

2024-03-21 Graham discusses further developments between Chemtrails and Contrails...

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Hi everyone, it's Hoodie with a special, uh, presentation. I'm doing this one on my own tonight, uh, without Johnny, because, uh, this has really, uh, been my issue all along. And, um, and I need to do this, uh, as. As I've been requested by so many people to discuss this particular issue. Now, the issue I'm about to discuss is chemtrails.

And the reason I'm doing this now is because some really disturbing things have been happening online. And I can't let it go any longer without really saying what I have to say. Uh, Christian people on various, um, social media platforms are calling on others to pray for aircraft in the sky to collide or have a malfunction and fall out of the sky.

Aircraft leaving trails in the sky. Now that this is just going to be on the joke and it needs to be sorted out and I'm going to actually guide you hopefully into a different way of thinking not because I'm controlled opposition or I used to be a pilot and I signed a disclosure agreement. I haven't been paid off.

This is about truth and everything that I've done and John's done with me in the last four years has been about truth. And are we in a freedom movement? Are we in a truth movement? Please tell me because a lot of people are only interested in hearing affirmation of their own truth. So what I'm about to say tonight is going to put a few things straight.

A couple of months ago, I interviewed Dan Wigginton from geoengineeringwatch.org. Why did I do it? Well, ever since I came out and people knew I was an airline pilot, I've been castigated, questioned, um, jeered at, uh, abused because I flew airplanes that left trails in the sky and I was accused of spraying chemtrails.

I have never sprayed a chemtrail in my life, but so much concern about it and so many questions being asked at every public gathering I went to, I decided I needed to touch bases with Dane Wigginton to try and work with him to find out what's really going on so I can be more informed and in that way, help you to become more informed.

Now before I go any further, I want to make this really clear, I have not come into this fight about chemtrails or any other issue. We have made it repeatedly clear, John and I, that we came into this fight for five things. Keep the borders open, end the mandates, protect the children from compulsory vaccination, get everyone their jobs back with full compensation and get a royal commission.

They're the five things we came for and they remain the five things that we're there for. Now to that end, we're starting to have some success. Mandates are being rolled back. Not as quickly as we would like. And we gave evidence last week in the Senate about the Royal commission. So we're staying on our target, but I have been really concerned in the community of unity too, when I've been approached by elderly women, for example, who are too afraid to go out and hang their washing on the line when they see a trail in the sky.

And recently I had an opportunity to present a demonstration by slideshow to some critical thinkers on a zoom call around the world, who, where I was a guest speaker. And they wanted me to tell them what was a condensation trail and how it was made. By the time I'd finished, they were all relieved. They all felt, wow, you've just explained something and we need to explain it.

Now for me to go on now, I'm about to do a slideshow just to explain some really basic stuff to you. What you do with the information I give you is completely up to you. I can understand everybody's skepticism. Boy, I've got loads of it myself and talking to captain Shane Murdoch from Virgin and captain Derek Fox, the former chief pilot of Tiger.

We've all discussed these issues. We all struggle with the narrative coming out of geoengineeringwatch.org because a lot of it doesn't make sense. And a lot of it honestly is not factual. But, having said that, when the three of us had a meeting about how to tackle this situation, we all agreed that anything's on the table now, having seen what we've seen in the last three or four years.

We wouldn't put anybody, anything past anybody. So in line with the requests that I've had by the hundreds, I'm going to now present to you a very brief explanation of what you're seeing in the sky, based on my experience and my knowledge, and hopefully you'll draw something from that. Some of you will get angry.

Some of you will be relieved. It's entirely up to you. Your response is your response. But I tell you what, I feel like a doctor who's really diligent. Really diligent, let's say. And a gentleman has come to me and said, Doc, I'm here because I'm dying of cancer. How do you know you're dying of cancer? Oh, I looked it up on the internet.

I'm dying of cancer. Okay, well, what symptoms have you got? I feel run down, depressed, anxious. I'm not well. Alright, let's get a really good raft of tests done on you. And then when the tests are done, a week later, I call the man back and I say, I've got really good news for you. What's that? You don't have cancer.

Your test came back clear. Okay. You're a liar. There's no way on earth that could be true. You're an absolute liar. How can I ever trust you? You're part of the cabal. That's what it's like. And it's been frustrating. I've been told by many, just go along with it. Don't rock the boat. Let everybody see that you probably, you're probably agreeing with them.

And you'll get a bigger following. I don't care about a following. I'm only in this for truth. And if I can't stand in integrity, then I'm not, I'm not, I'm just going to get out of this. I'm not going to say things that people want to hear because I believe one thing and not another. I'll tell you the fear narrative on both sides of the fence is equally destructive.

So without further ado, I'm going to share screen and I'm going to take you through some basics. Then please stick with me because straight after that. I'm going to link in a video interview that Del Bigtree from The High Wire in America recently did with a, with a guy who runs a website. A fantastic website called climateviewer.org.

His name is Jim Lee. I watched the interview and I'm going to put it up here straight after I finish the slideshow. And this man is incredible. He has nailed it. He's done his science. He's not going down rabbit holes. He's laying it all out on the line. Now I want you to watch right to the very end of his presentation with Del Bigtree.

Because when you think, oh, he's just, you know, going along with the narrative. What he says in the last 15 minutes will rock your socks. And I want to tell you that everything he has put up in that interview convinced Del Bigtree and me exactly what we know to be true, from my own experience. So bear with me now as I share screen.

Also, we will be interviewing Jim Lee very early next week to discuss even more questions with him. So that's why I'm doing this promotion and this, uh, this segment right now. Okay, so I've entitled this, What's Going On In Our Sky? What's going on in the sky now I've done this at the request of hundreds of people who want me to tell what I know to be true.

So here we go. This is an excerpt from an interview many of you watched we were talking about the abolition of mask mandates in the USA. And the lady in the top left hand screen, uh, corner of your screen is a wonderful lady called Megan. Now, Megan is a whistleblower, uh, who has whistleblower protection.

She used to work in procurement for the, uh, US Air Force, and she came out because her job was to procure chemicals that were being used in upper, upper atmospheric testing by the US Air Force. Now, I put some questions to her and I want you to have a listen to her response. Because this lady is a whistleblower who has been featured a lot and worked a lot with Dane Wigington from geoengineeringwatch.

org. So let me show this to you. Let me ask you the one question, the one, the one, uh, thorn in my side as a result of my professional career. Is that, uh, that, you know, you've got to tell the truth about all the spraying you guys are doing up there. Now, I was a commercial airline pilot for 32 years and a pilot 53 years.

I have never sprayed anything in the upper atmosphere. And you guys are flying around all the time. You're always in aircraft. Do you think the aircraft that you fly, United, Delta, whatever, do you think that they're spraying chemicals? I don't think so. I don't think it's involving commercial aircraft, and there are things called contrails, as you know, that's very real.

We're talking about persistent, uh, I don't like the term chemtrails. It's, it's not, that's not it. Um, you know about military, do you know about military chaff? Like, Yeah. We back in Vietnam, we flooded the Ho Chi Minh Trail. Uh, we can make it rain. So there you have it. I cut it off there because she said basically what she's not only said this but in the interview I did with Dane Wigington, he said on five occasions that this is not being done by commercial airline pilots or commercial staff.

So let's make that very clear. Let's get that right out on right out of our thinking right there and then. Now, before I go to the next slide, I want to talk about the interview I did with, with Dane Wigington. I hoped that it would be illuminating for you and I want it to be illuminated as well. I was prepared to look, I was prepared to listen, I was prepared to learn.

Now this slide show that I'm about to present to you, I started to present on the interview with Dane and we agreed that we would do it. I just wanted to explain what made up a condensation trail and then have him come back and we go into the conversation. During the interview, however, when I started running the presentation, he got very agitated.

He wasn't happy. He wouldn't let me finish. It was really hard. It got very awkward. It started to get heated and he was saying things that I completely and utterly from my own knowledge disagreed with because they were not true. Now, we cut out 33 minutes of that interview because it got to a stage where it wasn't productive and he and I both wanted to stand on common ground.

So we wanted to get past the chemtrail issue and get to weather modification where we could stand on common ground and we did. We both agreed commercial pilots were not doing it from airline aircraft. And we both agreed that if the planet was, was needing redemption or healing, it should be allowed to do that for itself.

Just like we need to do with the human body is related to mandates. But I have to say this, Dane Wigington is charming. I actually liked the guy, but I tell you what, I could not get a word in edgewise when it came to me presenting another view, he cut me off all the time. I was disappointed in that. And I also have to say, a lot of people are saying, Oh, Hoodie's converted.

He's come across now. He believes in chemtrails. Not in that context, I don't, I still don't. And I have to, I have to say this straight up with all respect for Dane Wigington. After that interview, I was left with more questions than answers. And I was really concerned and I've been prepared to let it go and leave it as it is because I It's just not worth the fight.

It's taking John and I out of the fight that we're in, and that we're staying in our lane, and it's really important. The next few slides I'm going to show you relate to, I put them up because they relate to, uh, the presentations that were made in the movie, The Dimming. I have watched The Dimming at least 15 times, front to back.

I personally had real issues with about 70 percent of the, of the so called video and photographic evidence presented. Real issues. There are some things I can't explain. There's a picture of a couple of small pipes coming out the side of a, an engine pylon, sorry, a wing flap pylon on an Airbus A319. We can't see what airline it is or if it is an airline.

I don't think it is. I think it's a scientific aircraft or another aircraft that's been built and repurposed for some kind of work, some other work. It may be spreading chemicals. I don't know. I don't know that for sure. So when I go through this sequence of slides, I'm going to show you things that you think may be irrelevant, but they're not because they come to the heart of the truth that's in the dimming, or the so called truth in the dimming.

I'm responding to things that I disagreed with. The way I look at it, If we trust somebody and they lie to us, and we know for a fact that they're lying, not somebody told us they lied, we know for a fact that they're lying, how can we trust them with any other thing? An example of this is when I'm being called controlled opposition or a Freemason, and I know that I'm none of those things, but at the same time, the person who said me that has been giving me other information that they want me to take seriously.

How can I take it seriously? And when Dane Wiggington was presenting stuff in the Deming and in the interview, I found that a lot of it was, was, uh, totally misconstrued and it was misleading. And I'm not saying it was deliberately misleading. I think the man's very passionate, but this is what I've, what I've come to see.

So allow me to go on further. My experience, I'm a licensed pilot of 53 years. I've had 32 years in command of a Qantas jet. 36, 000 flying hours. There's not many people who've done that many flying hours in the world. I've carried 6 million people around 12 million miles. I've done 22, 000 takeoffs and landings, and here's the one that I've highlighted.

I have burned over 100, 000 tons of kerosene in my career. Now I've got issues with that figure there. Big issues. I have said all along in this debate, And I've said it before, long before COVID and while I was working, when we were seeing the amount of fuel that was going on an airplane, and I would take off in a Boeing 737, a short haul small aircraft to go from Brisbane to Perth, and on route I'd leave about 12 tons of kerosene in the sky.

I'd land 12 ton lighter than when I took off. And it used to perturb me because all that stuff can't be good. Because when you burn fuel, kerosene or whatever, the exhaust has particulates in it, which can be dangerous. It's dangerous. And when you see so many airplanes, about 140 plus thousand flights a day, and they're all burning between two and a half ton and 12 ton an hour, who knows whatever, en route to wherever they're going, that's millions of barrels of aviation fuel.

And what really bugged me about aviation is it all became too cheap. Some people would pay more for a cab to the airport or park their car at the airport than they would for the airfare. And that meant that flights were fully booked and going flat out everywhere. Uh, aircraft manufacturers are building more aircraft and there are a lot more flights that we're increasing about four or 5 percent every year and people were traveling for no real reason.

They'd wake up on a Saturday morning. What do you want to do today? Oh, we could go to the beach. Oh, nevermind. Let's fly to Melbourne and watch the footy. I mean, it's, it's bizarre and it's absurd and it's a waste of resources. I've always felt that. So as you'll see, when you watch the, um, the video presented to Dell Big Tree with Jim Lee, you'll see that this is a main, this is a really big issue, the amount of fuel we're burning, the pollutants we're putting in the atmosphere, which contain aluminium and sodium and all these other chemicals that, that, uh, other geoengineering people are talking about.

This is what it's all about. This is the atmosphere surrounding planet earth. You can see it's swirling and moving up and down, round and about. It's coming up against low pressure systems, high pressure systems. A weather mass moves over a mountain range. It lifts orographically, cools down rapidly, dumps rain and snow.

This is the weather system that surrounds planet Earth. It's the envelope we live in. And if you think about it from this perspective, the atmosphere is fluid, like the ocean is fluid. So just imagine that you are a crab on the bottom of the ocean, but instead of seawater, you're in the atmosphere.

Everything above you is swirling and moving around in waves. The atmosphere rolls in waves, up and down, round and about. It comes up against an obstacle, it climbs, it descends, whatever. It falls into a low pressure trough, creating bad weather. High pressure systems bring about normally good weather.

There's a whole bunch of ever changing temperatures and pressures that impact on every aspect of the atmosphere that we live in. I'm not talking about climate change and I'm not talking about anything else, that's it. So it's important to remember the atmosphere does not only move and layer itself horizontally, it moves vertically as well.

If an air mass comes up against the mountain range, it's forced up. If an air mass is formed over the top of a hot desert, it will rise on the heat of the desert. If you've seen bushfires, you'll see, you'll remember seeing fierce bushfires, where big plumes of smoke are rising up, and before long there's a storm cloud on the top of them.

The ash from the microscopic nuclei in the smoke has gone up into the cloud, it's seeded the cloud, and as a result of that seeding, all the water droplets stick together, they co they, uh, uh, they congregate together and it becomes heavy enough to fall out of the sky. This is why we've got to keep talking about this stuff.

So what is a condensation trail? Well, there's a photo of one, right? You've all seen photos of them because so many of you are taking photos of them. The sky's become a real theater at the moment. Dane Wigington said, In the beginning of the dimming, right in the first few minutes, the greatest lie ever perpetrated on mankind is the contrail lie.

And then he cited what he says is a photograph of U. S. World War II bombers spraying dispersants over Europe on bombing missions. Well, I'm sorry, that's not, I don't believe that to be true. I think that's a misconception. You will notice that the aircraft that the formation's flying in, it's the ones leaving the trails in the sky and the ones in the foreground that aren't leaving the trails, I can look at that and say there's probably three or four thousand feet of vertical separation between those two formations, which is how they used to fly.

You'll notice in, in one of the, um, in, in, in between the faint trail and the big bunch of heavy trails, you'll see a bunch of small aircraft flying there. They're P 51 Mustangs on escort. These aircraft were flying missions, daylight bombing missions, that required cloud free skies. They had to have vision of the target.

The Norton bombsight could only work if it had Uh, for precision bombing, if it had a visual reference to the target. If the target was overcast when they got there, they would jettison their bombs somewhere out in the open and fly home, mission, mission abandoned. They would not take off if they knew there was heavy cloud cover over Europe.

The last thing they're wanting to do is make cloud. It's not, that's just not what it was about. The average B 17 bomber crew that flew missions, daylight missions in World War II, that crew consisted of 10 men. Now, each bomber and its crew were sent over there to fly 25 missions. If they completed 25 missions, they were able to go home.

The average life expectancy of those crews was four missions. They never got anywhere near 25 and thousands of them were killed or captured. These aeroplanes are small. They look big, but they're small. I've been in one. There's hardly any room to swing a cat in there. It's a bit bigger than a light aircraft and it carried a punch.

They don't have room to put chemical tanks in or anything like that. I would doubt very much that there's any kind of automated system that would have released these trails. Now, when I showed this. Dane got a little bit, uh, protective and, uh, he wondered why we were talking about it. Well, it flies to the heart of, is the stuff presented in the dimming all true or not?

And a lot of it I believe has, has a strong foundation, but some of it like this does not. He pointed to, uh, a, um, a patent that he found in 1947 where the Air Force was working on weather modification. These photos were taken in 1943 or 1944. He says in his video, when he refers to these, these films and, um, and photographs that, um, that they must have been.

Carrying out beta testing. Now, I don't know what beta testing is. He uses a lot of terms like that. I don't know what beta testing is. But anyhow, he said that. He says, and when he was queried on that, he said, well, they were probably, or words to that effect, using beta testing, but none of it was based on actual fact that they were doing beta testing.

He highlighted a part of a video on the dimming where it shows a B 17 bomber with a trail, condensation trail coming on and off. Remember I talked to you about how the upper atmosphere, all parts of the atmosphere, rolls like waves. And there are times when you're like driving a boat through the surf, you go through a wave, you're in a different set of circumstances than you are in the trough.

So what that means is that there are, in that undulation, there are pockets of air which don't carry enough moisture to make a condensation trail, or you're just coming into the bottom of one. These layers are not always smooth, they're quite often rolling. So if you're going into the bottom of one and you're climbing up and you're going to make a consistent trail, in those few seconds or minutes before you get up into the consistent condensation level, you're going to get on and off condensation trails.

That's the truth of it. That's just how it is. I've seen it. I've done it. I've seen my own condensation trails turn on and off when I look at my shadow on a cloud when I've been flying over it and you can see clearly the shadow disappears, comes back on again, disappears, comes back on again because we're going through constant changing, uh, humidity levels, moisture levels, temperature and pressure changes.

Now these are condensation trails that were formed over London during the Battle of Britain. These were caught, these were formed by Messerschmitt 109s, Fw 190s. Um, let's see, Spitfires, Supermarine Spitfires and, um, and Hurricanes. These were a small single engine aeroplane with one young pilot in it, fighting for their lives in dogfights over the UK, over Britain.

Now once again, why is that significant? Because the dimming would have you believe that contrails are a lie. The contrails don't exist. Well, there's proof. Do you think those men flying those missions in those small aircraft are worrying about turning on and off condensation and weather, weather, um, modification systems?

Come on. It doesn't make sense. Here's another, uh, picture. That's over St. Paul's Cathedral in London. Incredible. That must've been horrible. Uh, those young men were just so brave in what they did. This is a photo that, uh, didn't go over very well in the interview. We see the bombers making the trails from behind.

Now this is photos of bombers making trails from just in front, taken by a top turret gunner. I want you to notice the condensation trails forming on the propeller tips and corkscrewing back into the exhaust. This stuff is not being emitted from the wing. It's not being emitted from the engine. It's being emitted because of compression by the propeller, which is what the propeller meant to do.

It compresses the air to cause a thrust movement to drive the airplane forward and get lift. So when the moisture levels are right, and the temperature's right, you've got a whirring blade going through, which is a small wing. A propeller blade is a small wing. It produces a low pressure on one side and a high pressure on the other.

And that's what you get. It's not being sprayed out of the engine. It's not being sprayed out of the exhaust. And if people think that there's a spray nozzle on the tip of those propellers, you know nothing about aviation, believe me. There's nowhere you could mount a spray nozzle on a propeller. They're finely balanced and there's no room for it.

This is aerodynamic condensation. Now people have seen photos like this and they put, uh, posting up on Facebook and they say, oh, the pilot forgot to turn off the chemtrails. No, it's not. The low pressure forming on the top of the wing, which is what it's designed to do, and the angle of attack on that wing has been increased by the flaps that allow it because that airplane.

It's coming into land. It's probably about 400 feet above the ground, that airplane. You're seeing the cloud forming on the top of the wing because that's where the condensation's happening. In the low pressure system on top. Remember, low pressure weather systems bring rain. Same thing. Why are we seeing the trails coming off the trailing edge of the wing there?

You see in the photo behind me, the swept wing of a modern airliner. It's designed to take the drag right out to the tip and minimise the vortex at the tips to reduce the drag holding the aeroplane back, because that's what wing, uh, wing vortices do. And that's what causes wake turbulence, which is what upsets a lot of aeroplanes on approaches.

Thanks. And a lot of people have been injured because they weren't strapped in when one aircraft flew through the the wake of another one behind it. So all the, all that moisture forming on the top of the wing is leading back down the, down the, uh, the swept wing and it's rolling up as it's going down and it comes off the back as it's concentrated Stream of water vapor and there it is.

That's it. That's how it happens. There's another one you notice on the winglets, on the very tips of the wings, you seem very small reduced vortices. That's what the wing tip winglets are for. On the wing tip, those turn up sections are to reduce the drag of, of, um, wingtip vortices and make them smaller so they have less effect.

So all that water vapor on top of the wing is being channeled right to the wingtips, which are leaning further back. It spirals off and it goes back and it looks like a trail. That is called aerodynamic condensation. Uh, that's a photo of an aeroplane I was flying on approach into Brisbane, uh, during a thunderstorm.

Um, yeah, more about that another time. So why do they last longer? Well, first of all, let's look at the patterns that they're making. You're looking at these crisscrossing trails. All the aircraft that line up at Brisbane Airport every morning at about six o'clock to blast off to airports to the south.

Where are they going? They're going to Adelaide. They're going to Melbourne. They're going to Sydney. They're going to Canberra. They're going to Williamstown and Newcastle. We all line up, couple of dozen, and it takes hours to get us all off the, off the runway. Now, the first plane to take off, if it flies into condensation, it will leave a trail.

Now, as all the winds, predominant, uh, prevailing winds in the Southern Hemisphere run from west to east, then the trail that was left by one aircraft is blown away. by the wind and the aeroplane that's flying on the same route a minute after leaves the trail and it gets blown along by the wind and you'll see it in a lot of the videos in the dimming you'll see these patterns moving away from each other.

When you get a dozen or so aircraft within 30 or 40 minutes flying over the same route you'll get a whole row of lines, parallel lines. Now, if you look at this map, you'll see Australia and New Zealand, and the heavy, the heavy blue lines are where all the hubs are around the world, where all the air traffic is coming into and leaving from.

So you see big condensations over Europe, over North America, down into South America, especially over China, you'll see that big blue mass over China and Japan. And if you look at New Zealand, where reference is to Australia, the routes from New Zealand, from all the various ports in New Zealand, across to Southeast Asia and into the Middle East.

They all fly almost at right angles to the routes that have been flown up and down the east coast of Australia, so you get a tic tac toe presentation. All these tracks are monitored by air traffic control and they, they're set up, computer generated to set up to keep us all separate from one another and not hitting one another.

So it's important to know when you see the patterns in the sky, that's what it is. When you see a curving racetrack style pattern, that's an aircraft in a holding pattern. Now they get you to hold a long way from an airport when there's a lot of heavy traffic, air traffic in that airport, and you've got to wait your turn to land.

They get you to hold a long way out because they don't want everyone stacked up together in one spot. So you'll see these curved patterns in the sky. But once again, look at that, it says there will be about 38 million scheduled airline flights this year. They're talking about 150, 000 odd flights a day.

Now, in the old days, people have always been saying, how come in the old days you never saw these trails? They always, they'd stay for it, linger for a while and then disappear, they'd fade out. That's a contrail, I would say. A chemtrail doesn't last long, or last longer, I should say. Why is that? Well, this is John Travolta.

Excuse me. He is standing alongside the engine of a Boeing 707, which was a Qantas aircraft that he purchased and restored. I want you to notice the size of that engine. You can see clearly how, how small that engine is. That engine is a low, low bypass jet engine. It's a JDA, I think. Uh, thanks, sweetie. I'm getting a drink.

Thank you.

You'll notice how small that engine is. Mostly what came out of the exhaust of that engine was pure soot. A lot of the photos of those old jets taking off showed black trails in the sky, not, not white ones. There was a little bit of condensation that was formed by the exhaust soot coming out of the back of the engine, mixing with, with, uh, compressed water vapor, which then froze into ice crystals and remained in the sky for a short time, but they didn't last long.

Normally they didn't. That was the mainstay of jet propulsion throughout the early jet age. And, and continued right up until maybe 20 years ago. So what's changed? Look at that engine and look at this one. Look at the man, the gentleman standing alongside that engine. That's an engine on an A380, a super jumbo, but it's not much bigger than a Boeing triple seven engine.

These engines are massive. In the dimming, we're told that there is no way a high bypass jet engine like that can make condensation trails unless under extreme circumstances. Incorrect. In fact, the opposite is true. These massive engines are cloud making machines. The cirrus cloud that comes out of the back in the condensation trail from an engine like that stays there for a long time because it has sucked in thousands of tons of atmosphere, It's rung it out like a sponge in the, in the, in the, uh, engine intake and beyond, just beyond the fan blades.

It's spinning it up as well. It's rung it out like a sponge. And when that goes past the jet core, which is burning at about 1, 700 degrees Celsius in the cruise, it comes out into an exhaust gas, which is heated to a thousand degrees at the tailpipe, at the exhaust pipe of the engine. And when those supercharged, uh, microscopic, uh, water droplets.

Hit, go through 1, 700 degrees, then 1, 000 degrees, and they come out into the upper atmosphere where it's minus 55 degrees, they freeze almost instantly. That's why you see a gap sometimes between the back of the engine and where the, the trails start. It takes a while for it to formulate. Then you've got through that the exhaust that's coming out of the exhaust pipe at the back of the engine, which, which gets the water droplets to stick to it.

And before you know it, as a by product of efficient, low cost thrust out of these massive engines. You have cirrus cloud forming. That's just how it works. There's nothing poured into the trail. There's no chemical tank

anywhere pumping stuff in. This is what it's all about. So the modern day jet engine is a cloud making machine as a byproduct of producing jet thrust.

Here's another photo. Look at the size of that. Look at the people walking underneath that, that jet engine. These things are massive and it's a far cry from that. And that's why we're seeing the trails last longer. Now, you don't have to believe me. I'm only telling you what I know. This is a schematic diagram of Boeing aircraft.

The aircraft I used to fly was the 737 800, which you see in the foreground. Now, if you look at the bottom right hand corner of the screen, you'll see the size of the engine on that. That engine was probably five or six times bigger than the one that John Travolta was standing beside, and therefore sucked in much more air and condensed any vapor in that air mass into frozen microscopic nuclei that came out the back as cloud.

Now if you look where the pilot's sitting in the front, where I used to sit, that whole fuselage, the main body of the aeroplane, would fit through inside the engine of a Boeing 777 or an A380. That's how big those engines are. Now that's a representation. You're seeing bigger and stronger and longer lasting condensation trails in the sky because of that.

Pure and simple. I can give you no other explanation. There's a schematic of the combustion chamber in a jet engine which was identical to the one I used to fly. The air would pass into the combustion chamber, fuel would be introduced, it would be ignited, and the temperature would rise in that area to about 1,700 degrees and up nearly 2,000 by the time it got further back into those zones where the turbine blades are.

Engineers have told me that if you were able to stand next to that while it was happening, the metal becomes opaque. You can almost see through the other side, it gets that hot. So all the air that's charging through the engine passes over that, around it, and some of it through it. It's superheated, supercharged.

And it gets, it pumps all the exhaust from that straight into the airstream, which is coming out of the back of the high bypass engine. And my friends, when it says in the dimming that it's impossible for a high bypass engine to make a condensation trail, except under extreme circumstances, that is a, um, that is a misconception.

That is not true. It is not based on any fact and no engineer aerodynamic specialist or jet engine specialist would tell you otherwise, because that's how it is. Now, let's look at the, um, let's have a quick look at the schematic of the engine. This is the engine of the aeroplane I used to fly. You'll notice the curving, you'll notice the big fan blades at the front, the air gets sucked in, it flows down over compressor, and then it's forced up again.

It's compressed, it's got to jam itself up through a tighter nozzle. And then it flows over that black section, that dark grey section, which is the exhaust housing. When it flies over that. It's, it's automatically superheated and it turns into a steam and then when it comes out the back it suddenly freezes to minus 55 degrees on average and becomes microscopic water droplets which remain in the sky's cirrus clouds.

Now they spread because of the upper level winds and because of the volume of the cirrus cloud created it gets spread in the upper, upper level winds which can be up to 300 kilometers an hour on average. And so before you know it, you have a dimming, you have a global dimming happening, not deliberately, but as a by product of jet travel in the modern era.

At cruise altitude, the exhaust gas temperature can reach up towards a thousand degrees Celsius. That's what I'm telling you. So that's what I know. That's what forms a condensation trail. That's why when I look at the sky, I'm not perturbed. Do I like the, uh, the dimming that it's caused, that milky sky that we get on, on days when, when the weather's bad, weather's coming and the condensation trails are thickening?

No, nobody likes that. I miss blue skies. I don't like that all that stuff is mixing with, um, with, uh, with various chemicals and compounds that have been burned off in kerosene fuel, which is falling down as chemicals on, on us. I don't think these are things that we need to concern ourselves about. Now people say to me, ah, yeah, but every time you see chemtrails, three days later it rains.

My friends, the jet engine is passing through an ever increasing moist air mass that's moving across the continent. And when that reaches certain density and humidity, a jet engine flying through it announces the coming of the wet weather in advance. Living on a little farm as we do. When I see heavy concentrations of condensation trails, I say to Michelle, we're going to get rain in the next few days.

And it's always true. It's not the trails that are making the rain, they're announcing the coming of the weather system, an upper level trough. So take that, that's, that's what I know, in very loose terms. Take that for what you, what it is, um, you don't have to believe me, that's fine. I'm not going to lie to you, there is no profit in it.

The whole thing, everything I've done in the last four years is about standing in truth and integrity. I would win a huge following if I was to agree with some of the narrative going on about chemtrails. Now is weather modification happening? I'll say this again, I absolutely believe it is. The Canadian government is doing a deal with Bill Gates to do cloud whitening over Canada.

And for all the information about that, and all the information pertaining to chem trials, condensation trails, and weather modification, I'm now going to go straight to Del Bigtree and The High Wire, and I thank Del Bigtree for this interview. He's perplexed by having to raise the subject because he's in the medicine game more than anything, but he had to tackle it because many of his listeners were doing what many of you have been doing to me.

And he got what I believe is one of the foremost experts in this whole narrative to come on his program and he gives an excellent explanation. Now when Dell says, Oh, right. So they're not, uh, they're not chem trials then. No. So all this is a myth. Oh, no, he says, no, no, no. There's a whole lot more going on.

And that's why you must watch this to the end because the stuff that's going on. That's being labelled chemtrials is a massive distraction and it's taking people's attention off what is, um, what is really going on and that's why you must watch this interview. When that's done, uh, I'm contemplating whether I show the 30 minutes edited out from, uh, from the interview with Dame Wigington.

I don't know that it would achieve much, but it's there and it will depend in a future date whether I release that. I like the man, he's charismatic, but some of his messaging is, doesn't ring with me and as a result of some things I know not to be true. I can't trust the other stuff, can I? And neither should you.

Remember critical thinking is at the foundation of freedom and the abolition of fear. God bless you. And I hope you enjoy this documentary. Uh, this interview with Del Bigtree and Jim Lee and Jim Lee will be on our program in the next few days. And we can ask some more questions. God bless you. Bye for now.

One of the big conversations that you have all asked us to investigate is these pesky lines you keep seeing up in the sky. Now, there's a lot of conversations about this and I've told you before. I'm a skeptic on all sides. I'm a skeptic on all sides of every conversation until someone can prove to me otherwise.

I need evidence. I need facts. So there's a lot that we know. There's a lot that's reported on, but is that the entire story? That's what we're going to get into today. Is this the only thing we should be worried about? So, when it comes to chemtrails. Water officials in the Inland Empire want to make it rain.

In China, they're waging war on the weather. A drought so severe, they're firing rockets into the sky to make it rain. Lasers now could one day manipulate rain and lightning. They're using science in the process called cloud seeding to increase the amount of rain in some areas. We physicists are firing trillion watt lasers into the sky.

to actually precipitate rain clouds and actually bring down lightning bolts. This is potentially a game changer. Pilots target clouds full of moisture and eject small amounts of an inert chemical. Then, the water in the cloud condenses around the new particles and gets heavy, falling to the ground as precipitation.

Drones and rockets are used to sow silver iodide into the clouds. The substance has a similar structure to ice and changes the cloud's structure to increase the chance of rain. When we have good, you know, chance for, for a cloud, we send the aircraft to that location. It go under the cloud. start to release all the salt will go inside the cloud.

The droplets will become bigger and start to rain. So does cloud seeding cause flooding? Is it responsible for damaging rain? Is silver iodide a harm to our health or environment? The science and the experts say no. Since the 1940s, people have been seeding clouds and watching the effects with their own eyes.

Since the 1946 experiments of Dr Vincent Schaefer, we have known that some clouds can be modified through seeding to yield additional precipitation. We're not really playing God. I think that's really overstating what we're doing. Human activity affects the weather all of the time. We're being very specific and targeted, environmentally friendly.

Well, it's my honor and pleasure to be joined right now by weather modification expert Jim Lee. Uh, Jim, we here in the high wire, we've been doing, you know, an investigation, really starting to look at chem trails, contrails, whatever you want to call it. And in part of that investigation, a lot of people reached out to us and said, you got to check out what Jim Lee is saying about, uh, these issues.

And so just to start off, you know, when people look up in the sky and they see these checkerboards that are, you know, going across the sky, then they start turning these clouds, a lot of people will say that didn't used to be that way. That is a clear sign that those air chemtrails that they're spraying toxic poisons in the sky.

Is that what these are in your mind? Well, this is probably the most common question that I get. And I had, I ended up doing probably a two hour video on my YouTube channel, at Climate Viewer on YouTube, called I Remember Blue Skies. In my personal opinion, there are always has been a cloud problem. And this is based on newspaper articles that we've gathered 850 newspaper articles back to the 18 fifties.

And the earliest documentation we have on, you know, planes making clouds covered blocking out the sign is 1948. And in 1958, Palm Springs, California actually got into it with the Air Force because they said basically their entire, um, tourism industry is predicated on having sunshine filled skies, yet our skies look like a mob of exuberant sky riders.

Blocking out the sun. Hmm. And a month later, the US Air Force had a meeting with the, the city officials of Palm Springs in 1959 January, and they basically explained to them there are skyways or highways in the sky, and you are at the intersection of all air, you know, air traffic on the West Coast. So either as they put it live with the vapor trails or move the city of Palm Springs.

Mm. In 1970, the state of Illinois and New Jersey sued the airline industry for blocking out the sun. Um, Secretary of Transportation James A. Volpe actually stepped in to mediate the lawsuit and try to settle it out of court. And the airline industry, agreed to install new burner cans or fuel injectors to reduce particulate emissions over the state of Illinois, New Jersey, promising this would reduce what they called at that time, smoke pollution of the sky.

So, The word chemtrail comes about circa 1997. That was the first time it was used on the internet. The very first article about chemtrails was specifically about JP8 jet fuel and how it markedly increased the amount of clouds in the sky, and this is due to. The conversion, all NATO countries converted from gasoline to kerosene in what they called one fuel for the battlefield, or the single fuel concept.

This dramatically increased the amount of metal nanoparticles in the atmosphere. So that's why in my personal opinion, though, there have been longstanding complaints, there is a market increase from 1996 to present in the number of visible trails that hang out everywhere. And you gotta split this 50 50.

On the one hand, we have a long history of the United States Air Force, the United States Navy, creating clouds from scratch with something called carbon black dust. On the other hand, we have commercial aviation. Which uses, you know, that pollutes the sky and that is black carbon or soot. Carbon black is manufactured.

Soot is what you get when you go on a Boy Scout camp out and you burn wood. Soot is a cloud condensation nucleotide, so is carbon black dust. So there's this semantic problem that we have, and the most common argument is this. Contrails disappear, chemtrails stick around. The problem is, is that This is an argument based on slave speak.

Slave speak is language that maintains a master slave relationship. It is the use of high level descriptors which are highly argumentative, have different meanings, To different individuals based on their individual perceptions. So what I try to do, I try to use the lowest common, you know, level of language, because whereas you and I might, you know, if I say orange or apple basketball, you know what I mean?

I know what I mean. We don't have to have a lengthy discussion about it, but when you say words like good. Evil, God, government, vaccine. Um, they have, they have many different meanings to different individuals and it's based on their own personal perceptions. So chemical trail, contrail, chemical trail, it's a trail of chemicals contrail.

They'll say it's just water vapor. It's condensating. Um, it's condensation. The problem with that argument is. And, and you try this at home, ask that chem troll, condensating on what? Because water doesn't just condensate on itself. It has to have a seed. That's how clouds are made. So whether it's intentional or unintentional, whether it's accidental or it's covert, you still need some form of chemical.

You need three things to make a cloud. You need a seed. You need water vapor and you need some kind of ionizing radiation or static. So without that seed, there's nothing for it to condensate on. Without the water vapor, there's nothing to freeze. And without that static electricity or what's normally galactic cosmic rays, you don't have the three ingredients to make a cloud.

So persistence happens, um, in some cases, naturally. Which has happened since World War Two. They've had the Appleman chart. One of my good friends is a meteorologist, was in the U. S. Navy, and he would go out and throw radio signs and based on the Appleman chart, tell a guy, yo, Maverick, before you fly the F 14 Tomcat back to the aircraft carrier, you might want to avoid.

This region, which is called an ice supersaturated region. Because if you fly through that, you're going to make long lasting, persistent contrails, which are going to lead the enemy right back to our position. This is something that most people don't consider. Um, if you're in the military and you've got an F 117 stealth bomber, do you think they want white lines pointing at it when they're flying over Iraq?

They don't. So in military systems, they actually have contrail suppression systems. Don't it's basically antifreeze for the exhaust pipe alternatively. And this is where everybody wants to get into the rub with this. They're like, every single plane on the planet is geoengineering. Every tic tac toe I see is geoengineering.

And I say for that to be true. You need to back it up with observational data. You don't need to just say, and Edgar Allen Poe said this pretty famously, believe none of what you hear and only half that you see. I live by that mantra. So, I understand that my perceptions can skew what I view. That's why, you know, the name of my website is Climate Viewer.

Um, I want to look at things from a macro perspective. And when I look at the macro of this, you have David Keith, funded by Bill Gates, and Bill Gates says, Yo, David, how much would it cost to do this geoengineering, solar geoengineering, stratospheric aerosol injection thing you're talking about? And around 2010, he got with Aurora Flight Sciences, they came up with a bunch of estimates, and they estimated between 100 to as few as 14 747 jets.

So if it only takes 14 planes. The geoengineer the entire planet, what are the other 130,000 flights per day doing? That's where I want to, you know, where I'm at, I, I deal, I'm a, I'm a, you know, pathological skeptic, if you will. I know that people watch this show. Think that, you know, I know I get accused of being a conspiracy theorist, but the truth is, is I'm skeptical on all sides of a conversation until I see enough science to see, you know, to decide otherwise in this conversation, I'm still searching for a lot of evidence and, you know, you're making a point that I'm I always think, which is look, you know, I know I've, I know that we have studied weather modification.

I know that it's been used before, even as far back as, as Vietnam. Uh, my question is, are all these lines I'm seeing in the days that I see them a part of some giant program across our nation? And I guess the world where there's little sprayers, here's the question, it's a little sprayers that I've seen.

And some of these videos that are releasing, you know, cloud seeding, whatever it is, trying to block the sun, all the different reasoning to me, that would just be so incredibly expensive. And it looks to me like the same patterns I would imagine that commercial airlines are making. And then I think about the photos I've seen of these, you know, airplanes with these giant tanks of liquid inside of them, and I think I don't see any room for luggage in there.

These are what are called ballast tanks. Um, ballast tanks, generally speaking, almost exclusively are for testing flights before they're commissioned for public use. So in those tanks, and you'll see the pipes running along the ground, there's a lot of water. And the purpose of this famous one, Trump, um, Trump travels through, you know, chem trail plane, and that was actually the Boeing seven 37 Dreamliner.

Um, before it, you know, became public in that plane, they had the ballast tanks and it's to simulate for lack of a better word, a large person rapidly moving around the cockpit. Um, it's to simulate luggage. Or heavy, you know, anything in the cargo bay, rapidly moving around to try to throw the plane off balance.

So there's a rugged set of tests that have to be done to each plane. And these are the most common misused images for the chemtrail community. Um, again, ballast tanks, pipes in between, all run, you see the passenger seats at the front. It, the purpose of this is literally to try to throw the plane off balance.

Um, and anybody can go look these photos up. And I have never been sent a photo that I've not been able to track down. In fact, some of them even have like patent numbers right on the bottle. And it's like, dude, you didn't even read the number and look it up. Here's the patent for flight testing. Um, That that's not to say that there aren't aerial specifically designed aerial spring platforms.

Youngstown air force base is a good example where the C one thirties have, um, oil dispersant and what's called adulticide sprayers. Um, everybody always, um, cites Evergreen Aviation. Specialty corporations that are designed to either do firefighting, oil dispersant, or adulticide, deforestation. Adulticide, for those who don't know, is mosquito spray.

So for example, after Katrina, Youngstown air force base had their C one thirties out spraying chemicals to kill mosquitoes. Now, is that good for you and me? I don't think so, but at the same time, they believe that they call this disease vector control. So. Often those images are misappropriated. They're like, look, here's the United States military with their spray tanks, but C 130s aren't going to be doing geoengineering, which kind of brings us full circle to the semantics of all this, what is geoengineering?

By definition. Great. Let me just lock it down for someone because we've done a lot of talking here. So what you're saying is you don't believe when I'm seeing these lines in the sky that dissipate that that's a sprayer releasing something you're saying that in your research that That's jet fuel.

That's what jet fuel does. You know, the exhaust of jet fuel, the soot is what is creating that collects like particles in the sky that are collecting the water, which then freeze. And then that turns into these serious clouds. You're saying that the, the reference to these go all the way back, go ahead.

Yeah, I'm saying 98%. I always leave room for everybody's favorite, you know, punching bag, the CIA, because the CIA was involved in Operation Popeye, weather warfare with Vietnam. The CIA did Operation Nile Blue, To deny rainfall to Cuba to kill Castro's sugar crops. The CIA in front of the CFR said geoengineering is a good idea.

United States government has deemed climate change a national security concern. So if you see white unmarked planes. Spraying, you know, God knows what up there to geo for the specific purpose of geoengineering, I'm pointing the finger first at the CIA, then at private corporations. I want to make that honest, very clear.

However. Every single chemical that has ever been attributed to chemtrails, that everybody's ever complained about, can be found in jet fuel and its additives. I have, I think, I think you have, we have, you sent us this, uh, graphic of the periodic table basically showing, All these chemicals that are known to be in jet fuel, this is metals detected in jet exhaust.

And this leads to quite, this is the question. I'm really glad you provided this because this is the question I've been asking, you know, aluminum and barium and all these things that they say, you know, is what is falling down from the sky. We see it on our plants. We see it, you know, there's tests have been done.

I've been asking, but I mean that the exhaust, like this is jet fuel. It's got a lot of this stuff in it already. Right? Right. It's kerosene. So, it, the, the less refined a hydrocarbon based fuel is, the more, um, natural metals will be in it. A great example of this is ship tracks. Now ship tracks are international shipping and up until 2020 when the international maritime organization banned bunker fuel, they were running on what's called heavy fuel oil.

And heavy fuel oil is the bottom of the barrel of the, you know, The cycle of producing gasoline as you climb that ladder and you get up to kerosene Which is a paraffin up to gasoline and even you know higher. Um cleanliness. Let's just put it that way You you refine out a lot of these natural made metals, but For Jet A, which is the predominant jet fuel in America, Jet A1 is the predominant fuel in the rest of the world.

Every single one of the chemicals that everybody's finding in their rainfall samples has been admitted to by peer reviewed journal studies, single particle mass spectrometry, directly behind an engine on a runway. Soot is covered in graphene. Okay. We'll start there because this is the biggest one of the biggest topics is graphene lately.

Yep. So it is laminated in graphene and it has sulfuric acid around it because SO_2 becomes H_2SO_4 that's hydr that's sulfuric acid inside of the soot particle, the black carbon is all of the metals that are on that periodic table. Soot is the cloud condensation nuclei that the water So whenever you're, when we're, we're talking about the buildup of atmospheric aerosols from fake clouds, I like to call them artificial clouds or plane farts, because I'm so annoyed.

I get so annoyed by this chemtrail versus contrail versus geoengineering versus nanobots, Morgellons, all the other crazy stuff that I hear. Um, at the end of the day, they're artificial clouds. That's, that's the takeaway from this, whether it's a chemtrail or a contrail. Once it fans out and it covers the sky, it is neither.

It is a cirrus cloud. That goes back to what geoengineering is. The idea of geoengineering originated the term 1977 by Cesare Machete. He specifically was talking about CO_2 sequestration. 1991 Mount Pinatubo erupts, 1994 Lawrence Livermore National Labs gets involved and they say, what if we were to, you know, spray sulfur into the stratosphere to mimic what Mount Pinatubo did?

That's the origination of the modern solar geoengineering or stratospheric aerosol injection ideology, which is what we hear when we hear Bill Gates on all of these things. And so, you know, to be clear, then what you're saying is These are chemicals. They are in the sky. They are not good for us. The question, you know, is, is whether it's being delivered by a sprayer or it's in the jet fuel.

I think even more simply put, is it on purpose or is it on accident? Is it just a part of, you know, airline travel in most circumstances? I think you and I would both agree that There's definitely studies that are being done. I would have to imagine our military or CIA has not given up on the idea of being able to start a hurricane and wipe somebody out or create a drought.

I have to imagine all of that type of investigation is still going on because in my mind, anything that would be a great weapon, our government is not going to be the last ones developing it. We're going to be the best at it. But you know, we're Does that mean that we're, what we're seeing is a purposeful trail being left to either dumb us down or poison us or block the sun.

And what you're saying, these things are, you know, I think we could, could I say this, those chemicals are not good for you. They could potentially be dumbing you down, affecting your brain, affecting your breathing, can be blocking the sun. Can be having all of these sorts of issues. You're not saying that that's not happening.

What you're saying is it is an accidental byproduct of modern jet fuel and aviation.

And I've been waiting, I've been waiting for this curve ball now that we've got to this point in 19, um, in, in 2001, we'll start there. Um, when nine 11 happened, they grounded all flights for three days and a couple of guys at Langley research center basically studied the fact that, Hey, here's a rare opportunity.

We don't have planes making clouds all day long. What changes in the atmosphere are going to occur? And what they found was, the diurnal temperature range greatly widened. What that means, if it normally during the day, you have a 70 degree day and a 50 degree night. Instead, during this cloudless sky, we had a 70 degree day and a 30, you know, 40 degree night.

So, about a 10 degree difference in the night time. So, that led them to believe that, in fact, the clouds that are being created aren't cooling the planet. They're actually net warming the planet because they are creating a blanket over the sky. So, this was kind of a turning point because there were all these assumptions made up to this point that, Hey, this is good for, you know, stopping global warming, global boiling, you know, the whole CO2 scale.

Let's block the sun and we do ourselves a favor. Got it. Yep. In reality, it only works during the daytime, which led me down a new rabbit hole to prove the single word, to sum up your question in a single word, the entire chemtrail conspiracy boils down to intent. So I wanted to prove intent. with commercial aviation.

I already know intent with with the military. I already know that, you know, the military, um, Dr. Arnold A. Barnes from U. S. Air Force Phillips Lab. I have four years. I have all of this on the weather modification history timeline on climate viewer dot com. Um, that they can create and suppress contrail serious on demand using carbon black and the purpose for doing so.

They claim is to block spy satellite optics and improve nighttime operations. So the idea that they could block out Chinese spy satellites by creating clouds or like in the Iraqi, you know, desert storm, um, when the Iraqi Republican guard just got their butts handed to them and came out with their hands up and everybody was so confused.

Well, when you block out the moon at night and we have night vision, it's kind of a one side of fight. Right. So that's why the military say they do it. But back to why the commercial aviation, the 130 to 150, 000 flights per day, the 15 million barrels of jet fuel per day, just in the United States that are burned.

I wanted to find that smoking gun, that memo, that intent, and it came to me in 2010 at an ICAO, International Civil Aviation Organization, Colloquium on Climate Change, from the world's leading expert on contrail physics, Ulrich Schumann. He's from Germany's DLR, their NASA. At the end of his little thesis, he said, we want less warming.

More cooling contrails. Predictable for operational planning. That was a smoking gun for me. And that really opened my eyes to what the nefarious agenda behind all this was. I started to see intent, but I needed more evidence to prove intent. The EPA basically, um, Obama administration was trying to regulate greenhouse gases coming out of airplane emissions and they're using the Clean Air Act I'm not going to stand for this.

So I, I called them, I wrote into them and I said, no, you guys asked if there was going to be any public hearing. I want a public hearing. And they called me back and said, you're the only person who's responded. We, we, you know, you don't have to come here. Um, you could just write us a letter. And I was like, no, I had the recording of the actual phone call to absolutely hilarious.

I said, no, I think I'd rather a public hearing. Um, and after which, you know, basically the international civil aviation organization, the pilots administration, friends of the earth, um, all of these NGOs had to show up. So I figured I'd bring five of my friends and I brought four people from the chem trail community who don't think exactly like me.

Cause I, you know, the, uh, my favorite saying is the day we all agree is the day we could all be wrong, right? So I wanted to bring five different perspectives, mine plus four other people, and we went up to Washington, DC and gave them what for the state of purpose of this hearing is to consider the full range of pollution generated by aircraft, you, the EPA claim, the authority to regulate Aviation emissions under the Clean Air Act, a law that should protect us from the aforementioned poisonous pollution.

There is evidence to show that persistent contrails do in fact warm the earth. Contrails do change the climate. Pollutants from aircraft that need prohibition is causing serious negative health impacts to many forms of life. The EPA and Obama administration are ignoring the global outrage over the most visible climate change concern from airplanes.

Cloud creation. You must do more than pass the buck back and forth between other three letter agencies. We are counting on you as the protectors of the environment to act. The Obama administration, while everybody was having the Trump, Hillary Clinton election, you know, wall to wall coverage, everything always happens while nobody's looking right.

The Obama administration signed the federal alternative aviation fuel emissions pact with the European union. China and the ICAO. This can be summed up in just a couple of words, biofuels for contrail control, which goes back to what Ulrich Schumann was saying to change the chemical constituents coming out of jet aircraft so that there's less warming.

more cooling contrails. So I got in touch with the guy at the FAA who was testing the biofuels. His name is Dr. Rangasai Halthori. He is the head of the FAA's Aviation Climate Change Research Initiative. And I specifically asked him, And I sent him the documentation. I said, what did Ulrich Schumann mean by less warming, more cooling contrails predictable for operational planning?

He says, and that he played, he plays it off. But at the end of the day, he says, We want more contrail induced cirrus clouds by day and none by night. Wow. This is, this is intent. I have this signed in writing, um, directly from the head of the FAA's ACCRI. So now I have these two dots that I've got here pointed together, plus the biofuels thing.

Now you look and you see American Airlines, Um, um, pairing up with Google artificial intelligence to route planes around contrail forming spaces in the sky. These are called ice supersaturated regions, basically Google AI and goes back to what Ulrich Schumann had actually created in 2010. He produced, he produced something called COSIP, the Contrail Cirrus Prediction Tool.

COSIP has evolved to be part of what's called the Next Gen Transportation System in America. That's what makes all the tic tac toes in the sky. Um, it is a supercomputer that routes all the flights, and inside that supercomputer is a subsystem called the Aviation Environment Design Tool, AEDT. Thanks for watching!

In the AEDT, it tells planes at what altitude to fly, how much fuel to burn, all of these things. And it takes in environmental concerns into how it routes flights. So when you compare and contrast when you, when you sum it up, you got Schumann, less warming, more cooling contrails. Rangasayi Halthori, clouds by day, none during the night.

What did the Biden administration just can't come out with? A report on solar radiation modification. What three areas of study did they say they want to focus on? Stratospheric aerosol injection, They call it solar radiation modification. Um, marine cloud brightening. We can get into that if you want. I'm going to skip it.

And cirrus cloud thinning. So what you have here is a grand conspiracy between the scientists who are trying to, as they would put it, mitigate global warming impacts from aviation. But in reality, what they're doing is they're turning what's been 60 to 80 years worth of pollution into an active geoengineering program.

All right. So let me just, this is super fascinating because you've. I'm sure as you started, we have a bunch of people watching saying, this guy's got to be working for the CIA. He's trying to convince me that there's no such thing as chem trails and that this is all just a natural byproduct of, you know, jet fuel and that there's not geoengineering going on, but you have come full circle.

In, you know, in, in saying, no, here's what could be done. And what you, you're, I think you're leaning to, let me, let me just mirror it back. What you're saying is the natural function of jet fuel in the right circumstances, in these right pockets of humidity, that if it goes through, it will leave this thing.

know, collect the water, turn the ice particles and turn these clouds. We know that we can fly in different spaces and go around these and not have trails or not as many trails that would dissipate during the clouds. And so what they realize now, and I, and I know that there's now lost. Some states are looking at.

eliminating these contrails and there's discussions on whether they cause global warming, but what you're saying is Since all these particles do create these clouds that there are officials that are now looking at Running in a computer system that could easily say on a day of flight. We want to block them So we're going to put out the sun during the day, so we're going to change the height or whatever that we're flying all the planes across that area in to create contrails that are technically, if you want to call them chemtrails, they have chemicals in them, they're making this, but it's a natural byproduct, but where you're flying the planes decides whether you create them and whether you're blocking the sun and then at night they're going to fly on a different set of patterns to avoid putting out these clouds so that they don't hold and trap The heat on the earth and so all of this technically is a form of geoengineering, but all it's doing is rerouting planes to create it as the natural byproduct of the chemicals that are in their fuel.

Did I explain that? Fairly clearly, you summed it up. Well, so I'm going to introduce a new term to you. Okay. This is called earth radiation management. Earth radiation management is the idea that the heat trapping effect of high altitude cirrus clouds, noctilucent clouds, nacreous clouds, that these clouds can trap heat at the earth's surfaces.

So we have. The troposphere, and then the divider is the tropopause, and above that is the stratosphere. Typically, planes fly right near the tropopause. Okay. Okay. And what the Indian Space Organization found was that jet fuel emissions, the black carbon from jet fuel emissions were found at 18 kilometers in the stratosphere.

The reason we know this. is because black carbon from jet fuel burning is very unique because it's spherical. Carbon black is a centiform. It's actually shaped like grapes. So they know that this black carbon came from planes. And the Indian Space Organization was specifically looking into this because it was damaging, um, the ozone layer and changing their monsoon season.

So David Keith said he wanted to make what's called photophoretic engineered nanoparticles for geoengineering purposes. Photophoretic meaning self levitating. So what we have is in this case is not only

people trying to create clouds by day, none by night intentionally, we have the unintentional side effect, which has been going on for decades.

the entire time that the tropopause is not at the same altitude everywhere in the world. The closer you get to the North Pole, the lower it is. Which means that if a flight is flying at 40,000 feet over South Carolina, it's under the tropopause. It's in the troposphere. If it's in Canada, it's likely already in the stratosphere.

So all of its chemical constituents are being injected into the stratosphere. The Indian Space Organization found 10,000 black carbon particles per cubic centimeter. There have been so many metals found in the stratosphere at this point that the, the propaganda media are now trying to say space junk reentering the atmosphere is the cause of the metals they're finding.

In the stratosphere, which is complete hogwash. I mean, this is, this is the, the, the spin room, you know, because we've been doing some investigations into this. And one of the things that started bothering me about our investigation is if you were really trying to block out, you know, the sun, like Bill Gates wants to do, you wouldn't spend fortunes, flying planes, you know, down in the troposphere because that fall, everything you're doing is going to fall to earth within about two weeks or so, was, was what some of our investigations show.

Two weeks to two months. All right. Two weeks to two months. But if you get it up in the stratosphere, in the stratosphere, it's just going to, you know, hang up there and say, and how long do you say if it's in the stratosphere? So two to four months in the troposphere, the same chemicals, if they were put in the stratosphere, their residence time would be two to four years, meaning that if we stopped all flights today, the geoengineering that has occurred as a result of nanoparticles of metal migrating into the stratosphere, it would be a minimum of two years before the sky is cleared.

So I want to make this crystal clear to people. Geoengineering is sky whitening, okay? It's the idea of making the sky whiter. When you look outside, and you look straight up and you see a blue sky, and then you look at the horizon, and you see a milky white horizon. That is whitening of the sky. So I'm going to take it a step further.

Chuck Long from NOAA, Earth Systems Research Lab, that, that article you showed earlier, accidental geoengineering, that comes from Chuck Long because he did radiation budget studies all across America. He called this clear sky, daylight brightening. He said that the sky was getting brighter. because of a sub visual ice haze generated by aircraft emissions in the stratosphere.

So this doesn't classify as a cloud. This is the disconnect between everybody referring to just, you know, clouds that they see as geoengineering and the fact that the sky is continually getting whiter. It's getting whiter because reflective particles have been building up. For decades now in the stratosphere and every single day that we have another 130,000 flights The concentration gets thicker.

That's and how many million You said barrels or or gallons would you say in America alone per day just in America per day 15 million barrels of jet fuel per day before covid struck It was 19 million barrels per day. Um, and these are rough estimates that I've been able to gather. You know, they, they don't really make this kind of data public.

Um, but I, you know, global economy. com has some direct information, um, from the fuel people. So this is, this is a massive amount of fuel and people will go, well, but Jim. But cars dwarf that, right? We're breathing way more nanoparticles. If we're sitting in rush hour traffic behind a bunch of catalytic converters, you're breathing way more than it hurts you way more.

And I say to them, what makes this situation unique is that they're literally trying to change the radiation budget of the entire planet through intentional Control of the clouds that are created and the buildup of aerosols in the stratosphere under a flawed ideology, right? There are the quotes we would like to have more contrail induced clouds during the day, none during the night, less warming, more cooling.

This agenda is very clear. This in my, in my opinion, proves intent beyond a shadow of a doubt. And you see it through the testing of biofuels. For those who aren't familiar with what biofuels are, there's two main branches, Haifa and Fisher trope tropes. Um, they do things like chicken fat grease to jet fuel.

Um, uh, Oilseed crops like the camelina plant or J tropha plant. They even spoke about using J tropha plant blended with nanoparticles of aluminum to increase, um, the thrust of the engine. Landfill waste to jet fuel process. If you look up FT biofuels or federal alternative aviation, um, biofuels, You're going to see some pretty crazy stuff.

In fact, the world's first hydrogen, completely hydrogen based plane, um, did a test flight just a couple of months ago. And they're doing all of this because at the end of the day, the airline industry is up against the. The climate cultists who will have their carbon taxes and the airline's carbon tax, if you include the heat trapping effect of nighttime Cirrus would be tremendous because the Cirrus effect dwarfs the CO2 emissions of airplanes.

Which I told the EPA in 2015, nobody wanted to listen. They're listening now, and they're trying to turn this into a carbon offset or a carbon credit. So they're basically saying when we're creating chemtrails during the day, we're bouncing the sun back, so we should get some carbon credits for that.

Cause that's not heating the earth. And if they can at night then release those clouds, it'll let the heat escape. Now this, this exhaust that there's spray everywhere, they can say it has a global benefit because we're actually using it in a way that benefits humanity, which gets into this whole. Global warming insanity that we have around all this.

We could get really deep in the weeds on how intricate this all gets. Why did this become important to you? I mean, you know, I have kids. I mean, I think about the future. Why does sky whitening, which makes sense to me of two things. You have planes that are, you know, Clearly coming, you know, close to this line of the stratosphere, sometimes dipping into it where the exhaust is staying up there.

You also said these black particles, because of their shape, they're round, that when they get heated, they can lift up. So they can, they get pulled up into the stratosphere. If they're in the top of the troposphere, why does all of this matter when, you know, for us, what does it mean to humanity down here on earth and what we're doing?

Well, for me, you know, the birth of my daughter in 2009 was a, a kind of a game changer for me. So I, I was already, you know, reading a lot of things that made me go, Hmm. And suddenly I felt the need to, you know, try to do something better. I was a boy scout. I was taught to do a good turn daily. I figured, you know, I should, you know, do something about this.

Cause I care about. You know, our planet, I've always cared about our planet. I just never been motivated enough to do something about it. And when I got started and I, I started with geoengineering, I moved on to weather modification. Um, we cut it off at 1850 because we wanted to specifically. Start with the history of weather control and move forward.

This is important to me because I want my daughter to be able to experience nature. And I've now had a second daughter. So one 14, one seven, I want them to grow up in a world where at least the sky. And the projections today are that if this pattern continues, if population plus number of flights per day plus buildup of aerosols, there's a BBC article saying 20 by 2050 telescopes will be worthless.

When I, when I read things like that, I go, I want my daughter to grow up to be able to see the stars. You know, her children should be able to see the stars. I do not want our planet to end up like Venus because a bunch of freaking technocrats are want to control global rainfall patterns and have their hand on the thermostat of the planet.

So that, that's the driving factor behind this and to all those naysayers out there saying, but Jim, chemtrails, I'm going to say it to you like this, my modus operandi in 1950 through 1970, the United States Army Chemical Corps of Engineers were spraying zinc, cadmium, sulfide, radioactive particles all over America.

One of the biggest was Operation Large Area Coverage, where they literally flew a plane from one coast to the next, spraying radioactive material all across America. In downtown St. Louis and poor black neighborhoods, they were spraying school houses. With radioactive particles, they followed these people until their death and then got, they exhumed their body, you know, got, got their thyroids to measure how much zinc cadmium sulfide was left in their body.

And this was all to simulate nuclear warfare and how nuclear particles, you know, this was during the fallout days. The reason I bring this up. It's because those chemtrails of the 1950s through 70s with what was called the Manhattan Rochester Coalition. Um, it was a, a Manhattan Project spinoff. They didn't admit to it till 2008.

So, if you want to sit around And wait for the government, the CIA, or whoever to admit that they are currently using these unmarked planes for geoengineering purposes. I'm 47 years old now. I don't want to be 89 years old in a hospital bed. You know, on ZNN, and suddenly they're like, the government today admitted that in the 2020s, they were, you know, doing an experiment to cool the earth.

I don't want to wait that long. So if you'd like to wait that long, you go right ahead. I'm going to go ahead and operate on that which I can prove in a court of law. Yeah. And right, and right now we're seeing that up in New Hampshire with the attempt to ban geoengineering. Um, I've been contacted by part of the legal team up there.

I've spoken with representative Jason Gerhardt and tried to help steer them in the right direction so that they can make some headway. In a very terminology driven world. So getting through this legalese and trying to make regular people understand this is a tough job. Let's get to the answer then. So, I mean, obviously, uh, I mean, one of the arguments could be, boy, it sounds like you're going to be joining the WEF globalists to limit air travel and make all of us stay within 15 minutes of our house, I know that that conversation.

Could be sparked by this, but would it be safe to say that one of the things we could do at least is, is lower the planes so that they're not so close to our stratosphere and releasing permanent particles, but keeping particles that fall to the earth, is that a part of this conversation at all? Or am I just, you know, going in the wrong direction here?

I mean, honestly, that's probably one of the better ideas. The thing I said about 10 years ago was be careful what you wish for, because while everybody's complaining about the clouds, the, the alternative could be worse. So when they banned bunker fuel in, in ships, they switched to biofuels, which something called VLSFO, very low sulfur fuel oil.

They literally call this stuff Frankenstein fuel now. So though it does not produce as many marine strato cumulus clouds, Kim trails over the Pacific ocean, the pollution it actually makes now is probably more poisonous, more dangerous. So you may end up in a scenario where public outcry demands that they stop making clouds altogether in the antifreeze.

They have to stick, come in, you know, in the exhaust pipe until they come up with a bed Tesla's of the sky, um, is actually worse. You know, the, the solution's worse than the problem. Right. I don't know what, what they're going to do to solve this pollute, this pollution problem. What I do know is that we need data and we need transparency and accountability.

So that's the direction that I'm going with this. When they banned weather warfare in 1978, they did not make any way to catch somebody doing weather warfare. When they banned upper atmospheric nuclear explosions with the limited test ban treaty, they created the comprehensive test ban treaty organization and the international monitoring system.

It is infrasound recorders and seismographs so that when Kim Jong un rocket man fires off a nuclear bomb, they can triangulate and tell within like a five mile radius, when and where he violated the limited test ban treaty by blowing up a nuke. Mm hmm. They never created a process to catch somebody doing rogue geoengineering, meaning illegal geoengineering.

And they never created a process to catch somebody doing weather warfare. So my solution is called the environmental modification accountability act, which would require that an addendum to the United nations ban on weather warfare. Um, include transparency. You must tell us before you modify any weather anywhere in the world at any time in real time on a map so the public can see it and create a sensor network to detect chemicals in the atmosphere, chemicals in the rainfall patterns, chemicals that we can recognize as intentional weather modification chemicals, simultaneously creating a citizen powered network because just like after Fukushima.

They turned off the EPA's RadNet, the radiation detection network. What good is government sensors if they can just flip them off whenever they're up to no good? So I want a citizen powered network of, you know, rain sample, all sky cameras. I call it the climate viewer for your backyard. I intend to do a, you know, Fundraising thing to, to actually build this machine, put it in your backyard, connected to a real time monitoring website, like climate viewer.

org, my climate viewer, 3d globe, and be able to show in real time what chemicals are falling, where, and when, so that we can trust, but verify. But that's not good enough because I don't know about you. I hate the United nations. I'm like Dave Chappelle on the United nations. What are you going to do? United nations sanctioned me with your army.

Oh, wait, you don't have one. I guess you better shut the heck up. Just like with what's going on in New Hampshire. I'm trying to draft, make a draft legislation that explains to people all of the things that we briefly discussed here and come up with a language to where individual States. Can ban geoengineering and start the process of gathering data on, you know, what's in the, you think that's air you're breathing and what's in the rain coming down because without that data, proving damages is not possible.

Um, Robert F. Kennedy Jr. He came to my hometown and all I wanted to get out of RFK was, will you ban geoengineering because I understand, I don't care what your beliefs on climate change are. If you believe CO2, fine, fly a kite. Um, you know, don't drink, you know, soda with bubbles in it. Fine. Um, I don't care.

Hands off mother earth, hands off my sky. Do not block sunlight. That will change rainfall patterns worldwide. That will kill people. The only thing stopping the legalization of geoengineering as a running program in the public is as they put it. How to pay the dead people. Now, I don't like the idea that geoengineering governance will rest in the United Nations, where the only thing holding it up is picking winners and losers and deciding who may never get rainfall again.

This is the analog to volcanoes. When volcanic eruptions happen, rainfall patterns change worldwide. They know this. So if you start a geoengineering program, which we've had one going on for decades, we're only two or three very large volcanoes away from throwing that radiation budget off so badly that we have a modern ice age, AKA snow piercer.

The film. So, so let me, let me understand. I don't understand that. So you're saying now with the amount of particles we already have in the stratosphere, we're getting so dangerously close that a couple of volcanoes could just do the job and suddenly now we are really struggling to get enough sun to the earth to, we're in some sort of solar winter then.

Let me be blunt, and I don't like to do fear porn, but this is it. Global cooling is way more dangerous than global warming. Global warming, we can adapt, we can overcome. We are going into a solar minimum. The sun cycle is getting weaker and weaker. If you don't educate yourself, if you're part of the climate cult, Fine.

But I suggest you might want to go listen to somebody like Dr. Willie Soon or do some education, co2coalition.org, you know, learn about how the solar cycles have been left out of all these IPCC reports. Learn about how the temperatures come from urban heat islands and not rural locations, how the data is skewed.

It's very easy to skew data. So. In the case of we're already headed into a solar minimum, they have these climate clocks now ticking all around the globe. Their countdown timer conveniently ends. in 2029, just in time for Agenda 2030, which would coincide with the next solar minimum. So I've just been, if you want me to put my conspiracy hat on, I will.

The global elites would like to geoengineer the planet just in time to take advantage of the global cooling that will already occur and declare themselves the savior of man from global warming because they know it's already gonna cool. Okay. Thank you. And all of this climate carbon scam, global boiling coming out of the Pope's mouth, all of that is about control.

And if they, if you want to be controlled like a robot, if you want to go back to COVID 19 lockdowns, you haven't even heard about climate pandemics and the lockdowns that they want to do. over the climate. You're familiar with these, right? I am familiar. We've been talking about these things on the show at friend.

I'll be honest. We have an international body of scientists and investigators that we meet with and we talk about these issues. And a few of them have been saying during COVID, this is the beginning. They are going to start trying to do this with the global warming issue. I'll be honest at first. I was like, no way.

And now we are Definitely hearing that language. We're hearing it out of Davos. We're hearing it out of the W E F. So I agree with all of that. And so, so they're playing this game, you know, they're trying to control us. They know that they, they, they've watched the cycles. They know when this clock ends, they're going to try and claim a victory, but they could, they're putting us dangerously close to actually.

Really blocking too much sun at a point where it's not as strong and we really need it. And then we have a real problem on our hands. Is that what, is that a sense of what you're saying? All right. That is very correct. So that, that's the part of this that, that gets my goat. Even Alan Robach, he's a geoengineer.

He went to a meeting on geoengineering and this is probably the most priceless quote I've ever heard out of a geoengineer's mouth. He went into the room and it was like almost a hundred degrees. And they're all sitting there talking about controlling the temperature of the planet. And he thought to himself, we're talking about controlling the temperature of the planet, but we can't control the temperature of the room we're in right now.

I mean, the hubris of these individuals, the fact that cloud seeding was invented in 1946 by Vincent Shaver, Irving Langmeyer and Bernard Vonnegut. And since 1946, they have not been able to prove to the National Academy of Sciences or any other body that cloud seeding has scientific efficacy, meaning it is repeatable, um, provable.

You know, you can say in advance what's going to happen. There's too much chaos in the climate. There's too much chaos in weather. It's completely unpredictable. So how could you possibly. Predict what's going to happen if you loft 10 million tons of sulfur, aluminum, titanium, diamond dust, or calcium carbonate.

David Keith's Scopex program at the Harvard solar geoengineering, um, program, they specifically moved on to what's called calcium carbonate because they say, Oh, it'll take care. It won't take, you know, destroy the ozone layer, but it'll cool the planet. The problem is even David Keith admits. Well, you know, if we put.

A million tons of sulfur into the atmosphere. Like I'm, you know, estimating that we should do. I admit that will kill many tens of thousands of people, but it is our hope that we would save more lives than we would take because global warming. This is a really important moral point. So if I made a decision, or if it was a collective decision, to do a geoengineering program, and you put, say, the kind of program I think makes more sense, we put about a million tons a year in bed, let's say, you might end up killing many tens of thousands of people a year.

It's the direct result of that decision. I think that has moral consequences. I don't sweep it under the rugs. This is a case where I take this much differently from Alan and think it's a much more serious issue. Now, it's true that as part of doing that, you would hope that the overall benefits of human mortality would be so that you would save many, many more people than that.

This eerily reminds me of Robert Oppenheimer. And most people have heard the I am become death part of that interview. The world would not be the same.

Few people laughed. Few people cried. It Most people were silent.

I remembered the line from the Hindu scripture, the Bhagavad Gita.

Vishnu is trying to persuade the prince that he should do his duty, and to impress him, takes on his multi armed form, and says, Now I am become death, the destroyer of worlds.

I suppose we all thought that, one way or another. What they didn't hear was the full interview. At the beginning of the interview, Oppenheimer says, They hoped, or other people hoped, that it would put an end to this war, save countless lives, and that on the whole we were inclined to think that if it was needed to put an end to the war and had a chance of so doing, it We thought that was the right thing to do.

Well, you know, it was our belief as scientists that if we created this weapon, that many more lives would be saved than taken. Right. I mean, look, we, we see this and I just, you know, there's so much stupidity in science right now. We're talking, you know, atomized vaccines, highly infectious vaccines that everybody basically man made disease will start sweeping the planet because they know better.

Now we're talking about, you know, man made weather affecting, you know, the clouds, all of this. You know, really is scary. There's so little science and there's no real respect for chaos theory or the fact that you have no idea how damaging the long, you know, in the long term effects of what are happening here.

So in the end. Just to sum this up for those that really are, you know, have been caught up in this chem trail experience and watch this show. And I've promised them we are going to investigate this to the edge of whatever we can find, what we can prove this idea. When someone says to me, I just want to get rid of the lines in the sky.

That that could be done by just changing, you know, where the planes are flying. And in some ways it may stop the clouds that reflect the sun during the day or trap the heat during the night. But in the end, whether you're seeing the cloud or not, the same amount of chemicals that are coming from this exhaust is falling to the earth and you are breathing it.

And it is most definitely affecting your health. At the end of the day, this is, this is the point that's lost on almost everybody that yes, the, the buildup of nanoparticles in the atmosphere go through chemical process changes as they fall to the earth. What goes up must come down and it will come down eventually.

What's been in the stratosphere will be coming down for the next two to four years minimum. We haven't even, you know, breached less than a percent. Of what we could talk about as problems related to this is SpaceX sound, you know, sounding rockets, all of the other things that are lofting chemicals into the app, into the high atmosphere.

So it's going to be raining down on us forever, whether you see a cloud or not, that is a big problem that nobody's willing to talk about. Instead, they want to focus on, um, you know, more gallons and nanobots. Okay. Yeah. Nanobots been talked about might be possible more gallons. Okay. Might be possible. Why don't we focus on the big picture that we can prove and try to put a dent in this airline industry, which has been unregulated forever and is poisoning the entire planet.

That's where I'm, I'm, I'm trying to be pragmatic. It makes perfect sense to me. I've done the same thing with vaccines, the same thing with vaccines. There's nanobots, graphene oxide, all these things. I've put these things under microscopes, electron spectrometry. And what I'm saying is it's not that there's not research on nanobots that could be injected to you and control your mind, but so far I haven't seen them and there's enough problems with this product that is killing people worldwide.

That I think we can actually get in and stop them and do something about it. I don't need to go that far into my imagination, into things I cannot prove to actually make a difference here. That's why I think what you've said today is really fascinating. The journey you've taken me on, you know, at first I thought, Oh, he doesn't believe there's any, you know, you know, um, geoengineering going on.

You're just using a different delivery system that's a fuel based delivery system versus sprayers that are releasing it. And now we see it's, if it's a natural occurring, they can move them, they can change the fuel. All of these things are taking place. It makes a lot of sense to me. Um, and. And you're absolutely right.

What we need are regulatory agencies in this country and around the world, but certainly we live in the United States of America that stop hiring, you know, the professionals from the industry to run their, you know, to, to, to run the oversight on this. There are always going to be the benefit of the airline versus the benefit of the humanity.

Same thing we do with vaccines. I'm really tired of pharmaceutical products being tested. By the industries that are going to make, you know, hundreds of billions of dollars for them. I want, you know, I want professional experts that are, you know, blocked from this revolving door to go in a regulatory agency and out to go make, you know, millions of dollars for themselves.

Like we saw Scott Gottlieb do and these people do into the FDA out to, you know, Exxon into CDC out to Pfizer. All of these things in the same thing with FAA, all of it's the same problem. There were same revolving door, um, from representative to lobbyist or representative to the lobbyist. Um, with the airline industry, you got to think about it this way.

All those boys flying to Davos certainly don't want their private jets taken away. And if you look at ADSB exchange on any given day, They're color coded by altitude. And you know, who's flying at 45, 000 feet every single time. It's the private jets, almost exclusively in the stratosphere. So private jets, you know, the, the, the, the same guys that are going to preach to you, they're directly flying in the stress fear, no matter where they are in the globe.

So they really don't care. Is the answer just because we, you know, I want to sort of wrap this up. Are you saying we have to stop flying as much, or is there something we could do to actually have less chemicals in the sky and less particles gathering in the stratosphere? This, this is the heartbreaking part for me, because I've read all their internal documents.

I've read their outward, you know, propaganda and they readily admit that, you know, It's kind of like Tesla, you know, even Elon Musk admits that it's going to be, you know, several decades before we can transition to an all electric grid, you know, to power all electric cars. And the same is true with the airline industry.

They're trying to transition. Good luck. You know what I mean? When you've got planes that are literally 30, 40, 50 years old, still flying people around today, you can only imagine how much red tape they're going to have to go through to get to a place where we actually have batteries that are light enough, that can hold enough energy, and And produce enough thrust and people trust it, then have zero emission planes that aren't making clouds.

And even then, you know, you got aerodynamic contrails, which is another subject. I don't see a very good solution for any of them. Um, the pollutants are going to be there. What I do see as a problem is them taking,

you know, taking away sunlight because not only is it affect our ability to see the stars, not only is it driving people crazy online, it's affecting vitamin D absorption.

It's affecting the solar energy sector. Isn't it ironic that the oil producers that make the jet fuel. Are making the clouds that are making you less money on your solar panels. I mean, that's a whole story in and of itself that we won't get into. Um, but right now the same climate cultists that want to say, We're all about saving the Arctic.

They are literally in a race for melting the Arctic to get to the oil and gas under the Arctic. It's called the new cold war. So everybody's talking out of both sides of their mouth. What I, all I want to do is get transparency on this. And when I spoke to Dr. Angus I. Althori, I said it simply when I pointed the cloud and I say chem trail, and you point at the same cloud and you say contrail, we are both right.

And that doctor laughed out loud and he said, I see your point. Why can't the average public understand that semantics is what's destroying the ability to have an honest conversation about what's going on or do anything about it. And we saw this at the New Hampshire, um, geoengineering ban attempt this month.

And when they went back for round two with different, Armed with different terminology, it seems like they're getting a good outcome and there may be actually going to pass a geoengineering ban in, in New Hampshire, but at the end of the day, without verification, without the ability to collect these chemicals and prove beyond a shadow of a doubt, what's landing in your backyard and what you're breathing, we will never, ever be able to prove damages, take action against these people.

So that's where, you know, my solutions are based. gathering more data, just like you did Dell, um, you know, go with the facts, go with what you can prove and worry about the nanobots and the more gallons and all the other crazy things later, because otherwise you may be just. You know, betting on a horse that's never even going to make it on the track.

Those are all really great points. I think we're aligned in the approach to making the world a better place. Transparency. We got a demand that our regulatory agencies actually do studies and hand us the information. The same thing you can't keep avoiding doing. For instance, a vaccinated versus unvaccinated study and then tell us that all the autoimmune disease is not caused by the vaccines.

There's no way that you can say that. There is science and studies that could be done that can get us to these answers. And you're right. I can't prove it. It's all anecdotal, but it's true. But I know how we could prove it, and when you're avoiding doing those studies, I think there's a reason why. And so, every state that's going to attempt to pass laws that maybe, you know, put humanity back in the driver's seat, it's been a real education today.

I want to thank you for your incredible body of work. Where do we follow? If we want to follow all that you're doing, what's the best place to check out the stuff that, that, that you're doing? Um, you can go to climate viewer. com, add climate viewer on YouTube, rumble bitch shoot odyssey, Twitter, Facebook, all the usual places, but yeah, climate viewer.

com has links to all my social media and stuff like that. And then climate viewer. org is my separate website where I do mapping and real time data acquisition from all the government sensors, satellites, and all that sort of stuff. At the end of the day, like, I want people to take away from this that today we only spoke about chemtrails and geo, and a little bit of geoengineering.

We didn't discuss anything about weather warfare, um, laser lightning rods, ionospheric heaters, the myriad of other programs going on. People only focus on clouds, so of all the things that I've ever talked about in 20 years now, I've never gotten an argument or pushback on any of them because everything I've said has been peer reviewed and quoted by scientists.

But on this single issue, chemtrails. It has been the most taxing, painful experience of my life because people have such strongly held beliefs. As Carl Sagan famously said, it is simply too painful to admit to yourself that you've been had. And that's where a lot of people are. They don't want to admit that they could have possibly fallen for, you know, been taken for a fool.

I was. I was one of you 15 years ago. And it took me understanding language, perception management, and mind control through high level descriptors to pull myself out of that funk and dig deeply into this topic. As a probably you have Dell, you have to be able to look at stuff, Minus your ego and understanding the terminology in front of you.

So I'm flipping between peer reviewed journal science to, you know, go get a definition and then back. And now, Oh, now I understand what graphene laminate means. Laminate like laminated. It's a, you know, coding around the black soot. Okay. Let's move on. So there is graphene coming out of the back of planes.

It's in the jet fuel and they're admitting to it in a peer review journal entry. Um, 75 percent of man made metals in these cirrus clouds. So you can literally just pile it on the desk of a representative and go argue with all of these people because they're saying it openly. All we're saying is, Well, I'm glad you're out there.

I'm glad you're attempting to do something about it. That's what it means in this world. Taking action. We've got to take action. So thank you for your time today, Jim. I really appreciate it. And, uh, we'll talk to you soon. I appreciate you having me on, Del. I'm a big fan and I really appreciate the opportunity to talk about this very little known topic.

resonates with you. It does. We'll do it again soon. Take care. Thank you, Del. That

video sure Put a whole different perspective on the debate, didn't it? Well, you're, uh, you're prepared to, uh, investigate things, Woody, and you've got a very open mind. So, uh, I'm sure, uh, that video, um, should have, uh, uh, tickled people's senses and, uh, they'll be looking forward to your next instalment. My next instalment?

You're going to let me do this on my own, are you? It's a bit hard for me to do the slideshow. Yeah, I know. No, look, it was, uh, it's a great, it was a great interview and it certainly made a lot of sense to me and I, I couldn't find anything that I disagreed with Jim Leon and, um, I'm looking forward to talking to him directly and we can put some questions to him and he wants to put some questions to me as well.

So it's going to be a great interview. All right, we'll share this far and wide and we'll let you know when the next part of the series is coming on, which will be called What's Going On In Our Skies. And, um, we look forward to bringing that to you. Thanks, Johnny. I'll better close it with a prayer, eh?

Sounds good. Lord, Father in heaven, please help us to live in the light of truth, in the truth of what's going on around us so we're aware of where we are in the stream of time. But also in the real truth that we know that John 8, 32 refers to, and that is that you are the way, the truth, and the life. And may we all accept that truth for the glory that it brings us.

We ask in Jesus name. Amen. Amen.