

Subject: What Is In Chemtrails? Part 2.

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This tells what the Chemtrails look like.

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Third Senatorial District California State Senator Mark Leno recognizes chemtrails. He responded to my letter about chemtrails by stating, Thank you for writing to share the information on chemtrails. I appreciate your taking the time to voice your concerns regarding this important issue. As we begin to learn more about chemtrails and begin to have more in depth conversations about their use, I will keep the information you have forwarded in mind.

There is a global grassroots political movement against chemtrails. There are hundreds of thousands of independent eyewitness accounts on the Internet. Millions of people are already fully chemtrail aware. People from all walks of life around the world have come forward and spoken out against chemtrails. I have documentation of airline pilots, police officers, U.S. Marines, air traffic controllers, a senior Air Traffic Control manager, Air Force tanker crews, scientists and more speaking up.

Accounts:

This section is comprised of excerpts from the 2004 book Chemtrails Confirmed by William Thomas (Bridger House Publishers ISBN 1-893157-10-5). William Thomas is an award winning Canadian journalist. Thomas writing and photography have appeared in more than 50 publications in eight countries, including translations into French, Dutch and Japanese.

His editorial commentaries have appeared in The Globe and Mail, The Toronto Star, The Vancouver Sun and Times-Colonist newspapers. A frequent radio talk-show guest, William Thomas has also appeared on the CBC and New Zealand's national television. He currently lives and works among the Gulf Islands of British Columbia.

It was nearly noon when S.T. Brendt awoke and entered the kitchen of her country home in Parsonfield, Maine. As she poured her first cup of coffee, the late night reporter for WMWV radio could not guess that her life was minutes away from drastic change.

Her partner Lou Aubuchon was already up, puzzling over what he had seen in the sky a half hour before. The fat puffy plumes arching up over the horizon were unlike any contrail he had ever seen, even during his hitch in the Navy.

Lou got up and looked. What kind of clouds run exactly side-by-side in a straight line? He wondered. It's just too perfect to happen naturally. When he said he wasn't sure, S.T. stopped smiling and went outside.

Looking up towards the southeast over West Pond, she spotted the first jet. A second jet was laying billowing white banners to the north. Both aircraft appeared to be over 30,000 ft. Turning her gaze due west, Brendt saw two more lines extending over the horizon. She called Lou. Within 45 minutes the couple counted 30 jets.

This isn't right, S.T. thought. We just don't have that kind of air traffic here. While Lou kept counting, she went inside and started calling airports. One official she reached was guarded but friendly. He had relatives in West Pond.

The Air Traffic Control manager told Brendt her sighting was unusual. His radars showed nine commercial jets during the same 45-minute span. From her location, he said, she should have been able to see one plane.

And the other 29? The FAA official confided off the record that he had been ordered by higher civil authority to re-route inbound European airliners away from a military exercise in the area. Of course they wouldn't give me any of the particulars and I don't ask, he explained. I just do my job.

Excited and puzzled by this information, S.T. and Lou got into their car and headed down Route 160. Looking in any direction they could see 5 or 6 jets flying over 30,000 ft. Never in the dozen years they'd lived in rural Maine, had they seen so much aerial activity.

As a former U.S. Navy intelligence courier, Aubuchon was used

to large-scale military exercises. But he told S.T. he had never seen anything this big. It looked like an invasion, he later recounted. Another driver almost went off the road as he leaned over his dashboard trying to look up. As they passed, he acknowledged them with a nod. As far as they could see stretched line after line. Two giant grids were especially blatant. Instead of dissipating like normal contrails, these sky trails grew wider and wider and began to merge. Looking towards the sun, Aubuchon saw what looked like an oil and water mixture reflecting a prismatic band of colors. At approx. 3:55 they headed home to Parsonfield. They (the jets) were still up there. What's worse is that these grids were now merging to the point of greying their beautiful skies. By 5:30 their beautiful day had turned dingy and hazy like air pollution and the sunset was dirty. Lou remembers seeing the last jets at about 5:15 pm leaving chemtrails. They were spaced further apart than the earlier jets. Richard D-an called back. After receiving S.T.'s message, the assistant WV news director had gone outside with other news staff and counted 370 lines in skies usually devoid of aerial activity. The most jets they could see at any one time was 17.

There is plenty of pattern and precedent for unannounced biowarfare experiments on the American public. Two congressional investigations in 1977 and 1994, as well as recently declassified British de-ense documents, detail five decades of open air testing that spread biological warfare simulants from spray-equipped ships and aircraft to hundreds of cities and millions of unsuspecting taxpayers across the U.S., Canada and the U.K. Even as aerial atomic detonations were being conducted upwind of U.S. cities to test the effects of fallout on unsuspecting residents, air-borne biowarfare tests began in earnest in 1957 and 1958 when a cargo plane criss-crossed the country, spraying highly toxic zinc cadmium sulfide chemicals. A U.S. Army report states, Virtually, the whole country of the United States was covered with this material. Prof. Leonard Cole testified at the first congressional investigation into large area biowarfare experiments. The author of Clouds of Secrecy described how: The plane would take off from the Canadian border, and fly slowly down to the Gulf of Mexico. These materials would be spread, and were found to be landing as far away as New York State. So you know that, as the air would push the zinc cadmium particles around, most of the people who were residents of the United States during that time were inhaling at least some of the zinc cadmium sulfide. And the cadmium in that compound was clearly known then to be toxic, even in small amounts. Congress also learned that in 1953 the U.S. Army sprayed fluorescent particles containing carcinogenic cadmium sulfide over 25-square-block areas of downtown St. Louis, including what the Army called a slum area. The U.S. Public Health Service's toxic chemical registry warns that cadmium sulfide can lead to lung cancer, high blood pressure and damage to the kidneys, lung, liver as well as damaging the nervous, reproductive and immune systems.

A story published by WorldNetDaily in 2001 California Concerned Over Chemtrails was one of the first to take eyewitnesses seriously. Reporter Lance Lindsay interviewed David Oglesby. Just after sun-down two months previously, the World War II veteran spotted nearly a dozen white trails, dissipating slowly over his home. The trails formed a grid pattern, Oglesby told Lindsay. Some stretched from horizon to horizon; some began abruptly and others ended abruptly. They hung in the air for an extended period of time and gradually widened into wispy clouds, resembling spider webs. I counted at least 11 different trails. Lindsay also examined dozens of photos taken over 12-months by Paula Gick. Her father Gene Simer served four years as a radar technician during the Korean War. The retired U.S. Air Force sergeant does not believe the patterns over his Coarsegold home are normal contrails. I was talking to my dad, Glick remembers, and he said, They're gridding us up here. I thought, Yeah, right dad. Sure they are. I didn't believe him. Four months after moving from Ventura to Coarsegold, Glick had to reassess her father's assessment. I had to watch them

do it, -lick told Lin-say. And as I watched them everyday doing it, it became apparent that we were being sprayed. And so I had to believe. I saw what was normal and I saw what was abnormal.

Shi--er contacted the Mil-tary Operation Control at Trav-s Air Fo-ce Base, which controls all mi-itary operations in Central California. S-imer asked the colonel to identify three planes flying over his home at that very moment. What would you say if I said there are three aircraft up there right now? Shim-r asked. Are they there?

The colonel replied, No. They are not there.

Na-y operations told Shi-er there were no operations at all.

The flight-control office at Fresno Yosemite In-ernational Airport said no flight plans had been filed.

But Ira Plumber is a retired lieutenant co-onel in the U.S. Air For-e who regularly watches the sky over his Coarsegold home.

Several times a week, he sees planes emitting significant sky trails that do not appear to be normal contrails, Plumber says.

Part 2.

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