

Geoengineering Disinformation: Two Opposing Testimonies and the Stakes for Humanity

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ABSTRACT

Covert military geoengineering operations have been ongoing for the better part of three decades. Civilian airlines based in NATO countries are part of this planetary operation. Its aim appears to be to warm the planet to gain access to the immense stores of hydrocarbons and strategically important minerals beneath polar ice. To keep the public from understanding what is going on, the governments involved, led by the U.S., have resorted to disinformation on a broad, no-holds-barred scale. Disinformation involves mixing truth with lies, half-truths with omitted truths, so that the public remains ignorant or misinformed, and thus disinclined to protest or otherwise intervene. Two long-term observers, one a geoengineering critic, the other a retired commercial airline pilot (and co-author of this article), provide differing testimony for the geoengineering holocaust.

INTRODUCTION

Pervasive disinformation is now a defining feature of modern governance, especially at the highest levels of nation state. Such disinformation is one of the prominent commonalities between the Covid event and ongoing global geoeengineering. Mixing true statements with false and/or misleading ones or deliberately omitting crucial information, while providing partial truths, has proven an effective way to confuse the public. Officially generated disinformation is parroted by the mainstream press and organizations and individuals who are either complicit or ignorant. It is often challenging to ascertain whether a purveyor of disinformation is a covert agent of the government or simply an uninformed observer/commentator.

Disinformation is an art historically practiced by governments. In particular, intelligence agencies worldwide have perfected this art at least since the Warren Commission report (1964) was prepared under the supervision of the former head of the CIA, Allen W. Dulles. Dulles was fired by President Kennedy a few months before he was assassinated. The nation was deeply unsettled by the murder, and by evidence of malfeasance at the highest levels of power. The Warren report was prepared to settle the “facts” surrounding Kennedy’s assassination, to silence people advocating further investigation, and to calm down the public. It coined the terms conspiracy theory and conspiracy theorist as part of the CIA’s strategy of halting further independent investigation into the murder [1].

The terms “conspiracy theory/theorist” were thus invented by the U.S. Central Intelligence Agency (CIA) fifty years ago to discredit independent investigation into any US criminal activity of national or international import, such as covert political assassinations, genocides, cross-border drug trade, unauthorized mass surveillance, or the deliberate pollution of the global commons.

One crime alleged by “conspiracy theorists” since the end of the Cold War is geoengineering: the deliberate alteration of Earth’s atmosphere on a national, regional, continental, or planetary scale. By cleverly mixing truth with lies, by admitting certain inconvenient facts and not speaking of others, the disinformation freelancer can keep the public confused and uncertain about what is really going on or being perpetrated.

The complexity of geoengineering, which involves atmospheric chemistry and physics, meteorology, geoscience, and other technical subjects, is further compounded by the secrecy surrounding special military operations and national security generally, and thus lends itself to specialists bent on generating public confusion.

A High-Profile Alternative Media Site Invites a Guest to Inform Its Audience about Geoengineering

On March 14, 2024, newscaster host Del Bigtree invited a special guest onto his weekly show the *The Highwire* to discuss geoengineering. Bigtree’s following numbers in the hundreds of thousands, and he has had a notable impact on the debate around Covid and vaccines. Geoengineering is a relatively new interest for *The Highwire*, whose producers have far less expertise and knowledge about it than they do about vaccine-related health issues. But because geoengineering could affect public health comprehensively, it is a subject of natural interest to the *The Highwire*.

Host Del Bigtree’s special guest Jim Lee, a prominent critic of geoengineering, spoke to an international audience on the March 14, 2024, *Highwire* show. The transcript of the program can be downloaded here [2]. On the show, Mr. Lee made two important statements that we believe are misleading. And each is misleading in a fundamental way. Like any other expert’s allegations, the veracity of Lee’s statements should be subject to question, and, if found deficient, should be corrected. Our purpose here is to do just that, focusing on two statements made by Lee, which when corrected shed new light on the whole subject of geoengineering and its implications for human and environmental health.

1 - Questioning Lee’s statement: “When they banned weather warfare in 1978, they did not make any way to catch somebody doing weather warfare.”

In 1978 the United Nations produced a treaty document, originally classified in the category of disarmament, entitled “Convention on the Prohibition of Military or Any Other Hostile Use of Environmental Modification Techniques” (hereafter ENMOD) that was opened for signature at Geneva on May 18, 1977 and was entered into force on October 5, 1978 [3].

The title of any United Nations’ international treaty should accurately and forthrightly specify the intent of that treaty. ENMOD [3], however, is a sham and a Trojan horse intended to deliberately deceive its signatories [4-6]. Only the first article of ENMOD refers to the prohibition of military or any hostile use of environmental modification, and it does so using

non-mandatory language, namely, “*undertakes not to engage*” rather than using the mandatory “*shall not*.” Contrary to Lee’s statement, weather warfare was not banned. Legally binding language would have specified that the signatory nations “*shall not*” engage in such acts. The language actually used – “*undertakes not to engage*” – is effectively non-binding, and does not *legally* prohibit signatories from engaging in the specified activities.

Instead of its titular prohibition, ENMOD effectively mandates environmental modification for “*peaceful purposes*” and defines environmental modification as “*any technique for changing – through the deliberate manipulation of natural processes – the dynamics, composition or structure of the Earth, including its biota, lithosphere, hydrosphere and atmosphere, or of outer space.*” Thus, in effect, ENMOD not only greenlights geoengineering, but mandates it.

As an instrument of international law, ENMOD is purposefully misleading. It signifies toothless prohibition and is devoid of legally enforceable mandates on prohibition (Article I). Yet in Article III ENMOD clearly mandates action that is not related to the Convention’s title. Moreover, the mandated action (Article III Section 2) lacks the specificity appropriate for mandated actions. For example, “*States Parties in a position to do so shall contribute, alone or together with other States or international organizations, to...co-operation in the preservation, improvement and peaceful utilization of the environment.*”

Notably, ENMOD also lacks specificity as to the meaning of “*international organizations,*” or to the nature, purpose, extent, and cost, both human and environmental, of the mandated “contributions,” whatever those may be.

Any large-scale alteration of the natural environment will inevitably have “*widespread, long-lasting or severe effects*” on humans and other biota, and can only be extremely hostile, not “*peaceful.*”

We allege ENMOD is the United Nations’ pseudo-legal justification for polluting the natural environment for the purpose of causing global warming [7-11] and melting polar ice [12] in order to access major energy and mineral resources [13].

DISINFORMATION EXPOSED

Starting in the late 1990s, citizens concerned about the health risks of chemtrails had samples of post-chemtrail rainwater analyzed at commercial laboratories. Most only requested aluminum analyses, some requested aluminum and barium analyses, while a few also requested strontium analyses in addition to aluminum and barium. In 2015, one of us (Herndon) published the first article in the scientific literature showing the consistency of those rainwater analyses with corresponding elements leached into water from coal fly ash, the toxic waste product of burning coal [14].

As soon as that article was published, a professional disinformation agent wrote a disinformation-filled letter to the editor demanding retraction. The editor, a man of integrity, was not swayed. Subsequently, Herndon published two peer-reviewed, public health articles disclosing the health risks of chemtrail coal fly ash. In each case a team of disinformation agents so intimidated the editors, university public health professors, that the editors retracted the articles without ever allowing the author the chance to see and respond to the disinformation

allegations [15]. These unusual interventions clearly suggest that scientific evidence of coal fly ash being implicated in covert geoengineering was threatening to government officials.

Next co-authors Herndon and Whiteside collected or arranged for the collection of post-spraying samples of rainwater and snow, and submitted these for commercial laboratory analysis. The analytical results for 10 element pairs are shown in Figure 1, along with the previously mentioned Internet-posted pairs.

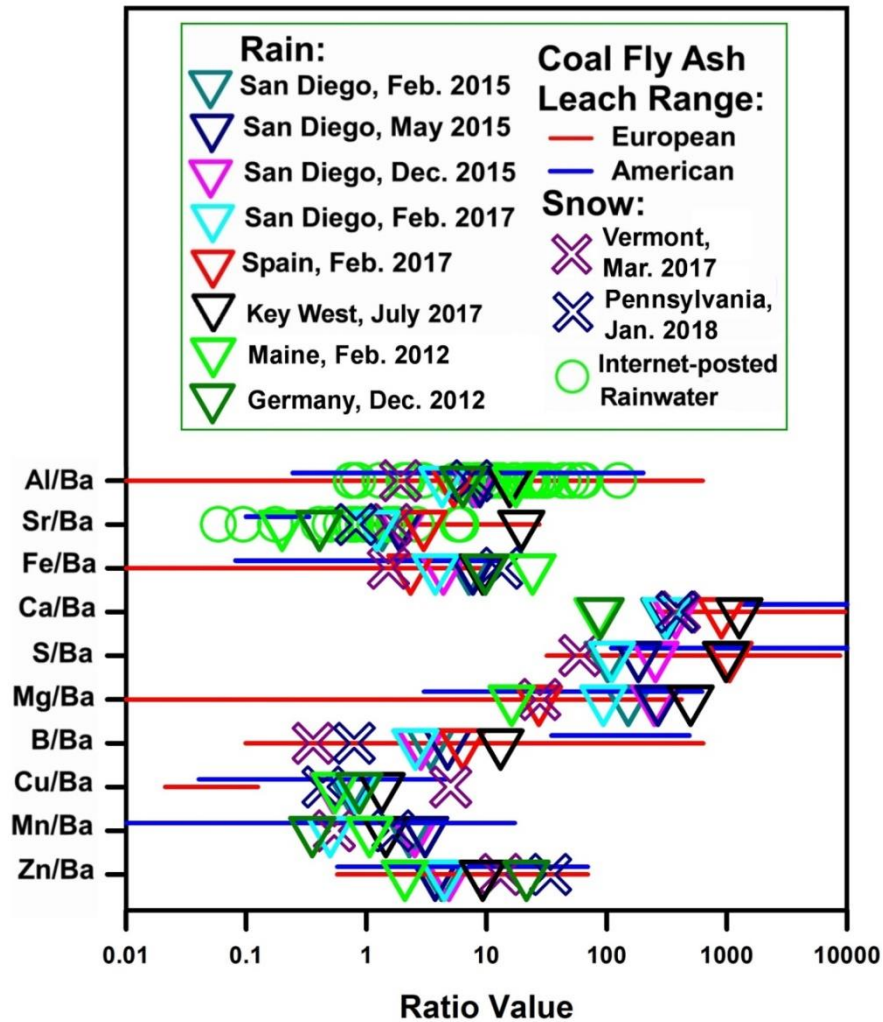


Figure 1: From [16], showing the similarity of element ratios measured in rainwater and snow with the range of comparable element ratios measured in the laboratory lixiviate of water-leach experiments [17, 18].

Falling snowflakes trap and bring down particles jet-sprayed into the lower atmosphere. Taking samples of the snow, allowing them to melt, and then evaporate leave residues. These residues were chemically analyzed and compared to the range of values measured in various samples of coal fly ash (Figure 2). In areas such as northern USA and Canada, snow mold sometimes grows atop grass beneath snow. As the snow starts to melt, the particles it trapped are released and may be trapped again on the underlying snow mold. Figure 2 also shows analytical values for element pairs from snow mold as well as for particles dropped from an

aircraft and collected where they fell on an automobile in Encinitas, California (USA) in May, 2018.

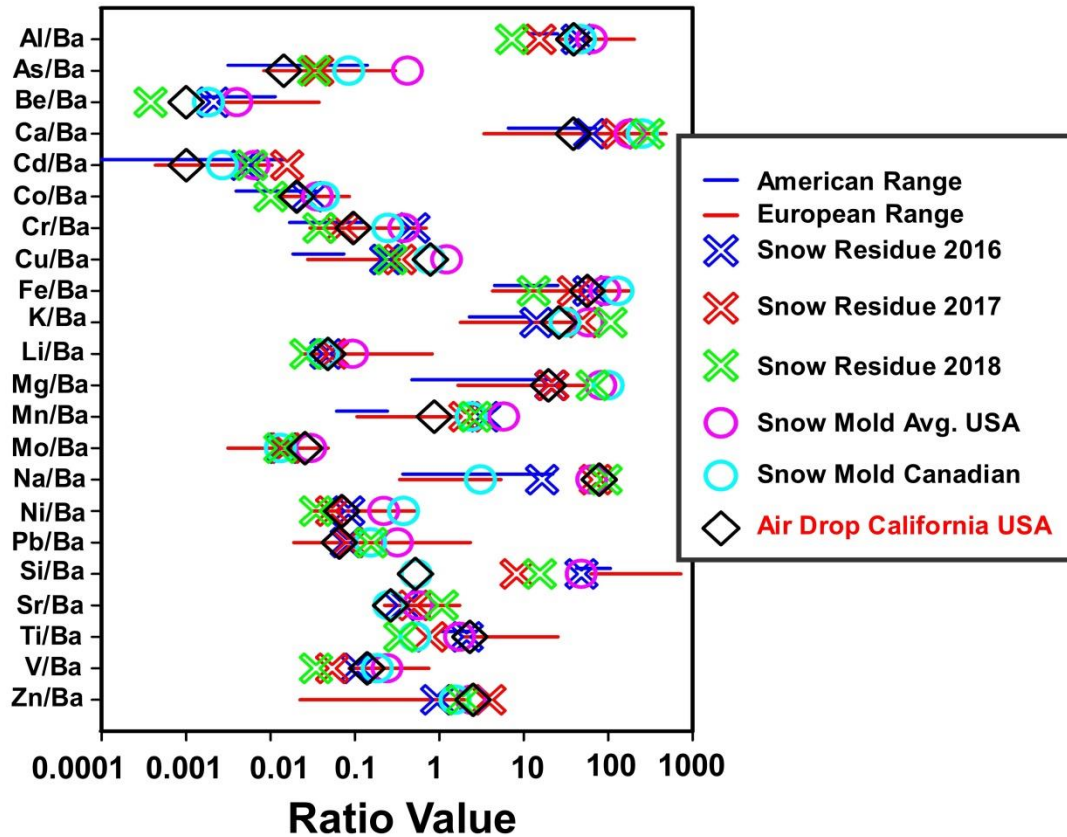


Figure 2: From [19], comparison of analytical results with the ranges of European [17] and American [18] coal fly ash samples.

In sum, these data strongly suggest that coal fly ash is being used in worldwide covert geoengineering operations.

2 - Questioning Lee's statement: "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."

For a number of years Jim Lee has promoted the idea that chemtrails are the *unintentional* consequence of aircraft exhaust, pointing to the widespread adoption in 1998 of a new jet fuel as the source of chemical additives. That explanation is a radical departure from the long-standing "official" storyline that chemtrails are simply contrails, that is ice crystals formed from ordinary aircraft exhaust [20, 21]. It showcases a partial truth.

In Lee's statement (above), he uses the term "additives." To the uninformed, that term may seem innocuous. After all, additives are generally assumed to have some beneficial importance, such as Platformate® in Shell gasoline. However, *toxic fuel additives*, such as tetraethyl lead, are now typically banned.

Yet Lee claims that “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” which includes numerous toxic elements, such as arsenic, cadmium, chromium, lead, mercury, and many others (Figures 1 and 2). Lee's claim begs the question: What could be the source of these multiple toxic elements that make up the chemtrails we witness in the skies above us? Inexplicably these new jet fuel additives have not been legally prohibited. Why not?

Copious photographic evidence shows that commercial airlines produce chemtrails [22-26]. Lee's statement further begs the question as to whether chemtrail-producing industrial wastes, such as toxic coal fly ash, are being surreptitiously and deliberately added to jet fuel to produce chemtrail particulates that cause global warming [7, 8, 10, 11, 27, 28] and harm human and environmental health [19, 29-48]. If indeed that is the case, it might be difficult to discover evidence for it as decades have elapsed, and presumably covert operations have become even more sophisticated and difficult to penetrate. Ideally, one would like to secure observations made a decade or more in the past.

Fortuitously, a retired commercial airline pilot, co-author Hagen, in 2015 provided co-author Herndon the following written, now quite relevant, observations:

My flying career stretches from 1975 until retirement as Captain in 2005. All flying from 1985 until 2005 was of a commercial nature flying large jets for a major airline in the United States. Somewhere around 1995 I began to notice a new phenomenon. During that period of time, aircraft flying domestic routes over the United States traveled via published airways. Before it was common to use GPS, most flights remained on these highways in the sky. Therefore, a lot of time spent following other jets and passing traffic traveling the opposite direction. Up until around 1995 I had never seen a contrail being left behind a jet that was longer than approximately 1/2 mile. One day following another jet I noticed it was leaving a contrail behind that did not disperse. This was highly unusual. Over the next years this phenomenon increased in a fairly linear fashion to the point where by 2000 it was a common occurrence. Because in 2000 there were so many continuous “contrails” being left behind commercial airliners I could only deduce the possibility of some kind of additive being added to the jet fuel supply. Beyond that thought I had no answers. What I do know for a fact is that this never occurred prior to 1995 and after that year it became the norm.

*In 2005 I retired in a rural area in the Pacific Northwest. Having flown my entire life it was automatic to look up in the sky often. For the first time I was able to spend considerable time observing the “contrail” issue from the ground. I began to see a pattern. About 300 miles west of my home was a major commercial airport. In the summer on clear mornings I can see all of the departures flying east passing over head. In 300 miles they are well-established at their cruising altitudes. All summer long they would leave continuous “contrails” which would eventually spread and eventually form a thin overcast by afternoon. Finally took the time to search the Internet for any discussion on this matter. It was then that I discovered the assertion that this was some kind of geo-engineering. Shortly thereafter I discovered an Internet site called *flightradar.com* where one could view the air traffic anywhere in United States. The information provided included the aircraft call-sign, departure point, destination, aircraft type, speed and altitude. I began to notice occasionally a commercial flight would have no “contrail” while*

other flights before and after at the same altitude did. I began to take notes over about a three-month period in the summer of 2014. (For purposes of distinction I will call these continuous "contrails", chemtrails.) I began to look for a pattern as to why most commercial aircraft were leaving chemtrails behind but yet there were some that were not.

The first thing I was able to eliminate was altitude differences. I could see flights in the same airspace at the same altitude with some leaving chemtrails and some were not. So I began to focus on where these aircraft departed from and which airlines were involved. Having retired from one of these airlines that I saw flying overhead daily, I knew for a fact that my airline was not involved in specifically adding additives to the fuel loads. I had many friends in the maintenance department and knew many people who worked for the ground services that fueled the jets in the morning. If there were some kind of a clandestine operation going on at my airline, I certainly would've known about it. I also knew for a fact there had been no special equipment added to our aircraft for the purposes of deploying chemicals into the atmosphere. I will also note here that all aircraft that I observed had the chemtrails coming from the exhaust of the jet engines and no other place.

Over the next three months I made the following deductions based on my observations. It appeared that all commercial jet aircraft departing any major airport in the United States was producing chemtrails. None of the commercial jet aircraft that had departed smaller regional airports had chemtrails. Examples of these midsize cities would be Salt Lake City, Utah. I observed a daily flight out of there but never a chemtrail. The other deduction I made was that whatever was causing the chemtrail must have been added at the refineries. Most major airports are supplied jet fuel via pipeline from a major refinery in the area. When you consider the amount of fuel that is consumed every day at a large metropolitan airport it would be near impossible for semi-trucks to provide that quantity of fuel. Case in point: Olympic Pipeline is a 400-mile interstate pipeline system that includes 12-inch, 14-inch, 16-inch, and 20-inch pipelines. The pipeline runs along a 299-mile corridor from Blaine, Washington to Portland, Oregon. The system transports gasoline, diesel, and jet fuel. This fuel originates at four Puget Sound refineries, two in Whatcom County and two in Skagit County, and is delivered to Seattle's Harbor Island, Seattle-Tacoma International Airport, Renton, Tacoma McChord AFB, Vancouver, Washington, and Portland, Oregon. This essentially covers the entire West Coast of the Pacific Northwest.

Military airports generally use a slightly different type of jet fuel. While military aircraft do not show up on the flight radar system for security reasons, occasionally I would see one overhead. They are easily recognized by their unique shapes. While I had very few examples, nearly every military transport flight I did see was leaving a chemtrail.

International flights became another focus of my attention. There has been much discussion in the geo-engineering articles regarding the fact that chemtrails are observed in every country of the world. From my observations, I discovered that my property lies under an air route that is used by commercial airliners coming from the Far East in route to Los Angeles. This route is called the polar route. As per procedure once these aircraft

arrive in Canada from over the North Pole they are funneled onto a very specific route before entering the United States. So, they always enter the United States at the same point and follow the exact same route to Los Angeles. Therefore, I was able to observe many flights from many different Asian and European countries on a daily basis. I began to list the airports they departed from and whether or not they were producing chemtrails. After months of analysis I discovered that all flights departing from NATO nations were leaving chemtrails behind. Flights that were departing from non-NATO nations did not have chemtrails. Interestingly these same airlines would fly from Los Angeles north to Canada and over the pole would always have chemtrails because they were fueled in Los Angeles. This, of course, is a generalization based on somewhat limited data. But it did become apparent to me that not all countries are taking part in the geo-engineering program.

Atmospheric conditions also seem to play a part as to whether or not the chemtrails become visible. Based on my observations there were days where flights would leave chemtrails behind until they reached a specific spot in the sky and the trails would cease to exist. Or there were days that there would be no chemtrails until they reached a certain spot in the sky. Then the chemtrails would begin for 100 miles and then quit. It's obvious that, if the material is in the fuel system and being dispersed through the jet engines, there is no way the chemtrail can be turned on and off. I have concluded that there are days where the atmospheric conditions simply do not allow for the formation of the chemtrail even though the material is still being dispersed by the engines. I have no idea as to whether it's temperature or moisture related or a combination of both. I have never seen a chemtrail below about 24000 ft.

While I had no idea as to the purpose of the geo-engineering program, it is apparent that something is going on. Based on my unique perspective as a lifelong pilot trained in being observant and quite capable of thinking critically, there is no question in my mind as to what is taking place here. I am also absolutely convinced that the geo-engineering is being administered through oil refineries and, I suspect, that it is unknown to the management of the commercial airlines. I also believe that some countries are taking part in the program while other countries are not. The reason that all countries are seeing geo-engineering, even if they're not taking part in the program, is because they have flights passing that are taking part in the program. Anyone who is from the baby boomer generation knows that for the first two thirds of their life they never ever saw these lines in the sky. We are now to a point where this has been so commonplace for the last 15 or 20 years that the new generation of young people will not recognize it as being abnormal. While I am typically not a political person, at the request of some who are investigating this phenomenon I simply wanted to add my observations.

One further observation is necessary: If chemtrail-producing particulates are being added to aircraft fuel, as alleged above, why are chemtrails not being observed during takeoffs and landings? The answer appears to be related to atmospheric optical depth or thickness. Consider the following related example: Smog, a different type of atmospheric contaminant, is virtually invisible in the air up-close. But a column of air, of sufficient optical depth, is clearly tinged with a smog-produced yellow-brown color. A similar principle applies to chemtrails: A sufficient optical depth is necessary to observe the diffuse coloration.

CRIMES AGAINST HUMANITY AND THE ENVIRONMENT

Coal fly ash has thus become a toxic environmental nightmare consisting mainly of tiny spherical particles. These particles contain concentrations of the most hazardous chemical elements in coal, each of which can harm the natural environment in numerous ways. For example: Aerosolized coal fly ash contaminates the environment with mercury, one of the most toxic poisons known, and known to move up the food chain [30]. Coal fly ash, lofted into the upper atmosphere (stratosphere), destroys Earth's ozone layer [45, 46, 49], and exposes all surface life to the deadly ultraviolet radiation from the sun [50]. Contaminating the environment with the massive quantities of iron contained in coal fly ash upsets the delicate iron balance in nature and in the bodies of exposed biota [41, 42].

Aerosolized coal fly ash's ultrafine particles and nanoparticles can enter the blood stream through the nasal bulb or through alveoli in the lungs. These particles can collect in the brain [38, 51] and in the heart [42]. When exposed to body fluids, coal fly ash can release a host of toxic chemicals including neuro-toxic, chemically mobile aluminum, and carcinogens such as arsenic, hexavalent chromium, as well as the ash's radioactive elements. The elements from coal fly ash may produce many toxic effects, including decreased host defenses, tissue inflammation, altered cellular redox balance toward oxidation and genotoxicity which can lead to chronic lung disease [39], lung cancer [37], and neurodegenerative diseases [38].

Humans are not the only life form adversely affected by jet-emplaced coal fly ash. Apart from other animal species (see below), plants, trees and indeed whole forests are harmed by coal fly ash chemtrails in three main ways. Plants and trees are damaged by chemtrail-caused drought and poisoned by the chemically mobile aluminum added to atmospheric water. They are also damaged by the increased levels of harmful solar ultraviolet radiation caused by the chemtrail-destruction of ozone, which shields life against dangerous ultraviolet radiation. Orchards and agricultural plants are affected similarly [35, 36, 52].

Atmospheric manipulation that utilizes aerosolized coal fly ash is a primary factor in the extent and severity of forest fires in California and elsewhere; other adverse effects include exacerbation of drought, tree and vegetation desiccation and die-off, and the unnatural heating of Earth's atmosphere and surface regions [31]. Forest combustibility is increased by moisture-absorbing aerosolized particles that damage the waxy coatings of leaves and needles, reducing their tolerance to drought. The aerosolized coal-fly-ash-chemtrail climate manipulation greatly increases the potential for forest fire ignition by lightening. Wildfires dramatically worsen baseline air pollution, emitting harmful gases and volatile organic compounds, and they both concentrate and re-emit toxic elements and radioactive nuclides over wide areas. The type of air pollution created by wildfires is associated with increased all-cause mortality worldwide, with the greatest impact on respiratory and cardiovascular disease [53].

Wildlife species are suffering a precipitous global decline [54]. Aerosolized coal fly ash is a significant factor in the catastrophic global decline in the populations of insects [40], birds [19], and bats [55]. Insects can ingest and/or accumulate toxic coal fly ash on their body surfaces which then birds and insectivorous bats consume. Coal-fly-ash chemtrails disrupt the natural environment, modify habitats, and adversely affect the natural life cycles, upsetting the complex and delicate balance that makes life possible on Earth. Even marine environments are affected. For example, chemtrails cause shifts in the global plankton community balance in favor of

harmful algae and cyanobacterial blooms in fresh and salt water [41]. And corals are harmed by increased levels of solar ultraviolet radiation [56] caused by ozone depletion as a result of geoengineering [49].

Life on Earth is dying. The world's oceans are superheated, stratified, and grossly polluted. The world's forests are dying and burning down. We have destroyed over two-thirds of the world's wildlife just in the last 50 years. Air pollution has become the leading cause of noncommunicable disease and death in humans. The destruction of the stratospheric ozone layer already imperils all higher life on Earth. We have entered a phase of Hothouse Earth, with runaway global warming and increasingly deadly short-wave ultraviolet radiation penetration to the surface of Earth [48]. We have effectively "wrecked the planet" with both chemical and electromagnetic pollution. Few scientists have found the courage to sound the alarm about our dire situation, and fewer yet realize or admit that most of the damage has been caused by *deliberate manipulation* of large-scale natural processes that affect Earth's climate, most specifically geoengineering. Ongoing covert geoengineering operations utilizing coal fly ash aerosols pose the greatest threat to life on Earth short of all-out nuclear war. Furthermore, these operations have the exact opposite effect of their purported purpose of cooling the Earth [57].

CONCLUSIONS

Disinformation, now pervasive not only in official government circles but also non-governmental media, ever more so since the onset of Covid in 2020, serves to obfuscate the truth by mixing it with lies, half-truths, and truths that are deliberately left unspoken. Ongoing long-term geoengineering is not acknowledged by academia, the press, environmental organizations, peace activists, or any other group. For thirty years, it has had a free pass. Because geoengineering relies on a large mix of highly toxic chemicals and the collusion of the worldwide commercial airline industry, it has become a planetary scourge – hiding in plain sight.

Those who knowingly deceive the public about radically destructive geoengineering operations not only betray the truth but life itself. They should be held accountable for crimes against Nature and Humanity.

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