

CHEMTRAIL FEARS THRIVE ON INTERNET

Send Chemtrail Comments to: [David E. Thomas](#) (Help fight SPAM! Please replace the AT with an @)

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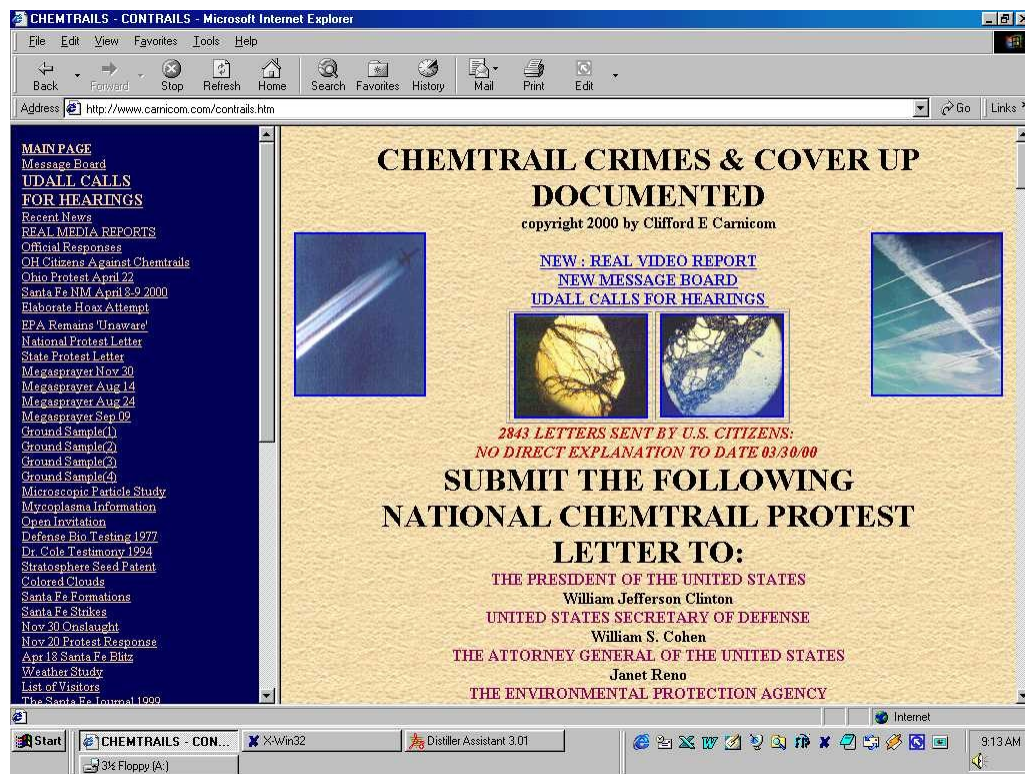


Perhaps you've come across the dire warnings on the Internet: "HIGH ALERT!! REPORTS ARE COMING FROM EVERYWHERE PEOPLE!! RED ALERT ** HOSPITALS JAMMED AS BANNED PESTICIDE IS SPRAYED FROM THE SKIES

What's all this about, you ask? It's called "Chemtrails," a purported government program to deliver poisonous or mind-controlling substances to the general population by spraying from airplanes.

Just up the street, in Santa Fe, NM, Clifford Carnicom has a long-running [website](#) dedicated to warning about the evils of chemtrails.

Here is a screen shot of the old Carnicom website from the 1990's:



To get Carnicom's attention, NMSR sent along this spoof website showing an "actual measurement" of the dread chemical Dihydrogen Monoxide (DHMO, also known as H₂O) in a plane's contrail.

NMSR New Mexico Scientific Resources *Air & Water Quality Division*

New Mexico Scientific Resources
Air & Water Quality Division
NMSR-0822-F-09-25-1999-R3

PROVISIONAL DATA - SUBJECT TO REVISION

OUTSIDE-AGENCY RELEASE MUST BE APPROVED WITH MW_402 MEMO FORM

Original Document 25 September, 1999

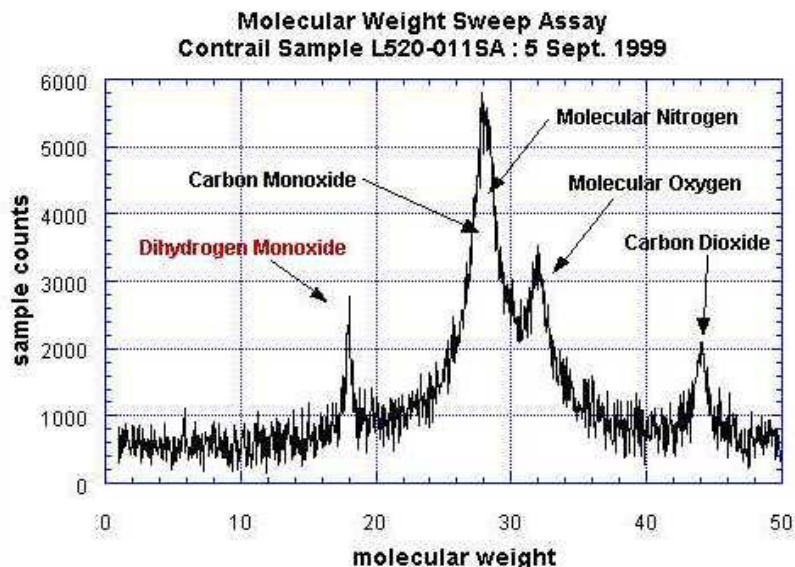
Updated 30 March, 2000

As part of ongoing analyses requested by Sen. P. Sanchez and a constituent, this office has performed several additional analyses of the Sweep Assay samples collected with the Airborne Assay Mission of 5 September, 1999 (the "contrail/chemtrail" flights). As directed, and because of the clearly controversial nature of the test results, these were not handled at AlbuChemical as usual, but were performed in-house by M. D. Stevens and J. P. Aguilar. Typical results are shown below. Some minor contaminants produced spikes such as the one at m.w.=6 below, but these were not repeatable, and clearly due to contaminants already in the lab. But the dihydrogen monoxide spike at 18.02 was repeated on every analysis, and over 80 of these were performed. The samples clearly and positively indicated the presence of very significant levels of dihydrogen monoxide in the samples of contrails taken 5 September.

A standard literature survey confirmed that dihydrogen monoxide is clearly a toxic hazard worthy of serious concern and attention. The following symptoms are documented:

- Several deaths are confirmed due to ingestion of high concentrations of the liquid phase. Symptoms included rapid cessation of breathing, and death in 3-10 minutes.
- Corrodes equipment, can destroy steel containers over periods of months to years.
- When found in gaseous phase, will cause severe 3rd-degree burns to any exposed areas.
- Direct exposure of bare skin to the solid phase can lead to convulsions, loss of body parts, and even death.

The sensitive nature of these findings cannot be overemphasized. Please see the [update](#) for disposition of results.



PROVISIONAL DATA - SUBJECT TO REVISION

OUTSIDE-AGENCY RELEASE MUST BE APPROVED WITH MW_402 MEMO FORM

The spoof came along with a log-in form to a fictional agency:

NMSR New Mexico
Scientific Resources
Air & Water Quality Division

New Mexico Scientific Resources
Air & Water Quality Division
NMSR-0822-F-09-25-1999-R3

[Sandra Covington, NMSR AWD](#)

PROVISIONAL DATA - SUBJECT TO REVISION

OUTSIDE-AGENCY RELEASE MUST BE APPROVED WITH MW_402 MEMO FORM

Original Document 25 September, 1999

Updated 30 March, 2000

DISPOSITION OF CHEMICAL ANALYSIS RESULTS NMSR-0822-F-03-30-2000-D1
VALIDATED USERS ONLY

		Log In
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username.....password

OUTSIDE-AGENCY RELEASE MUST BE APPROVED WITH MW_402 MEMO FORM

Carnicom was suspicious that this prank was carried out by top-secret government scientists, writing on April 3, 2000, in a post titled “Elaborate Hoax Attempted”, the following:

*An elaborate and sophisticated hoax on the chemtrail phenomenon has been attempted by NMSR.org, an organization which has now been identified as New Mexicans for Science and Reason. An attempt was made to disseminate false information (via fraudulent email) under the guise of official documents that appear to be produced by a New Mexico state agency (air quality division). The intent of the hoax was to discredit the chemtrail phenomenon, and **it required participation at a serious scientific level.** The source information was presented to me privately, and it can be assessed that the intention was for me to disseminate the sophisticated, but false information. ...*

Our ultimate plan, to persuade Carnicom to present his evidence at a public NMSR meeting, was a failure. Carnicom was so suspicious of the “elaborate hoax” that he refused all further attempts at communication.

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Eight US states seek to outlaw chemtrails – even though they aren't real

Edward Helmore of The Guardian reported on June 8th, 2025 that “States introduce chemtrail-coded legislation as conspiracy theories take root in some US chambers... Political leaders love an empty statement or proclamation, but when Louisiana’s state house of representatives moved against ‘chemtrails’ last week, they were literally seeking to combat something that does not exist. It was an act of political symbolism that delved deep into the sort of anti-government conspiracy theories that have flourished under Donald Trump and are taking rooting in some US legislative chambers across the US. Known to less conspiratorially minded as aircraft contrails, or the white vaporous lines streaming out of an airplane’s engines at altitude, chemtrails are a longstanding conspiracy theory.”

Eight US states seek to outlaw chemtrails – even though they aren't real

States introduce chemtrail-coded legislation as conspiracy theories take root in some US chambers



Despite the outlandishness of the belief and the complete absence of evidence, a 2016 study showed that the idea is held to be “completely true” by 10% of Americans and “somewhat true” by a further 20%-30% of Americans.

At least eight states, including Florida and Tennessee, have now introduced chemtrail-coded legislation to prohibit “geo-engineering” or “weather modification”. Louisiana’s bill, which must pass through the senate before reaching Governor Jeff Landry’s desk, orders the department of environmental quality to record reported chemtrail sightings and pass complaints on to the Louisiana air national guard.

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WWII VIDEO SHOWS "ON-AGAIN/OFF-AGAIN CHEMTRAILS" (a.k.a. "contrails") in 1944!!

Memphis Belle WWII Bomber Contrails – 1944

One of the “hallmarks” of so-called chemtrails is the presence of gaps in the trails, which proponents claim are evidence of the sprayers being turned on and off. While chemtrails are said to have first appeared in the 1990s, the Memphis Belle clip shows that long trails, with gaps and all, were a well-known aspect of contrails way back in 1944, during WWII.



Memphis Belle WWII Bomber Contrails - 1944.mp4

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NEWS STATION KSLA BOTCHES ANALYSIS OF BARIUM IS SUPPOSED CHEMTRAILS

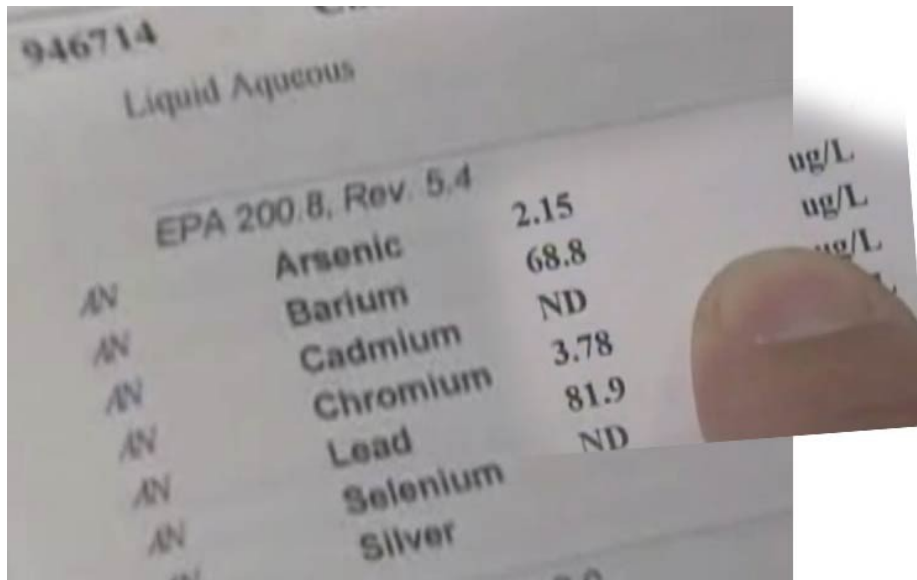
Check out this Nov. 9th, 2007 "Chemtrails" report by Louisiana station KSLA (on Youtube [here](#)), then peruse [this analysis](#) by website [Contrail Science](#), which shows how the reporters erred mightily.

At just over 50 seconds into the segment, Investigative Reporter Jeff Ferrell says

"KSLA News 12 had the sample tested at a lab. The results: A high level of barium, 6.8 parts per million, (ppm). That's more than three times the toxic level set by the Environmental Protection Agency, or EPA."

The Problem? The actual video clearly shows 68.8 ug/L (stands for MICROGRAMS PER LITER), eg 68.8 PPB (STANDS FOR PARTS PER BILLION). A Liter of water is 1000 grams, or 1 kilogram. Just as 1+1=2, so does a millionth of a gram out of one thousand grams correspond to one part per Billion. And so does 68.8 millionths of a gram per liter correspond to 68.8 parts per BILLION.

The reporter was not off by a factor of 1000, but only 100 instead, but only because he read the "68.8" as "6.8". So Ferrell only over-estimated the amount of barium in the test report by a factor of 100 (or, 10,000 PER CENT if you prefer percentages).



	ug/L
Arsenic	2.15
Barium	68.8
Cadmium	3.78
Chromium	81.9
Lead	ND
Selenium	ND
Silver	ND

From the [EPA/CDC](#):

"The EPA has set a limit of 2.0 milligrams of barium per liter of drinking water (2.0 mg/L), which is the same as 2 ppm [parts per million]."

The reporter got it wrong. The test result was not "three times the toxic level set by the Environmental Protection Agency, or EPA." (i.e. 300%). It was actually less than 3.5%. ***The actual measurement of 68.8 PPB, or 0.0688 PPM, was around 30 times LESS THAN THE EPA'S TOXIC LIMIT of 2 PPM.***

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N.M. Physicist M. K. Johnson's Report on Chemtrails – December 1999, Updated January 2010

From NMSR Reports, Vol. 5, No. 12, December 1999

The Attorney General's office recently contacted NMSR member Kim Johnson to help answer questions from constituents regarding the alleged dangers. Here is Kim's letter, reprinted with permission. -editor

M. Kim Johnson
October 31, 1999
Attorney General's Office
State of New Mexico

I have finished a review of letters sent to the Attorney General of New Mexico's office from several writers. In each of these letters, the writers express concern that aircraft are spraying biological or chemical materials into the atmosphere for unspecified purposes. One of the letters quotes anecdotal

incidences of sickness that might be tied to the aircraft activity. The letters refer to "chemtrails" as well as contrails.

I have read the letters and reviewed the referenced web pages . In so doing, I have viewed a number of photos purporting to be of aircraft spraying the chemical or biological material into the atmosphere. I have also discussed these letters with another scientist familiar with upper atmospheric phenomena from Sandia National Laboratory and an retired general and fighter pilot who is an Air Force Hall of Fame Member inducted in at the same time as Neil Armstrong and former President Ford.

In summary, there is no evidence that these "chemtrails" are other than expected, normal contrails from jet aircraft that vary in their shapes, duration, and general presentation based on prevailing weather conditions. That is not to say that there could not be an occasional, purposeful experimental release of, say, high altitude barium for standard wind tracking experiments. There could also be other related experiments that occur from time-to-time which release agents into the atmosphere. However, not one single picture that was presented as evidence indicates other than normal contrail formation.

The variation in presentation is explained by the tropospheric conditions and, to some extent, the positioning of aircraft engines. When the troposphere experiences a relatively stable, supersaturated condition (water vapor in excess of 100% humidity without condensation), then any disturbance that causes formation of ice crystals provides nucleation surfaces for the supersaturated moisture to condense upon. When a jet engine burns its fuel, the major byproduct is water vapor. When the exhaust passes over the rear stabilizer of an aircraft, the tips or ends of the stabilizer cause the exhaust to expand rapidly. When it does, the temperature decreases rapidly within a turbulent flow, and ice crystal formation is forced. Generally, this makes it look as if the jet were spraying a cloud from the ends of the stabilizer. If the atmosphere is not at saturation, the contrail will not persist. The formed ice crystals will sublime into the surrounding atmosphere. Hence, the appearance of a short, well formed vapor trail. If the water content is very low, then no discernible contrail will form at all. All the exhaust water will be absorbed by the atmosphere before there is time to form ice crystals.

If the atmospheric water content is not consistent with altitude (picture atmospheric "waves" of high water vapor content below a layer of low water vapor content much like waves on the ocean), then a jet will alternately pass through air that allows contrail formation and air that does not. This gives the appearance of a dashed line if the plane is flying at, or near the perpendicular to the waves. If the atmosphere is highly supersaturated, then the formed ice crystals may act as nucleation centers for a continual spreading of the contrail. In other words, the contrail actually causes the supersaturated moisture to condense, spreading out from its original path. This causes the formation of a cirrostratus cloud structure, far in excess of what would occur from a simple contrail.

One other phenomenon observed is the formation of contrails off wing surfaces along with the engine exhaust contrails. This can be caused when the air is highly supersaturated and the expansion of the air coming off of the wing surface is sufficient to cause ice crystallization. In this case, it appears that the whole plane is leaving a trail. This can often be observed by a passenger flying in a commercial airplane when entering cold, supersaturated air, particularly in the winter when close to a storm front.

There were no pictures or evidence that indicated anything other than the above contrail formation phenomena. Anecdotal stories of persons getting sick after contrails from obviously supersaturated

tropospheric conditions lend no basis for belief that there are chemicals or biological agents being released. This type of story provides as much credence to "chemtrails" as does the belief that drinking milk is causally linked to heroin addiction. (Almost all heroin addicts in the US drank milk as children.)

Please contact me if there are any questions.

Sincerely,

M. Kim Johnson, Physicist

2010 Update by Kim Johnson

NEW Author's Note: **NEW**

There has been some minor confusion concerning paragraph 4 of this letter. This letter was originally addressing a letter sent to the New Mexico Attorney General's office from a chemtrail conspiracy believer that referenced a specific web page containing various contrail pictures and rhetorical questions designed to get "explain that!" points across. One of the specific statements concerned how could a contrail could form at the rear stabilizer of a 737 unless the 737 was actually ejecting chemicals from this point into the air? (Explain that!) Paragraph 4 addressed how this phenomenon happened. Included, below, is a photograph of an F-22 illustrating the process when the atmospheric conditions were just right and another with the atmospheric conditions inappropriate. Here, the engines' water exhaust is not required to generate the contrail seen, since the air already has a sufficiently high water vapor content to demonstrate what happens when the turbulent flow disturbs the atmospheric equilibrium (almost always at lower altitudes). And, yes – most normal contrails are generated simply from the condensation of the water vapor created from engine exhaust far behind the aircraft, not at the rear stabilizer as is illustrated in the first picture. (Note: if the atmospheric water content is not high enough, then either very short or no contrails are generated under any conditions. Water vapor from fuel combustion in the engines simply dissipates into the surrounding very low humidity atmosphere before it can condense.)



This F-22's condensation trails (contrail) from the rear vertical and horizontal stabilizers that occur generally only at lower altitudes. These typically do not persist for any significant length and are reabsorbed back into the atmosphere. At higher altitudes, these type contrails can be generated with engine created water vapor streaming over the stabilizers and are created by non-turbulent flow conditions that allow the formation of ice crystals and/or water droplets (rapid expansion and cooling of the air). These are typically non-persistent, too, but appear to be ejected from the aircraft. For some beautiful pictures of some special aerodynamic contrails, please see [this site](#). At the referenced site, the explanation centers on wing airflow, which is generally very non-turbulent, but causes rapid expansion of the air to allow rapid cooling and the attendant condensation.

The picture at the right of an F-22 and an F-15 demonstrates the lack of contrail formation at higher altitudes, where humidity is too low for non-turbulent air flow to create the short lived contrails described above.



Here is a normal contrail from a four-engine jet (contrails can come from internal combustion or turboprop engines, too). Atmospheric conditions are good for allowing the water vapor from the burnt fuel to condense and persist. Note that the contrails start behind the engines, and there are no apparent aerodynamically caused contrails. This is, by far, the most common contrail generated and observed.

Finally, as is often the case, atmospheric conditions are such that no contrail can even form.



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"A Pilot's View (on Chemtrails)" by Ian Wickson

Posted January 21st, 2004

Chemtrails??

I have recently become interested in the "chemtrail controversy" to which much web space is currently dedicated. I must admit, I have certain reservations regarding the validity of the many assertions I have read and interpretations of the photos I have seen.

I hold a private pilot license and, as a pilot, I have a rudimentary understanding of meteorology and the formation of clouds and "contrails" (condensation trails) produced by aircraft. Much of the "chemtrail evidence" I have seen does not mesh with solid scientific facts I have been taught as a pilot.

Contrails vs. sprayed agents

First, let's establish how a normal contrail is formed. When burned, fuel containing hydrogen is combined with oxygen in the air to form water vapor, among other byproducts. Under certain conditions, that vapor will condense to form a visible trail – an artificial cloud, for all intents and purposes. Because the high temperature of the exhaust gas keeps the water in a vapor state until it has a chance to mix with the colder surrounding air, this artificial cloud will always form some distance behind the aircraft, rather than directly aft of the engines. If atmospheric conditions support a "persistent" contrail, it will most likely become more visible and spread to a more natural cloud-like state with distance from the aircraft.

If an aircraft were spraying some form of liquid or powdered solid, such as bacterial agents or aluminum particulates as suggested by many theorists, it should be most visible directly behind the trailing edge of the wing (or wherever the nozzles may be located), becoming less visible as it dissipates in the atmosphere in the wake of the plane. This is exactly what you would observe when watching a crop duster. Yet, in every photo of an aircraft producing a "chemtrail" I have seen, the opposite is true. They all look like normal contrails.

Having said that, it is possible to make a sprayed agent behave as a contrail. In the case of a liquid, it would have to be heated to the point of vaporization, so that the vapor would re-condense in a manner consistent with a normal contrail – some distance behind the aircraft.

If the liquid were used as a medium for biological agents, the temperature required would most likely kill the microbes. If the high vapor temperature didn't do the job, then the extremely low temperature of the surrounding atmosphere just might. Assuming these biological agents survived the hostile environment, they would tend to have a very slow rate of descent back to earth due to their microscopic size. (Microscopic dust from volcanoes is known to remain in the upper atmosphere for years after an eruption.) In all likelihood, atmospheric disturbances would scatter them and they wouldn't even land in the area they were released. All in all, this seems an inefficient method of "bombing" the population with any type of harmful agents, if that is the intent.

A reliable method would be to release the agents at very low altitudes, as is done by fire suppression aircraft and crop dusters. Yet, no one seems to be presenting any evidence that this is indeed the case.

"Grids" in the sky

Many theorists have used the observation of "chemtrail grids," or crosshatched contrail patterns as evidence that aircraft are blanketing target areas with sprayed agents. To prove this, they would need two things. One: video or photographic evidence of aircraft emitting materials in a manner inconsistent with normal contrails, as

described above. Two: video evidence of a single aircraft making multiple passes over an area consistent with the formation of the grid pattern. It would be helpful if we could actually see evidence of the spray nozzles being turned on and off during the maneuvers.

So far, I have seen no such videos, and none of the photos I have seen prove that this is the case. All I have seen are photos of a few parallel trails and perhaps one intersecting trail. (Why didn't the photographers wait until the aircraft had completed real "grids" and photograph those?) In fact, there is a reasonable explanation for the formation of these parallel lines.

Aircraft flying above 18,000 feet are required to be on an "instrument flight plan." As such, they often follow "federal airways" designed for the separation and management of air traffic – especially in the vicinity of hub airports. Aircraft en route to the same destination are likely to be following one another on the same airway. Think of these as highways in the sky.

Here's what happens. Aircraft A is traveling along airway XYZ, leaving a contrail behind. Several minutes later, aircraft B follows on the same airway, tracking the exact same line over the surface of the earth. It is also leaving a contrail. However the air mass is in motion due to wind aloft, which carries the first contrail away from its original location. The result is the contrail from aircraft B appears as a line parallel to that of aircraft A's contrail. Enter aircraft C, D, and E following the same airway. You now have five parallel lines. Add aircraft F, traveling a course perpendicular to the others, and you have the beginnings of a grid.

Another predictable multiple contrail pattern is that of a "V." Again, assume the air mass is in motion, carrying the contrails away from their original locations. Aircraft alternately departing and arriving at the same hub, and following the same airway (at differing altitudes, of course) would produce this effect as their contrails alternately converge and diverge. I believe this is what is shown in the various satellite photos that appear on many web sites, but are misinterpreted as evidence of "chemtrail grids."

Intermittent "chemtrails"

There is no hard and fast rule regarding the elevation at which an aircraft's engines will produce contrails. Furthermore, there are a variety of atmospheric conditions, such as ambient temperature, relative humidity, concentration of dust particles and winds aloft that will affect how the trail behaves once it is produced. For instance, contrails tend to "persist" when produced in areas of high relative humidity and low temperatures, while they dissipate quickly in the presence of warmer, drier air.

Descending air currents found in wind shear conditions can carry the aircraft's exhaust gases to lower elevations and warmer temperatures where the moisture will vaporize, rendering it invisible. The portion of the contrail on the other side of the shear will remain in conditions that support its persistence. This accounts for breaks in visible contrails, which some have theorized indicates the "spray nozzles" have been turned off.

"Chemtrail generators"

A 1974 patent awarded to the Navy for an aircraft-mounted device designed to disperse microscopic titanium oxide particles into the air has been circulating about the web. This is used as evidence of military involvement in the proliferation of "chemtrails." Again, other explanations are available.

I've read the patent document, and it clearly states that the device is intended to replace smoke-oil injection systems used on aircraft exhaust systems to generate a smoke trail. Anyone who has been to an air show or seen skywriting has witnessed the use of smoke-oil systems. In this case, it seems the device was invented to allow a towed target glider (which has no hot exhaust system with which to generate smoke) to leave a visible trail for purposes of target identification. Since this system generates no "smoke," it seems they replaced the words "smoke trail" with "contrail."

I've looked into the "noxious" nature of the chemicals referenced in the document. DuPont R-931 is the identification number given to a highly reflective paint pigment made of titanium oxide. DuPont lists applications for this particular pigment in both indoor and outdoor latex paints. It seems we are all exposed to this chemical

on a daily basis. Yet none of the “chemtrail” proponents call for a reform in the paint industry. Nor are they warning us that the very walls of our houses contain the same chemical the government is secretly dropping on our heads. Why? Probably because it has none of the detrimental qualities they claim.

According to the chemical manufacturer, LabKorea (<http://www.labkorea.com>), “The colloidal silica is available for various applications such as fiber, sizing, diazo paper’s manufactures, cellophane film, precision casting, ceramics, glass fiber, paints, catalysts, batteries, wax, optics, elastomer, food, health care, industrial chromatography and polishing.” Again, it would seem we are exposed to this chemical frequently.

And finally, the silica gel. This is a drying agent used quite commonly in food packaging. Next time you open a refrigerated pasta product, look for a packet of the stuff glued inside the packaging. How harmful can it be?

If this device were actually in use for clandestine purposes, the “contrail” it produced would be visible immediately aft of the aircraft. Again, all the photos I have seen show a normal contrail becoming visible a significant distance behind the plane.

I believe this patent presents evidence of an alternative method of generating air show smoke, not government involvement in the bombardment of citizens with noxious substances.

Other metals in the air

During the Viet Nam era, fighter pilots were vulnerable to radar and infrared guided surface-to-air missiles. To address this threat, a program known as “Wild Weasel” was started. It involved equipping various fighter aircraft with infrared and radar countermeasures, which included advanced air-to-ground missiles, infrared flares and radar-reactive “chaff” delivery systems.

Chaff is the term used to describe the tiny silicate/metallic particles deployed by military aircraft for the purpose of confusing the enemy’s radar and preventing them locking onto the aircraft. Because it’s important to use material with a low molecular weight to maximize the time the chaff remains suspended in the air, aluminum is most commonly used. Chaff is deployed in small packages which then burst open in the plane’s wake, creating an aircraft-sized false radar signature.

What would happen if aircraft were deploying continuous streams of chaff and creating grids of the stuff, as claimed by some “chemtrail” theory proponents? Think about it. Radar used by air traffic controllers would be rendered useless. They would be unable to distinguish between real airplanes and the “ghost” images created by the chaff. Not a likely scenario.

What has happened to our “normal” clouds?

This question is posed by many conspiracy theory proponents, and answered with supposed effects of “chemtrails.” If the appearance of our skies has changed in the last decade or so, there may be a less sinister explanation. The overall effect may be attributable to a combination of the following changing conditions.

Global warming means generally warmer air temperatures in the upper atmosphere. Warmer air has the ability to hold more moisture in vapor form. On days when the atmosphere in a given region and at normal flight elevations is supersaturated (a condition wherein the relative humidity is at or above 100%, but clouds have not formed due to lack of solid particles for moisture to condense with, or insufficiently low temperatures to cause water vapor to sublime directly into ice crystals), it may take as few as one or two aircraft flying through to trigger widespread formation of cirrus clouds. This can happen one of two ways, or as a combined effect of the two.

In addition to water vapor, jet exhaust contains carbon particles commonly referred to as “soot.” These particles make an excellent surface for moisture to condense upon, thus creating a visible cloud that spreads horizontally in the wake of the plane.

The other effect is a byproduct of the aerodynamic forces that cause the wing to create lift. Aircraft wings are curved more on the top surface than on the bottom. This causes the air traveling across the top surface to

speed up, reducing its density and pressure. The air on the bottom side maintains normal, ambient pressure. The net effect is an area of relatively high pressure on the bottom, accompanied by relatively low pressure on the top surface of the wing. Thus, lift is produced.

The reduced air pressure above the wing is always accompanied by a momentary reduction in air temperature. (If interested, consult the ideal gas law, $PV=NrT$ to prove this fact.) Under supersaturated conditions, this downward spike in temperature is sufficient to cause water vapor to sublime into ice crystals. The ice crystals, themselves, then become surfaces for more moisture to condense upon, creating a more and more dense cloud spreading in the wake of the plane.

Global warming, rather than “chemtrails” as some theorize, may also be to blame for drought conditions in some areas and flooding in others. As stated earlier, warmer air has the ability to hold more moisture than cooler air. In the case of drought, this warmer air may be retaining moisture it would normally have dropped in the form of precipitation under our previously cooler global environment. In the case of flooding, the opposite is happening. When atmospheric conditions cause the formation of precipitation, the warmer, post-global-warming, air contains more moisture to release. Thus the rainfall is heavier than it would have been under our previously cooler conditions, causing flooding.

And yet another possible explanation for increased high-altitude cloudiness: higher concentrations of particulates in the upper atmosphere for moisture to condense upon. Every year, we put more and more automobiles on the road which produce more and more particulate emissions. Increases in air travel have the same effect. Volcanic activity is on the rise, as is the destruction and burning of rainforests. Drought ridden areas are experiencing unprecedented forest fire activity. One would have to surmise that the concentrations of particulates in the atmosphere are higher now than they were a decade ago. More particulates = more condensation points for moisture = increased cloudiness.

Could a mass psychological effect be in play?

Blaming the government for our every woe seems to be in vogue at the moment. I’m not saying it isn’t warranted in many situations. (Personally, I don’t agree with invading Iraq to protect our oil-hungry lifestyle, and I think the Federal Reserve is unconstitutional. But, I digress.) However, this practice has become a catch-all drawer for our societal problems.

As the greatest consumers on the face of the earth, and with much of our wealth coming at the expense of the environment, I don’t see how Americans could not experience a certain amount of guilt – at a subconscious level, at least. We see our little planet changing before our eyes, and must know we carry a great deal of the blame. But, that’s a hard thing to own. So we look for a scapegoat – the government.

We look at the sky, and it looks different. In our hearts, we know why. But, we can’t accept our own role. The government must be to blame. They are bombarding their own people with noxious substances. Why? To cull the population? (But, what will happen to their economic machine if they reduce the number of consumers?) To test the effects of biological agents? (Don’t they have laboratory animals for that? And, think of the cost to the government of a class action lawsuit.) Weather control experiments? (Maybe. It’s a fact that cloud seeding operations are conducted to induce precipitation. But that’s a far cry from manipulating the weather on a global level. And last time I checked, rain wasn’t known to be particularly harmful to humans.)

Global warming is happening. Weather patterns are changing. Through scientific evidence, the reasons are becoming clearer. The answer is also clear – we must look to clean, renewable energy sources. We can’t burn petroleum forever. We can no longer support the destruction of rainforests for cheap lumber and beef. The day will come when we must change our habits.

With change comes uncertainty, and that scares us to death. We want the “good life” we’ve become accustomed to. We don’t want to change. We’re afraid of economic changes that will surely accompany a change in the very base of our energy system – petroleum. And we certainly don’t want to face the possibility of

paying more for the resources we need to live. Rather than confronting to our problems and initiating the changes we know must come, we support environmentally destructive business as usual at an ever increasing rate.

What should we really be concerned about?

In truth, the exhaust gases and contrails produced by aircraft do have an effect on our environment, but probably not because they contain the clandestine substances “chemtrail” proponents believe. The chemicals that exist in contrails are the same ones produced by our automobiles – hydrocarbons, carbon dioxide, carbon monoxide, and various oxides of nitrogen. All of these substances are known to have an effect on air quality and chemistry. The scary thing is that aircraft emit these chemicals in large quantities miles up in the stratosphere.

There are solutions. Reducing these chemical emissions would call for major changes in the way the airline industry operates their aircraft. One solution would be to retrofit airliners to run on liquid hydrogen. Doing so would eliminate the introduction of hydrocarbons, CO and CO² into our upper atmosphere. Unfortunately, the nitrous oxide problem would remain.

In addition, the cost of this conversion would be substantial. That cost would ultimately be passed on to consumers through elevated ticket prices. So much for cheap travel. There would also be the problem of educating travelers. People hear “hydrogen,” and immediately think they would be flying around in H-bombs or Hindenburgs. Nothing could be farther from the truth.

Are consumers ready and willing to accept these changes? I would guess not. We’re talking about change, and nobody wants that. We might have to give up a little piece of the good life.

Are “chemtrails” real?

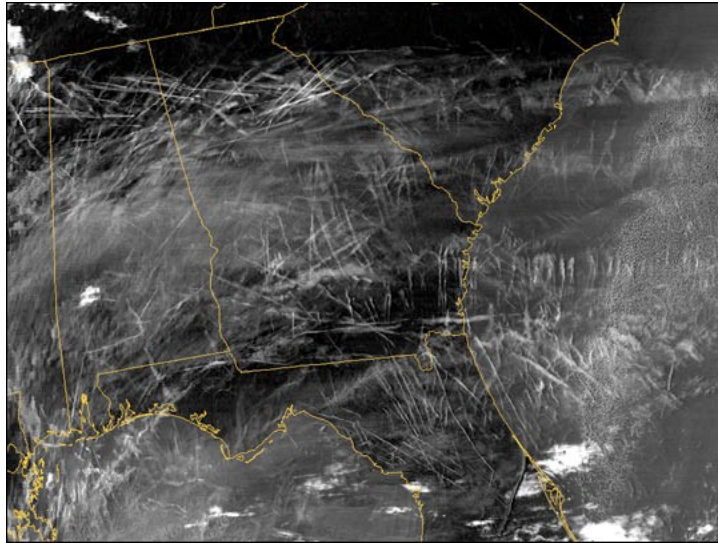
It’s entirely possible. In concluding this lengthy dissertation, I have to admit I can’t disprove their existence. My point is simply this: proponents of the “chemtrail” theory have failed to produce a “smoking gun.” There are logical and believable explanations for all the “evidence” I have seen. No truly damning evidence seems to exist – or if it does, it’s lost in a sea of inconclusive theory, conjecture and photos of normal contrails and meteorological events.

-Ian Wickson

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APOD mentions Contrails - Carnicom accuses NASA of "Orwellian indoctrination"...

The Astronomy Picture of the Day (APOD) site for October 13, 2004 shows a striking picture of contrails over the southeastern United States. The site is full of incredibly inflammatory statements, such as "*The exhaust of an airplane engine can create a contrail by saturating the surrounding air with extra moisture.*" (Actually, the comments are seen as inflammatory only by believers in "chemtrails," supposed government spraying of biotoxins and death via seemingly innocent "contrails.")



Source: <http://antwarp.gsfc.nasa.gov/apod/ap041013.html>

The APOD page links to general NASA sites on contrails, such as this one:

<http://asd-www.larc.nasa.gov/GLOBE/contrails/> (now available at <https://web.archive.org/web/20090320131932/https://asd-www.larc.nasa.gov/GLOBE/contrails/>)

Our local "chemtrails" enthusiast, Cliff Carnicom of Santa Fe, has announced on his website that *"NASA has recently adopted a public strategy of abusing its position of national and public service by attempting to indoctrinate the citizens, including children, that the aerosol operations are a "normal" and expected consequence of daily life and aircraft. Nothing can be further from the truth, as is also apparent from an honest and thorough examination of the issue. ..."*

Source: <http://carnicom.com/nasa1.htm> (now at <https://web.archive.org/web/20080303215614/http://carnicom.com/nasa1.htm>)

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Contrails After 9/11

Contrails ("CHEMTRAILS") are NORMAL. The International Space Station crew sees them *all the time*, except when airplanes are not flying, as happened in the days after the September 11, 2001 terrorist attacks. Here is the report from www.space.com from September 14th, 2001:

*"Three days after suicide airplane hijackers toppled the World Trade Center in New York and slammed into the Pentagon in Washington, D.C., the station crew noted **an obvious absence of airborne jetliners** from their perch 240 miles (384 kilometers) above Earth. **'I'll tell you one thing that's really strange: Normally when we go over the U.S., the sky is like a spider web of contrails,'** U.S. astronaut and outpost commander Frank Culbertson told flight controllers at NASA's Mission Control Center in Houston. **'And now the sky is just about completely empty. **There are no contrails in the sky,**'** he added. **'It's very, very weird.'** 'I hadn't thought of that perspective,' fellow astronaut Cady Coleman replied."*

Source: http://www.space.com/missionlaunches/missions/airtraffic_absence_010914.html

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USA Today takes on CHEMTRAILS!

If you see a contrail from a plane, does that mean that the government is again spraying deadly chemicals or biological agents on its citizens? A 7 March 2001 article by Traci Watson in *USA Today* describes the "chemtrail" phenomenon. She quotes Patrick Minnis of NASA's Langley Research Center in Hampton, VA, who said *"If you try to pin these people down and refute things, it's, 'Well, you're just part of the conspiracy ... Logic is not exactly a real selling point for most of them.'*" Watson also writes that *"The cloud-forming contrails that conspiracy theorists find so ominous are 'perfectly natural,' Minnis says. The odd grid and parallel-line patterns are easily explained as contrails blown together by the wind, scientists say. "*

Source: <http://usatoday.com/usatonline/20010307/3117139s.htm>

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CONTRAIL INFORMATION RESOURCES

Contrail Science

From metabunk.org : [Quantifying Expert Consensus Against Covert Geoengineering / Chemtrails](#)

