do or commanded to do. This ensures that no other PILOT witnesses are available to witness chemtrail spraying.

5) (a) The SUN is a natural disinfectant. Reduced sunlight increases molds and mildew, viruses, bacteria, fungi, reduces crop yields, deprives ecosystems of photosynthesis, blocks Ultraviolet light preventing vitamin D production, compromising human health, and reduces solar panel absorption and energy output by up to 50%.

5) (b) Condensation trails at elevations over 30,000 feet are ice crystals that have mass fall to the earth, and melt/vaporize (if they do not "evaporate" almost instantly). There is no "taking the sun out" when condensation trails are present. Chemical trails have NANO-SIZED metals, and do not melt or vaporize, and therefore spread out to "take the sun out" - thereby blocking the sun's rays and UV light from reaching Earth, which is an assault on life from bodily harm.

5) (c) Sunlight is Earth's primary source of energy. The sun's energy is harnessed through photosynthesis by plants that capture the energy of sunlight and convert it to chemical form (oxygen and reduced carbon compounds). The toxic chemical spraying of populations by aircraft seriously threatens all life on Earth. Chemtrails are an aggravated assault, a crime against humanity, and life itself.

5) (d) Up to now the police and government officials contacted have ignored calls for citizen protection, making them an accessory and accomplice.

6) SRMGI - funded by the Royal Society- **Solar Radiation Management.** The Royals want to manage your sun = playing GOD.

7) JUNE/JULY/AUGUST/SEPTEMBER 2013 - not 1 full day of blue skies and sun. This affects all life negatively. It certainly affects all crops negatively, especially in GROWING SEASON.

8) Examine leaves, plants, and trees in your area for visible distress.

9) There has been no remedial action after presenting evidence of chemtrails to government and mainstream media. They behave as if it's not happening. We require nation-wide investigation, exposure of any intimidation so that police reports are filed, and chemtrail spraying ends soonest possible.

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10) This is NARCISSISTIC abuse on a population. These are INHUMANE ACTS against a population. These are crimes against humanity, a criminal code offense.

Police, RCMP, military , CSIS , The Prime Minister of Canada`s office , Canadian Members of Parliament, Governor General, have been informed about the concern of populations being sprayed with chemicals by aircraft.

PERSONS just mentioned have been informed, and failed to acknowledge our concerns**, evidenced** by doing nothing, and behaving as if it is not happening. It is the duty of those PERSONS to protect humans, and life in general, not just CROWN INTERESTS.

Those PERSONS are committing crimes through omission and criminal negligence - CC s467.11.

11) Briefings have occurred in Copenhagen. Think "environment" and connect the dots:

We need the POLICE focus to be on: Principal Airworthiness Inspectors (PAIs), and Principal Operations Inspectors (POIs), in consultation with Chief/Director of Flight Standards and Airworthiness (and Director General of the aviation authority) as they administer an operator's MEL (minimum equipment list).

The (PAIs, POIs) create bogus MEL's, and allow the center wing fuel tank to be loaded with trimethylaluminum for spraying operations. The pilots are unaware of the trimethylaluminum (TMA) loaded (in the center wing tank), they just know they cannot use fuel from the center wing tank (faked bad valve), and that the issue will be dealt with by (M) - a maintenance procedure and within a specified time frame. The aircraft is certified to dispatch because it is still very safe to fly without the center wing tank operational. The pilots are rostered to fly without fuel in center wing tank in such a way that no one flies with that permitted FAKED defect more than once a month - dissipating suspicion. The trimethylaluminum is injected into the hot exhaust - remotely controlled (orbiting satellites), causing aluminum oxide to be one of the reactions with heat.

Visually, the spray pipes are small but they have high capacity pumps inside the pylon (inside the white access panel on the pylon) which forces out large quantities of CHEMICAL material in a small amount of time if required. Energy is diverted from the exhaust gas stream to power these pumps…. they are simple, foolproof, operate continuously when the engine is running and require no flight deck control.

Going with this system means that flexibility is maintained. Using TMA (trimethylaluminum) for longer range flights, loading can be done using the second hose. Lines carrying TMA and their access points, are part of just about all airports. Located only at the left hand wing, to keep the operation as simple as possible, they are pressurised to reduce the chance of air getting into them with the inevitable results. In the case of non TMA flights, the second hose is just there for show and is not being actually used.

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**OTHER METHODS OF ALUMINUM OXIDE INJECTION:**

But in the case of aluminium oxide, the weight and bulk of the material means that this method cannot be used. Loading aluminium is done by the modified ULD (unit load device) container method. Even this method however has its safety considerations which must be followed.

Cargo loading is critical and must take into account the weight and balance restrictions that all aircraft have. Real problems can be caused by mis-loading as the aluminium oxide slurry is very heavy. Every flight, even non spraying flights, must have containers loaded in correct sequences to avoid balance errors.

The aluminum oxide is in a mixed slurry with methanol (for dispersion) - known by the flight managers of all of this as "METH" (sick - huh?) - in these ULD containers, with specialists making quick connections. The method used depends on the size of craft and its duty cycle, and the weight of this material and luggage and passengers are part of the overall total ZERO FUEL WEIGHT of the craft, so there are no weight issues because they make sure the weight on take off (minus fuel weight) is below the maximum ZERO FUEL WEIGHT. The pilot has no way to verify what's on the plane. ALL visibly involved KNOW NOTHING, they just do their job not seeing anything weird.

Duty load dispatchers aren't required to know what is in the containers, just what each one weighs in order to get the sequence correct. ULDs that are modified for spray purposes are always loaded first at either cargo door. Loading them this way is essential because they have pipe arrangements which hook into the onboard spray system, and the heaviest containers must go as close as possible to the Center of Gravity.

One can see that CPT 2 and 3 (for a 737) have the heaviest allowable weights, 20 and 15 tonnes respectively which is fortunate because they are the areas that must be used by the modified ULD containers. ULD use is ubiquitous and the modified ones can be found at holding areas at airports around the world if one knows what one is looking for. Suffice to say, if you are looking for evidence about how ULDs can be modified, check out "envirotainer" and imagine how simple it would be to do the required modifications. CPT 2 and 3 are in front and back of center of gravity of the aircraft - for weight and balance issues...

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Using the ADSB system (***Automatic dependent surveillance-broadcast*** (***ADS-B***) is a surveillance technology for tracking aircraft as part of the Next Generation Air Transportation System) , the inflight position of the aircraft is always known by spray controllers. New ATC procedures mean that the position of spray aircraft are always broadcast to satellite receivers that sites such as FlightRadar24 do not have access to. Spraying, even over oceans, can therefore be targeted very accurately and efficiently.

**SUMMARY:**
This is CHEMTRAILS, as it does not dissipate or evaporate, rather - it disperses, and it blocks the sun - blocking UV for vitamin D production in the skin, and blocks photosynthesis in plants ( & crops). The spraying is done at targeted elevations/altitudes.

**CONDENSATION TRAILS dissipate in less than a minute**, and leaves the sky intact - blue skies and sun! With UV benefits. The problem in all of this is that the TRUSTED are trusted, with no one suspecting anything, because all are in what they believe is a SECURED system. The lesson here is to ALWAYS QUESTION THE TRUSTED, because they are trusted and because the TRUSTED CAN GET AWAY WITH MURDER and many more things.

If the TRUSTED (systems people) don't or won't answer questions, they probably need to be arrested. Always ask for ID! But use judgement in doing so - you may have a psychopath on hand and won't discover it until it's too late, or someone who is paralyzed by fear and will lie to protect his/her family.

**PROTECTION AUTHORITIES have done nothing to date, similar to the enhancing of a criminal organization through inaction, as millions were killed or injured during NAZI rule - all legal and so called "normal".**

**YOU CANNOT CONSENT TO BODILY HARM. All DEFENSE has lawful excuse.**

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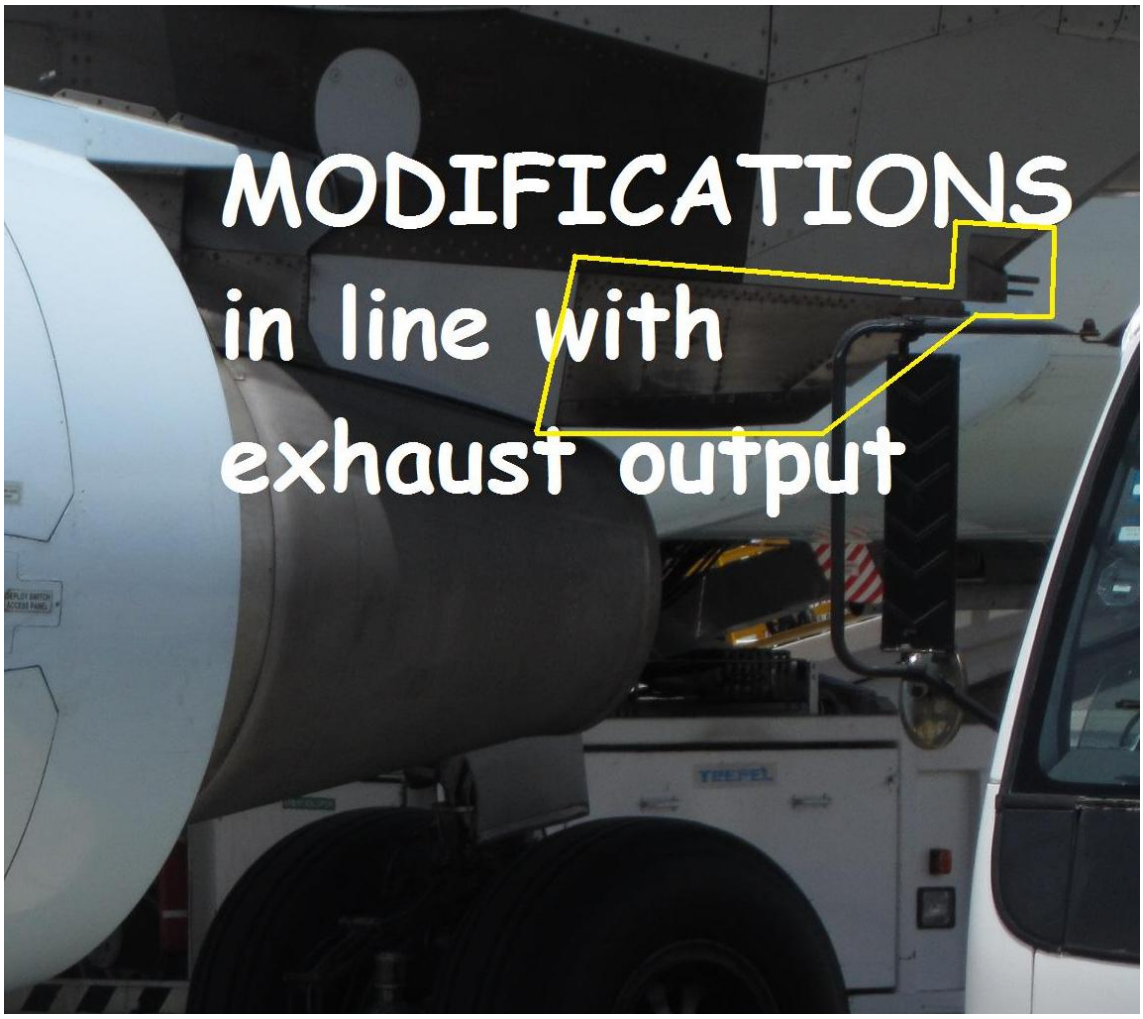


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| City | Oakville | Prov/State | ON | Postal/Zip | L6M 3L1 | | | |
| Country | Canada | email | info@haltonpolice.ca | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **Name** | **Mark Saunders** | Title | Deputy Chief | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | |
| Country | Canada | email | mark.saunders@torontopolice.on.ca | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **Name** | **Eric Girt** | Title | Deputy Chief | | | | | |
| Address | 155 King William Street | Ph/fx | 905.546.4703 | | | | | |
| City | Hamilton | Prov/State | ON | Postal/Zip | L8N 4C1 | | | |
| Country | Canada | email | egirt@hamiltonpolice.on.ca | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **Name** | **Jennifer Evans** | Title | Chief of Police | | | | | |
| Address | 7750 Hurontario Street | Ph/fx | 905-453-3311 | | | | | |
| City | Brampton | Prov/State | OM | Postal/Zip | L6V 3W6 | | | |
| Country | Canada | email | 21divcommunitystation@peepolice.ca | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **Name** | **Peter Sloly** | Title | Deputy Chief | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | |
| Country | Canada | email | peter.sloly@torontopolice.on.ca | | | | | |

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|---|---|---|---|---|---|---|---|---|
| **Name** | **Mike Ewles** | Title | Chief of Police | | | | | |
| Address | 605 Rossland Rd. E. | Ph/fx | 905- 579-1520 | | | | | |
| City | Whitby | Prov/State | ON | Postal/Zip | L1N 0B8 | | | |
| Country | Canada | email | | | | | | |

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| **Name** | **Eric Jolliffe** | Title | Chief of Police | | | | | |
| Address | 47 Don Hillocker | Ph/fx | 866-876-5423 | | | | | |
| City | Aurora | Prov/State | ON | Postal/Zip | L4G 0S7 | | | |
| Country | Canada | email | 271@yrp.ca | | | | | |

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| **Name** | **William Blair** | Title | Chief of Police | | | | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | | | | |
| Country | Canada | email | william.blair@torontopolice.on.ca | | | | | | | | |



Look UP & contact Justice of the Peace (at local courthouse) - PRIVATE PROSECUTION to prosecute when officials won't.

Feel free to add badge/ID numbers, or other info - as needed.

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| **Name** | **Michael Federico** | Title | Deputy Chief | | | | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | | | | |
| Country | Canada | email | michael.federico@torontopolice.on.ca | | | | | | | | |

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| **Name** | **Glenn De Caire** | Title | Chief of Police | | | | | | | | |
| Address | 155 King William Street | Ph/fx | 905.546.4710 | | | | | | | | |
| City | Hamilton | Prov/State | ON | Postal/Zip | L8N 4C1 | | | | | | |
| Country | Canada | email | gdecaire@hamiltonpolice.on.ca | | | | | | | | |

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| **Name** | **Steven J. Tanner** | Title | Chief of Police | | | | | | | | |
| Address | 1151 Bronte Road | Ph/fx | 905-825-4777 | | | | | | | | |
| City | Oakville | Prov/State | ON | Postal/Zip | L6M 3L1 | | | | | | |
| Country | Canada | email | info@haltonpolice.ca | | | | | | | | |

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| **Name** | **Mark Saunders** | Title | Deputy Chief | | | | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | | | | |
| Country | Canada | email | mark.saunders@torontopolice.on.ca | | | | | | | | |

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| **Name** | **Eric Girt** | Title | Deputy Chief | | | | | | | | |
| Address | 155 King William Street | Ph/fx | 905.546.4703 | | | | | | | | |
| City | Hamilton | Prov/State | ON | Postal/Zip | L8N 4C1 | | | | | | |
| Country | Canada | email | egirt@hamiltonpolice.on.ca | | | | | | | | |

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| **Name** | **Jennifer Evans** | Title | Chief of Police | | | | | | | | |
| Address | 7750 Hurontario Street | Ph/fx | 905-453-3311 | | | | | | | | |
| City | Brampton | Prov/State | OM | Postal/Zip | L6V 3W6 | | | | | | |
| Country | Canada | email | 21divcommunitystation@peepolice.ca | | | | | | | | |

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| **Name** | **Peter Sloly** | Title | Deputy Chief | | | | | | | | |
| Address | 40 College Street | Ph/fx | 416-808-2222 | | | | | | | | |
| City | Toronto | Prov/State | ON | Postal/Zip | M5G 2J3 | | | | | | |
| Country | Canada | email | peter.sloly@torontopolice.on.ca | | | | | | | | |

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| **Name** | **Mike Ewles** | Title | Chief of Police | | | | | | | | |
| Address | 605 Rossland Rd. E. | Ph/fx | 905- 579-1520 | | | | | | | | |
| City | Whitby | Prov/State | ON | Postal/Zip | L1N 0B8 | | | | | | |
| Country | Canada | email | | | | | | | | | |

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| **Name** | **Eric Jolliffe** | Title | Chief of Police | | | | | | | | |
| Address | 47 Don Hillocker | Ph/fx | 866-876-5423 | | | | | | | | |
| City | Aurora | Prov/State | ON | Postal/Zip | L4G 0S7 | | | | | | |
| Country | Canada | email | 271@yrp.ca | | | | | | | | |

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