The superstition of the four-leaf clover is thought to originate with the Druids. Apparently they believed the shamrock helped them to see evil spirits, thereby allowing them time to get away or find a safe hide-out. The four-leaf clover was also used to ward off evil as it provided a magical repellent that would turn away bad luck. The bearer of the clover was also able to see fairies and this became a very popular past-time with children in the middle ages. Young adventurers would go out each day to find four-leaf clovers and once they found them, would then proceed to look for fairies among the flowers and fields.

The three-leaf clover is also associated with good luck as it is believed to be a symbol for the Holy Trinity. By wearing a three- or a four-leaf clover, good luck is brought to the bearer.

**The Genesis of Project Cloverleaf**

National Academy of Sciences, National Academy of Engineering, Institute of Medicine

http://books.nap.edu/books/0309043867/html/459.html

Let us begin on page 459 of the National Academy of Sciences 1992 paper discussing geoengineering to mitigate the rapid rise of greenhouse gases in the atmosphere...

Cloud stimulation by provision of cloud condensation nuclei appears to be a feasible and low-cost option capable of being used to mitigate any quantity of CO₂ equivalent per year. Details of the cloud physics, verification of the amount of CCN to be added for a particular degree of mitigation, and the possible acid rain or other effects of adding CCN over the oceans need to be investigated before such system is put to use. Once a decision has been made, the system could be mobilized and begin to operate in a year or so, and mitigation effects would be immediate. If the system were stopped, the mitigation effect would presumably cease very rapidly, within days or weeks, as extra CCN were removed by rain and drizzle.

Several schemes depend on the effect of additional dust (or possibly soot) in the stratosphere or very low stratosphere screening out sunlight. Such dust might be delivered to the stratosphere by various means, including being fired with large rifles or rockets or being lifted by hydrogen or hot-air balloons. These possibilities appear feasible, economical, and capable of mitigating the effect of as much CO₂ equivalent per year as we care to pay for. (Lifting dust, or soot, to the tropopause or the low stratosphere with aircraft may be limited, at low cost, to the mitigation of 8 to 80 Gt CO₂ equivalent per year.) Such systems could probably be put into
full effect within a year or two of a decision to do so, and mitigation effects would begin immediately. Because dust falls out naturally, if the delivery of dust were stopped, mitigation effects would cease within about 6 months for dust (or soot) delivered to the tropopause and within a couple of years for dust delivered to the midstratosphere.

Such dust would have a visible effect, particularly on sunsets and sunrises, and would heat the stratosphere at the altitude of the dust. The heating would have an effect on the chemistry of the stratospheric ozone layer, and this possibility must be considered before major use of such a mitigation system. The amount of dust to be added is within the range of that added from time to time by volcanic eruption, so the effects on climate would not be expected to go beyond those experienced naturally. However, either the natural or the artificial effects on the chemistry might be very serious under conditions of increased CFC chlorine in the stratosphere, and the result of having these effects continuously must be considered, so the option might not be usable. Better specification of dust characteristics and size for best effect and better data on the fallout rate of dust from various altitudes as well as on chlorine chemistry are needed. It will be important to observe the effects on stratospheric chemistry of any volcanic eruptions that occur, with special attention to separating the effects of dust, aerosol, and hydrochloric acid.

Of these systems to alter the planetary albedo, the increase of low-level marine clouds by increasing CCN and the delivery of dust to the stratosphere by using large rifles seem the most promising. The rifle system appears to be inexpensive, to be relatively easily managed, and to require few launch sites. However, the possible effect of the additional stratospheric dust on ozone chemistry may be a serious problem, and the noise of the rifles would have to be managed. Balloons also appear to be a good possibility, but the return of the balloons to ground level would require management.

Sunlight screening systems would not have to be put into practice until shortly before they were needed for mitigation, although research to understand their effects, as well as design and engineering work, should be done now so that it will be known whether these technologies are available if wanted.

Perhaps one of the surprises of this analysis is the relatively low costs at which some of the geoengineering options might be implemented. If, however, further analyses support the preliminary conclusions, it will bear further inquiry to decide if they can produce the targeted responses without unacceptable additional effects. The level at which we are currently able to evaluate the cost-effectiveness of engineering the global mean radiation balance leaves great uncertainty in both technical feasibility and environmental consequences. This analysis does suggest that further inquiry is appropriate.

Okay, now we have set the stage for this:
Battle Creek Michigan 2004 The day begins without a cloud in the sky... Until the planes appear and so often they fly in pairs.

28 July 2004 Nashville Tennessee A grid of chemtrails that is being vibrated into scalar high clouds.
Mammoth Mountain California January 2005  The day began clear, and as is so frequently the case with these kinds of contrails, ends with a canopy of high cloud stretching from horizon to horizon.

Come on now, something else is going on here!  A photograph released by NSAS
where by they wanted the public to 'count contrails'!

Most information that I have come across has Project Cloverleaf having been launched at some point in the mid 1990's; as experimentation with chemical mixtures, the effectiveness of a single plane, the most efficient fluid delivery methods, waiting for reports of public sightings and then the seeming lack of response likely occurring during the early 90's. And it is fully within the realm of possibility that this endeavor had a green light in the late 80's or even the early 90's with the academic and public science only introduced into the public's domain after being fully accepted and in the process of being implemented. Securing the fleet of aircraft (secretly) and then the mechanical modification of those planes would take the most time in the drive to get this project, and this fleet, off of the ground. This is why I feel Cloverleaf's roots go back into 1980's. This would also be the time that the Reagan Administration was fully briefed on the extent of the Soviet's scalar weapons program and its growing effects on our weather.

What is the stated goal of this project? Did we not decide it was to mitigate greenhouse gasses in an effort to slow the warming of the planet? Has there been any improvement any slow down in the rate that the planet's surface is warming since say 1995?

Let's look at some news.

http://www.msnbc.msn.com/id/6720088/

BUENOS AIRES, Argentina - The year 2004, punctuated by four powerful hurricanes in the Caribbean and deadly typhoons lashing Asia, was the fourth-hottest on record, extending a trend since 1990 that has registered the 10 warmest years, a U.N. weather agency said Wednesday.

It goes on to say...

Scientists have reported that temperatures across the globe rose an average of 1 degree over the past century, with the rate of change since 1976 at roughly three times that over the past 100 years.

Nineteen seventy-six is an important year, it is the year that the Soviet woodpecker grid became active and the weather engineering games began.

Listen to the sounds of this grid as it establishes standing waves across the globe and through the core of the Earth here.

Another hot weather story.

U.N.: 2003 third hottest year on record

GENEVA (AP) - The year 2003, marked by a sweltering summer and drought across large swaths of the planet, was the third hottest in nearly 150 years, the United Nations weather agency said Tuesday.

The World Meteorological Organization estimated the average surface temperature for the year to be 0.81 degrees Fahrenheit higher than the normal 25.2 degrees.
The agency said that warmer weather could not be attributed to any one cause but was part of a trend that global warming was likely to prolong.

The agency, which collects data from forecasters worldwide, said the three hottest years since accurate records began to be kept in 1861 have all been in the past six years.

The hottest was 1998, when the average temperature was up 0.99 degrees.

"The rhythm of temperature increases is accelerating," said WMO deputy secretary-general Michel Jarraud. (my emphasis)

Stories like these abound, and have for several years now as the planet continues to warm and the poles melt at an ever accelerating pace. Is there a reason why the acceleration is occurring and why the slope of warming continues to steepen? Two items I feel must be considered to find these answers are: Project Cloverleaf and the continuation of the Solar Maximum.

The graphs below shows reconstructed temperature data for the Northern Hemisphere for the past millennium. Instead of actual temperatures, the graph shows annual temperature anomalies—differences from the average temperature for each year. The gray lines are error bars, showing the possible degree of error in each measurement. On the second chart shows the temperature trend which had been trending downward until the 1930's; this is when the Sun suddenly gets active. A secondary downward trend in the late 1960's abruptly turns back upward by 1977. Could the use of these scalar weapons have that kind of immediate effect on our global climate? Misuse of these weapons appears to have initiated the El Nino effect earlier in the 70's as experimentation and testing the weapons technical capabilities was just in its first decade.

As you can see the slope of the temperature trend had been on a gradual downward trend until the 1930's then the warming began in earnest. This is also the time the Sun 'woke up.' The scalar weather program began during the 1970's at the reversal point that pushes temperature anomalies above the 0.0 line for good. Does this mean there has been intentional warming of the planet?
If the accepted purpose of this massive program, where by several hundred aircraft paint the sky with reflective materials daily, is to slow the eventualities of global warming, it must be considered an abject failure! The Earth continues to warm; these extra clouds are keeping nighttime minimum temperatures significantly milder but without sufficiently impacting inbound daytime solar insolation. This doesn't appear to be a healthy trade off. There is no question that additional high clouds are the intention of this activity. But then again I ask why?

I could really take the grim point of view that additional warming is indeed the intent and hence the secrecy surrounding all of this. So much circumstantial evidence points in this direction. The trapped atmospheric heat in time will work its way to the oceans thermal profile/structure; adding to my concerns about the health and longevity of the already weakening North Atlantic thermo cline. Is the controlling Elite working toward the failure of this most important heat transfer mechanism? So much fresh water has already been added to the Western Atlantic via the melt off of Greenland and Eastern Canada. Additionally, we have the frequent and heavy summer rains punctuated by intense late summer and fall tropical storms across the western Atlantic and eastern North America leaving behind additional moisture beyond the typical seasonal rainfall resulting in a freshening of the Gulf Stream waters. These summer rains, including tropical storms, are intentionally manufactured to put down how much water when and where they want it. A great deal of this extra water ends up as runoff and flows straight into the freshing Atlantic Gulf Stream.

http://www.climateark.org/articles-reader.asp?linkid=27918

ARLINGTON, Virginia, December 19, 2003 (ENS) - Tropical ocean waters of today are much saltier than they were 40 years ago, while oceans closer to the Earth's poles have become fresher, a team of international scientists reports in today's issue of the journal "Nature."

These large, rapid oceanic changes mean that recent climate changes, including global warming, may be altering the fundamental planetary system that regulates evaporation and precipitation and cycles fresh water around the globe, the scientists warn.

The study was conducted by Ruth Curry of the Woods Hole Oceanographic
Further on...

An accelerated water cycle also appears to be increasing rain and snow in higher latitudes, contributing to the freshening of North Atlantic waters and increasing the possibility of slowing the Conveyor. If the North Atlantic becomes too fresh, its waters would stop sinking and the Conveyor could slow down, the scientists warn.

Analyses of ice cores, deep-sea sediment cores, and other geologic evidence have demonstrated the Conveyor has abruptly slowed down or halted many times in Earth's history. That has caused the North Atlantic region to cool and brought long-term drought conditions to other areas of the Northern Hemisphere within a few years.

A cooling of the North Atlantic region would slow the melting process; curtail the influx of fresh water to the North Atlantic. The Conveyor would again begin to circulate ocean waters.

But global warming and an accelerated water cycle would continue to bring fresh water to high latitudes, possibly enough to maintain a cap on the Conveyor even if the Arctic melting ceased.

Monitoring Earth's hydrological cycle is critical, the scientists said, because of its potential near-term impacts on Earth's climate.

Support for this research also came from the Framework V Programme of the European Community, the U.S. National Oceanic and Atmospheric Administration's Consortium in the Ocean's Role in Climate, and the Ocean and Climate Change Institute at the Woods Hole Oceanographic Institution.

And another...

Rumble of a coming ice age

**Snap climate change**

[http://www.datameteo.com/correntegolfo.htm](http://www.datameteo.com/correntegolfo.htm)

"We are presently doing a global experiment on our climate system with little understanding of which of a number of possible outcomes will result," Clarke says.

Changes in ocean temperatures have been linked to ice ages in the past. About 12,800 years ago, North Atlantic waters cooled dramatically and so did the North Atlantic region.

It took only about a decade to move into a cold spell that lasted close to 1,300 years, Gagosian says.

The most recent shutdown in the North Atlantic circulation is believed to have occurred 500 years ago, wiping out established Norse settlements and vineyards that once thrived in Greenland, he says.

A recent U.S. National Academy of Sciences report, entitled "Abrupt Climate Change: Inevitable Surprises," notes that climate changes have occurred with "startling speed" in the past. And next time, the report said, the cost to agriculture alone could be in the $100- to $250-billion range.

Perhaps the most sobering realization is there will be little anyone can do about it - short of adapt.
"The climate system can and has moved to new climate states in a matter of decades," Clarke says. "If the system undergoes such a change, we have virtually no idea of how to attempt to stop or reverse the system."

So it seems to me that as a civilization we should be doing everything within our abilities to slow this warming trend; and I do mean everything!

Using hydrocarbons as a fuel source is simply foolish in light of our environmental predicament. It has taken us greater than 150 years to get into this deepening mess, now we have at most 10 years to get out of it. The hurdle, as always, is the control exerted from the top of the power structure of this world. The Elite. Patent after patent has been filed and granted that would allow for the development of engines that still burn petroleum yet deliver 60 to 200 plus miles per gallon. For some unspeakable reason this technology cannot get to market! Patent after patent having also been granted for magnetic motors or what are termed over unity devices, these units produce more power than what initially goes in. I have seen designs of one that has an output ratio of 1:450! One watt goes in. 450 watts is returned. http://www.seaspower.com/ Why are these not everywhere? In the schools, hospitals, county buildings, cars, one in each neighborhood. This is a one time expense and then free electricity, forever! Who looses? Could it be that the $6+ trillion energy complex is not going to allow this to happen? Especially with an American White House that is soaked in oil. How expensive will fuel get before people demand a quantum leap in the advancement of energy technology? How much longer will we let them get away with this ongoing theft of our future and unnecessary contamination of our planet and only atmosphere?

I find it distressing that all the environmental movements have done nothing to aid this cause, to find and to fund this ultimate energy solution. It truly makes me question their motives as well. These organizations have the membership and could get the funds to make a vast difference if their leadership could only find a voice with a message that would resonate with all. I call it the truth! Do they not notice the contrails overhead and the tainted rainwater that falls from above? Or is this topic also off limits for them?

So the contrail program is adding to the warming of the planet and is not being used as a sunscreen, as its sole purpose, as some earlier research science has proposed. It maybe doing so in the UV spectrum but we will not know positively until the secrecy is finally peeled away.

I have, for now, settled on three primary types and purposes of contrails with in the program.

Firstly, are the fully natural contrails that are non-visible or of very short duration on 70% of the days. In the prefrontal environment of a storm, high clouds/higher humidity are present thus allowing for the persistence of these vapor based contrails. Basically the way is used to be.

Secondly, and very popular these days, are the fuel additive contrails adding an aerosol content to the troposphere and lower stratosphere. These trails do last slightly longer than usual and are brilliantly white when viewed from below. Commercial aircraft have been added to this fleet of atmospheric workers in addition to many previously retired airliner MD-80’s. These contrails can also become very persistent in a favorable prefrontal storm environment. Sound dampening equipment has been installed on these planes so many pass overhead on the quiet. You have got to look up to see them.

Thirdly, we find the thick chemtrails that span the horizon regardless of the atmospheric conditions. Simply, they are marking the skies and it is in this activity we find the big clue. Marking the skies and looking for what? Scalar signatures. These contrails are designed to fan out revealing the workings of the scalar weather matrix; they are also capable of spotting where negative ionic strikes
have dissipated cloud cover releasing the static bond of the water within the clouds in the targeted zone.

Hundreds of drone aircraft crisscross the skies laying down long lasting contrails that fan out into a layers of haze coating the skies from horizon to horizon. These special clouds, glowing with an irradiance of salmon and teal colors, are vibrated into cirrus-like clouds so that, when viewed from above, the activities of the scalar weather modification machinery can be made visual. Think of it like this. A white crayon being drawn atop a chessboard while the individual blocks that comprise the playing board are capable of moving in four dimensions. These thick contrails, laced with aluminum oxide and barium salts, are there to reveal the movements of this game of chess played out in the skies above us. Chemtrails/scalar marker flights are an important form of this reconnaissance when viewed from space.

I have received many emails from contrail watchers reporting planes threading their trails through the last opening of blue skies visible from their location. Why does this happen? An understanding gained from reading the ‘Holes’ update of March 25 discussing ionic scalar strikes of negative ions used for dissipating clouds gives us an additional insights.
Chemtrail markers flown through these ionic strikes give the watchers a very good idea of the intensity with which this strike was delivered. These strikes produce the weeping cirrus streaks like the ones seen above. These holes vary greatly in size from half kilometer to 100 km or greater.

Finding the intersection of these moving segments of scalar atmospheric action is left to the chemtrail planes. The thin layers of high clouds seeded with aluminum reveal the edges of different zones of scalar energy influence. This is important information to military forecasters as well as those operating the scalar interferometers to, see in near real time, how the atmosphere is responding to this input.
Looking for and finding ionic strikes.

Understanding where, how, and the intensity of the scalar weapons being used, can explain much of the contrail activity in the skies. Making what is invisible visible by tracing these marker contrail flights across the skies.
July 6, 2002 Seattle Washington A heat wave grips the Pacific Northwest during the time of this blooming contrail as it spreads out into the shape/vibration of the scalar energy matrix in operation overhead. The freshly created ice crystals spread out... and if found within 22 degrees of the Sun... a halo or a Sun dog will be seen. These use to be present in the winter season, now they are seen frequently regardless of season because of the addition of marker flight condensation nuclei.

Southern California Early April 2005

Six contrails can easily be discerned with the thin remnants of a seventh visible in the upper right portion of the image. A hole is made visible at the edge of the two contrails; the upper one is arrowed, with a very fresh trail flown through the middle of the hole and image. The second lower arrowed contrail has been flown right on the edge of the 'push zone' where the weeping cirrus makes a sharp 45-degree break.
The contrail being laid straight across this zone of sheer.

Marker trails laid down with the intent of creating high clouds are often delivered at the edge of a sheer zone where the lateral movement of the scalar wave will hold onto the metal component of the contrail mixture then pull out and away perpendicularly to a thin shield of cirrus. This cirrus, and the remaining markerl
cloud, will then take on the shape of the underlying scalar vibrations present in the sky that would be invisible without the presence of this manmade cloud.

It is now possible to see the ladder type of roll clouds as they entrain the winds aloft limiting the movement of the jetstream to where the designers of the weather want it to be. On the left side of the cloud the lateral pull of the scalar wave on the cirrus as it is pulled westward from the spreading contrail.
There is not so much twisting occurring in this arrowed location, but just the flat edge of a zone that is getting a nudge to the left. It is important to know the intensity of these breaks so that this data can be used in knowing how intensely the atmosphere is being altered.
In need of more data...so a second plane is flown in the vicinity to see if the scalar/gravatonic energy remains present to deform the second contrail.

Flying the edge looking for scalar input that deforms these marker contrails.
Moving blocks/cubes of the atmosphere a little at a time... this shows up as a stair-step imprint on the contrail.

All sorts of anomalies can be revealed when drawing lines across the skies.
Sometimes the scalar nudge is round and more often it is in the form of a blunt edge or half cube shape.

When the chemtrail mixture has saturated the sky, full cloud cover, the shapes of the scalar weapons then are fully revealed. At this point the geometry of man has overwhelmed the natural processes of the planet and square clouds abound.
Day and night this recon information is needed. The reflective wavelengths of the man made marker clouds enable them to be seen from space regardless of the time of day.
A trail that has been laid down across two differing energy environments as seen by its sudden rolling over and subsequent lateral dispersion. Notice the background acceleration ripples.

This trail has found the edge of two round negative ion holes. See how the trails have been folded back slightly along the holes outer edges.

Similar story with these guys. A large blue hole to the upper right of the two thick trails coming from the bottom of the page; creating a thin overcast that provides for a favorable environment to see the scalar technologies at work.
Helical twisting along with evaporating gaps in this image of three contrails.

This seems to answer one the most often posed questions as to why spraying is so common, if not outright aggressive, ahead of an in bound weather storm. The two most important reasons for the spraying ahead of a storm; first the thick contrails are flown looking for scalar interference immediately ahead of the storms EXPECTED path, up to several hundred miles ahead. Helical twisting, broken trails, large evaporating gaps in the trails and vertical/horizontal contrail displacement reveal how much the atmosphere is being altered (heated/cooled/displaced) ahead of the storm so the military forecasters get additional direct observational data to improve their forecasts and know where to ‘fight back.’ The environment immediately ahead of a storm is ripe for the development of high cloudiness; with one of the stated agendas of contrails being solar reflection the pre-storm environment is an ideal location to do this work. With so many storms putting down amounts of rain that might cause flooding these drying/moisture-absorbing mixtures can be flown/injected immediately ahead of the storm front reducing the intensity of the severe weather attack. This assumes that this battle is fought between the Eastern and the Western entities. If the Elite has control of all of this, contrails and the scalar technology, then only one agenda applies, and it is all bad news if this viewpoint ends up being the way it is. Somebody knows and will tell us all, I eagerly look forward to that day.

With the chemtrail/contrail marker flights so common in the Western hemisphere of influence one must then conclude that all governments, that allow these contrail marker over flights, know of the scalar war being waged in the skies above. This outright deceit of the public must end. We see these marking flights each and every day of the year, we now know why they are flown and demand a full accounting of the activities that occur in our skies. This is a technology, which because it affects everyone on this planet, rightly belongs to the people. It is readily apparent that those that have and use the scalar weaponry are incapable of using it for the betterment of mankind and therefore are not worthy of the leadership positions they presently hold. When an agenda of greed, thirst for power, deceit and deception is at the basis of their moral compass a change of leadership is hereby demanded. Public oversight was attempted with Congressional hearings initiated by Senator Pell back in the 1970’s, but met stiff resistance. http://www.sunshine-project.org/enmod/US_Congr.html These guys then slipped back underground to continue the development of these very powerful weapons. The time has come for this power over the planets and indeed Creations most basic functions be handed back to the People. I don't have a problem with controlling the weather; if it weren't supposed to be done then the process simply wouldn't be possible. Therefore what must happen is that the intent of these operations must change, and change to reflect an outcome that leads only to the Highest and Best Good of All. Any other intent will ultimately result in a planetary catastrophe. Please contact your Congressional representatives and make them aware of this situation; as representatives of the government it is their responsibility to be aware of these
activities that are done in our name.

The following are some of the more intriguing if not beautiful contrail images that have been shared with me. To all of those readers and listeners of the various radio shows that I have been a guest on, thank you for sharing your discoveries with me. Pete Lund, Dave Lambert, and many others whose pictures and personal observations are most welcome.

A black contrail. Is it just in the shade of clouds on the horizon or is it a black soot marker contrail? Arlington, TX 28 March 2005

30 November 2004 Numerous trails visible with the low sun angle providing illumination from below.
A little twisting on the two oldest trails, as high clouds will soon fill the skies.
Six marker planes flying in parallel, my feeling is that this activity will become far more common as the public’s understanding of what is happening grows allowing this project to continue to grow more boldly... as if it isn’t already! The pollution from this activity will become a very hot topic considering all the health side effects of the heavy metals raining out of this crap.
The tell tale colors of an oily/waxy chemtrail cloud, teal and salmon to pink.

What goes up must come down. It comes down in the rain, the snow, suspended in fog and often just settling out on a calm night onto everything. I wonder if there is an allergy test for chemtrails! Big Smirk.

My next step in this contrail research is rainwater testing. For lab tests of rainwater, a catch of 100-200ml is needed and cost about $43 when looking for two metals. In this case I know to look for aluminum and barium plus get a pH test done. I have had readers sent me their lab tests results showing these metals counts at upwards of 7 to 250 times normal background levels! So for less than $50/US you can test your own rainwater and determine how much of this chemtrail substance is reaching your lungs, backyard, your children and pets. Is there any wonder why so many have had a sudden onset of adult asthma, sinus infections and frequent flu-like symptoms? As a side effect of this war bringing about a slow and persistent heavy metal poisoning from above? Test your rainwater and have direct evidence of this project impacting more than just our once bright blue skies and clean breathable air.
I received the following email on the 18th of April as it was forwarded to me from someone who may have answered several questions I have had about the incorporation of the civilian air fleet into a portion of this atmospheric project.

My questions have been: The weight and volume of the chemical mixture delivered while in flight including the delivery mechanism? How much of a financial burden is it to carry this extra weight aloft with each flight? How is the plumbing kept 'hidden' from the many mechanics. Who does and how are the tanks refilled? Read on: Did An Airline Mechanic Stumble Upon The Truth?

SIPL | April 17 2005

For reasons you will understand as you read this I can not divulge my identity.

I am an aircraft mechanic for a major airline. I work at one of our maintenance bases located at a large airport. I have discovered some information that I think you will find important.

First, I should tell you something about the “pecking order” among mechanics. It is important to my story and to the cause to which you have dedicated yourself.

Mechanics want to work on three things. The avionics, the engines, or the flight controls. The mechanics that work on these systems are considered at the top of the “pecking order”.

Next come the mechanics that work on the hydraulics and air conditioning systems. Then come the ones who work on the galley and other non-essential systems. But at the very bottom of the list are the mechanics that work on the waste disposal systems.

No mechanic wants to work on the pumps, tanks, and pipes that are used to store the waste from the lavatories. But at every airport where I have worked there are always 2 or 3 mechanics that volunteer to work on the lavatory systems.

The other mechanics are happy to let them do it. Because of this you will have only 2 or 3 mechanics that work on these systems at any one airport. No one pays much attention to these guys and no mechanic socializes with another mechanic who only works on the waste systems.

Fact is, I had never even thought much about this situation until last month. Like most airlines we have reciprocal agreements with the other airlines that fly into this airport. If they have a problem with a plane one of our mechanics will take care of it.

Likewise, if one of our planes has a problem at an airport where the other airline has a maintenance base, they will fix our plane.

One day last month I was called out from our base to work on a plane for another airline. When I got the call the dispatcher did not know what the problem was. When I got to the plane I found out that the problem was in waste disposal system. There was nothing for me to do but to crawl in and fix the problem.

When I got into the bay I realized that something was not right. There were more tanks, pumps, and pipes then should have been there. At first I assumed that the waste disposal system had been changed. It had been about 10 years since I had worked on this particular model of aircraft.

As I tried to find the problem I quickly realized the extra piping and tanks were not connected to the waste disposal system, at all. I had just discovered this when another mechanic from my company showed up. It was one of the mechanics who usually works on this particular type of plane, and I happily turned the job over to him.

As I was leaving I asked him about the extra equipment. He told me to "worry about my end of the plane and let him worry about his end!"

The next day I was on the company computer to look up a wiring schematic. While I was there I decided to look up the extra equipment I had found. To my amazement the manuals did not show any of the extra equipment I had seen with my own eyes the day before. I even tied in to the manufacturer files and still found nothing. Now I was really determined to find out what that equipment did.

The next week we had three of our planes in our main hanger for periodic inspection. There are mechanics crawling all over a plane during these inspections. I had just finished my shift and I decided to have a look at the waste system on one of our planes. With all the mechanics around I figured that no one would notice an extra one on the plane.

Sure enough, the plane I choose had the extra equipment! I began to trace the system of pipes, pumps, and tanks. I found what appeared to be the control unit for the system. It was a standard looking avionics control box but it had no markings of any kind.

I could trace the control wires from the box to the pumps and valves but there were no control circuits coming into the unit. The only wires coming into the unit was a power connection to the aircraft's main power bus.

The system had 1 large tank and 2 smaller tanks. It was hard to tell in the cramped
compartment, but it looked like the large tank could hold about 50 gallons. The tanks were connected to a fill and drain valve that passed through the fuselage just behind the drain valve for the waste system.

When I had a chance to look for this connection under the plane I found it cunningly hidden behind a panel under the panel used to access the waste drain.

I began to trace the piping from the pumps. These pipes lead to a network of small pipes that ended in the trailing edges of the wings and horizontal stabilizers.

If you look closely at the wings of a large airplane you will see a set of wires, about the size of your finger, extending from the trailing edge of the wing surfaces. These are the static discharge wicks. They are used to dissipate the static electric charge that builds up on a plane in flight.

I discovered that the pipes from this mystery system lead to every 1 out of 3 of these static discharge wicks. These wicks had been “hollowed out” to allow whatever flows through these pipes to be discharged through the fake wicks.

It was while I was on the wing that one of the managers spotted me. He ordered me out of the hanger telling me that my shift was over and I had not been authorized any overtime.

The next couple of days were very busy and I had no time to continue my investigation. Late one afternoon, two days after my discovery, I was called to replace an engine temperature sensor on a plane due to take off in two hours. I finished the job and turned in the paperwork.

About 30 minutes later I was paged to see the General Manager. When I went in his office I found that our union rep and two others who I did not know were waiting on me. He told me that a serious problem had been discovered. He said that I was being written up and suspended for turning in false paperwork.

He handed me a disciplinary form stating that I had turned in false paperwork on the engine temperature sensor I had installed a few hours before. I was floored and began to protest. I told them that this was ridiculous and that I had done this work.

The union rep spoke up at this point and recommended that we take a look at the plane to see if we could straighten it all out. I then asked who the other two men were. The GM told me that they were airline safety inspectors but would not give me their names.

We proceeded to the plane, which should have been in the air but was parked on our maintenance ramp. We opened the engine cowling and the union rep pulled the sensor. He checked the serial number and told everyone that it was the old instrument. We then went to the parts bay and went back into the racks.

The union rep checked my report and pulled from the rack a sealed box. He opened the box and pulled out the engine temperature sensor with the serial number of the one I had installed. I was told that I was suspended for a week without pay and to leave immediately.

I sat at home the first day of my suspension wondering what the hell had happened to me. That evening I received a phone call. The voice told me “Now you know what happens to mechanics who poke around in things they shouldn’t. The next time you start working on systems that are no concern of yours you will lose your job! As it is, I’m feeling generous, I believe that you’ll be able to go back to work soon.” CLICK.

Again, I had to pick myself from off the floor. As my mind raced, it was at this moment that I made the connection that what had happened to me must have been directly connected to my tracing the “mysterious” piping.
The next morning the General Manager called me. He said that due to my past excellent employment record that the suspension had been reduced to one day and that I should report back to work immediately. The only thing I could think of was "what are they trying to hide" and "who are THEY"!

That day at work went by as if nothing had happened. None of the other mechanics mentioned the suspension and my union rep told me not to talk about it. That night I logged onto the Internet to try to find some answers.

I don't remember now how I got there but I came across a site that talked about chemically-laced contrails.

That's when it all came together. But the next morning at work I found a note inside my locked locker. It said, "Curiosity killed the cat. Don't be looking at Internet sites that are no concern of yours."

Well that's it. Now I know 'THEY' are watching me.

While I don't know what THEY are spraying, I can tell you how they are doing it. I figure they are using the "honey trucks". These are the trucks that empty the waste from the lavatory waste tanks.

The airports usually contract out this job and nobody goes near these trucks. Who wants to stand next a truck full of sh--. While these guys are emptying the waste tanks, it makes sense that they could easily be filling the tanks of the spray system.

They know the planes flight path so they probably program the control unit to start spraying some amount of time after the plane reaches a certain altitude. The spray nozzles in the fake static wicks are so small that no one in the plane would see a thing.

God help us all.

-- A concerned citizen