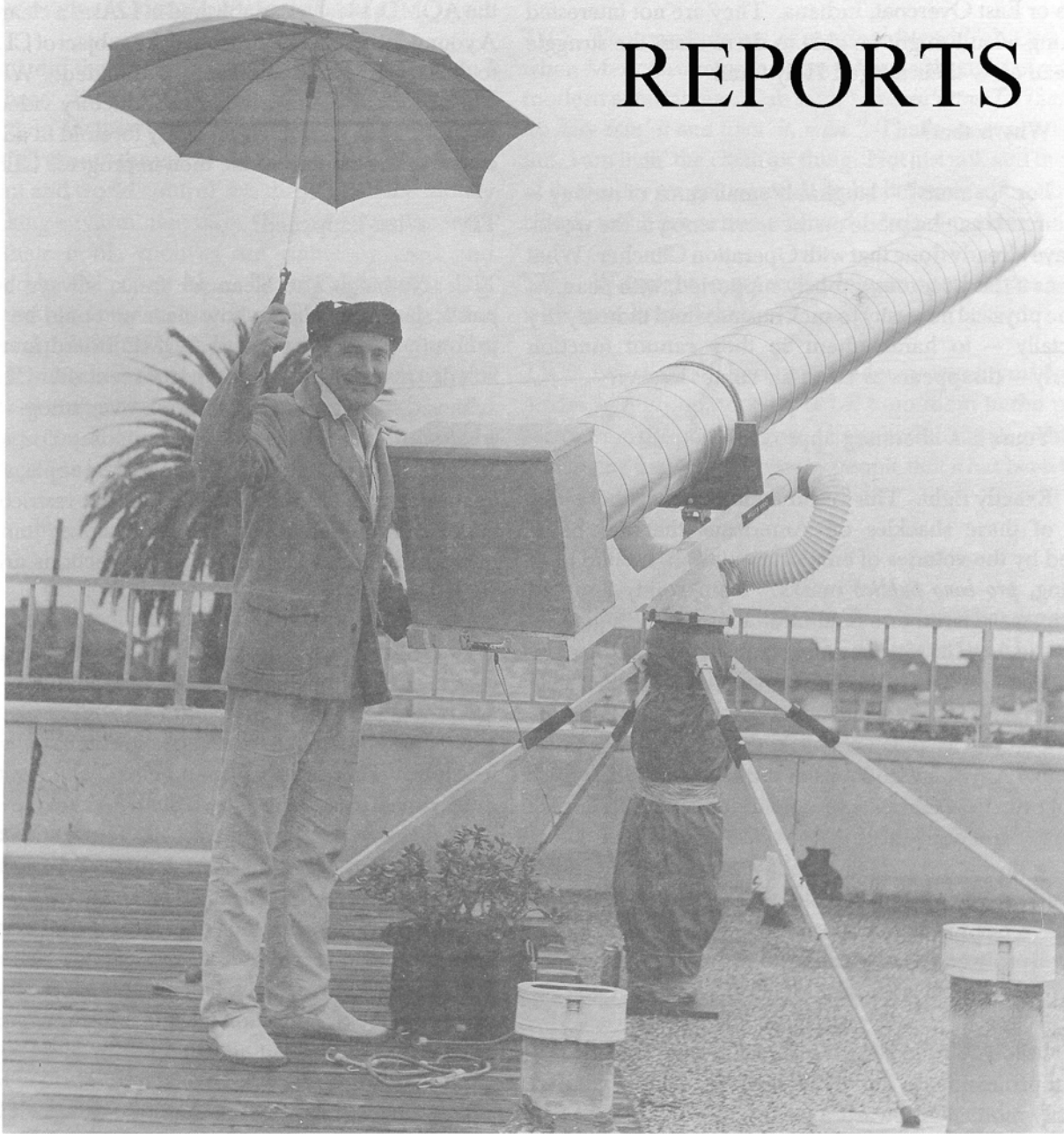


# OPERATIONS REPORTS



For Weather Engineering Operations  
Conducted by Trevor James Constable  
by  
Trevor James Constable and Thomas Joseph Brown

# Operations Reports

For Weather Engineering Operations  
Conducted by Trevor James Constable

A Collection of Previously Released Articles

Authored by

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and  
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## Chapter One

# **ETHERIC RAIN ENGINEERING: OPERATIONS SUMMARY**

Between September 1971 and September 1999, eleven major operations were mounted and documented with film, video, radar, television clips, NOAA filings and official reports. Dozens of other, smaller operations, were also mounted during this same time frame, that are not mentioned in this article.

Article by

Trevor James Constable

## ETHERIC RAIN ENGINEERING OPERATIONS SUMMARY

Over a developmental period exceeding 30 years, etheric rain engineering has been utilized in numerous successful operations. Beginning with ponderous, fixed-base operations employing arrays of up to 150 water-grounded tubes, this art and science has continuously evolved. Advances have been both technical and theoretical. By the year 2002, the huge, static, water-grounded arrays have been replaced by a single, hollow tube of sensitive construction. These tubes are carried aboard helicopters or light aircraft, and do not employ chemicals, electric power, or electromagnetic radiation in any form. From inception until today, action has depended on tapping the latent, native power of the etheric continuum.

Effort has not been expended in reconciling this new technology with scientific conceptions and theories that exclude, a priori, the existence of the ether. On the contrary, every effort was made to keep this work independent from classical theories and notions already obsoleted by the practical results that have been obtained over the past three decades. Instead of seeking the approval and sanction of formal scientific sources, objective physical results were allowed to guide and discipline development. This unorthodox approach ruled out any drifting to mysticism. ONLY RESULTS COUNT is the motto that ruled.

Typical of the wide range of etheric engineering operations were the following, documented projects:

**OPERATION KOOLER** was carried out in September of 1971. A devastating, entrenched heat wave (106F) was crippling Los Angeles and Southern California. Electric power distribution was beginning to break down, schools were closing and wide popular distress grew worse as the crisis conditions continued without surcease. Contra-forecast, KOOLER brought regional temperatures down by 31 degrees Fahrenheit in less than three days, ending with light rain.

**SYCAMORE CANYON FIRE 1977.** A commercial rain engineering project was being carried out in July of 1977 for the Eastern Utah Cattlemen's Association. Fixed-base weather engineering units were employed in both southern California and Utah, and the project was successfully concluding when a severe heat-wave hit southern California. This prompted the engineers to attempt a repetition of the

highly successful KOOLER operation mentioned above. A diversion from the Operation Reviver format used for Utah, was accordingly filed telegraphically with the U.S. Federal authorities (NOAA). The relevant telegram survives to this day. Immediate adjustments were made in the desert-based equipment in California. The engineers were not aware, in driving to the desert base, that a ferocious fire had erupted in the Sycamore Canyon behind Santa Barbara city. Flames were being driven downhill by scorching, 55 knot winds. The flames had reached to within 800 yards of downtown in the beautiful city, which appeared lost. Then, at 12:45am, approximately 30 minutes after our engineers had completed aligning all equipment on the magnetic west vector out of Thousand Palms Oasis, the winds suddenly reversed, with a precipitous temperature drop from 90F to 71F. The fire was blown back up the hill, saving the city of Santa Barbara. The magnetic west vector out of Thousand Palms goes right through Santa Barbara. The fire was brought under control after this (unwitting) intervention of etheric weather engineering into a potentially disastrous situation.

**HIGH SEAS OPERATIONS 1967-1992.** These operations were carried out aboard ocean-going merchant ships of the U.S. Merchant Marine, in which Mr. Trevor James Constable served as a Radio Electronics Officer. His professional responsibilities included ship's radar installations. For the first time, it became possible to operate etheric rain engineering equipment in a mobile format, in a pristine environment, and with the unrivaled documenting and observational properties of modern radars. Progress was immediate, particularly in understanding the practical workings of the etheric continuum and its laws, in all kinds of climates and environments. Permanent assignment in 1978 to the SS "Maui", flagship of the Matson Navigation Company's fleet, further stabilized these investigations of the maritime mobile format. Mr. Constable made more than 300 crossings of the eastern North Pacific before his retirement from the sea in 1992.

Numerous etheric rain engineering devices were designed, constructed and tested during this period. Only those designs that produced practical results were further developed. Rain was consistently engineered from SS "Maui" within major high pressure cells, some of them covering a million square miles. Results were comprehensively documented on time-lapse videotape. A commercially-released video, ETHERIC RAIN ENGINEERING ON THE HIGH SEAS, summarizes this pioneering work in the maritime mobile use of etheric rain engineering.

In the course of his 14-year tenure as Radio Electronics Officer of SS

"Maui", Mr. Constable conducted literally thousands of rain engineering experiments of all kinds. He brought down literally billions of tons of water on the earth with these explorations of nature's great laws. The great majority of these experiments were objectively successful, and contributed to the development of an invaluable OPERATING ACUMEN.

**OPERATION PINCER II**, July 1986. An engineering drawing was filed in advance of this project with the U.S. Federal authorities (NOAA), detailing the procedure that would engineer rain into Los Angeles in July 1986. Los Angeles is 'STATISTICALLY RAINLESS' in July. Etheric rain engineering was being pitted against a century of weather records. PINCER II demonstrated the anomalous diversion - 240 miles out of its normal path into Arizona - of rain that made July 86 the wettest July in 100 years. The attendant, anomalous thunder and lightning storm left 300,000 Los Angeles residents without electric power. Entire operation was documented by US government radar fax maps and storm video.

**OPERATION CLINCHER** - Smog Dispersal, May-November 1990. Federally-filed in advance with NOAA, Clincher had as its announced target, a twenty percent SEASONAL REDUCTION of smog. This was to be across-the-board, for the huge four-county Air Quality Management District, the largest, filthiest smog region in America. This six month operation utilized 14 etheric vortex generators that had been technically developed aboard SS "Maui". No chemicals, no electromagnetic radiation. Smog took the worst knock, in every category, since smog began. Reductions of over 60 percent in some of the worst areas. Zero smog in several. Overall seasonal smog reduction: 24 PERCENT. Comprehensively documented with AQMD statistical releases.

**OPERATION TANGO**, Singapore, July 1988. Dry season rain engineering. TANGO, like CLINCHER against Los Angeles smog, was sponsored and financed by a young Singapore entrepreneur, Mr. George K.C. Wu - now the President and Chief Executive Officer of Etheric Rain Engineering Pte. Ltd. TANGO utilized a 46-foot Hatteras cabin cruiser offshore, coordinated with an Apache etheric vortex generator at Loyang, on Singapore Island. TANGO raised 30,000 square kilometers of rain over Singapore, Malaysia and northern Indonesia. TANGO was documented with Singapore government radar maps and mobile video.

In addition to TANGO during this Singapore visit, Mr. Wu and Mr. Constable carried out operational experiments with a speedboat and a



rotating "Termite" device. These operations were extremely enlightening as to the special etheric properties of tropical weather.

**OPERATION PIONEER** - Melaka, Malaysia, 1991 Dry Season. Fixed base operations, with ancillary gun car operations on regional roads. PIONEER brought in 38 measurable rains in 57 dry season days, for a total of 327 mm. This is 75 percent of an entire year's normal Melaka rainfall. Melaka is the driest state in mainland Malaysia. Government radar nevertheless documents unerringly that Melaka was **FREQUENTLY THE ONLY STATE IN MALAYSIA GETTING RAIN** during the entire period of PIONEER.

**OPERATION RED BARON**, Hawaii, 1994-96. - This was the initiating, pioneer series of airborne etheric rain engineering operations. Rain was successfully engineered from the air, using specially-designed "Bull" translators, right from the first flight made for this purpose. Conclusively established the power and efficiency of airborne rain engineering, as superior to any previous modality. Methods developed in 14 years of maritime mobile work aboard the SS "Maui" proved much more effective from an aircraft. Documented by video and via third party media reports. Incorporated in special demonstration video for government ministers and senior officials. Available from ERE Singapore on letterhead request.

**OPERATION SEGAMAT**, Malaysia, October 1997. AEREO - Airborne Etheric Rain Engineering Operations - proves effective in a series of exploratory operations in rural Malaysia. These rain flights exploited the advantages of isolated airstrips without traffic control. The program culminated in Segamat, in central Malaysia, where a lengthy dry spell had droughted the region. The Segamat Country Club had its own airstrip. On 14 October 1997, two short, successive rain engineering flights were scheduled, right off the runway directly to the east. Each flight was to be for no more than 20 minutes at minimum safe speed. The second flight had to be curtailed to 9 minutes because of imminent heavy weather. Eight hours of rain into droughted Segamat ensued, which extended some 60 km to the north and west. Documented with radar fax maps, video and photography. (See the 16-exposure photo recording of this operation at the head of this section)

**OPERATION K.L.**, Malaysia, April 1998. The Kuala Lumpur region was in a four and a half months period of drought. Water rationing was in force. 28 hours after Mr. Constable set foot in Malaysia and made an immediate AEREO flight, the region was deluged. In the subsequent

week, a helicopter was used for the first time in AEREO. Slower, controlled flights in the 40-60mph speed range, proved super-effective. Coordination of fixed-wing and helicopter AEREO flights successfully pioneered, revealing a rich potential. Nocturnal rains were also engineered into Kuala Lumpur by means of a fixed-base P-gun installation on the hotel roof. These rains were accompanied by massive thunder and lightning, on the scale of a bombing attack. Entrenched drought in Kuala Lumpur was countered by natural means, without chemicals or radiation.

**OPERATION PROFITA**-People's Republic of China. September 1999. Sponsored by a Hong Kong charitable foundation. Supervised by Mr. Chen Feng, President and CEO of Hainan Airlines, this was a demonstration operation. A single, 20 minute helicopter flight to the east, equipped with a single P-gun, produces rain over Hainan Island, contra-forecast and as promised, within 12 hours. Extensive rain resulted in the cancellation of the second demonstration flight, scheduled for the following day. It was still raining from the first pass. This was the first airborne etheric rain engineering operation ever conducted in the People's Republic of China. Documented and presented in a brochure by PRC meteorologists and Hainan Airlines technicians.

These operations show the lengthy, varied operational history behind etheric rain engineering. Every modality successfully used remains valid in its way to this day. Technical progress, plus ever-increasing understanding of the etheric continuum and its laws, simply obsoleted the various translators devised in developing and refining this technology. Airborne etheric rain engineering stands as the salient success as we enter a new century, Etheric technology will shape the human future, in ways barely imaginable today.

Chapter Two

# **OPERATION CLINCHER**

Regional Smog Reduction in the LA Basin  
May 1, 1990 - October 31, 1990

Two Articles by

Thomas Joseph Brown

**OPERATION CLINCHER**  
**REGIONAL SMOG CONQUEST**  
Southern California, 1990 Smog Season  
**BACKGROUND REPORT**

This specially-prepared report is the first time that the historical work-up to 1990's OPERATION CLINCHER has been presented for the world public. While Etheric Rain Engineering Pte. Ltd. of Singapore no longer offers dedicated smog abatement contracts, the corporation may, in certain circumstances, make the technology available gratis to governments contracting for rain engineering operations. The extreme simplicity of the technology and the impossibility of protecting that technology via patents or other security measures, precludes smog contracts as a practical matter.

ERE's predecessor groups were spectacularly successful against southern California smog in the 1987-90 period. Pre-notified etheric engineering operations against metropolitan smog began in 1987, with the pioneer project, Operation VICTOR. Prior to VICTOR, convincing evidence of the power of vertically-acting etheric vortices was obtained at sea, together with practical experience in their use.

Operation Clincher in 1990 was thus the result of lengthy, hands-on experience using etheric force in a vertical format. In no sense was Clincher a fluke, or a spurious, sudden entry into the smog scenario. The statistical record 1986-1990, graphed herewith, proves this decisively. The 14 stations used in Clincher could easily today, be increased to 50 or 100 stations to wipe out this health-wrecking scourge. One percent of current smog budgets would finance such an effort. The truth is that political, bureaucratic and financial forces are heavily *invested in smog*, and exploit smog economically, financially and politically. This racket depends for its existence upon the lie that there is no effective technical answer to smog, only immensely expensive, marginally effective "projects" extending endlessly into the future. By contrast, presented here in their proper context, are the practical and theoretical precursors to Operation Clincher, the most successful of all ERE weather engineering operations since 1968. Clincher demonstrates an inexpensive, effective answer to this world's smog.

## **DEVELOPMENT BACKGROUND**

Development in the mid-1980s, on a high seas ship, of "Flying H" type units occurred synchronously with operational divorcement from water grounding. Historical photographs on this website of typical Flying H units reveal them as a side-by-side, H-type central mounting of a pair of resonant tubes on a common axle. Maritime testing of the Flying H began with manual rotation of the tubes, and provided proof of concept. Operations at sea established the need for a small but rugged AC gear motor to provide steady rotation in the frequent high winds of the ship's flying bridge. A powerful modern ship

making 22 knots into a 25 knot headwind, effectively has a full gale on its flying bridge. This was often the case on SS Maui

Once technical development departed from fixed, multiple-array, rack-type installations, and classical cloudbusters, into equipment incorporating rotating components on a motor-driven axle, many new approaches suggested themselves. Action is the crucible from which new designs emerge. The relative lightness and flexibility of Flying H units invited mobility. Having these rotating units mounted on a fast ship, made it easy – and natural – for such equipment to describe typical spinning-wave or *kreiselwelle* waveforms in the ethers as the ship moved on its gyro-stabilized courses. Tentative new designs could be worked out, and then fabricated and tested on-site, in a pristine environment. Their practical value would be determined experimentally. The extensive operations that followed development of the Flying H, soon showed that radically different equipment designs had moved our infant art into dynamic new domains of action and results. We had entered the revolutionary era of bio-geometric forms as a means of influencing etheric action.

## **THE “SPIDER”**

This new epoch of rotating components, soon extended to the development of “Spider” type units, which were a logical outgrowth of the Flying H. The latter was essentially a horizontally influential device. “Spiders” by contrast, would work by generating vortices in the *vertical* plane. Original experiments along this line were carried out with vertical operations using the tested, tried and true “cone guns.” These early, waterless derivatives of original cloudbuster technology, married Golden Section metal cones to resonant PVC tube lengths. They were effective, but clumsy and awkward on shipboard in vertical use. Vessel motion added physical hazards. Simplification and stabilization were achieved by dispensing with the resonant tube section, and increasing the number of cones employed. This is how the classic “Spider” units developed. Their mode of operation was to direct the apices of the mechanically-rotated cones upward from the ship’s deck toward the zenith. Any desired angle from the vertical could be engineered into the design. Infinite adjustment of these angles was provided in some designs.. The cones could even be directed horizontally at their minimum adjustment. The operating theory was based on a known etheric property of a cone: that structure’s ability to project a coherent beam of ether from its apex. Many people of even moderate sensitivity can detect this subtle radiation with the palm of their hand. The late, internationally noted dowsing master, Reverend Verne Cameron of California, was able to detect the coherent beam from a cone apex at a distance of several miles. The maximum range of the beam emitted from the cone apex has not yet been established. Creation and maintenance of the beam “out of nothing,” by a geometric form alone, fundamentally challenges conventional concepts.

No fuel or power source is required to establish and maintain the beam of etheric energy.

A Spider unit mounting two, four, or six cones in a circle around its perimeter, directs that number of subtle beams of etheric force upward, stirring the surrounding, moving ether to encourage vortex formation. The generation of such vortices is continuous as long as the Spider rotates. When the Spider is mounted on a moving ship, its action is greatly enhanced, on some courses, by the unit's own motion over the surface. Such a functioning Spider will trace the *kreiselwelle*, or spinning-waveform(s) in the ether. Objective



Experimental Spider Units at "Fort Z"

effects are undeniable. Chief among these is the ability, in conditions of total overcast, to tear away this cloud cover above the ship, right through to blue sky overhead. The water vapor thus removed from the zenith, descends via vortical action to the local horizon in a dense, donut-type ring all around the vessel. This cloud ring and the opening torn through to blue sky above, move with the vessel over the ocean surface. These effects have been visually observed many times with radar confirmation, and an excellent daylight video example is found in the publicly-available videotape, "Etheric Weather Engineering on the High Seas,"

## **VORTICES AT WORK**

In night replications of this technique, radar shows the moving vessel to be surrounded by a ring of highly active rain squalls, about 10 to 12 nautical miles in diameter. This entire rainy system, created by the Spider, moves synchronously across the ocean surface with the ship, sometimes for hours at a time. If the Spider is shut down, the ring of squalls soon dies. In normal operation, as that portion of the ring of squalls being left behind, continually fades out astern of the vessel, fresh squalls materialize ahead to maintain the ring around the ship. The objective reality of these happenings is compelling, especially when they are observed for extended periods as stable phenomena. A video example of this type of activity, at night and on radar, is also found on the video "Etheric Weather Engineering on the High Seas."

Implosive vortical action induced by the rotating cones, entrains moisture as its contractive force thrusts down toward the ocean surface. This vortical action reinforces the natural, normal, nocturnal motion of the chemical ether

back into the earth from the atmosphere – a daily occurrence that *does not produce this patterned activity without the Spider's intervention*. Hence the strong rain squalls. This astonishing activity is brought about with no chemicals of any kind, no electromagnetic radiation, and no electric power beyond that driving the small rotational motor. The overall happening is an evidential avalanche. The chemical ether “speaks” thus in its own language, a whole new fabric of natural law awaiting mankind’s intelligent, cooperative touch.

During this break-in period with the Spider, in 1986-87, objective effects were produced on an even greater scale. The north Pacific “High” is more or less a meteorological fixture in that part of the ocean. Millions of square miles are usually involved in this blanket of relatively tranquil, high pressure atmosphere. Judge of our astonishment when, during these vertically-active tests, we found that anomalous, sharp little “lows” suddenly started appearing near our positions on US Navy and US National Weather Service surface analysis fax maps. The indications were that these strange little systems had migrated from our ship’s track, and were suddenly appearing in the middle of an almost inconceivably vast mass of high pressure atmosphere that ruled a million square miles or more. These “implanted” mini-lows were appearing in sufficient strength and size to be observed and reported by surface ships and satellites. This practical experience of a subtle etheric force that *definitely worked physically*, led to theories as to how this action could be applied to some useful physical goal or purpose. A practical, beneficial value to humanity would be ideal. Further, wider use of etheric force for human advancement might well ensue.

## **EXPERIENCE TEACHES BEST**

Linkage already existed in nearly two decades of our shore operations, to a modern problem with serious negative impact on humanity: smog. Our experience since 1968 in southern California, had repeatedly demonstrated that etheric *rain* engineering operations definitely reduced air pollution levels in the region, without any intention to do so on our part. This smog reduction occurred adjunctively to etheric rain engineering operations, *whether or not rain was actually produced*. A “side-effect” is how physicians would describe this smog-reduction capability. Furthermore, Dr. James O. Woods and Trevor J. Constable had on several occasions, out of curiosity, directed large, water-powered rack units from Thousand Palms Oasis directly to the west through the Banning Pass and into the Los Angeles Basin. To our stunned astonishment, a heavy stench of smog and auto exhaust pervaded the pristine oasis area within a few minutes. Our action had physically moved smog constituents 50-60 miles eastward into the lower Mojave desert, almost instantly! There was thus a demonstrated technical link between etheric engineering and smog. This was verified by other, kindred experiences. With the heavy, cumbersome, water-powered equipment we relied on in those times, we could think out no feasible method for pursuing

these findings. They were therefore tucked away in our memory banks for a later time. That time arrived with the Spider.

Maritime experience with the Spider had demonstrated convincingly, that etheric vortices could be generated from a moving ship by these devices. We already knew there was a connection between the chemical ether and smog. Might it then be possible, perhaps, to generate implosive vortices in the Los Angeles Basin with Spiders operating at fixed bases? An implosive vortex entrains matter within its influence and drives such matter toward the vortex point.. In a high seas format, the matter within its influence was atmospheric water vapor. That is how we had seen those rings of squalls surround the SS Maui and accompany the ship across the Pacific. While it was highly unlikely that similar operations from fixed shore bases in the semi-arid southern California area would produce squalls, the generation of milder vortices in such a dry climate, might well have a beneficial and cleansing effect on the regional atmosphere around Los Angeles. Etheric vortices engineered there might entrain the airborne particulate matter that is incorporated in smog, and drive it back to the earth, producing significant air pollution reduction. This seemed worthy of further practical exploration.

## **NATIVE ETHERIC MOVEMENT**

In the fixed-based format on land, there would be no reinforcing influence from vessel velocity. We would be dependent entirely upon the *native* movement of the ether itself, passing through the vicinities of the emplaced Spiders. We already knew this motion to be continuous, based on the outline of the earth's ether economy provided by Dr. Guenther Wachsmuth in his monumental "Etheric Formative Forces in the Cosmos, Earth and Man." Dr. Wilhelm Reich's brilliant pioneer work with cloudbusters in the 1950s, left no doubt of the existence of a west-to- east flow of orgone energy (etheric force) in the northern temperate zone. In the eastern North Pacific, we had ourselves dammed up this west-east flow hundreds of times to engineer rain. We recorded the entire process unequivocally and often, on irrefutable time-lapse video. The existence and accessibility of this flow were thus as firmly established with us as our own heartbeats.

A rational expectation, based on our maritime experience, was that vortices stirred into this etheric flow by the action of the Spider(s) would move in strings "downstream" in the ether flow, away from Spider sites. They would possibly *influence implosively the physical atmosphere in those regions* – east of the Spider sites. In the fashion of vortex behavior, they could be expected to grow larger and weaker with distance, but would they travel far enough over dry land, and have sufficient influence to be physically and statistically evident? This was the chain of reasoning, theory and experience that brought us to the summer of 1987. Driven by the motto *only results count*, we faced the Los Angeles July climate for our test of Spider-type units as smog-inhibiting devices.



Fortuitously, we found ourselves cheek-by-jowl with the most ambitious smog observation, monitoring and study project ever run by the California authorities, and probably unique in the entire world. This was a comprehensive program organized and funded by the California Air Resources Board in Sacramento, with a budget of \$10 million. Dozens of smog scientists were brought to southern California from all over the U.S. and from other countries. These professionals were set up in numerous observation and collection bases at key sites in the four- county South Coast Air Quality Management District (AQMD) – the largest and filthiest such district in America..

## **IRREFUTABLE DOCUMENTATION**

This was a stroke of good fortune for us. If our humble little project, essentially limited to the month of July, were to be successful, then such a detailed smog monitoring project would show our influence unequivocally. We were elated to know that smog observations of unprecedented detail and complexity would be carried on by the State of California, during VICTOR. Were we to fail, then our impotence would show statistically and objectively, and justify abandonment of such smog operations in future. Budgeted at a penny-pinching \$4.000, our Operation VICTOR would utilize only three Spider-type stations for the month of July. The main installation was on Point Fermin, the southernmost tip of Los Angeles, on the Pacific Ocean. A second installation at Tustin, California, was close to the middle of the L.A. Basin, and the third was at Fort Zinderneuf in Desert Hot Springs on the edge of the Mojave Desert. These stations were equipped with hybrid versions of the evolving Spider, but all three units worked upward to initiate vortices in the ether.

## **FILED IN ADVANCE**

VICTOR was filed in advance of commencement, with the National Oceanographic and Atmospheric Administration (NOAA) of the U.S. Federal Government.

## **INCREDIBLE EVENTS**

The scenario that unfolded in southern California in July of 1987 strained credulity even among ourselves, poised as we were for positive results. Numerous weather and smog records were broken. The prototype Spider we had emplaced at Point Fermin, produced a drastic reduction in temperatures for most of the month, and the signature of its influence was evident in satellite water vapor photos and 500 millibar charts broadcast on TV and eagerly videotaped by us. Cold air came rushing down right to Point Fermin from Canada, day after day. The atmosphere in the Los Angeles Basin was crystal clear. Video clips survive in our files of TV weathermen raving about the pristine visibility and clean air, and pointing excitedly to the January-in-

July behavior of the cold Canadian air diving down to Point Fermin – our main operating base.

## **SCIENTISTS GO HOME**

Smog scientists in the State project were meanwhile struggling to find sufficient smog to justify their \$10 million presence. There wasn't sufficient smog available for them to gather statistically valid or useful samples. This small army of professional people was accordingly sent home before the end of July. This humiliating abandonment of the smog project was also covered on TV. Compelling proof had been provided, documented by the State of California, that our generation of implosive etheric vortices would indeed reduce southern California smog. The month of July 1987 stood out for low smog readings within the 1987 season records, while smog overall for the six months 1987 season took a striking 16.6 percent drop from 1986, down to a new all-time low! A significant footnote, with VICTOR concluded in July, was smog returning with a vengeance in August. The banished smog scientists were then brought back for another study try.

Victor for us was an encouraging major triumph. The AQMD smog bureaucracy had received copies of our advance Federal filing of Victor. They nevertheless palmed off on the media, the excuse that this stupendous chain of clean air events was due to "freak meteorological conditions."

Early in 1988, Trevor Constable became associated with a young Singapore entrepreneur and international businessman, Mr. George K. C. Wu, now Chairman and CEO of ERE. A multimillionaire with a real sense of adventure, he began working with us to make etheric weather engineering commercially viable. As an almost ceaseless world traveler, Mr. Wu had firsthand experience of the planetary scourge of smog, and envisioned the commercial potential of an effective and simple method of eradicating this curse. Here was truly a new way, inexpensive and effective. Further development was justified. He subsidized video production, equipment fabrication, transportation and other activity essential to keep the work moving. His intervention was both welcome and timely. The strain of 20 years was beginning to tell on the pioneers.

## **UPWARD BULGE**

In the 1988 smog season, we stayed out of the Los Angeles smog scenario. Smog took a large upward seasonal jump, back to 77 Alert Days from the VICTOR all-time low of 66 days. This put smog back near to the same level it had reached in 1985 and 1986. Our signature was thus already in the smog statistics and graphs, even as we prepared to impress it there with even greater clarity over the next two seasons.

We continued working on Spider development in 1988-89. Designs were fabricated and tested until we had physically manageable units that were effective in generating etheric vortices. George Wuu had some beautiful examples professionally fabricated in Singapore, and installed them on his office roof. He took some dramatic, 360-degree "fisheye" photographs of the Singapore skyscape that bore graphic testimony to the tropical power of Spider equipment. We continued with rain engineering experiments in Hawaii, California, Singapore and on the high seas. With George Wuu's counsel and financial help, we decided in 1989 to run a pair of short projects against southern California smog that were within our capabilities and resources. The two operations would together cover three of the six months officially assigned as the smog "season." This would verify the effectiveness of the improved Spiders we were now using, in a challenging practical format. This was a significant step upward from the July-only Operation VICTOR, but there were human limitations on what we could do. Sufficient personnel were not then available to permit a full-season operation. We ran Operation BREAKTHROUGH in July, and Operation CHECKER in September and October of 1989.

The seasonal impact of these operations was spectacular. Smog Alerts dropped by a stunning 29.4 percent, all the way down to a seasonal total of 54 Alerts – an all-time record far below even the smashing VICTOR operation. This left little doubt that the increased efficiency and improved placement of our new units was responsible for this tremendous drop, since we had only used four stations. Our future in conquering smog looked rosy. Etheric technology could drive this scourge from the earth!

George Wuu decided on the basis of the 1989 success, that funding an enlarged, full-season smog operation in 1990 was a justified investment. A success to match the previous two might well put etheric weather engineering "over the top" as a commercial venture against smog. Plans were accordingly made to increase the number of Spider stations. More stations were essential As the number of Alerts was reduced significantly, reducing them still further would be difficult. We therefore developed a simple, low-profile, dependable and effective Mark II Spider that could be operated from any secure site that had AC power. The intention was to operate up to 14 stations if suitable sites could be found and commissioned.. All this was arranged by the spring of 1990, and brings the story of CLINCHER to its chronological starting point. The account of CLINCHER that follows is an edited version of a Special Report from the May-June 1991 issue of the Journal of Borderland Research. Compiled by Thomas Brown, then-director of Borderland Sciences Foundation and now ERE's distinguished Webmaster, this 1991 Special Report excluded, for space restrictions necessary at that time, the enlightening technical details in this Internet preface. With the additional information provided here, the reader can grasp that CLINCHER was no fluke or freak occurrence. Thousands of hours of dedicated labor lay behind the smashing triumph that CLINCHER

became, and which CLINCHER remains to this day, as the AIR POLLUTION TECHNOLOGY THAT NOBODY WANTS.

**OPERATION CLINCHER**  
SEASONAL SMOG REDUCTION  
Southern California, 1990

A Special Report compiled and edited  
By Thomas J. Brown

OPERATION CLINCHER was the climactic operation in a series of four etheric weather engineering projects, carried out by Trevor Constable and his group. All four projects were aimed at air pollution reduction in Southern California. As required by law, all the projects were filed in advance of commencement, with the National Oceanographic and Atmospheric Administration, Rockville, Maryland.

CLINCHER developed out of Trevor's original operational experience with vertical ether currents. Simple geometric apparatus was designed to generate etheric vortices, which can subsequently influence the atmosphere. This phase of weather engineering began early in 1987, on the high seas aboard a large, fast-moving, ocean-going vessel.

Promising mobile maritime experience justified an exploratory fixed-base operation in southern California in July 1987, code-named VICTOR. This operation was a striking success against smog. Significant ozone reduction resulted, together with the cleanest air seen in the region since the start of the smog records. There were unforeseen consequences, for which there had been no malefic intent, but which provided forceful, objective evidence of VICTOR'S efficacy.

A \$10 million smog study project, mounted in the summer of 1987 by the California State Air Resources Board, was nullified by the simultaneous VICTOR operations. The scientists who had come to southern California for the study, from all over the U.S. and other countries, were sent home because there wasn't enough smog for them to gather statistically valid samples. The most ambitious smog program ever launched was an ignominious failure. An effective anti-smog modality had come on the scene from "left field," and history was in the making.

Trevor Constable's ATMOS group stood down from all southern California operations in 1988, during which time Project TANGO was undertaken in Singapore. This operation was detailed in the Borderland Journal in Sept-Oct 1989. California smog levels were permitted to "normalize" that year, i.e. to develop without any countering influence from etheric weather engineering. This stand-down was part of a necessary rebuttal to the official assessment of 1987's dramatically low smog as due to a "meteorological fluke."

1988 returned the southern California smog season to 1986 levels, with 77 Alert Days – up almost 17 percent from 1987.

In 1989, the Constable group returned to southern California. BREAKTHROUGH was mounted in July, and CHECKER followed on in September and October. This totaled three months of anti-smog weather engineering operations, during the six months of the 1989 season. A smog season runs from 1 May through 31 October annually. George K. C. Wu, a successful young Singapore entrepreneur had now begun subsidizing etheric weather engineering . Mr. Wu also became a member of BSRF.

In 1989, operations provided a sparkling reprise of the 1987 VICTOR scenario. Smog was yet again reduced to all-time record low levels. Thus, in two separate years, two all-time low smog levels were recorded, with a tell-tale peaking to “normal” between them, when Constable’s ATMOS team did not participate.

This operational sequencing provided typical ON/OFF statistical evidence. Official seasonal smog status in Los Angeles is assessed via the number of Alert-Days in a season. An Alert-Day is one on which there is a First Stage Smog Alert anywhere in the South Coast Air Quality Management District, hereinafter the AQMD. A First Stage Smog Alert is called whenever ozone at any monitoring station reaches .20 parts per million. There are 37 official monitoring stations in the AQMD, which covers four large counties, including San Bernardino County, the largest county in America.

### **1986 ATMOS OUT.**

The only ATMOS operation in 1986 was Operation PINCER II, in July only, detailed elsewhere on this website. This was exclusively a rain operation, utilizing a different technology than is required for smog operations. 1986 was a normal smog season. 79 ALERT-DAYS.

### **1987 ATMOS IN.**

OPERATION VICTOR Phase 1 . 1 July through August 9. Phase 2, 1-30 September. Produced the cleanest southern California air in 40 years. Lowest number of Alert-Days ever recorded (66).A 16 percent drop in Alert-Days from 1986. Termed a meteorological fluke by smog officialdom. 66 ALERT DAYS.

### **1988 ATMOS OUT.**

No smog operation. Smog returns to 1986 levels, up 16 percent from 1987.

77 ALERT DAYS.

## **1989 ATMOS IN.**

OPERATION BREAKTHROUGH in July. OPERATION CHECKER in September and October. Total engagement time: 3 months, or half the smog season. New all-time low number of Smog-Alert Days; 54, a 29 percent drop from 1988.

### **54 ALERT-DAYS.**

The statistical correlation between ATMOS operations and smog levels, thus already showed a high degree of probability. CLINCHER was designed and mounted, in the words of TJC himself, "to raise that probability to a level where would-be skeptics would appear ridiculous."

### **OPERATING CRITERIA**

Criteria determining CLINCHER'S pre-filed operational goals were as follows:

1. The margin under 1989 had to be significant, substantial and noteworthy. No marginal reduction that could be washed out by statistical manipulation would suffice. Unannounced changes in AQMD statistical bases are known to have occurred previously.
2. The combined Alert-Days reduction of the two successive ATMOS years, 1989 and 1990, had to be unprecedented in the history of the records. This reduction had to exceed by an inarguable margin, *any other two successive non-ATMOS years in the records*.
3. The reduction in Alert-Days from 1989 to 1990 should be larger than any previous year-to-year attrition in non-ATMOS years, when the AQMD was performing entirely on its own.
4. The CLINCHER reduction had to be feasible with available ATMOS resources. A 50 percent reduction was now technologically feasible, but not financially possible with available funding and personnel.
5. The final result had to CLINCH the question of etheric weather engineering's influence over smog. Hence, CLINCHER.

A 20 percent reduction in Alert-Days by CLINCHER was therefore chosen as best meeting these criteria.

### **NEW OPERATIONAL FACTORS**

In the 1990 CLINCHER operation, success probability was enhanced by three factors not previously present:

1. At least SIX operating sites would be used, 12-14 if sites were available. A maximum of four sites had been used previously.
2. Operations would be conducted for the FULL SEASON for the first time, at least doubling the project's leverage over smog.
3. Advances in effectiveness of equipment had been achieved since VICTOR in 1987. A major technical advance had been made after the 1989 season.

These factors united behind Trevor Constable publicly setting a 20 percent reduction (full season) as the project goal for CLINCHER. This projected reduction was posted in the Federal filing for CLINCHER, made with NOAA 6 April 1990. Furthermore, *record seasonal reduction of regional smog* was stated on the Federal Initial Report, as the purpose of the activity.

There were no ifs, no waffling, no hedges. SMOG WAS BEING CHALLENGED HEAD-ON.

This announcement of a further drastic smog reduction, *below the all-time record*, prior to project commencement, was an audacious commitment. Constable further made it public internationally by announcing it on Radio Free America. Through the RFA shortwave outlet the announcement reached millions. The Journal of Borderland Research (May-June 1990) also published the announcement in advance. Aware that he was stepping on the toes of some very powerful people profiting from smog, Constable avoided all local and regional publicity, to minimize any "spoiler" activity.

No orthodox scientific body, no responsible bureaucracy or bureaucrat, has ever dared give the public this kind of unequivocal commitment for effective air pollution reduction. The southern California smog bureaucracy had been plainly flabbergasted by the 29 percent Alert-Days reduction in 1989. The AQMD had no expectation that such a reduction would be *repeated* in 1990. Dr. James Lents, executive director of the AQMD, admitted at the 1990 mid-season AQMD press conference that smog had already been far lower than expected – even allowing for favorable weather.

Dr. Lents, together with AQMD Chief Scientist Alan Lloyd, and AQMD Chief Meteorologist Joe Cassmassi, had been sent copies of the CLINCHER Federal filing before the season started. No such corporate correspondence is ever answered or acknowledged. Certified Mail was used for these advices, to preclude any later denials of receipt by officials.

The wherewithal does not exist within orthodoxy for a 15-20 percent regional reduction of smog in one season, *let alone TWO such reductions in successive seasons*. On the contrary. Orthodox scientific opinion, and conventional technical inadequacy, have condemned the people of southern

California to ponying up over \$10 billion by the year 2000 to 'FIGHT SMOG.'  
(This has now eventuated — Editor)

When Trevor Constable made his prediction of a 20 percent smog reduction in 1990, he really stuck his neck out. Plenty of know-it-alls got ready to throw a horse collar on his neck.

Says Constable, "History confirms unerringly that orthodoxy's reaction to truly radical developments, is to *bash them into the ground*. This is usually achieved when such advances are germinal, and their acceptance turns upon minor, hair-splitting matters, such as miniscule differences in meter readings or temperatures and so forth. The inventor and the idea can then be crushed by dishonesty, deceit, stupidity, incomprehension, neurotic evasion, or all five at once."

Borderland Journal readers will recall Einstein's scuttling of Dr. Wilhelm Reich's orgone accumulator. Einstein, the man who made the ether superfluous via mathematical gambits, could not accept that Reich could concentrate the ether in a layered box, and create an irrefutable thermal differential with the arrangement. The differential had to be verbalized away – evaded. There are numerous other kindred examples and the names of Nikola Tesla, Dr. Albert Abrams and Dr. Ruth Drown come immediately to mind.

Trevor Constable pungently expressed his standpoint on the institutionalized evasion that blocks what is radically new. "The nazified treatment orthodoxy gives people like the late Dr. Reich, for example, jailing him and burning his books and papers, is a disgrace to science. Jail for serving and helping mankind? I don't like and I don't trust such barbarians, and they run the whole bloody show in science and the government. *Smog has them flummoxed*. They can do nothing effective. They 'study' smog, facilitate the profit plunder from smog, and try to block and sequester the effective remedy. I do not seek their approval because it is irrational to do so in the circumstances....."

In the case of CLINCHER, nothing miniscule or marginal, or subject to nitpicking argument, was involved. There would be no controversy over fractions of a Fahrenheit degree. CLINCHER was on a vast, mind-boggling scale. Air pollution in the largest, worst-afflicted region in America, four huge counties in extent, was to come down seasonally by one fifth. Could such a colossal reduction actually be achieved two years in a row? All this by "etheric engineering" when orthodoxy remains compulsively convinced that there is no ether? Could it be done?

The men in the ATMOS group were in no doubt. According to veteran aide Irv Trent, who died at the age of 86 in 2001: "TJC devoted over 20 years of his life, and a professionally-earned fortune, to bring everything together in



CLINCHER. His operational experience is unrivaled, and his team loves him. For CLINCHER, he called in every marker. He put his considerable international reputation on the line. I knew CLINCHER would be a smashing success." The scholarly former aerospace technician added a prescient estimate. "This time" he said, "the etheric revolution was going to bash orthodoxy into the ground. Einstein's ether-less universe was going into the ashcan, where it belongs."

Problems remained. In prior smog seasons, Riverside and San Bernardino had always been difficult areas. This is because smog migrates from the central and western Los Angeles Basin eastward into these communities. Mountains block further eastward drift. Smog Alerts result. The most powerful CLINCHER installation, a Mark 7 Spider, was sited at 3400 feet in Banning, and would definitely affect San Bernardino, lying due west magnetic. A potential hazard was that part of San Bernardino's smog might shunt southward into Riverside. Spider units in Riverside were crucially needed.

TJC was unable to obtain any Riverside bases. The base existing at Perris was a little too distant, on its own, to keep Riverside Alerts in check. Nobody would help. A Spider occupies about the same space as a kitchen chair, and uses a small a

AC motor to power its rotation. With no chemicals and no electromagnetic radiation, the device is virtually noiseless and environmentally pure. Nevertheless, there were no Riverside takers to appeals via the Chamber of Commerce and civic clubs.

Desperate to obtain a foothold in Riverside, TJC wrote a corporate appeal to Riverside supervisor A. Norton Younglove, who also served as chairman of the board of the AQMD. Younglove was asked if he could help the ATMOS group obtain a couple of operating sites in Riverside. He was advised that this could help diminish a curse on his constituents, always hard hit by summer smog. For a veteran politician like Younglove, it was a minor request of potentially great benefit to his electors – at no cost. He could have helped mightily with a couple of telephone calls.

Younglove completely ignored this request. He never replied to a polite suggestion that he view an ATMOS corporate videotape, providing full background to the CLINCHER operation. Younglove was not alone. The California State Air Resources Board declined a request to give Constable a 10-minute hearing at one of their meetings, to explain personally the nature of the unorthodox etheric approach. This offer was made by the president of a private corporation that had invested more than half a million dollars in original weather research, now sharply germane to California's major pollution problem. That same man, Trevor James Constable, through his widely translated aviation histories and biographies, enjoyed an international

literary standing and respect for his integrity. Corporate videotapes sent to the Air Resources Board and to its scientific division, evoked no response, not even acknowledgment of receipt.

These attitudes and reactions of officialdom, show that the California public was, and still is, ill- served by those entrusted with the reduction of air pollution. TJC's trusty aide, the late Irv Trent, was a lifelong deep student of politics, and said "Smog has actually become an industry in its own right. The truth is that nobody in the seats of power wants it sliced down in 25 percent annual chunks, the way TJC demonstrably can do it, right now. He could cut it 50 percent more with new finds from CLINCHER and 40-60 small vortex generators." Surely this was what California wanted in 1990 and still needs today in 2003 – billions later. Trent remained until his death without illusions on that score. "Smog vanishing on that scale" he said, is the derailment of a gigantic gravy train. Businessmen programming profits from the billions in coerced capital investment, will lose their shirts. Politicians see rapid conquest of smog as the end of smog graft. Bureaucrats see massive smog reduction as termination of their empire building. The public doesn't have a chance against this crooked combination, with its criminal selfishness and vested interest in smog."

CLINCHER began with six Spiders – basic generators of etheric vortices. The principle is direct, and is based upon the existence and technical accessibility of the ether. That element of the ether with which Constable deals, he describes as "a physical natural force of extreme subtlety but tremendous power, that is geometrically accessible." Constable is aware that this is indigestible by the established order in physics. "The directly visible control of local weather on the high seas, that I have repeatedly demonstrated publicly on time-lapse videotape – at horizon distance – is something not feasible by any other method, " he says. "Victims of parrot education squawk that there is 'no ether, no ether, no ether.' I have proved via real-world results rather than talk or theory, that the ether is an objective reality that is technologically usable in countering air pollution. Theories are cheap and plentiful. Theories are ineffective against smog, and mankind suffocates. Only results count. Etheric technology gets results."

Constable's basic approach is that the ether underlies the atmosphere in all its workings. He sees the atmosphere as the slave of the ether. Vortices geometrically induced in the ether – at the primary or etheric level – will translate into the atmosphere and develop into vortex strings from the original disturbance. The largest of these vortex chains are sometimes seen on official Surface Analysis weather maps as low pressure systems in strings – two, three and sometimes four in a row. Constable says that during May and June of 1990, such strange strings of lows extended in straight lines from southern California all the way to northern British Columbia and southern Alaska, "carried on and in the south-to-north summer flow of etheric force."

Thousands of lesser and miniature implosive vortices result locally as well, initiated by and migrating from each Spider unit – in accordance with seasonal, lunar and diurnal etheric flow laws. “These vortices spread out in the vast rivers of etheric force that flow through the physical world unperceived and unsuspected by most humans.” These vortices probably entrain subtle particulate matter, driving it to the ground, via the vortex points, Constable says. This engineered implosive activity in the ether is his key to countering smog, by dynamizing torpid atmosphere over hundreds of square miles.

Los Angeles Basin topography provides a natural trap for smog build-up, through physical confinement and inadequate atmospheric movement. Orthodoxy accepts that. The deceptively simple Spiders act against atmospheric stasis, and help re-establish etheric balance. Spiders work exclusively on the etheric continuum, even though they are themselves physical assemblages. The implosive vortical activity initiated by the Spiders also strongly inhibits ozone. Spiders furthermore, help disperse the notorious inversion layer over the Los Angeles Basin, an atmospheric “lid” that holds smog against the earth, confined by the surrounding mountains.

This unique topography causes the smog build-up for which Los Angeles is justly infamous. The sun adds photochemical reactions to the lethal brew. Windy, vibrant days are common in southern California, when Spiders are operating. Constable firmly believes that it is possible to eliminate the inversion layer over Los Angeles via etheric engineering, returning the region to clean, primal conditions by dispersing all stasis.

## **CLINCHER STARTS**

On 1 May 1990, CLINCHER opened with Spiders in six southern California communities. Within two weeks, eleven Spiders were operating. Two fabulous months ensued, as Alerts were decisively reduced even under the 1989 level. From 1 May until the end of June, there had been only 11 Alert-Days in the entire AQMD. Visibilities were phenomenal, and residents were treated to stunning views of the mountains around the Los Angeles Basin, lost to sight for years, and now visible for weeks on end. Nothing like it had been seen in years. From the Palos Verdes Hills, at the southern tip of Los Angeles County, 40-mile view vistas of the coast, and shimmering landward seas of lights went on week after week. The “beautiful weather” was a happy public topic, and the entire region revelled in benign conditions. The AQMD remained strangely quiet. The smog bureaucracy was desperately grubbing for a \$20 million boost in its annual budget, as the region sailed on in the cleanest air on record. The AQMD got its budget boost to \$100 million annually. CLINCHER’s entire budget was \$35,000.

As the season reached the end of July 1990, the effects of the Spider installations were significant in the mid-year statistics. The unit in Altadena-

Pasadena exerted wide influence beyond its own locality. Pasadena itself was reduced at least 50 percent in Alerts, under 1989. The Spider site at Reseda resulted in zero Alerts for the entire season – a shutout. San Bernardino Alerts were drastically reduced and the troublesome Orange County area was now among the best. Traditionally smoggy spots along the San Gabriel mountains – a barrier at the north end of the L.A. Basin – all showed large reductions in Alerts. Even Glendora, the nation's smoggiest community, was reduced 24 percent below 1989 Alerts.

Complete in accordance with instructions on reverse and forward copy: <b>TO:</b> Atmospheric Programs Office, RD2 National Oceanic and Atmospheric Administration Rockville, Maryland 20852				Form Approved: OMB No. 0648-0025 Expires 9-30-83 NOAA FORM 17-4 (4-81) U. S. DEPARTMENT OF COMMERCE NAT'L OCEANIC AND ATMOSPHERIC ADM.			
<b>1. PROJECT OR ACTIVITY DESIGNATION, IF ANY</b> OPERATION "CLINCHER" Experimental, Non-Commercial				<b>2. DATES OF PROJECT</b> a. DATE FIRST ACTUAL WEATHER MODIFICATION ACTIVITY IS TO BE UNDERTAKEN: Preparatory, April Official Start 1 May 90			
<b>3. PURPOSE OF PROJECT OR ACTIVITY</b> SEASONAL REDUCTION OF SMOG, 1990, SOUTHERN CALIFORNIA				b. EXPECTED TERMINATION DATE OF WEATHER MODIFICATION ACTIVITIES: 31 OCTOBER 1990			
<b>4.(a) SPONSOR</b> NAME: TJC-ATMOS, INC.				<b>4.(b) OPERATOR</b> NAME: SAME			
<b>AFFILIATION</b> Weather Engineers and Consultants		<b>PHONE NUMBER</b> 808 293 2225		<b>AFFILIATION</b>			
<b>STREET ADDRESS</b> 53-567 Kam Highway (PH-2)				<b>STREET ADDRESS</b>			
<b>CITY</b> Hauula		<b>STATE</b> Hawaii		<b>ZIP CODE</b> 96717			
<b>CITY</b>		<b>STATE</b>		<b>ZIP CODE</b>			
<b>5. TARGET AND CONTROL AREAS</b>							
<b>TARGET AREA</b>			<b>CONTROL AREA</b>				
<b>LOCATION</b>		<b>SIZE OF AREA</b>		<b>LOCATION</b>			
		SO. MI.					
<b>6. DESCRIPTION OF WEATHER MODIFICATION APPARATUS, MODIFICATION AGENTS AND THEIR DISPERSAL RATES, THE TECHNIQUES EMPLOYED, ETC. (See Instructions)</b> Primary Energy Vortex Generating Units ("Spider" type). <u>NO CHEMICALS or ELECTROMAGNETIC RADIATION EMPLOYED OR EMITTED.</u> Techniques are biogeometric and proprietary. 6-9 Spider Units will be operated from southern California bases 1 May-31 Oct 1990. Operational goal is to produce <u>drastic reduction of air pollution.</u> Minimum goal: 15 percent reduction under 1989 for							
<b>7. LOG BOOKS:</b> Enter name, affiliation, address, and telephone number of responsible individual from whom log books or other records may be obtained.							
<b>NAME</b> Trevor J. Constable				THIS REPORT IS REQUIRED BY PUBLIC LAW 92-205; 85 STAT 735; 15 U.S.C. 3306. KNOWING AND WILLFUL VIOLATION OF ANY RULE ADOPTED UNDER THE AUTHORITY OF SECTION 2 OF PUBLIC LAW 92-205 SHALL SUBJECT THE PERSON VIOLATING SUCH RULE TO A FINE OF NOT MORE THAN \$10,000, UPON CONVICTION THEREOF.			
<b>AFFILIATION</b> President and Operations Director		<b>PHONE</b> 808 293 2225					
<b>STREET ADDRESS</b> 53-567 Kam Hiway, (PH2)							
<b>CITY</b> Hauula Hawaii		<b>STATE</b> HI					
		<b>ZIP CODE</b> 96717					
<b>8. SAFETY AND ENVIRONMENT</b>							
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Has an Environmental Impact Statement, Federal or State been filed? If yes, please furnish a copy as applicable.							
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Have provisions been made to acquire the latest forecasts, advisories, warnings, etc. of the National Weather Service, Forest Service, or others when issued prior to and during operations? If yes, please specify on a separate sheet.							
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Have any safety procedures (operational constraints, provisions for suspension of operations, monitoring methods, etc.) and any environmental guidelines (related to the possible effects of the operations) been included in the operational plans? If yes, please furnish copies or a description of the specific procedures and guidelines.							
<b>9. OPTIONAL REMARKS (See Instructions. Use Separate Sheet.)</b> Operations can be halted at once. All operations sites fax-connected.							
<b>NAME</b> TREVOR J. CONSTABLE				<b>CERTIFICATION:</b> I certify that the above statements are true, complete and correct to the best of my knowledge and belief.			
<b>AFFILIATION</b> TJC-ATMOS INC.				<b>SIGNATURE</b> <i>Trevor J. Constable</i>			
<b>STREET ADDRESS</b> 53-567 Kam Hiway (PH2)				<b>OFFICIAL TITLE</b> President			
<b>CITY</b> Hauula		<b>STATE</b> HI		<b>DATE</b> 6 April 1990			
		<b>ZIP CODE</b> 96717		<b>PHONE NUMBER</b> 808 293 2225			

By August, the 1990 smog season was being identified on TV, and in many newspapers, as the cleanest ever. This startling fact of regional life was suppressed by the Los Angeles Times, the major regional medium. L.A. Times editors killed reports of the AQMD mid-season press conference. The newspaper had been made aware of CLINCHER, although no publicity was wanted from any local or regional medium. This public silence was considered essential by TJC as prophylaxis against the paralyzing nuisance lawsuits that characterize and blight American life.

Mid-season's *bete noir* was Riverside, which was running ahead of its 1989 Alert rate, even as adjacent San Bernardino's Alerts had been reduced more than 60 percent. This was serious. Some of San Bernardino's smog was being shunted into Riverside, where no Spider sites had been obtainable, and where local Supervisor and AQMD Board Chairman Younglove had declined assistance.

An internationally famous gentleman now made a decisive entry into the CLINCHER drama. TJC was taken to Riverside finally to meet personally General Curtis LeMay, USAF Retired, former Chief of Staff of the USAF, creator of the Strategic Air Command and a longtime fan of Constable's aviation histories. General LeMay had kindly provided, just a few months previously, a jacket blurb to Constable's latest biography, *Fighter General – The Life of Adolf Galland*, first published in June of 1990. In addition to General Galland of Germany, TJC and General LeMay had numerous mutual friends among aviation's luminaries. In 1968, TJC had worked for the Wallace-LeMay presidential campaign, a seemingly vain labor that was about to come full circle.

Immediate accords developed between Trevor Constable and General LeMay and his wife, Helen. A notorious tinkerer and "can do" guy, LeMay immediately wanted to view the ATMOS videotape. When LeMay met TJC on 11 August, after viewing that videotape several times in private and on his own, the General had his right forefinger raised admonishingly, his pipe in the other hand. "You never convinced me one bit with that videotape. Not one bit. *But I want one of those damned things in my back yard.*"

TJC had one of his Spider units in his car, certain that he would get the General's help. He pulled it out, and the former Chief of Staff of the United States Air Force *produced a wrench and helped him install it*. General Lemay's aides, one of them from Supervisor Younglove's office, rapidly provided two additional bases in Riverside. One base was downtown, the other in strategic Norco. CLINCHER was now operating from 14 bases. A dramatic turnaround ensued in Riverside smog.

In the 1 May to 11 August period, Riverside experienced 1 Smog Alert for each 9 days. After the intervention of General LeMay, from 11 August through 31 October, Riverside experienced 1 Smog Alert for each 20 days.

That brought Riverside's season total in with 15 Alerts for the 1990 season, against 17 in 1989, an 11.7 percent reduction. Without General LeMay, Riverside would have been a nasty blot on CLINCHER'S statistical triumph. The promised 20 percent reduction in Alert-Days would probably have become marginal. The action of a single, outstanding individual had made a decisive difference.

The time nexus of General LeMay's involvement, also demonstrated objectively what Spiders could do in a heavily smogged area, *producing more than 50 percent reduction in Alerts after installation*. This "project within a project" provided valuable, documented evidence for the records.

Said Trevor Constable of General LeMay: "His last involvement on this earth was directly to benefit every one of his fellow citizens in Riverside, right down to babies. He performed a wonderful, life-giving deed. He was vital to our victory. General LeMay remains the hero of CLINCHER, and a hero to me and my men. I took his passing deeply to heart."

General LeMay at 83, was full of ideas and plans to use Spiders for clearing fog at USAF bases afflicted with this problem. He had seen the smog-veiled mountains east of his home come into view after the Spider was installed in his patio and stay visible. He was proceeding to get USAF interest when he died suddenly early in October 1990, a shattering loss to the USA and to the CLINCHER crew.

When taking what was to be his final leave of Trevor Constable, his words were typical LeMay and also prophetic. "It doesn't matter if we don't know ALL about this ether thing right now. We'll find that out. You're doing what has to be done. Just go right at them and *let 'em have it*." This legendary commander served as an inspiration to the CLINCHER TEAM. In seeking to serve mankind through many years, that had found almost every man's hand turned against them. General LeMay gave them a hand, a morale boost and vital assistance. Trevor Constable found the General unforgettable for one trait: "Curtis LeMay is one of the few men I have known in my lifetime who knew how to listen. He contained his own reactions completely, which few men can do, while you were speaking. He was totally locked on to you. When you were through, he had a basic comprehension of what you had said, no matter how novel or off-the-track. That's rare in this world."

By the end of the smog season on 31 October 1990, CLINCHER was operating from 14 bases and had made history. Southern California had experienced its all-time record low smog season, exactly as laid out in the Federal filing in April. The L.A. Times ran a story covering the smog season, with a statistical tabulation that appears herewith. CLINCHER was ignored by the smog bureaucracy, which had been kept apprised of all CLINCHER developments since April. The only mention in print came from the

“alternative” press, the Journal of Borderland Research, and Dr. Anthony Sutton’s *Future Technology Intelligence Report*.

## ONLY RESULTS COUNT

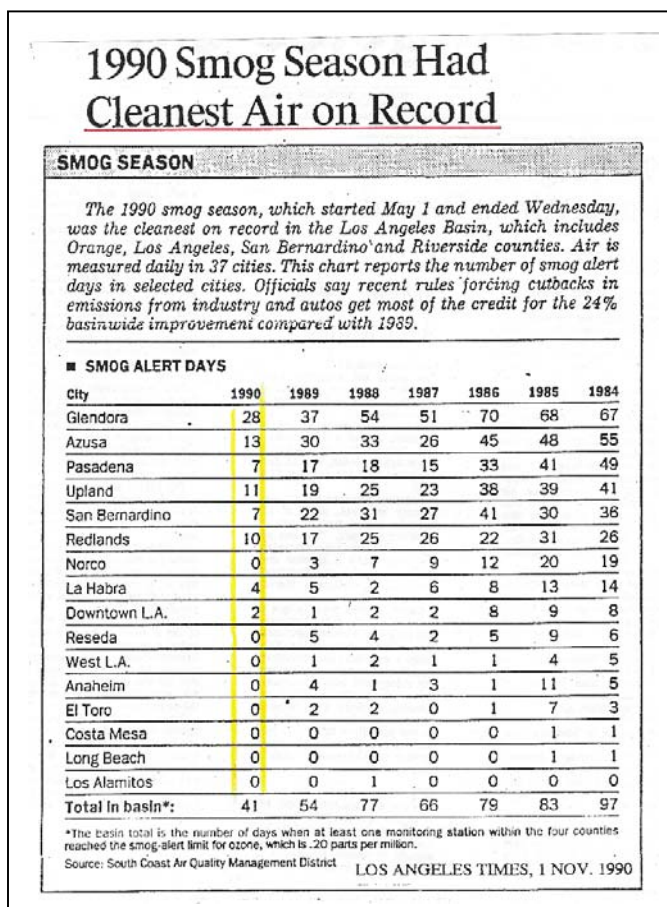
Here are the major results of Operation CLINCHER:

1. REDUCTION in seasonal Alert-Days by 24 percent below 1989. This reduction exceeded by 4 percent to CLINCHER target announced in April. (The Alert-Day is essentially a statistical device for assessing seasonal smog levels, and is not an objective quantification.)

2, REDUCTION IN DURATION of 1st Stage Alerts by 60 percent under 1989. 1990 Alerts recorded lower levels of ozone, and the Alerts *lasted less than half as long as in 1989*. This was a public service of the highest order, at no cost to the public.

3. ACTUAL REDUCTION IN THE NUMBER OF ALERTS under 1989 was staggering. In various individual smog monitoring areas of southern California, the drop in the number of Alerts was far more spectacular than the reduction of abstract Alert-Days, used for assessing the entire region. Actual ALERT REDUCTIONS were, typically:

San Bernardino	DOWN	68%
Pasadena	DOWN	58%
Norco	DOWN	100% (ZERO ALERTS)
Reseda	DOWN	100% (ZERO ALERTS)
Anaheim	DOWN	100% (ZERO ALERTS)
El Toro	DOWN	100% (ZERO ALERTS)
West L.A.	DOWN	100% (ZERO ALERTS)
Glendora	DOWN	24%
Azusa	DOWN	56%
Upland	DOWN	42%
Redlands	DOWN	41%
Riverside	DOWN	11%



The only blot on CLINCHER'S otherwise perfect record, was 2 Alerts in Downtown L.A., versus 1 Alert in 1989. A 100 percent rise.

4. HEALTH BENEFITS. Dr. Robert Phalen, who directed the Air Pollution Health Effects Laboratory at the University of California Irvine, opined in the Los Angeles Times that 1990's air quality improvements were significant enough to *benefit the health of everyone living in the Los Angeles Basin*. This universal health benefit to southern Californians is of inestimable public value, and the jewel in CLINCHER's crown.

## OVERVIEW

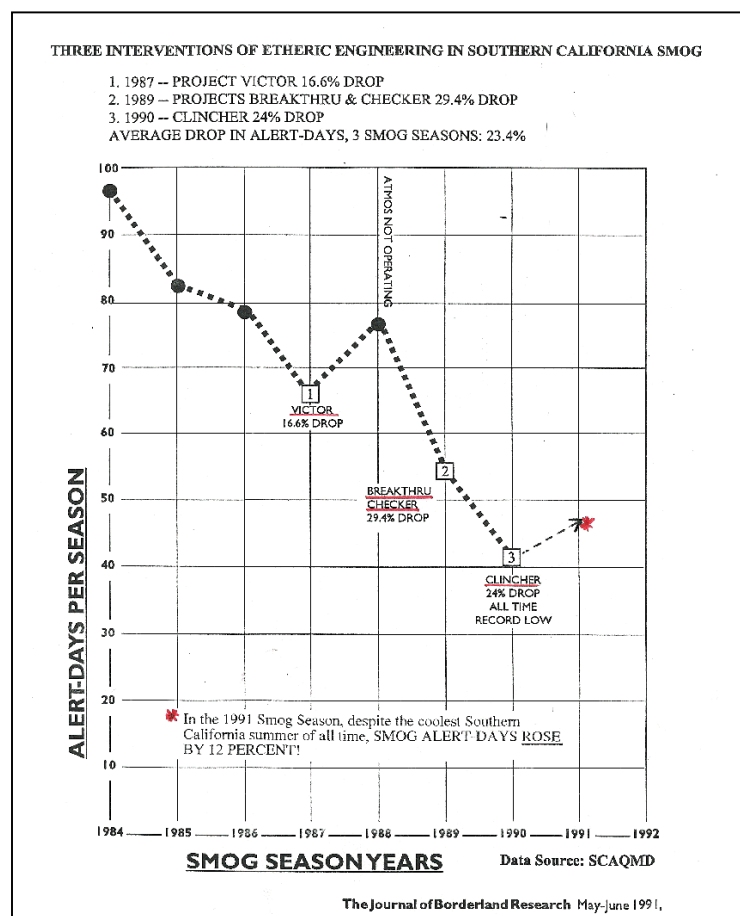
The all-around vast reductions in 1990 smog were unprecedented in the smog records. That these reductions were effected from the record low smog levels previously established by Constable's operations in 1989, are convincing in themselves. They are doubly convincing by having been predicted in the Federal CLINCHER filing ahead of time, by the project engineer.

Smog reductions of the 1990 magnitude and scope clearly infer MORE POWER being used in 1990. The inarguable results jibe with improved equipment, and the use of more than a dozen bases, against a past maximum of four bases.

The result of the increased anti-smog power appears objectively as greater smog reductions for longer periods, with steeply lessened Alert times and peaks. There were dramatically lower levels of smog overall.

The impression of smog being technically mastered, by means of an effective modality intelligently turned against its existence, is inescapable. THERE IS NOTHING RANDOM ABOUT WHAT HAPPENED DURING CLINCHER.

The direct connection in mid-project between General LeMay's intervention, and the





subsequent halving of the Riverside smog Alert rate, strongly reinforces this assessment. The huge percentage drop in Alerts, and total suppression of Alerts in districts where Spiders were located, establish a further direct connection to CLINCHER operations.

Those who still wish to argue the existence of the ether, to evade both the essential and the inevitable, should look straight at the facts that glare out at them from the operational record of CLINCHER and the three preceding smog operations that were its basis. Etheric engineering is here – and now. We ignore it to our own discredit, detriment and cost.

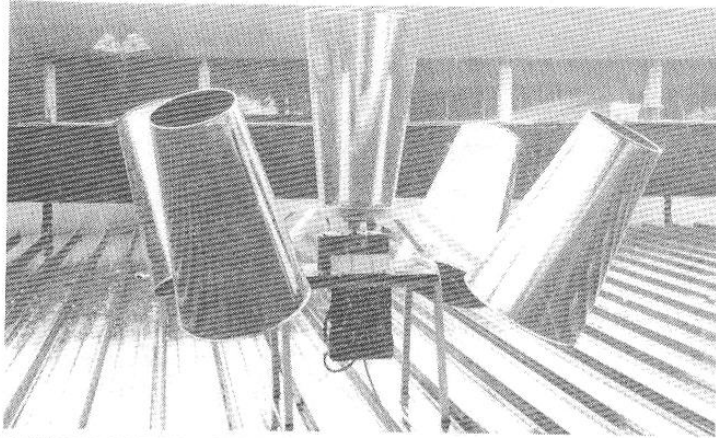
The AQMD immediately claimed loudly that “tougher regulations” had produced the near-incredible reductions in 1990 smog, as though rules on paper could physically pull all that toxic material out of the air. Trevor Constable had expected the smog bureaucracy to make this kind of assertion, which he classified as preposterous. “The AQMD has never had any compunction about stuffing such rubbish down the public gullet” he said. “CLINCHER will not actually be complete until 31 October 1991, at the close of next year’s smog season.” He described this as a test of tougher regulations versus etheric engineering.

By the time the 1991 smog season opened in May 1991, Constable expected the AQMD to have many more tougher regulations in force. With the Singapore group completely out of the 1991 scenario, more and tougher regulations should have been able to exceed 1990's records. That never happened, even in unbelievably lucky circumstances. In 1991 thousands of tons of volcanic ash were belched into the world sky by Mount Pinatubo near Manila. This event shaded much of the earth, and gave southern California its coolest-ever summer, a circumstance highly favorable to low smog. Lady Luck plus tougher regulations and more regulations failed southern California in 1991, when regional smog rose by 12 percent.

The CLINCHER operation ended for Trevor Constable on a sour personal note. Right after CLINCHER, he transferred a car from Hawaii to California registry. He was charged a cash “smog penalty” of \$300 for the transfer. That stung a little. “It’s your share of what it costs to fight smog.” said the Department of Motor Vehicles bureaucrat.

Proving the old saying that:

**No good deed goes unpunished!**

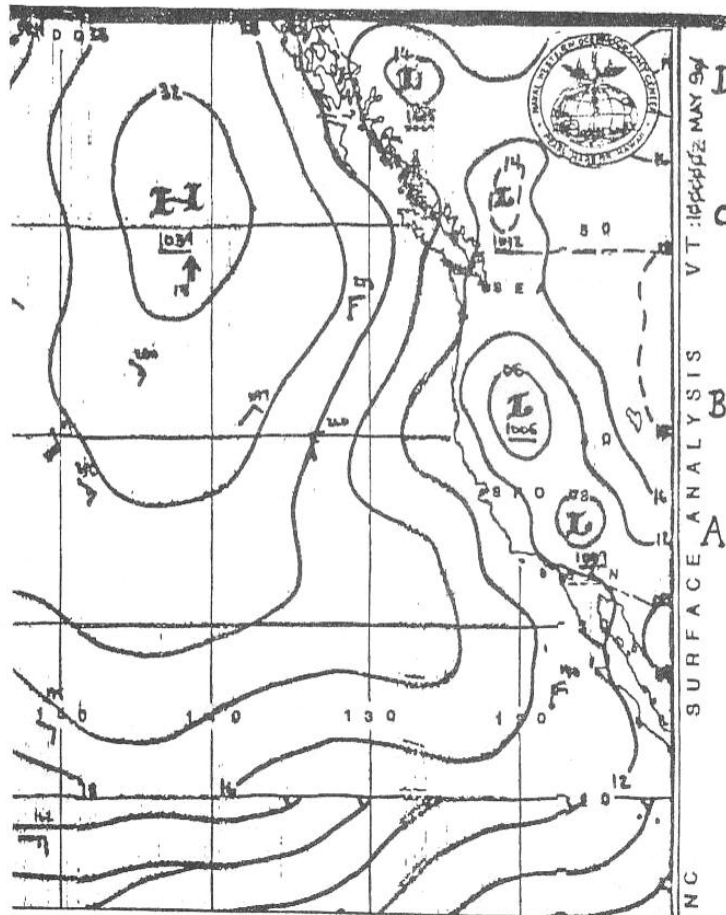


### RAIN SPIDER

A "Rain Spider" brings rain down in Singapore, during 1990 tests. Similar units produced the triumph of CLINCHER in the 1990 Smog Season.

### ETHERIC VORTICES IN ACTION

The U.S. Navy Western Oceanography Center at Pearl Harbor, Hawaii, originated this radiofacsimile surface analysis weather map. The Valid Time is midnight, Greenwich time, 10 May 1990. After start-up of Operation Clincher in Los Angeles on 1 May 1990, TJC noted that a string of low pressure barometric systems formed (Margin designation A,B,C,D) from southern California (A) to Alaska (D). Similar atmospheric vortices continued to appear in strings for the next two months in this anomalous fashion. TJC interprets their appearance, and persistence, as due to vortical activity induced by CLINCHER apparatus operating 24 hours a day in Los Angeles. Such vortical activity in the main south-north flow of etheric force in spring and summer (northern hemisphere) behaves similarly to vortices in other media. Etheric vortices translate into the atmosphere eventually, as indicated here by this 2500 mile-long vortex string. Inducing such implosive vortices locally is the key to mastering smog, according to TJC. The real-world consequence of the persistently appearing vortex strings above, was the wettest northern California spring in 60 years, and obliteration of drought in the Pacific northwest. Also obliterated were doomsday, computer-born predictions of drought disaster in the Pacific northwest. The on-site rain gauge at BSRF headquarters in coastal northern California measured 19" in May and early June 1990, during predictions of drought and an early fire season.





## SETTING UP FOR CLINCHER

TJC adjusts a Mark 5 Spider etheric vortex generator in Reseda -- a 1989 smog trouble spot. Reseda had zero smog Alerts in the 1990 season under the CLINCHER program mounted by TJC with Singapore financing. "Appallingly simple," is how Constable describes the device, adding that it is also "an appalling embarrassment to orthodoxy that they did not uncover these principles decades ago, and must now seek to suppress them from public benefit." These units use no chemicals and emit no electromagnetic radiation.

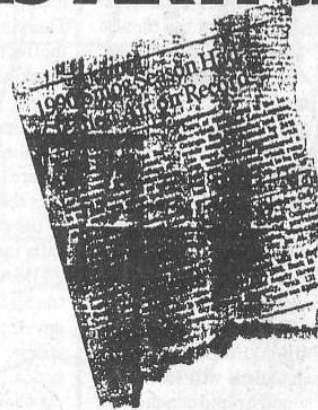
LOS ANGELES TIMES

• SUNDAY, OCTOBER 14, 1990 A-11

# 1,310,822 PEOPLE HELPED WRITE THIS ARTICLE.

### CORPORATE DAMAGE CONTROL?

This advertisement from the December 30, 1990 Los Angeles Times presents the far-fetched idea that fueling up on ARCO gasoline made the air in Los Angeles cleaner during the 1990 smog season. Was it 1,310,822 ARCO customers burning gasoline in autos, or a small group of dedicated individuals using advanced etheric technology, that helped clean the air? Confidential sources have intimated that ARCO's upper level management was aware of CLINCHER while in progress. ARCO will continue to sell gas in 1991. TJC/ATMOS will be non-operational in the LA basin during the 1991 smog season.



ARCO customers, driving with our Emission Control Gasolines, have helped to make 1990 the cleanest year for air quality in forty years.

In fact, they've eliminated over 90 million pounds of air pollution in just over a year's time.

But they're not alone.

People are using public transportation. People are carpooling. Businesses are doing

their share. We're all doing something to reduce smog in the Los Angeles Basin.

And it's paying off -- for everybody.

The South Coast Air Quality Management District reported a dramatic drop this year in expected smog levels. It's a sure sign that we can all make an impact.

Let's keep it up. Let's keep cleaning the air.

**ARCO**   
SEARCHING FOR CLEAN AIR SOLUTIONS

# Los Angeles Times

THURSDAY, NOVEMBER 1, 1990

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## 1990 Smog Season Had Cleanest Air on Record

By MARLA CONE  
TIMES STAFF WRITER

From the foothills of San Bernardino County to the coast of Orange County and the valleys of Los Angeles, Southern Californians breathed the cleanest air on record in the 1990 smog season that officially ended Wednesday, records show.

Officials said regulations lowering emissions from cars and industry deserve much of the credit for the dramatic improvement in air quality, but favorable weather also contributed.

"This is mind-boggling," said Joseph Cassmassi, senior meteorologist with the South Coast Air Quality Management District, who has analyzed smog data for nine years. "When you compare it with the past, it's like night and day. There's really been a dramatic improvement."

Days of smog alerts in the basin—which includes Los Angeles, Orange, San Bernardino and Riverside counties—declined by 24% this smog season compared with 1989, which also was considered a light year. The season, which runs May 1-Oct. 31, is believed to be the best in more than 40 years of

### ■ RELATED STORY: A5

record keeping in Southern California.

From May through October, alerts for ozone, the prevalent pollutant in the region, were called in at least one city on 41 days, AQMD data show.

That compares with 54 days in 1989 and 77 in 1988. Back in 1977, they occurred nearly three times more frequently, with 121 days.

Please see SMOG, A21

## SMOG: 1990 Air Cleanest

Continued from A1

The alerts are triggered when pollutants reach concentrations so high that health warnings must be issued under law.

"The nation's smoggiest city—Glendora, nestled at the foot of the San Gabriel Mountains—had a much lighter season, with 28 days compared to 37 last year and 71 in 1986."

Visibility, however, has not necessarily improved. Much of the haziness comes from a mix of moisture and soot. "We can get ozone to zero and the public might not even notice it because they gauge air quality by visibility," said AQMD Chairman Norton Younglove.

Ozone, created when a mix of pollutants from cars, businesses and consumer products bake under the sun, is a powerful irritant of the lungs. It especially harms children, people with respiratory disorders, the elderly and people who exercise outdoors. There also is increasing evidence from national researchers that the pollutant causes premature aging and permanent damage that could trigger chronic lung disease in healthy people.

Dr. Robert Phalen, director of the Air Pollution Health Effects Laboratory at UC Irvine, said the air quality improvements recorded this year are significant enough to benefit the health of everyone living in the basin.

"People with lung disorders would notice that this was an easier year for them," Phalen said. "And those of us who don't have a lung disorder are benefiting even though we don't notice it because smog episodes slowly erode lungs."

Despite the improvements, the basin remains the smog capital of the nation with air quality that is three times worse than any other area. On an average of every four or five days since May, residents in at least one city within the region breathed concentrations of pollution that officials consider unhealthy.

"We're encouraged, but it's still flat out awful," said Tim Little, executive director of the Coalition for Clean Air, a Santa Monica-based environmental group. "It doesn't show enough of a decline to even put us in the same league with the rest of the country."

The AQMD has vowed to eliminate smog alerts by the year 2000 and comply with all federal health standards by 2007 with its 20-year plan.

A Stage 1 alert is called when ozone reaches 0.20 parts per million. A Stage 2 is above 0.35 p.p.m. The air is considered unhealthy when it exceeds the federal standard of 0.12 p.p.m.

This year showed a 60% decline in the number of hours that the region exceeded the Stage 1 level, Cassmassi said. That means not only is the problem shrinking in size, but also duration. Smog bouts are lasting shorter periods of time, the data shows.

Ozone peaks from May through October because of strong sunshine and stagnant air, which traps pollutants close to the ground. Most of the pollution builds up from cars and industry in Los Angeles and Orange counties, then moves inland and east toward the mountains.

ONLY RESULTS COUNT! ONLY RESULTS COUNT! <sup>P.12</sup>

# LA air cleanest in 15 years

## Los Angeles Daily News

LOS ANGELES — Due to unusually stormy summer weather and tougher anti-pollution measures, air quality in Los Angeles has been the cleanest in 15 years for the first half of the smog season, according to officials.

Although the basin's air continues to be the worst in the nation, there has been a sharp decline in the number of hours that smog levels exceed the federal standard, said officials with the South Coast Air Quality Management District (AQMD).

Air quality officials said Wednesday that unstable air and

storm patterns this summer have kept the air stirred up, reducing temperature inversions that contribute to production of ozone, the prime component of smog caused by the reaction of sunlight with hydrocarbon emissions.

But they said this year's smog level — the cleanest overall since AQMD record-keeping began in 1976 — is at least partially the result of tough new emission regulations being implemented as part of the clean-air plan adopted in 1990.

"We've had far less than expected even with the weather," said James Lents, executive officer of

the AQMD. "While there is a lag in our inventory of emissions, it seems safe to say that air quality rules and voluntary steps are successfully reducing smog levels."

Figures released Wednesday by the AQMD reflect the number of hours that emissions exceeded the federal standards for ozone of .12 parts per million between Jan. 1 and July 31 at 26 monitoring stations in Los Angeles, Orange, San Bernardino and Riverside counties.

As of July 31, the district had recorded 1,798 station hours over the federal standard compared to 3,483 last year, a 48 percent drop.

As the season in 1990 advances, CLINCHER delivers greater and greater freedom from smog alerts, cleaner air, startling visibility and the promise of TOTAL clean-up at minimal expense.

## Region enjoys its cleanest air in more than 20 years

By Alina Tugend  
The Orange County Register

The Los Angeles basin still holds the dubious distinction of being the smoggiest region in the nation, but 1990 is shaping up as the cleanest year in decades for the air here.

A key ozone measurement is 27 percent below its expected level, putting 1990 on target to be the least smoggy year since the South Coast Air Quality Management District began keeping records in

the 1960s; the district announced Wednesday.

The improvement can be attributed, to favorable weather and to tough new emissions standards for the region, AQMD executive officer James Lents said.

Ozone, which creates the brown haze in the air, is only one of several components of smog, but it is the most serious problem in the Los Angeles basin.

"It's been getting better every year," said AQMD executive officer

James Lents, noting that officials expected less smog this year than last year given the unusually stormy weather.

"But we've had far less than expected even with the weather," Lents said, saying that even though there is a lag time in assessing emissions reductions, "it seems safe to say that air-quality rules and voluntary steps are successfully reducing smog levels."

Ozone exceeded federal health standards for 1,798 "station hours"

through July, compared with 3,483 for all of 1989 and 3,416 in 1988, district figures show.

A station hour is one hour during the day in which the ozone standard is exceeded at one of the district's 26 air-monitoring stations in Orange and Los Angeles counties and western Riverside and San Bernardino counties.

For example, if the federal standard were exceeded for an hour at every station, it would count as 26 station hours.

Chapter Three

# **Operation Pincer II**

Rain in Los Angeles City Center in July  
Breaking a 100 year record of "no rain" in July  
July 1, 1986 - July 31, 1986

Two Articles by

Trevor James Constable

# **OPERATION PINCER II – 1986 OVERVIEW**

July Rain for Los Angeles, California

In presenting this special account of a successful etheric rain engineering operation of great complexity, information previously undisclosed concerning the preludes to Pincer II is essential. Especially is this true for thousands of persons worldwide, who will be making their first acquaintance with etheric rain engineering via this report. This applies both to intelligent laypersons and professional people. The technology employed in Pincer II is no longer used as a separate entity by ERE of Singapore, but is incorporated in current technology, including AEREO ( Airborne Etheric Rain Engineering Operations). The principles employed in Pincer II are basic to the art, and likely to be enduring.

## **BACKGROUND**

The road to Pincer II was long and hard. Pincer II did not just happen, like a rabbit pulled out of a magician's hat, or lucky coincidence. Many shortfalls, pitfalls, embarrassments and failures accompanied progress along a lengthy empirical pathway. On that pathway there was no conventionally-accepted, classical undergirding for the project. There were no authorities that we could consult for guidance. This was truly pioneering, self-financed and independent.

In scale and scope, Pincer II was a geographically large and ambitious venture – unequalled to this day. Pincer II climaxed a series of July rain engineering operations beginning in 1976, all with the same purpose. The objective was to conquer a well-established barrier: the statistical rainlessness of Los Angeles in the month of July. Successfully overcoming this century-old barrier, via etheric rain engineering, would provide fundamental evidence of the validity and value of etheric engineering.

## **DOCUMENTATION**

U.S. Federal laws provide that such weather modification operations be reported IN ADVANCE to the National Oceanographic and Atmospheric Administration of the U.S. Government. By appending an engineering drawing to our Federal filing for Pincer II, we would show clearly how it was intended to bring rain into statistically rainless Los Angeles in July. U.S. Government radar fax maps would provide third-party confirmation and irrefutable objective evidence of where rain formations developed, and how they moved and thus brought rain into Los Angeles – were the project successful.

Simply expressed, we would define in advance what we intended to do, and how we intended to do it, using the official government filing procedure. We would then execute the project. Government measurements and radar maps would objectively confirm – or refute – our success.

## **EARLY OPERATIONS**

In the period between 1968 and 1976, many exploratory operations via etheric rain engineering techniques were carried out, using for the most part, extremely simple “rack” units grounded into flowing water. These crude assemblies of 100 or more hollow tubes, were not to be compared to the elegant cloudbuster designs of Dr. Wilhelm Reich, who devised the basic techniques involved. Our large and rough rack units nevertheless mobilized vast amounts of ether. Such units provided basic practical experience in manipulating the ether, and confirmed not only its objective, physical existence, but also its technical accessibility. These huge, crude installations were sufficiently powerful that their results “forgave” and compensated for our amateur ineptitude and inexperience. Evidence that the weather could be influenced over enormous distances and areas grew as the years passed.. Confidence that such operations could be successfully mounted, developed naturally from consistent, practical participation in a new, scientifically-based art. This was on-the-job education. Most scientists denied the existence of the ether, and there had been squabbling over the ether by great minds for more than a century. The practical world was our venue and it was ruled by results.

Southern California was the scene of most operations. We became familiar at first hand with the regional weather and climate, in the particular way they are influenced by etheric flows and factors. This enhanced and illuminated existing, formal knowledge of the region. As our capabilities, equipment and operating acumen improved, we became able to engineer relatively astonishing conditions. The etheric continuum we were accessing was clearly of high power. The resultant effects were frequently so vast that they strained the credulity even of enlightened, well- disposed people who were convinced of the ether’s reality. One came to think in states and even continents, while aware that in decades ahead, one would have to think on a planetary scale with etheric engineering. Hundreds of miles in distance, and thousands of square miles in area were involved in some of these primitive, pioneer operations.

**IDENTICAL PRIMITIVE APPARATUS, IN THE 21<sup>ST</sup> CENTURY, CAN STILL READILY REVERSE DROUGHT IN MANY CLIMATES, WHEN DIRECTED BY AN EXPERIENCED RAIN ENGINEER. POWERFUL POLITICAL FORCES PLAN TO ‘PRIVATIZE’ WORLD WATER RESOURCES FOR THE EXPLOITATION OF SUFFERING MANKIND.**



THE EFFECTIVE RESPONSE TO WORLD DROUGHT IS TO TECHNICALLY ACCESS BILLIONS OF TONS OF PURE WATER THAT FLOAT ABOVE THE EARTH, USING ETHERIC ENGINEERING. PINCER II EXEMPLIFIES THIS APPROACH.

## **MOISTURE FROM MEXICO**

Establishing a large desert installation in Thousand Palms Oasis, about 15 miles northeast of Palm Springs, California, we grounded our apparatus into a 300 gallon-per-minute irrigation flow. With this incredibly simple rig, we found it possible in the searing summer months, by using etheric engineering techniques, to draw a large flow of humid air – and sometimes rain – from the head of the Gulf of California in Mexico, into the Coachella Valley region of the lower Mojave desert. If the tubes at Thousand Palms were grounded into the irrigation water flow, and left untended, humidity in the lower Mojave desert rapidly built up to near- intolerability for residents. Date crops verged on ruin in such anomalous, highly humid weather.

Brief ON/OFF applications of this simple technique left no doubt that it was the rack units that were producing the humidification. Through such experiences, the basic technique of damming up a fundamental etheric flow, and thus diverting it around a fixed base, was developed. Modifications of regional weather could be initiated in this way. Once proved out, the desert humidification experiments were not repeated, for obvious reasons. Among the operational possibilities arising from these tests, was adaptation of the technique to an objective goal. Could we get the summer south-to-north flow of etheric force coming out of the Gulf of California in Mexico, to curve northwest into Los Angeles, before turning away northeastward in its normal fashion? Humid air from the region around the head of the Gulf of California, impelled by a south-north ether flow, normally feeds a curving summer “monsoon” moisture flow north and east to the Phoenix area in Arizona. Our intention was to shift this moisture-laden etheric flow more than 200 miles westward from its normal track, by means of etheric engineering. The distances involved, and the distortions we were to engineer into established weather patterns, were daunting. Amateur enthusiasm has the power to minimize such formidable obstacles. We already had abundant evidence of what even the simplest water-powered etheric projectors could do, and no skeptical academician had the power to verbalize away this practical experience.

## **1976-1986 RUN-UP**

Every July from 1976 onward, we tackled some aspect of the Herculean task of engineering rain into Los Angeles. Practical experience proved over the years that with existing techniques, knowledge and equipment, we could come close to achieving our goal, but something was still missing. Definitely needed was an additional operating base well east of San Diego, California.

Such a base was required reliably to draw the summer south-to-north ether flow out of Mexico and bend this moisture-bearing ether flow west of the coastal mountain range in southern California. Only then could the moisture-bearing ether move up the coast west of the mountains on its northward passage to Los Angeles, guided in its final phase by our base on Point Fermin, the southernmost tip of Los Angeles.

From early Thousand Palms Oasis experiments previously mentioned, we knew that it was possible to engineer rain into the Coachella Valley, but the marked tendency of such summer moisture was to drift rapidly eastward into Arizona, pushed by the fundamental west-to-east flow of ether that prevails in the northern temperate zone. The most promising route for Los Angeles rain originating in Mexico, was the coastal route, as previously described. Each July advanced our experience and capabilities further, but progress was slow. Around 1984, we secured the welcome cooperation of a forward-looking San Diego attorney and his wife, who was also an attorney. Surprisingly, both of these outstanding people had heard in law school of Dr. Wilhelm Reich and his legal battles. Both also were familiar with the career of the famous Californian rainmaker, Charles Mallory Hatfield. The latter's operations had flooded San Diego in 1914. A memorial to Hatfield stands today at the Morena Dam, not far from our benefactors' home.

## **HATFIELD FLAT**

We christened the lawyers' mesa from which we could henceforth make our July efforts, "Hatfield Flat." From 1200 feet above sea level and 16 miles east of San Diego, Hatfield Flat looked directly south into Mexico.

There was no doubt about the tremendous leverage possible from Hatfield Flat on Mexican moisture. Early operations quickly verified, via numerous all-time record July humidity levels in the San Diego region, that we were finally closing in on our longtime objective. Thunderstorms, lightning and rain sometimes battered Hatfield Flat, on one occasion for several hours. This proved the tactical value of the base. Storm damage to our warm-hearted benefactors' property was accepted with grace and good humor.

## **FLYING 'H' UNITS**

The development at sea, in 1984-86, of Flying H geometric units that did not require water grounding, further advanced our project. Great flexibility came with the Flying H. A water ground was not required, and they introduced rotary motion into the technology. At this time, Mr. Gino Segreti, a longtime resident of Desert Hot Springs, north of Palm Springs, kindly provided access to his property. Known as "Fort Zinderneuf" the Segreti property was ideally located for the purposes of Pincer II. Gino became a beloved, trusted associate and effective operator. He was for many months a shipmate of Trevor Constable aboard SS Maui. He developed his enthusiasm

for rain engineering because of what he saw happen on the high seas, during shipboard experiments. These activities included the first marine use of the Flying H prototype.

The base in Desert Hot Springs made further use of Thousand Palms unnecessary. The new base, 10 miles north of Palm Springs, was much closer to the Banning Pass – which connects the lower Mojave Desert to the Los Angeles Basin. The new geometry of this situation opened the prospect of using the strategically-placed Fort Zinderneuf base to push moisture entering the Coachella Valley from Mexico, through the Banning Pass and into the Los Angeles Basin. Experimentation with the Flying H units, and the new bases at Hatfield Flat and Fort Zinderneuf, led to high optimism that the goal of July rain in Los Angeles was within reach.

## **SPLITTING THE FLOW**

Much practical experience now suggested that by splitting the summer flow of ether out of Mexico, an effective “pincer” effect could be created. One pincer would be triggered from Hatfield Flat, following the line of the coast northward to Los Angeles. The other, interior pincer in central southern California, would follow the natural “waveguide” provided by the sunken terrain in which lies the Salton Sea.. This large inland body of salt water essentially attracted any ether flow moving northward out of Mexico, guiding the ether flow along the massive trench that holds the Salton Sea, all the way to Fort Zinderneuf, 10 miles north of Palm Springs. “The Fort” had virtual line-of-sight to the Salton Sea from 1200 feet above sea level. Fort Zinderneuf equipment could block further northward progress of any rainy formations, and steer them into and through the Banning Pass to enter the Los Angeles Basin from east of that city. These were the two arms of the Pincer. A supplementary base was activated at 3400 feet above sea level on the north side of the Banning Pass, to facilitate and ensure the passage of any rain through the Pass.

This was the fundamental etheric engineering concept that led to the Pincer operations. There were two operations so named.. The first Pincer, in 1985, fell short of success, but proved the basic conception to be correct and feasible. Changes and adjustments were made for Pincer II, scheduled for July of 1986, and the success of this operation is now history. The engineering information presented in this background summary, should dispel any notion that Pincer II was an off-the-wall accident. Our thinking had been expanded along with our experience over the previous 16 years, including a new factor that had eluded us for many years.

## **INFLUENCE OF THE MOON**

The extended period of experimentation in the southern California region eventually made us aware of an especially vital etheric component to

success – the moon. Practical provings convinced us that the fundamental west-east flow of ether in the northern temperate zone, was keyed to moon phases. The chief effect observed was that the west-east ether flow peaked at full moon, and then collapsed in the ensuing period, before recycling itself to maximum flow at the next full moon. This west-to-east etheric “push” was primarily responsible for the normal south- to-north summer monsoon flow of moisture-bearing ether from Mexico, curving northeastward to the Phoenix area, once this flow moved clear of the head of the Gulf of California.

The west-east ether flow, and the south-north ether flow of the northern hemisphere summer are separate functions of the ether, but to some degree they mutually influence each other. In the case of the planning for Operation Pincer II, full moon and the days immediately following, would be the critical period when the possibility of “bending” the rain-bearing etheric flows out of Mexico, more than 200 miles to the northwest of their normal track, would be greatest. Immediately following full moon was the time for us to make a maximum effort with Pincer II. There would be minimal eastward shoving of the northward-moving, rain-bearing etheric flows from Mexico. Most of the month, there was too much eastward shoving on these flows for them to reach Los Angeles. The statistical rainlessness of Los Angeles in July had been identified as a complex function of regional etheric flows, including cyclic lunar influence on those flows.

This lengthy empirical and theoretical background to Pincer II has never been previously disclosed. Considerable sacrifice in pioneering this work was made by the late Irwin Trent, who toiled and tithed for over 30 years in silent dedication as dear friend and co-worker. The late Dr. James O. Woods gave of his considerable best in advancing this work, right up to the time that ill- health overtook him in the middle 1980s. His passing ended a memorable association of more than a quarter century. These two gallant gentlemen were indispensable contributors to Pincer II.

The *Journal of Borderland Research* in 1987 published the following account of Pincer II, which has been abridged here, in view of the extensive background detail in the foregoing. In the abridgement, the flavor of a recently completed operation has been retained.

### **OPERATION PINCER II**

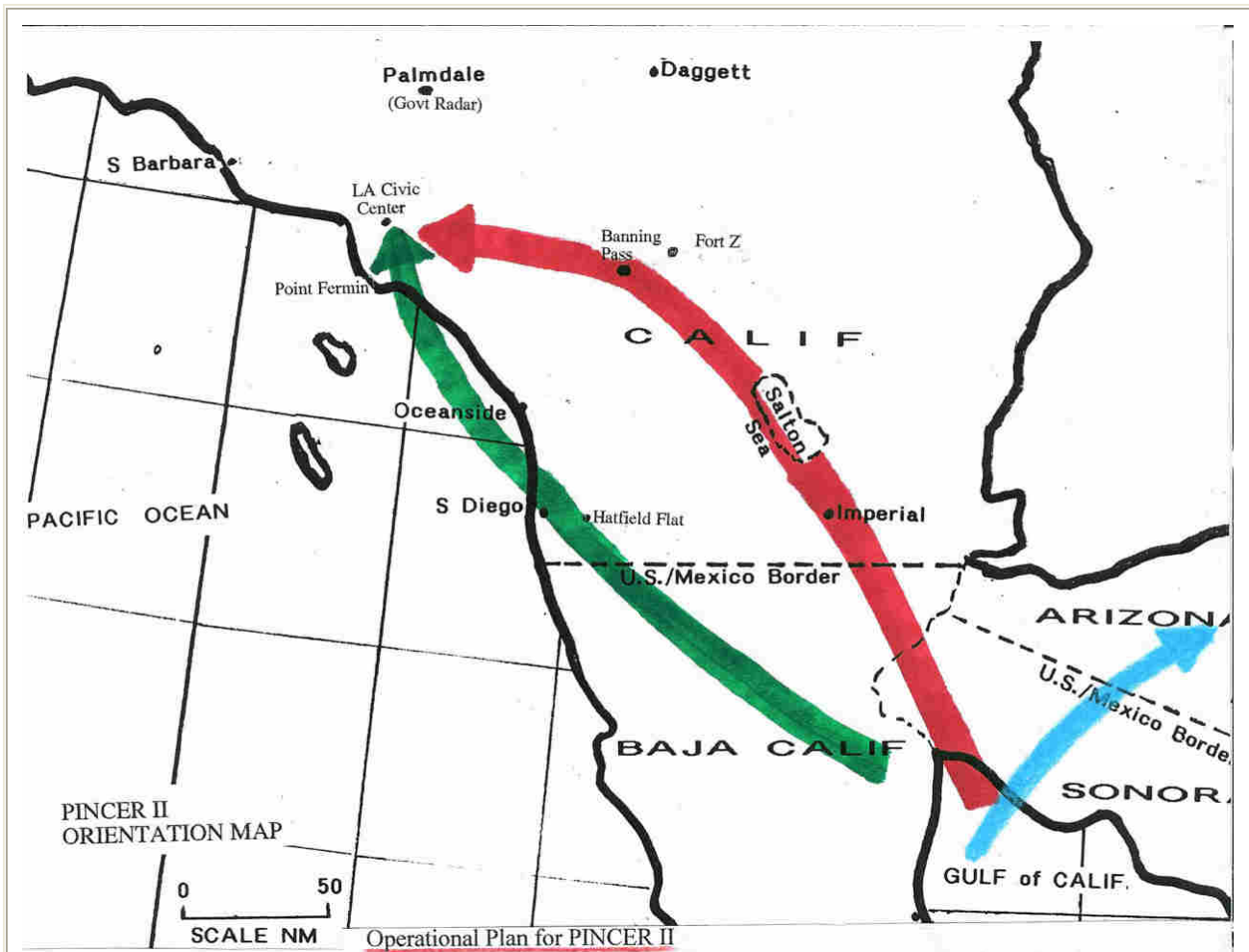
July Rain Engineering, Los Angeles, California 1986

by Trevor James Constable

The statistical chances of measurable rainfall at Los Angeles Civic Center in July of 1986, were “unequivocally zero” according to National Weather Service statisticians, quoted by the Los Angeles “Times” on 24 July 1986. Pincer II was a successful attack on this statistical barrier, using etheric energy technology and methods. Ten days prior to the project’s

commencement, I filed the legally-required Initial Report with the National Oceanic and Atmospheric Administration (NOAA), the responsible Federal agency. A copy of the Report appears herewith. An engineering drawing filed with that Initial Report, is reproduced in simplified form here.

TO: Atmospheric Programs Office, RD2 National Oceanic and Atmospheric Administration Rockville, Maryland 20852			NOAA FORM 17-4 (4-81) U. S. DEPARTMENT OF COMMERCE NAT'L OCEANIC AND ATMOSPHERIC ADM.		
1. PROJECT OR ACTIVITY DESIGNATION, IF ANY <b>Operation PINGER II</b>			INITIAL REPORT ON WEATHER MODIFICATION ACTIVITIES (P.L. 205, 92ND. CONGRESS)		
2. PURPOSE OF PROJECT OR ACTIVITY : <b>Research, Rain, L.A. Basin. Rain So. Calif. Nat. Forests (Anti-Fire) &amp; Humidity</b>			3. DATES OF PROJECT a. DATE FIRST ACTUAL WEATHER MODIFICATION ACTIVITY IS TO BE UNDERTAKEN <b>1 July 86</b> b. EXPECTED TERMINATION DATE OF WEATHER MODIFICATION ACTIVITIES <b>31 July 86</b>		
4.(a) SPONSOR Elevation, San Diego County, NAME <b>TJC-ATMOS INC.</b>			4.(b) OPERATOR NAME <b>SAME</b>		
AFFILIATION <b>Independent Consultants</b>		PHONE NUMBER <b>213 833 4260</b>	AFFILIATION		PHONE NUMBER
STREET ADDRESS <b>3726 Bluff Place</b>			STREET ADDRESS		
CITY <b>San Pedro</b>	STATE <b>Calif</b>	ZIP CODE <b>90731</b>	CITY	STATE	ZIP CODE
5. TARGET AND CONTROL AREAS (See Instructions)					
TARGET AREA			CONTROL AREA		
LOCATION <b>see attached engineering drawing</b>			LOCATION <b>This concept is not applicable to these methods.</b>		SIZE OF AREA
6. DESCRIPTION OF WEATHER MODIFICATION APPARATUS, MODIFICATION AGENTS AND THEIR DISPERSAL RATES, THE TECHNIQUES EMPLOYED, ETC. (See Instructions) <b>Further developments of juxtaposed geometric forms for direct insertion into and manipulation of, the primary energy (etheric) continuum that underlies the atmosphere. Apparatus employs no electric power other than that for physical rotation of "Flying H", fixed base units. The latter are sited at 4 points as per attached drawing. Additional mobile units are carried in two "gun cars" for operation while traversing highways. NO CHEMICALS, NO RADIATION employed anywhere in this</b>			project.		
7. LOG BOOKS: Enter name, affiliation, address, and telephone number of responsible individual from whom log books or other records may be obtained.					
NAME <b>TREVOR J. CONSTABLE</b>			THIS REPORT IS REQUIRED BY PUBLIC LAW 92-205; 85 STAT 735; 15 U.S.C. 3306. KNOWING AND WILLFUL VIOLATION OF ANY RULE ADOPTED UNDER THE AUTHORITY OF SECTION 2 OF PUBLIC LAW 92-205 SHALL SUBJECT THE PERSON VIOLATING SUCH RULE TO A FINE OF NOT MORE THAN \$10,000, UPON CONVICTION THEREOF.		
AFFILIATION <b>PRESIDENT, TJC-ATMOS</b>		PHONE <b>213 833 4260</b>	if yes, please		
STREET ADDRESS <b>3726 Bluff Place</b>			suspension of operations, monitoring		
CITY <b>San Pedro</b>	STATE <b>CA</b>	ZIP CODE <b>90731</b>	to the possible effects of the operations)		
8. SAFETY AND ENVIRONMENT					
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Has an Environmental Impact Statement, Federal or State been filed? If applicable.					
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Have provisions been made to acquire the latest forecasts from the National Weather Service, Forest Service, or other agencies? If yes, please specify on a separate sheet.					
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Have any safety procedures (methods, etc.) and any environmental procedures and guidelines been included in the operation procedures and guidelines.					
9. OPTIONAL REMARKS (See Instructions. Use Separate Sheet.)					
NAME <b>TREVOR J. CONSTABLE</b>			CERTIFICATION: I certify that the above statements are true, complete and correct to the best of my knowledge and belief.		
AFFILIATION <b>TJC-ATMOS INC.</b>			SIGNATURE <i>Trevor Constable</i>		
STREET ADDRESS <b>3726 Bluff Place</b>			OFFICIAL TITLE <b>President</b>		
CITY <b>San Pedro</b>	STATE <b>CA</b>	ZIP CODE <b>90731</b>	DATE <b>20 June 86</b>	PHONE NUMBER <b>213 833 4260</b>	



### Operational Plan for Pincer II

This simplified version of the detailed engineering drawing submitted in advance to the U.S. government (NOAA), shows how it was proposed to engineer rain into Los Angeles in July 1986.

**BLUE flow** is the normal July path of moisture from the Gulf of California into Arizona, producing the Arizona "monsoon" season.

**RED flow** is an engineered diversion of the blue flow. The engineering causes moisture to move, as shown on the map, into central Southern California. Bases at "Fort Z" and Banning, "bend" this flow through the Banning Pass into the L.A. Basin and to L.A. Civic Center. This is one arm of the "Pincer."

**GREEN flow** is the second arm of the "Pincer,": initiated by the base at Hatfield Flat, east of San Diego. This engineering induces moisture northwest from the Gulf of California and from Baja California, to flow up the coast toward Point Fermin, the southerly tip of Los Angeles. The Point Fermin base ensures that the rainfall moves northward to L.A. Civic Center.

The drawing shows the precise routes by which it was intended to engineer moisture from Mexico into the Los Angeles Basin. A highly spectacular and notably unforecast thunder and lightning show accompanied the unforecast rain that made July of 1986 the wettest Los Angeles July in 100 years and the second wettest July of all time. The moisture arrived via the pre-specified routes, as the accompanying National Weather Service radar fax maps objectively reveal. Pincer II broke the statistical barrier.

About 16 years of avocational work preceded this overnight success. Bringing rain to Los Angeles city in July, requires that the normal, natural passage of Mexican moisture out of the Gulf of California northward and northeastward into Arizona, be diverted. An anomalous near-90 degree bend must be engineered into that flow, so that it will go some 250 miles northwestward out of its way. If such engineering is absent, the Los Angeles Civic Center rain gauge stays dry in July.

Our group today, views the weather as a geometric living structure. Control is available to anyone wise enough to approach the task minus the biases of mechanistic meteorology. Patience is also a prime requirement in grasping and using what is essentially a bio-geometric technology. Planet Earth is a living organism, naturally reluctant to respond to the technology of chemical or electromagnetic insult.

Four operating bases were used in Pincer II.. Sited at Hatfield Flat (16 miles east of San Diego); at Fort Zinderneuf in Desert Hot Springs; on the Banning Bench in the Banning Pass; and on Point Fermin (the southernmost tip of the City of Los Angeles), these bases were manned by trusted associates. Trent at Hatfield Flat, Segreti at Fort Zinderneuf, Norgaard in the Banning Pass, and myself at Point Fermin.

Pincer II derived its name from the engineering intention to bring moisture into the L.A. Basin via two routes designed, like a pincer, to converge on L.A. Civic Center. The main effort would be via Hatfield Flat and San Diego, up the coast on the ocean side of the coastal mountains, passing east of Point Fermin and dropping into the rain gauge at Civic Center. The secondary arm of the pincer was via the Salton Sea and Banning Pass into the L.A. Basin from its eastern end.

Successful engineering of this kind, would unfailingly produce rains in the National Forest areas. Such rainfall was accordingly made a secondary goal of Pincer II, and was so stated in advance, in the Initial Report filed with NOAA on 20 June 1986.

Hatfield Flat, Fort Zinderneuf and Point Fermin were each equipped with the new Flying H units, developed in 1985-86 in dynamic tests on the high seas. The pivotal base at Point Fermin was also to test operationally the newest development of geometric weather guns: the Apache. This is a unit that

works vertically, and induces implosive etheric reaction. The gross effect of such a device, is the appearance of a small, local low pressure system, which usually migrates. In maritime mobile tests, it has been possible with sea-going Apache units to inject miniature lows into the massive eastern north Pacific high, and to have these anomalous formations actually appear on official weather maps and fax charts.

Fixed-base operations were supplemented during the project by the use of two "gun cars" on the southern California freeways. Irv Trent operated extensively between San Clemente and San Diego, on a stretch of highway lying mainly in the critical southeast-to-northwest direction. Several years of operating gun cars has conclusively proved that they can exert regional effects under conditions favorable for their employment. In more recent times, growing freeway congestion everywhere has reduced their effectiveness, velocity being a key parameter in their functioning. Efficacy of the Flying H units more than made up for reduced effectiveness of the gun cars.

Flying H units are able to "trigger" etheric flows, and to exert substantial diversionary influence upon them once started. They can also act as local dams to an etheric flow. This can result in a dramatic rise in etheric potential "behind" the dam, encouraging rain. Flying H units will boost lightning to maximum intensity under storm conditions. Successful use of this apparatus does not depend simply on its acquisition, but rather, on comprehensive knowledge of etheric forces and experience in their manipulation. My own empirical experience dates from 1957, and has involved thousands of hours of such involvement.

Pincer II went through three distinct phases, in the course of which substantial anomalies were engineered into southern California weather. Phase 1 was the 4<sup>th</sup> of July weekend. Forecast to be hot, a very cool weekend ensued, at the end of which rain had fallen in cities as widely separated as San Diego and Pasadena. Phase 2 ended on 15 July 1986 with a two and a half hour thunder and lightning storm in San Pedro Bay, east of Point Fermin. The display was spectacular, and was enhanced by the Flying H on Point Fermin. Colored photographs were made of these events, with the camera shooting right through the field of the rotating Flying H. Rain resulted in Long Beach, contra-forecast.

Phase 3 was the critical main effort, keyed to collapse of the west-east etheric flow after full moon on 21 July 1986. Moisture was entrained from Mexico on the 22<sup>nd</sup>, via both arms of the Pincer. A mass of moisture billowed along the interior **RED ROUTE** of the Pincer, and thrust into the L.A. Basin via the Banning Pass exactly as specified in the pre-filed engineering drawing. On the coast, initiation of Apache operations, in this period of west-east stagnancy, generated a small low off the coast of Los Angeles, which remained quasi-stationary. All units in concert brought moisture up on the



**GREEN ROUTE** east of Hatfield Flat, and then offshore west of the coastal mountains. The rapidity with which all this was consummated on the night of 22/23 July 1986, caught the National Weather Service and the TV forecasters flat-footed. Nothing of the spectacular events that transpired in the early morning hours of 23 July was forecast.

National Weather Service radar in Palmdale, California was sharply on its monitoring job. Passage of all moisture, in the way described – past Point Fermin and on into L.A. Civic Center – is recorded forever in their faxed radar summaries. Some of those radar fax maps accompany this presentation. The radar maps showed our engineering drawing brought to life in the real world.

The lightning displays were the most spectacular seen in southern California in living memory. The greatest number of lightning strikes occurred around Point Fermin – approximately 200 in number. (Photographs of this particular lightning activity, with the Flying H clearly presented in the scenario, can be viewed in the Lightning Gallery on this website). The booming light show stunned southern California, since no forecast or other intimation of such a violent event had been given on the weather segments of 11pm TV newscasts.

While events in the L.A. Basin seized local attention, including the wettest July day in 100 years, our attention was also on Segreti's operations from Fort Zinderneuf in Desert Hot Springs, supported by the Banning Pass installation. Only the wild pyrotechnics in L.A. could have outclassed what went on as a result of the RED desert pincer. A thunderous light show took place against the face of Mt. San Jacinto, as scores of strikes slammed into its flinty slopes. More than an inch of rain fell in La Quinta. Hail appeared in the streets in the daytime, in July, in Palm Springs, Palm Desert and also in the Banning Pass. Hail there was marble-sized and noisy. Rain and hail drove Banning operator Norgaard indoors.

Pincer II produced sufficient rain in National Forest areas to overpower a number of stubborn forest fires. Some unofficial gauges reached four inches during the month of July, 1986. Combustibility of the national forests declined sharply. The secondary goal of the Pincer II was thus decisively achieved with significant public benefit.

The statistical facts of Pincer II are found in CLIMATOLOGICAL DATA, CALIFORNIA, July 1986, Volume 50, No. 7. In the two statistical divisions covering southern California, there are 100 official stations.

72 OF THE 100 STATIONS RECORDED RAIN IN JULY OF 1986.

Notable rains for the driest month of the dry season, were Anza 3.20", Cuyamaca 2.15", Idyllwild 1.73", Iron Mountain 1.47", Niland 1.50".

.18" of rain at L.A. Civic Center, the project bulls-eye, made July 1986 the wettest Los Angeles July in 100 years.

More than a century of official records provided invaluable statistical control. Pincer II showed for the first time in history that a complex etheric rain engineering operation could be designed, depicted in an engineering drawing, filed with the government in advance, and then executed successfully.

Control of basic natural forces has been a primal dream of the human race. Such control was clearly exerted in Pincer II, over a region of approximately 40,000 square miles. Humanity is being shown in this seminal work that already some "laws" of classical physics are apocryphal. The earth's tomorrows, if they are to be at all, will be characterized by constructive, harmonious and cooperative working with Nature's laws. This was demonstrated by ordinary men aware of such laws and minus large financial resources. Thus will we heal, sustain and transform the earth, Pincer II heralds the new ways.

Escondido, California      TIMES-ADVOCATE, Escondido, Ca., Wednesday, July 23, 1986 X      Wednesday

# Weird weather

## Rain in July?

A series of unusual summer storms that included a spectacular show of lightning should move on by Thursday afternoon, making way for the typical early morning low clouds and afternoon sunshine for the weekend, according to the National Weather Service in San Diego.

But the storms left their mark. At a Carlsbad tomato farm, six people were injured when a bolt of lightning struck within several feet of where they were standing. In Escondido, two heavy equipment operators at an East Valley Parkway construction site were jolted when lightning struck the machines they were using. And throughout North County, the storms knocked out power to several hundred San Diego Gas & Electric Co. customers.

At Mt. Laguna, officials recorded a rainfall of 1.55 inches as of 5 p.m. Tuesday, National Weather Service forecaster Harvey Hastrup said. In Escondido, a total of 0.09 inch was recorded. Poway recorded a total of 0.03 inch, while only a trace was recorded in downtown San Diego.

"I'm sure plenty more fell last night," Hastrup said.

The reason for all this havoc? "It was basically caused by an upper-level low-pressure system just off the Southern California coast, which dragged in southerly winds from Mexico, including moist, unstable air masses, making conditions ripe for

Continued from page A1  
thunderstorm activity," Hastrup said.

It was not a tropical storm, per se, but it was a storm with air masses from the tropics," he said. "Still, it is highly unusual for this area this time of year, especially considering the severity and the frequency of the lightning."

There was a 30 percent chance of showers and thundershowers forecast for today and tonight, he said, with that chance falling to 10 percent Thursday. By Friday the weather should return to its normal pattern.

For the six lightning victims in Carlsbad, that won't come soon enough.

The six were standing in a tomato field on Palomar Airport Road just east of Interstate 5 when a bolt of lightning hit a few feet from where they were standing, said Carlsbad Fire Department spokesman Alan Mazzola. Two people, who were manning a catering truck, were taken via Life Flight helicopter to the UC-San Diego Medical Center, where they were listed in satisfactory condition, Mazzola said.

Two farmworkers were taken with minor injuries to Tri-City Medical Center in Oceanside, and two others were taken to Scripps Memorial Hospital in Encinitas, Mazzola said, but reports on their conditions could not be obtained this morning.

In Escondido, two unidentified heavy equipment operators escaped serious injury when the backhoe and bulldozer they were using were struck by lightning. Escondido Fire Department Capt. Randy Brookes said.

"They were just jolted a little," Brookes said.

A palm tree in the 100 block of Gordon Court wasn't so lucky. Just before 1 p.m., a bolt of lightning hit the tree, thrashing it. "It looked like it blew the heck out of it," Brookes said, "but someone said it would still live."

A San Diego Gas & Electric Co. spokeswoman said several hundred North County customers throughout the day as lightning knocked out transformers and high winds knocked down power lines.

The California Highway Patrol and Sheriff's Department traffic officers, however, reported no weather-related, serious-injury accidents. A Fallbrook Fire Department spokesman, however, said a wet road was to blame for a three-car collision just before 7 p.m. Tuesday on Highway 76 and West Lilac Road. Only one person was injured in that accident, and she suffered only minor cuts and bruises, the spokesman said.



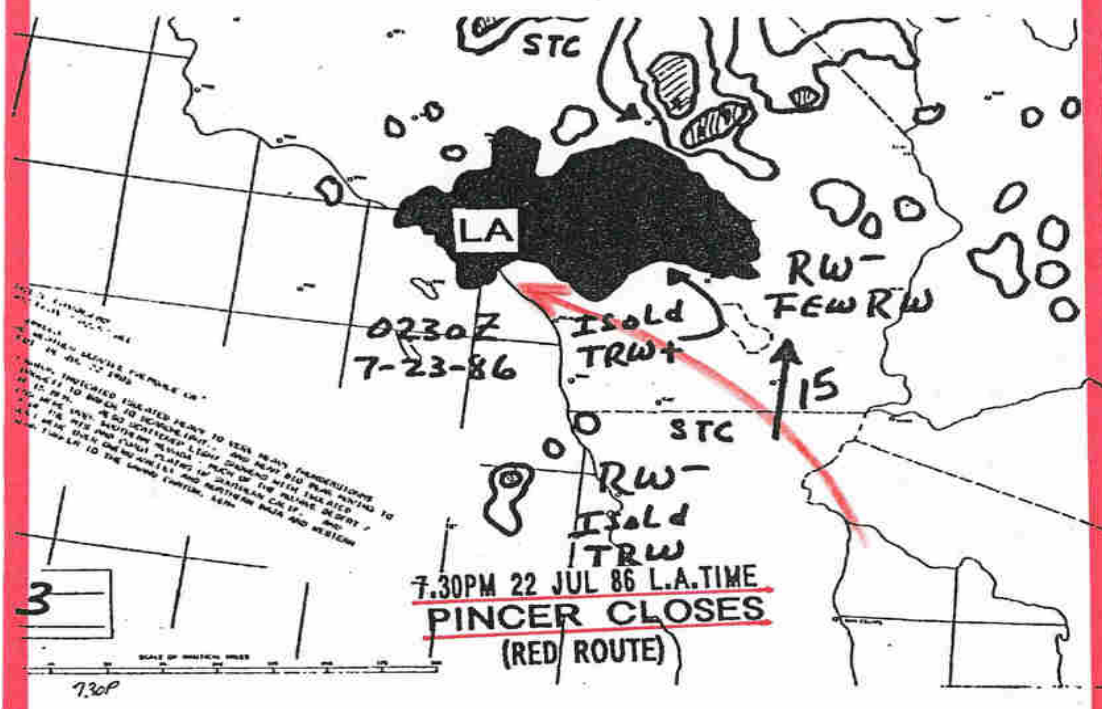
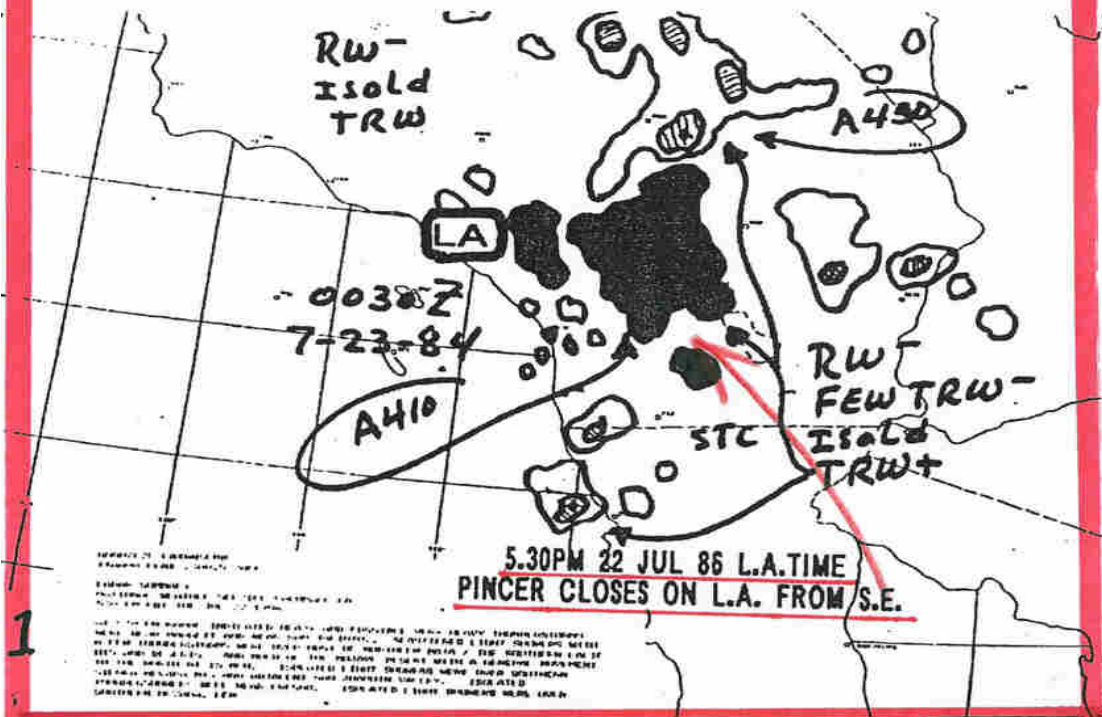
Robert Gauchier/The Times-Advocate

Please see page A2

Tanya Bellamy, 15, of Escondido, takes the rain in stride along Escondido Boulevard.

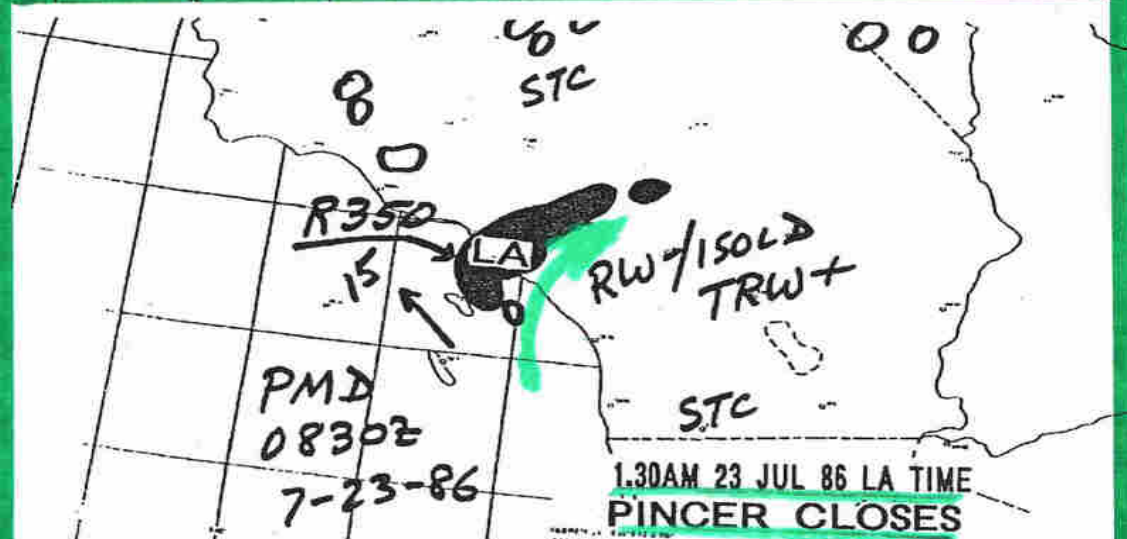
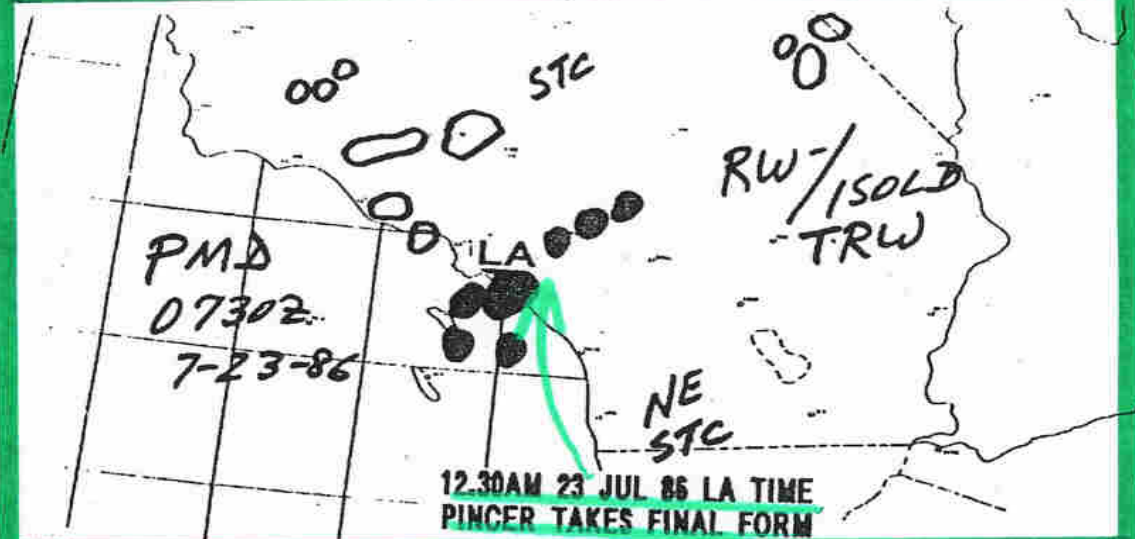
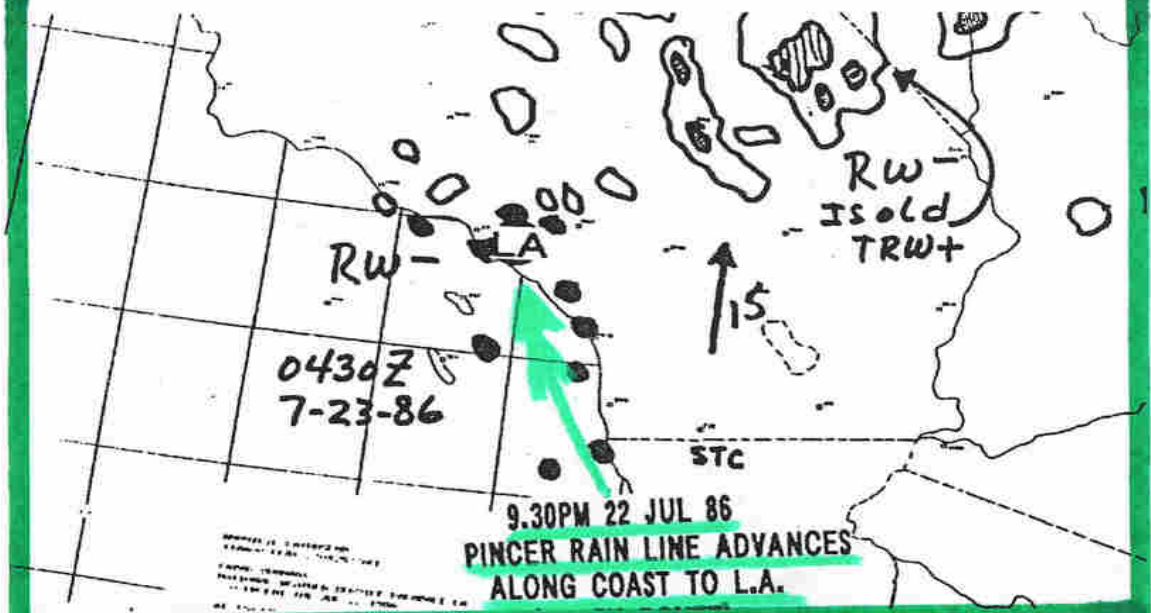
The accompanying reproductions of official National Weather Service facsimile maps of regional radar echoes, complete with irrefutable official time signatures, show that the "Pincer" was engineered exactly as advised in advance, weeks before the actual operation.

# RED ROUTE



**RED flow** and RED Pincer came first, on the late afternoon and early evening of 22 July 86. The L.A. Basin is full of rain by 7.30pm. The RED Pincer has closed on L.A. Civic Center.

# GREEN ROUTE



**GREEN flow** began showing on radar at 9.30pm on 22 July 86, spreading from south to north up the line of the coast. By 12.30am on 23 July 86, GREEN Pincer has reached Point Fermin and beyond. By 1.30am, the City of Los Angeles has been enveloped from the south and the GREEN Pincer has closed.



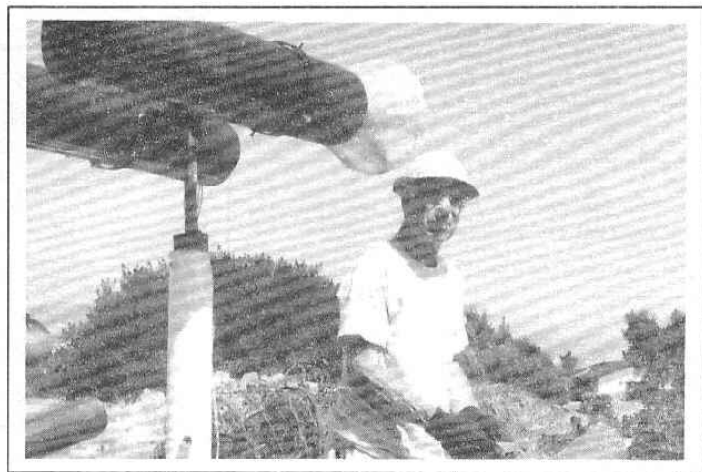
### **Night into Day - Operation Pincer II**

Five simultaneous bolts of lightning crash into the eastern waters of San Pedro Bay at 1:30 AM on 23 July 1986, turning the scene into near daylight brilliance. Left foreground shows the "Flying - H" weather gun spinning its geometric components by which weather modification is accomplished.



Trevor James Constable with Gun Car B with two "Black Widow" weather guns on top. PURE SEWERS sign is to discourage curiosity seekers. **Velocity** of vehicle is key to on-the-move operations.

Irv Trent - veteran of 10 years of primary energy weather engineering in Southern California. Closest associate and dearest friend of TJC. A very dependable, estimable gent. Flying H weather gun. Pincer II. Hatfield Flat, San Diego County, July 1986.



Irv Trent with the Flying H and some "Bazooka" - type weather guns at Hatfield Flat, 16 miles east of San Diego. Spinning of Flying H unit also imparts pulsatory activity to adjacent bazookas. Pincer II, July 1986.

**OPERATION  
"PINCER II"**

Los Angeles Harbor, California  
July 1986



Chapter Four

# **Project Tango**

Rain Engineering in the  
Singapore Dry Season  
July 1988

Article by

Trevor James Constable



# Project Tango

*Rain Engineering in the Singapore Dry Season, July 1988*

by

Trevor James Constable

Primary energy rain engineering experiments conducted by me off Singapore Island in February of 1988, developed techniques for engineering rain, virtually at will, during most of the Singapore year. Later tests after my departure, carried out by my Singapore associates, fully confirmed the practicality of the February developments. Singapore's dry season, with sharply reduced rainfall in June/July/August, remained an unanswered technical question, with its particular set of conditions. Project TANGO was accordingly organized by our company, as a private research venture, to develop primary energy rain engineering techniques for the dry season in Singapore.

Successful results would be commercially applicable in other equatorial and subtropical environments bedeviled by dry-season difficulties. This U.S.-developed technology has been exported during America's own "Big Dry," as a result of prohibitive liability lawsuit risks within the USA. Concomitant politico-legal problems are less amenable to control than the weather, and make it impossible for the pioneers to place this work in the service of the American people.

The latter two weeks of July were selected for TANGO as roughly coinciding with the middle of the dry season. Certain personages of unquestioned integrity in Singapore were advised in advance of the project. All were externes to our company. The main weather engineering unit, approximately the size of a human head, was placed aboard a 46-foot Hatteras cabin cruiser. Ancillary, fixed-base equipment was installed atop a 31-story building on the southerly shore of Singapore Island. An Apache vertical unit was operated at corporate HQ in the Loyang area, west of Changi airport.

Marine mobile operations commenced 19 July, 1988. By 22 July, 1988, an effective operating method had been worked out. The afternoon radar plots from Changi weather radar show the effects on the region of the primary energy engineering strata-gems employed. The plots between 3:00 pm and 6:00 pm show the diminution of the accretions as the boat headed back from Indonesian waters toward Changi, followed by the rapid rise of rain formations as our "T" technique was employed due east of Singapore Island, between 5:00 pm and 6:00 pm.

The primary energy methods employed are highly proprietary, but earlier disclosures on commercially released videotapes, contain numerous examples of engineered rain formations becoming *SELF-REINFORCING*. This active state was now engineered

into the dry season conditions of Singapore and southern Malaysia. A protracted thunder and lightning barrage ensued that evening, which included numerous strikes within 200 meters of the Apache unit at Loyang.

A stout tree at the entrance to corporate HQ succumbed to a combination of lightning and gusty local winds.

One of the distinguished Singaporeans who had been apprised in advance of our operations, received forceful proof of their efficacy. Storm winds ripped an expensive canopy from one of his business enterprises. Singapore is no stranger to violent tropical weather, but unforecast thunder and lightning in the middle of the dry season is unusual.

The ensuing disturbances on 23 July 1988, were kept active by judicious use of the fixed-base units. The situation was then permitted to subside, allowing for a national holiday and with the purpose of then raising a second, similar sequence of events

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*Successful results would be commercially applicable in other equatorial and subtropical environments bedeviled by dry-season difficulties.*

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from the typical dry season baseline conditions.

The weather on 26 July, 1988 was satisfactory for the second venture. Overnight operations 25/26 July with fixed-base units, aimed at triggering an anomalous west-to-east primary flow, appeared to have been successful. From 31 stories up on Singapore's south shore, a dark loom could be observed in the westerly sky. Later study of Changi radar plots verified that a moisture accretion had developed in the northwest quadrant from Singapore. The "gun" boat was taken due south from Changi on the morning of the 26th, until we could turn due west, and clear Singapore city in a long, straight "brewing" pass to the west.

This steady westerly thrust produced visible showers into the reservoir area on Singapore, and this was video taped. By noon, the gunboat was southwest of Singapore city, with the small, spinning geometric device aboard etherically locked into the moisture mass northwest of Singapore, pulling the mass directly down on the gunboat and boosting its size and intensity. This was directly visible to us. Changi radar plots show the scenario precisely. At 11:00 am, the rain mass lies entirely to the north of the east-west Changi vector. Lightning is striking. By noon, the huge blob has oozed well south of the east-west Changi Vector, and is about to engulf western Singapore.

Our specialized "T" technique was implemented at 12:25. The 1:00 pm radar plot shows a *doubling* of the rain mass south of the east-west Changi vector. Lightning (arrow) continues. The dark, blue-black mass of moisture was now not only encroaching on Singapore city, but also was looming west and southwest of our boat, mountains high and threatening. The dramatic scene was videotaped and photographed, as the temperature began dropping steeply amid a rising wind.

By 2:00 pm, Singapore Island was engulfed, and so were we. Running like Dr. Frankenstein before the monster of our own creation, we ran the gunboat aground on a shoal. A deluge ensued, with zero visibility. Singapore Island remained under rain until after 4:00 pm. The official downtown rain gauge

recorded 26.7 mm.

No further operations were conducted that day. Dry season conditions quickly re-established themselves, with a normal 27 July morning. Using a back-up boat that was only marginally effective compared with the boat we had damaged, the "T" technique was employed again for two hours in the late afternoon of the 27th, in sheltered waters off Loyang. A series of tremendous deluges ensued on the 28th, resulting in a further 59.9 mm into the downtown Singapore rain gauge, making a total of 114.8 mm for the project period. Singapore reservoirs benefited with 68.3 mm of rain in the same period.

Thus ended TANGO, extending over 10 dry season days.

Vital functional information on primary energy in equatorial environments was gained from TANGO. The "T" technique is the most exciting innovation in this kind of engineering in many years, in the opinion of this writer. Because of its potential for destructive misuse, the basic procedure must remain highly proprietary.

Participating engineers in TANGO now have no doubt that the actual generation of low-pressure systems can be technically tackled and pushed through to success. By means of such engineered implosive vortices, comprehensive reversals of drought can be initiated, and probably sustained. Sagacious use of small, mobile, rotating geometric structures permits in the real world, and in the here-now, weather modification on a scale not feasible with chemical nucleation. The latter is the government-sustained method that absorbs over \$100 million annually in the USA.

With a translator no larger than a human head, radar confirms that we raised about 30,000 square kilometres of rain mass over Singapore, Malaysia and northern Indonesia, in the dry season. The engineering was conducted on the basis that the weather is a functional physical expression of the biogeometric realities of the underlying ether. Weather engineering and control is thus approached fruitfully via the biogeometric pathway, without chemicals or radiation. TANGO was another step along the biogeometric path.

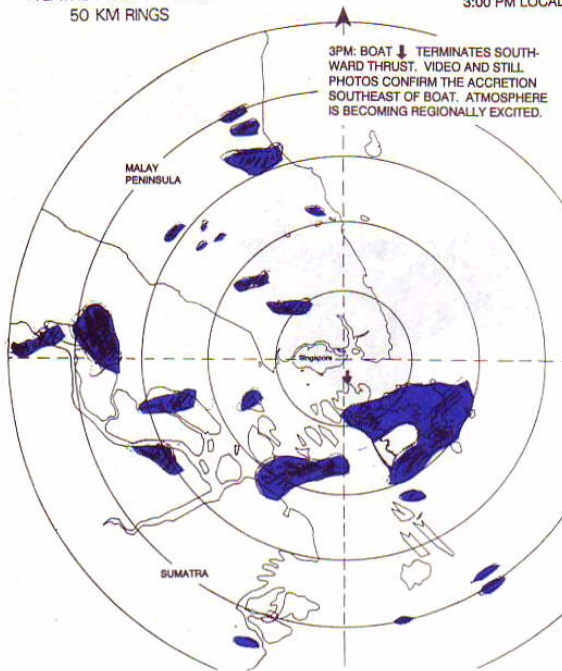
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*With a translator no larger than a human head, radar confirms that we raised about 30,000 square kilometres of rain mass over Singapore, Malaysia and northern Indonesia, in the dry season.*

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METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

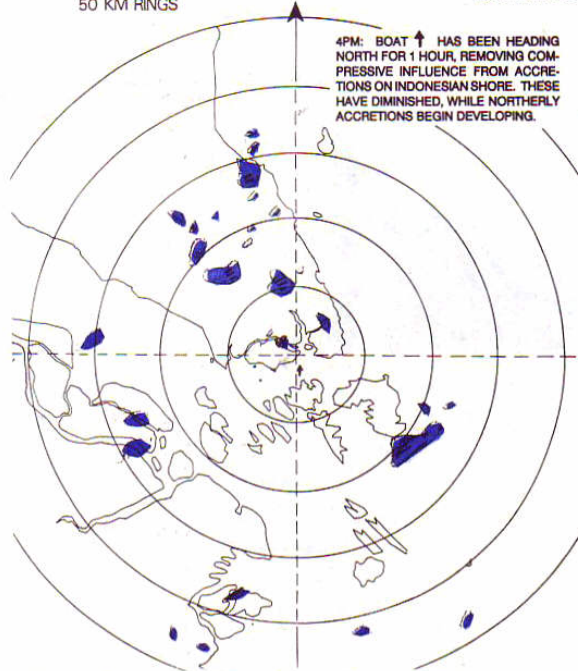
DATE: 22 JULY 88  
TIME: 0700 UTC  
3:00 PM LOCAL



3PM: BOAT ↓ TERMINATES SOUTHWARD THRUST. VIDEO AND STILL PHOTOS CONFIRM THE ACCRETION SOUTHEAST OF BOAT. ATMOSPHERE IS BECOMING REGIONALLY EXCITED.

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

DATE: 22 JULY 88  
TIME: 0800 UTC  
4:00 PM LOCAL

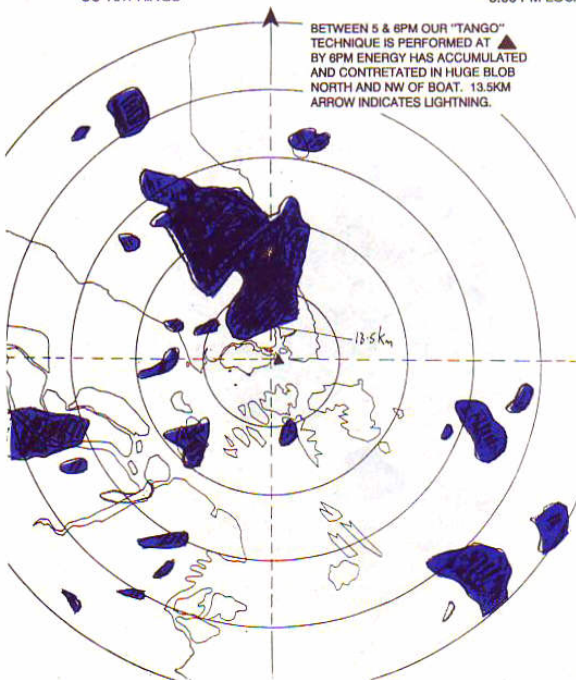


4PM: BOAT ↑ HAS BEEN HEADING NORTH FOR 1 HOUR, REMOVING COMPRESSIVE INFLUENCE FROM ACCRETIONS ON INDONESIAN SHORE. THESE HAVE DIMINISHED, WHILE NORTHERLY ACCRETIONS BEGIN DEVELOPING.

THE CENTER OF THE RADAR DISPLAY IS AT CHANGI INTERNATIONAL AIRPORT AT THE EASTERN END OF SINGAPORE ISLAND

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

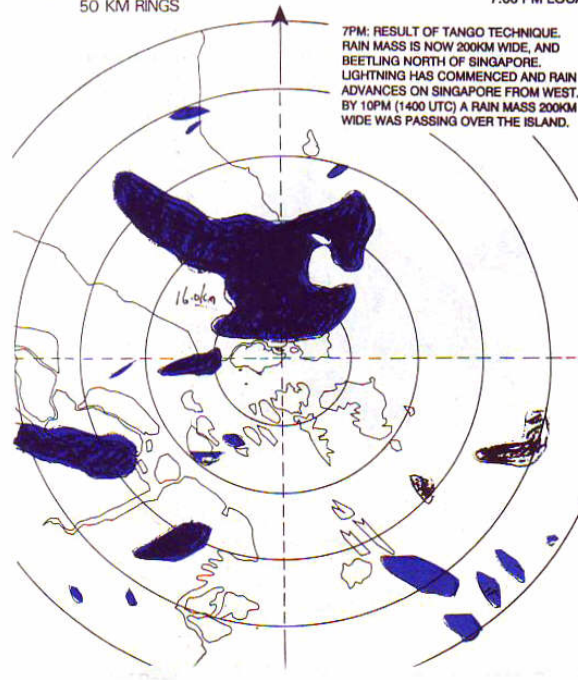
DATE: 22 JULY 88  
TIME: 1000 UTC  
6:00 PM LOCAL



BETWEEN 5 & 6PM OUR "TANGO" TECHNIQUE IS PERFORMED AT 6PM ENERGY HAS ACCUMULATED AND CONCENTRATED IN HUGE BLOB NORTH AND NW OF BOAT. 13.5KM ARROW INDICATES LIGHTNING.

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

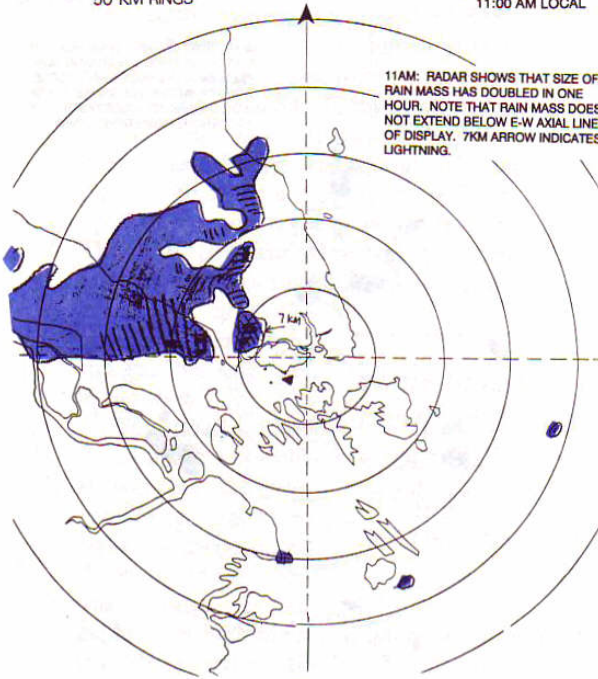
DATE: 22 JULY 88  
TIME: 1100 UTC  
7:00 PM LOCAL



7PM: RESULT OF TANGO TECHNIQUE. RAIN MASS IS NOW 200KM WIDE, AND BETLING NORTH OF SINGAPORE. LIGHTNING HAS COMMENCED AND RAIN ADVANCES ON SINGAPORE FROM WEST. BY 10PM (1400 UTC) A RAIN MASS 200KM WIDE WAS PASSING OVER THE ISLAND.

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

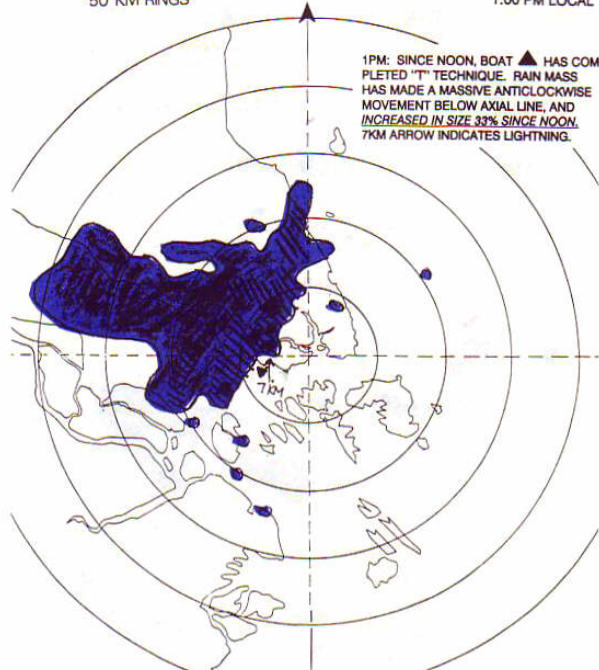
DATE: 26 JULY 88  
TIME: 0300 UTC  
11:00 AM LOCAL



11AM: RADAR SHOWS THAT SIZE OF RAIN MASS HAS DOUBLED IN ONE HOUR. NOTE THAT RAIN MASS DOES NOT EXTEND BELOW E-W AXIAL LINE OF DISPLAY. 7KM ARROW INDICATES LIGHTNING.

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

DATE: 26 JULY 88  
TIME: 0500 UTC  
1:00 PM LOCAL

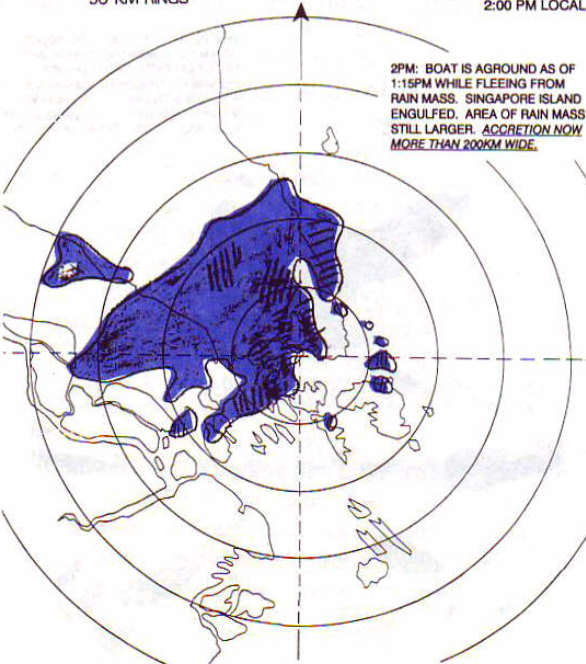


1PM: SINCE NOON, BOAT ▲ HAS COMPLETED "T" TECHNIQUE. RAIN MASS HAS MADE A MASSIVE ANTICLOCKWISE MOVEMENT BELOW AXIAL LINE, AND INCREASED IN SIZE 33% SINCE NOON. 7KM ARROW INDICATES LIGHTNING.

THE CENTER OF THE RADAR DISPLAY IS AT CHANGI INTERNATIONAL AIRPORT AT THE EASTERN END OF SINGAPORE ISLAND

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

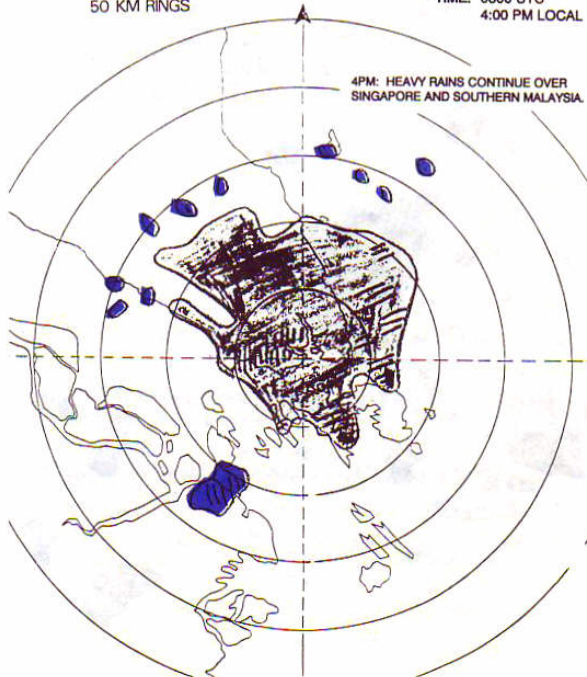
DATE: 26 JULY 88  
TIME: 0600 UTC  
2:00 PM LOCAL



2PM: BOAT IS AGROUND AS OF 1:15PM WHILE FLEEING FROM RAIN MASS. SINGAPORE ISLAND ENGLTFED. AREA OF RAIN MASS STILL LARGER. ACCRETION NOW MORE THAN 200KM WIDE.

METEOROLOGICAL SERVICE  
SINGAPORE  
WEATHER RADAR WATCH  
50 KM RINGS

DATE: 26 JULY 88  
TIME: 0800 UTC  
4:00 PM LOCAL



4PM: HEAVY RAINS CONTINUE OVER SINGAPORE AND SOUTHERN MALAYSIA.



## SINGAPORE

A single "Skimmer" device was used to raise this rain mass over the Malacca Strait, south of Singapore, on 24 May 1991. Dense rain accretion seen here was engineered from fair weather in about 30 minutes. Camera is facing south. Indonesia shore shows on left horizon.

The "Skimmer" device consists of two concentric metal cones with an apex angle of 135 degrees. Cones are held at precise spacing within a PVC sleeve 8 inches in diameter. Rhythmic spinning motion and critical orientation of the device, cause local blocking of powerful south-to-north flow of ether that prevails in May. Where the blockage is raised and temporarily held stationary by the rotating "Skimmer," very high etheric potential develops. This rise in potential is largely caused by the massive, northward-moving planetary flow piling into the engineered blockage from the south. High etheric potential strongly attracts water in the atmosphere, producing the kind of nimbus seen here. Dark, horizontal striations in this photo outpicture the blocked etheric flow from the south spreading laterally from the engineered etheric "dam."

Entire system is eventually elevated to "lumination," or discharge potential. Rain then descends, often copiously in low tropical latitudes. Equatorial locales like Singapore, Malaysia and Indonesia make available decisive proof of the ether's physical existence, and accessibility to appropriate etheric engineering techniques. Engineered atmospheric effects are more rapidly and vividly obtained in tropical regions than in temperate, low humidity locales.

ADAPTATION OF THESE TECHNIQUES TO AIRBORNE USE, HAS OPENED NEW VISTAS. POWER AND EFFICIENCY HAVE BEEN GREATLY INCREASED, WITH THE ADDITIONAL ADVANTAGE OF VIRTUALLY UNLIMITED MOBILITY.

Chapter Five

# Revolutionary Developments

Etheric Rain Engineering gets Airborne  
in 1994

The "Quarter-Wave Bull" becomes the "P-Gun"  
in 1996

Helicopter first used with a "P-Gun"  
in 1998

Article by

Trevor James Constable

## *Revolutionary Developments* **ETHERIC RAIN ENGINEERING GETS AIRBORNE**

Effective airborne etheric translators were designed in 1994, initiating a revolutionary advance in etheric rain engineering. "Bull" translators are under four feet long, with small cross-section and light weight. Skilled pilots reported no change in flight characteristics from wing strut installations, but the ability of these powerful translators to evoke violent weather very rapidly in tropical locales, necessitated in-flight deactivation of the translators. Safety required no less. Modified devices were moved **INSIDE** the aircraft cabin, and a simple procedure permitted in-flight deactivation.

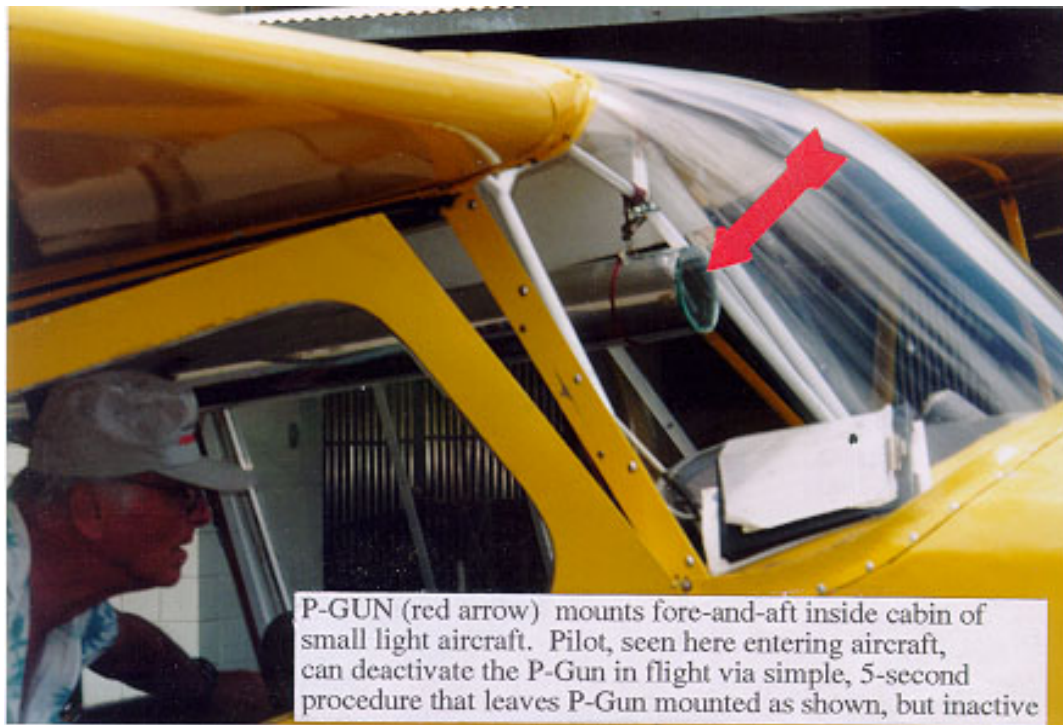


Airborne tests in Hawaii and Malaysia, proved that mobile rain engineering techniques developed in 14 years of high seas rain engineering experiments are far more effective in the airborne mode. The higher velocity of aircraft, the longer horizon from the air, and infinite heading control, produced visible weather reactions and rainfall with unprecedented rapidity. Targeting of the rainfall drop area also became feasible. 1998 Malaysian experience confirmed this.

**NO CHEMICALS, ELECTRIC POWER OR ELECTROMAGNETIC RADIATION IN ANY FORM ARE UTILIZED. THESE NATURAL TECHNIQUES ARE ENVIRONMENTALLY PURE.**

Etheric rain engineering now has a powerful new dimension. Vast droughted territories in equatoria may now be accessed by aircraft equipped for etheric rain engineering. Existing clouds are not required. These techniques generate their own clouds, from zero if need be. New technical resources exist to deal with tropical droughts in the here-now, together with the unique operating acumen and experience to apply these resources effectively.

WORLD HISTORICAL RENOWN AWAITS THE VISIONARY LEADER WHO FIRST USES THIS TECHNOLOGY AGAINST DROUGHT PROBLEMS THAT HAVE DEFEATED AND HUMILIATED CONVENTIONAL "HI TECH."

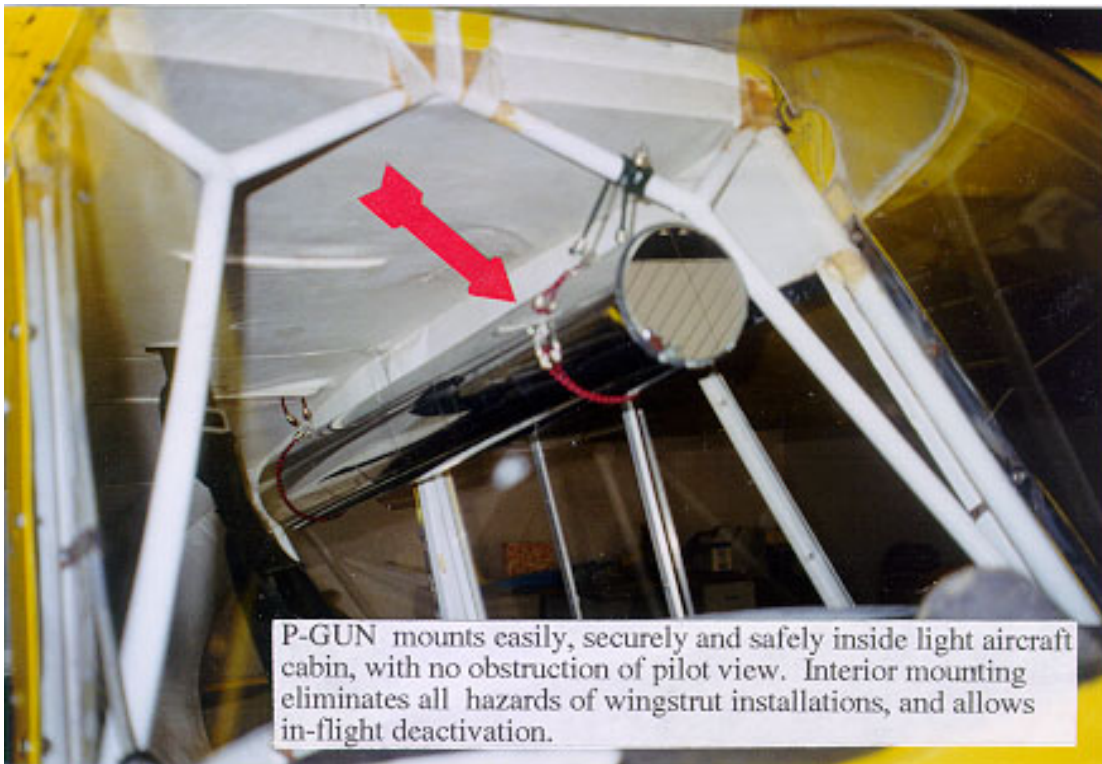


## AIRBORNE ADVANCES

Throughout 1997-98, practical research continued with etheric rain engineering in the airborne mode. Successful airborne tests in Malaysia in October of 1997 proved that techniques pioneered in Hawaii were even more effective in equatoria. Rapid engineering of rainy weather, sometimes violent, made in-flight deactivation of the "quarter-wave Bull" units absolutely essential. These translators were originally designed for attachment to wing struts. Successful test flights in Malaysia and Hawaii proved the feasibility of moving the translators INSIDE a light aircraft, the etheric P-Gun functioned flawlessly, as though no aircraft were present. A rain engineering pilot flying solo can now deactivate the P-Gun in the event of heavy weather, enhancing safety.

The "P-Gun" was developed by Peter Lindemann in 1996, while living east of Albuquerque, New Mexico at an altitude of 7000 ft. Most of the equipment that had worked well at lower elevation, did not produce the same results this far above sea level. The P-Gun is essentially a "quarter-wave Bull" unit, with a number of added features to raise it's effectiveness at high altitude. When these units were subsequently used in the Tropics, the effects were the strongest ever seen. It's effects could also be turned "ON and OFF" easily, making it ideal for airborne applications.





## HELICOPTERS

EFFICIENCY, FLEXIBILITY, RESULTS

A helicopter fitted with a P-Gun is the ultimate rain engineering modality, as proven in Malaysia in April and May of 1998. Nothing in the history of etheric

rain engineering development can compare with a helicopter for RESULTS. A helicopter permits infinite adjustment of speed from the hover to more than 100 knots. Experience has proved that the greatest effects in etheric rain engineering usually develop at around 50-60 knots. Helicopters are also unmatched observation platforms. Their ability to set down almost anywhere is ideal protection against violent weather. Combined operation of a helicopter and a light aircraft, both equipped with P-Guns, allows thousands of droughted equatorial acres to be readily accessed and rained, almost like crop-dusting with water.



# WHAT THE PILOTS SAY

## About AIRBORNE ETHERIC RAIN ENGINEERING OPERATIONS

*Real-world observations from practical, professional men.*

**"I haven't the faintest idea of WHY rain happens in these operations. BUT IT HAPPENS!"**

Colonel W.A. Schauer, USAF Ret.

*First pilot in world history to fly airborne etheric rain engineering missions. Veteran USAF fighter pilot (31 years service). Pilot for pioneer provings of airborne etheric rain engineering missions, Hawaii.*

**"I NEVER THOUGHT IT WOULD WORK! I could not believe that it was possible for empty tubes to generate rain, with no chemicals to be dispersed in the air. But, in my experience, NEVER have I seen such violent weather appear, without any warning, from clear conditions. Lightning strikes on both sides of my aircraft further convinced me. These methods are very efficient and effective."**

Captain Bala Ratnam, Singapore.

*U.S.-trained, FAA-Licensed Pilot and Instructor. Veteran of more than 20 airborne etheric rain engineering missions in S.E. Asia.*

**"I have flown in tropical conditions in most of my career of more than 30 years as a commercial pilot. I know tropical weather, from extensive experience flying commercially in regions like Myanmar and Malaysia. I flew rain missions with some of this equipment in a Short Skyvan, out of Subang International in Kuala Lumpur. The effects were extraordinary. I hope to see this used in Myanmar, where bad droughts are frequent."**

Captain Paw Tun

*Malaysia Air Transport, Kuala Lumpur*

**"Definitely a practical, environmentally pure means of engineering rain, with an unlimited future."**

Edmund Wu, Singapore.

*FAA-Licensed fixed wing and helicopter pilot. Participant in etheric rain engineering missions in Malaysia and China, including history's first coordinated wing-helicopter operations.*

Chapter Six

**Hurricane Control**  
Special Report  
October 2004

Article by

Trevor James Constable

## HURRICANE AND TYPHOON CONTROL

The Anatomy of a Challenge

by Trevor James Constable, October 2004

As a string of Atlantic hurricanes devastated Florida and many other areas of the eastern USA, numerous persons familiar with my etheric weather engineering work, have asked what might be done to lessen these chains of calamitous hurricane events, by using etheric technology. *Conventional* technology has no rational answer to the problem. Lunatic suggestions to explode atomic bombs against the eye wall of these immense vortexial systems, attest to orthodoxy's dangerous bankruptcy, and also to orthodoxy's perpetual readiness to embrace the murderous.

Establishment thought and technology has no effective and safe palliative for hurricanes, and nothing in sight except H-bombs. Why? Orthodox thinking and the habits it produces, function an octave too low – neurotically locked down in the 'safe' zone of the lifeless. Hurricanes are life energy in high action. No access to life energy principles is possible for minds dragooned from puberty to accept the fraudulent teaching that there is *no life energy and no ether*.

As a practical matter, there is scant possibility that the necessary funding and resources would be made available to expand the successful work with hurricanes and kindred systems that I have done in the past, because of this fraudulent teaching and its consequences. Political leaders and their satellite scientists, as well as the media clones of our negative world, are structurally incapable of accepting or dealing with the life energy or its technological use. That is the main reason why airborne etheric rain engineering, and its demonstrable capabilities has been evaded for more than a decade in a droughted world. Countless reels of time-lapse videotape, showing the life energy being accessed technically and used technologically to engineer rain, evoke no rational scientific interest, only the desire to negate, evade and avoid the physical reality of life force.

Reactions of this negative kind pervade the scientific world wherever the life energy is revealed by any kind of technical activity, such as diverting or deactivating hurricanes, that brings the life energy into use, focus or consideration. These negative attitudes and reactions, the operative effects of mankind's most serious structural bias, have retarded human progress by centuries. We earthlings are centuries astern of where we innately belong and could be, were it not for the predominant negativity of the earth plane, and the hidden powers sustaining that negativity.

Dealing with hurricanes gives us a contemporary opportunity to illuminate how this kind of bias – now virtually an affliction of our species – retards progress and condemns millions of humans to unnecessary losses, suffering and misery. The core of the problem is not so much technological, as it is

emotional and neurotic. The real-world violence of hurricanes is an ideal backdrop against which to examine the pathological formatting that lavishly sustains imperial foreign wars, while recoiling from the massive manifestations of vital energy behind hurricanes. The warfare is rationalized. Only the hurricane is terrible.

The particular etheric force that creates the hurricane's eye, goes also to the roots of our own lives. The motional physics of the typical hurricane, are a macro-replication of the bodily human superimpositions that produced everyone reading this, starting with the 'eye' of their conception! The blocked organismic movement of this etheric force – the life energy – is the source of personal behavioral problems in most people, as the late Dr Wilhelm Reich elucidated for mankind before his death in an American penitentiary, and the burning of his scientific books and papers by the American government. The Children of Tomorrow must never know what makes their hearts beat. The same force might propel a car, or light a house, or replace wired electricity and gasoline.

Dr. Reich demonstrated clinically that when the organismic life force moves strongly in a body accustomed to life energy stasis, *terror* is experienced. This is a consuming terror that the afflicted will do anything to suppress – including bolting from therapy. While this is an individual scenario, its essentials are conveyed to the organizations and enterprises such blocked individuals ensoul. In a typically perverse fashion therefore, great institutions and organizations would rather have the hurricane, than have it modified by life energy laws and technology.

Diverting, diminishing or controlling hurricanes by methods rooted in the same etheric laws that create the hurricanes, is thus resisted technically, behaviorally and conceptually. To show or demonstrate that the life energy *can be used technologically*, evokes irrational denials of objective, irrefutable evidence.

Confronted with unassailable time-lapse videotape, men who have been right through a distinguished university, will often respond with "I don't believe *that*." Belief is readily enthroned over demonstrated fact by doctors of philosophy – *when the life energy is involved*. This reality has been encountered by me, and by the Singapore ERE organization, for nearly 40 years. That is why I do not chase after governments, offering programs to diminish or divert hurricanes, and why governments will certainly not chase after me.

The responsible institutions actually prefer dealing with damage, suffering and misery, to dealing with the life force. That which is life-negative is neurotically comfortable. The life force to which I have devoted most of my earthly sojourn, is uncomfortable, disquieting and disturbing to blocked

personages. Great indeed is the fear of the living in our anti-civilization – itself an appalling sink of negativity.

In the just re-released, comprehensive history of my weather work entitled *Loom of the Future*, two factual accounts appear of two different modes of dealing with hurricane systems. These modes are the fixed-base operation, and the mobile operation. In the case of Hurricane Iniki, in Hawaii in 1992, a timely and effective diversionary influence was exerted on Iniki, by the writer, that prevented its projected impact on the city of Honolulu, leading to reports of grateful amazement in the Honolulu *Advertiser* the following day. Shoved by etheric engineering a little to the west from its estimated course, Iniki hit the island of Kauai instead, with terrible consequences. Similar impaction of the monstrous Iniki on populous, tightly integrated Honolulu city, would have resulted in a \$15 billion damage bill, and thousands of casualties – at least. The writer was able to bring about this diversion of a massive hurricane through the use of a single piece of etherically actuated equipment on his penthouse deck, at Punaluu in northeastern Oahu, not even an ideal site from which to produce the desired diversion. None of the hurricanes that battered Florida in 2004 was as fierce as Iniki, with its 937 millibar eye and 150 mph winds.

Counter-action against Iniki was from a fixed base, utilizing etheric engineering principles. The technical knowledge involved was developed in literally thousands of shipboard rain and weather engineering operations conducted during 300 Pacific ocean crossings. The practical efficacy of these technological applications of etheric force, is attested to in numerous time-lapse videotapes. In eight years of residence at Punaluu, Hawaii, the writer also carried out extensive investigations of regional etheric force from his large penthouse deck, nine floors above the ground. This experience was invaluable in the Iniki incident.

The years of mobile, high seas operations on shipboard, making constant use of radar, equipped the writer with a basic understanding of how weather systems could be made to behave, within limits, by understanding and applying the operative laws of etheric force. A collision avoidance system, using information from the ship's two radars, left no doubt that the laws of etheric force overrode conventional expectations of weather system movement. Higher laws prevail in etheric rain engineering operations.

In *Loom of the Future*, the writer also describes a *mobile* encounter with a hurricane between Los Angeles and Honolulu, aboard the Matson container ship SS Maui with Commodore Kenneth Orcutt USNR in command. He requested my intervention. This particular hurricane was approaching Honolulu from the east, in such a way that its northeast quadrant arrived on the ship's stern the evening before the Maui's scheduled Honolulu arrival. The island of Oahu was on hurricane alert for that same day. Simple countermeasures were initiated on the Maui's flying bridge, utilizing water-

powered etheric engineering equipment of almost incredible simplicity. Procedures learned in years of practical experiment with etheric force, were applied to a pending hurricane disaster.

On the ship's 3 centimeter radar, clearly discernible bands of countering force, could be seen moving astern, directly away from the ship and perpendicular to the hurricane winds on our stern. These bands were pulses of etheric force, made tangible to radar by the water they had directly absorbed from the atmosphere. They were "backwashing" directly into the extremely high potential etheric force impelling the hurricane and creating the hurricane's wind flows. This radar scenario objectified our engineering intention to diminish, or perhaps completely remove, ONE ARM OF THE HURRICANE — the arm on our stern. Every hurricane system is existentially dependent on having TWO atmospheric arms, each of which is under-laid and driven by a stream of etheric force. These two arms superimpose to create the hurricane's eye and systemic winds, those winds being entrained by the etheric flows involved. The hurricane is an implosive etheric vortex that impels the atmospheric circulation we see objectified and tracked by meteorologists on TV.

By dawn, the Maui was in fair weather. The US Navy at Pearl Harbor had sent out an aircraft at daylight to precisely fix the hurricane's eye, but the system menacing Honolulu had vanished, engineered out of existence overnight.

This mobile etheric engineering experience, and the fixed-base Iniki operation, give a good introduction to what has been done factually in the past. This knowledge is capable of implementation – in the here-now – to influencing hurricanes. In the case of the typical, annual Florida series of hurricanes, simple, inexpensive diversionary bases can be set up along the Florida coast for inconsequential funds – peanut money. Such little bases would require no chemicals or electric power, and could be arranged to prevent hurricanes coming ashore, especially if their functioning were coordinated with ship-borne etheric engineering equipment, and with airborne units. Such operations would need to be developed in practical formats, but would be far simpler in cost and complexity than, say, sending to John Wayne to Iraq.

The many reporting TV meteorologists that we see standing in the rain in oilskins and sou'wester hats, looking like old time ads for Scott's Emulsion, typify our current attitudes to hurricanes. The reporters appear drenched with rain and buffeted by the winds in full view of the TV audience. They epitomize and exemplify the *idée fixe* that we just have to stand and TAKE WHAT MOTHER NATURE HANDS OUT. Not so.

The successful use of etheric engineering equipment aboard aircraft is already a demonstrated practical reality. No chemicals or electric power are



utilized, just geometry, direction and velocity, plus access to the etheric continuum, with all its liberating portent for mankind. Airborne etheric rain engineering technology adds another potentially powerful dimension to any hurricane control measures. Particularly is this true in learning to take one arm off a hurricane, in an airborne adaptation of our hurricane adventure on the SS Maui. Preparations for such positive action should be initiated without delay, building up experience and extending my basic discoveries before the next hurricane season. Such experience can be secured by undertaking the diversion and dismantlement of ordinary low pressure systems that are available year round. The hurricane is the ultimate version of the low pressure system, which springs from the same geometric roots. The alternative to such constructive, rational, inexpensive approach to hurricane diversion is what we have now: just standing there and taking what Mother Nature hands out – like the TV reporters in oilskins and sou'wester hats.

The cardinal technical principle involved in any hurricane control measures, is to use the colossal energies of etheric force in a hurricane, AGAINST THE HURRICANE. A science that thinks an octave too low, with no understanding of what vital energy actually is, cannot access and technologically utilize that force. The chief characteristic of vital energy is that it flows from low potential to high potential – the reverse of conventional, standard concepts of energy potentials.

Under such a technical regime, relatively small, geometric devices, when appropriately shaped, mounted and directed, can exert quite stupendous influence on a hurricane, via their etheric emissions. Elegant, effective, and employing no chemicals or electromagnetic radiation, such an approach stands in contrast to the dark threats that nuclear bombs will be cast into the eye-wall of a hurricane. Presumably, that can only be done with all the required geometric parameters governing atomic explosions, such as time and position, suitably satisfied. Perhaps that isn't too easy within a powerful etheric vortex, and bloody dangerous as well. Furthermore, given the antagonism between concentrated vital energy and atomic energy that Wilhelm Reich demonstrated, *the bomb might not go off*.

The necessary preparatory work for the kind of constructive hurricane diversionary work I have outlined, will take some time, plus protected status and minor financial resources. In my opinion, with a year of such preparatory work, our entire posture *vis-à-vis* the Florida hurricane season, would be totally transformed from terror to confidence that we were finally doing something meaningful about hurricane diversion and control, instead of just standing in the rain.

Before being swamped by "irrational exuberance" over these prospects, a necessary remembrance is that the scientist who broke through to the primal secret of the low-to-high flow law of etheric force, Dr. Wilhelm Reich, died in a Federal Penitentiary in 1957. The American government then

burned the scientist's books and experimental bulletins containing knowledge necessary to combat hurricanes and the destruction they inflict on our country and on the lives of our fellow human beings world-wide. This miserable book-burning occurred in America less than 50 years ago, paralleling Berlin in 1934, and demonstrating how little we learned from WWII. The hidden powers behind that New York book-burning are with us still. Their wish is to prevent the wondrous powers of vital energy from liberating the human beings that they regard, and treat, as their cattle.

Chapter Seven

# Questions and Answers

Trevor Answers the "Most Asked" Questions  
About his Weather Engineering Work  
Once and For All Time

Article by

Trevor James Constable

# QUESTIONS and ANSWERS

## Concerning

### AIRBORNE ETHERIC RAIN ENGINEERING OPERATIONS

Planetary drought problems are advancing relentlessly, with their losses and tragedies and colossal waste. Countering desertification at source, is beyond conventional, orthodox capabilities, which are essentially limited to mitigating the consequences of drought and managing water resources. As a crisis scenario unfolds worldwide, every promising new approach to increasing and targeting rainfall should be tried, and judged exclusively by RESULTS.

E.R.E. is a Singapore corporation formed specifically for the commercial implementation of airborne etheric rain engineering. My personal experience with this environmentally pure technical development exceeds 13 years. Association with Trevor James Constable has involved me personally in rain engineering operations, not only in a business capacity, but also as a hands-on operator who has actually engineered rain himself. Practical experience like this is a great convincer.

Nevertheless, when Trevor reported to me the dramatic results of his first airborne use of this technology in Hawaii in 1994, I was highly skeptical. Prodded by him later, my personal evaluation flights in Malaysia proved what an important breakthrough he had made. Being forced down by unforecast violent weather, which appeared out of nowhere, was chastening and convincing. When it happened repeatedly, all doubt was erased.

Certain basic questions often arise from clients concerning these revolutionary methods. Advent of airborne operations triggered still more questions as our capabilities became enlarged. Typical questions were therefore assembled into a written format, primarily for potential clients, but of value as well to a wider audience.

Trevor's answers to these commonly asked questions are backed by 33 years of operational and developmental experience. Technical matters are the prime focus, but highly complex and profound politico-social problems attend the introduction of this new technology and the control of basic natural forces. That aspect is touched on in this presentation.

George K. C. Wuu  
Chairman and Chief Executive Officer  
Etheric Rain Engineering Pte. Ltd.

Questions that follow are typical of those asked me in my current assignment as Consultant to Etheric Rain Engineering Pte. Ltd. of Singapore. ERE now controls airborne etheric rain engineering operations (AEREO) for commercial use.

Trevor James Constable  
Weather Engineering Consultant

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**QUESTION:** America has recently experienced severe droughts, notably in the past year in Texas, and in 2001 in Florida and Washington state. Why has airborne etheric rain engineering not been used to terminate these droughts?

**TJC:** First, ERE of Singapore does not actually SOLICIT business anywhere in the world. Those in need must come to us. I will explain that in due course. Secondly, ERE of Singapore would probably not undertake commercial rain operations anywhere in the USA, because of prohibitive damage liability exposure. Liability litigation is completely out of hand in America. This is tragic. Florida's drought, for example, is within a climatic regime where results with AEREO are virtually surefire. Getting results there is not the problem. The real problem is that if ERE were to wipe out a drought that is costing millions daily, American lawyers would not be content with that sweeping public benefit. Essentially bogus lawsuits would be contrived and filed, perhaps many of them, claiming that the company had "hurt" the filers. Lists of alleged damage would be compiled for the courts to wade through. The decent Singapore gentlemen who have backed AEREO would be shunted on to a typical legal treadmill, their good works paralyzed by specious legal action. The litigious character of our culture ensures this will occur, unless a state or federal government would assume all liability. That is not going to happen.

**QUESTION:** You said that ERE of Singapore does not actually solicit business anywhere in the world. Why is that? How will you become established?

**TJC:** If business of this all-new character is solicited, a client immediately demands a "demonstration." This is a normal business reaction, in dealing with conventional processes and principles. AEREO is not just radically new, but something much more. AEREO excites emotional opposition because of its unorthodox rooting. If confidentiality could be fully protected by a government, there would be little difficulty. In the real world, security evaporates rapidly. Minor government officials and bureaucrats promptly leak the project to their cronies in the media. An opposing firestorm then erupts. Scientists, out-of-power politicians, academicians, pundits, media

clones and entrepreneurs profiting from the drought, unite to denounce -- in advance -- our rain engineering operations.

With the certainty of sunrise, the media can be relied on to act abominably, and to poison the regional public with lies, distortions, ridicule and apocryphal opinions from scientists who still think that there is no ether. We are abused with no fair forum for response. We anchor everything to results. Yet bigoted, ignorant editors deliberately instruct their reporters to trash us. This has been our real world experience. That is why we now require that any government or ruler invite our presence. This changes the socio-political climate completely.

**QUESTION:** Can such an invitational approach ever lead to a contract?

**TJC:** Not so far. Disaster conditions have not yet become sufficiently severe, anywhere we are known, for a government or ruler to just ask that we come and discuss tackling their problems. People who have government clout, or the ears of potentates, are likely to hew to conventional views, which "include the ether out," to paraphrase Sam Goldwyn. Someday it will happen, and that political leader will become a world historical figure for pioneering the commercial use of airborne etheric rain engineering operations. That will be truly a "giant step for mankind."

**QUESTION:** Why is ERE reluctant to provide "demonstrations" of AEREO?

**TJC:** The politico-social aspect of demonstrations is damaging to harmonious working and sound relations with governments and leaders. Nobody wants to be a newspaperman's doormat. Much more daunting however, is the technical aspect of demonstrations. Real danger exists that a demonstration will destroy your own market for AEREO. This stems from the etheric nature of equatorial droughts.

**QUESTION:** How do you explain that, to a person new to such concepts as ether?

**TJC:** The atmosphere normally, in equatorial regions like Indonesia, Malaysia, and the Philippines, is strongly cyclic, or oscillatory. Daily passage of the ether in and out of the earth, characterized by the great Goethe as the earth's "breathing," is balanced and healthy. From the Cosmos the earth thus gets the etheric pulse of life, and all is harmonious. Rains come in season. Then comes industrial development, typically as in Malaysia. Thousands of trees vital to the hydrological cycle are cut down. Vast acreages of foliage and jungle are flattened. Asphalt is extensively laid. Factories appear in huge industrial parks. All manner of human commerce that is based upon etherically expansive activity, disrupts primordial harmonies and rhythms. What can now readily happen is that the flowing oscillations that are essential to seasonal rains, will be shunted around such

areas of lowered etheric potential, which will drain into the higher potential, normal etheric flows, diverting them. A self-reinforcing, self-sustaining drought is thereby created. This is like stopping the pendulum of a grandfather clock, interrupting its normal functioning.

**QUESTION:** How does this relate to demonstrating rain engineering in such areas?

**TJC:** An airplane or helicopter fitted with a P-gun is able to administer a wide-ranging shock to the regional etheric continuum. This is something like stretching a vast, ultra-subtle guitar string, which is then released. The gossamer elastic etheric continuum is everywhere, penetrating everything. If this stretch-and-release technique is correctly executed, the process can “unlatch” the impeded etheric continuum around the droughted area. Normal etheric cycling tends to resume. Copious rain can ensue. Once the process is understood, and you have seen it happen in the real world, you become wary of “demonstrating” something that can possibly terminate a drought. A successful demonstration could also terminate any possibility of your getting a contract! Stimulated etheric flows can run on long after all stimuli are removed. ERE's corporate video on AEREO describes and demonstrates the process in a far more comprehensible way than any set-piece demo ever could. Clients should have the simple gumption to sign a contract on the strength of that, combined with the decades-long, objective history of this new, scientifically-based art. The first leader who signs up will become a world hero.

**QUESTION:** Does the engineering process succeed every time, and if not, why not?

**TJC:** No. Outright, mechanical repeatability is not in the format up to this time. Several short flights may be necessary to establish the correct thrust direction for the required etheric recoil effect to manifest. A delay also usually follows a correct thrust, something common to the stimulation of biological systems. We call this the I.B.D., or Inherent Bioenergetic Delay. In the case of a pinprick to your finger, the I.B.D. is very short. In a stimulus to the etheric continuum, the I.B.D. may be 12 to 18 hours, depending on many factors not yet well understood. This kind of continuum “lag” -- with which I became abundantly familiar in shipboard operations -- is another reason to avoid *mechanical-type demonstrations*. In such formats, everyone waits with baited breath for it to rain as soon as the aircraft takes off, and there is an emotional letdown when it does not happen.

**QUESTION:** Does a prompt response ever happen?

**TJC:** Yes, it does, and this would seduce the unwary and inexperienced to anticipate such action every time. In Hawaii, I once saw the pilot of our airplane take off directly to the east with a P-gun, and trigger off a local

shower about a minute after he got airborne. He was right "on tune." That is unusual, however, and the I.B.D. has its way in a later response to a stimulatory thrust.

**QUESTION:** Approximately how long are these rain engineering flights?

**TJC:** Usually less than 20 minutes, once on the crucial heading, and very often much less. *A prolonged flight does not get you more rain* -- quite the contrary. The tendency of the airplane P-gun is to lose or "slip" its connection to the continuum if the aircraft goes too far, or too fast. The correct process is like operating a very subtle catapult. The energy build-up from the stretch-and-compression of the ether, attracts physical moisture. When the "catapult" lets go, rain ensues -- often prolonged.

**QUESTION:** What seems to be an ideal speed at this stage of the technology?

**TJC:** Substantially under 100 mph, which makes a stable, slow-flying airplane right for the job. Better yet is a helicopter, the speed of which can be eased up gradually from the hover. Using a helicopter in Malaysia, results seemed to maximize around 50-60 mph, which is easy on both the helo and the pilot. I have experimented with a biplane capable of over 200 mph, in Hawaii, and this proved that such higher speeds are not effective in this work at this stage.

**QUESTION:** You are confining commercial AEREO at present to equatorial countries. Why is this, and why do you not extend your commercial availability to the temperate zones of the world?

**TJC:** The reasons for this present confinement to equatoria are quite clear-cut. The concentration or density of etheric energy in equatorial regions is much greater than in the temperate zones of the world. The rapidity of response, and the magnitude of effects are also greater. The certainty of results is far higher, and virtually surefire if one does not have to produce mechanical, instant, push-button results. Rain is far easier to induce in equatoria than elsewhere, and virtually all life activity in equatoria is more intense than elsewhere. So, until AEREO becomes established, accepted and used by governments, ERE will stay where the risks of operational failure are minimal, and the probability of success very high.

**QUESTION:** Does this preclude ever using AEREO in temperate zones of the world?

**TJC:** Not at all. Proving of the basic technology in the maritime mobile format are comprehensive. From shipboard use along the Pacific coast of the U.S, as well as on the high seas, *there is no doubt whatever that the techniques are effective in temperate regions.* Miles of time-lapse video



confirm this. Limited resources however, have not permitted us to explore actual airborne operations in the temperate zones. Thus, we lack the same certainty of results that tropical airborne operations have provided for us. Until that research is accomplished, we will confine ourselves to tropical work. There are plenty of droughts equatorially, worldwide, and always have been.

**QUESTION:** What significant differences are there between temperate and tropical zone rain engineering operations?

**TJC:** The most important difference is that the main etheric flows in equatoria run from east to west. In the temperate zones, the main etheric flow action is~ from west to east. A north to south terrestrial flow of ether also runs in the northern hemisphere winter, and this flow reverses in the summer. There are large differences in temperate zone etheric density and response times, vis-à-vis equatoria. Some exploratory etheric rain engineering flight operations, similar to those conducted in Hawaii and SE Asia, are required in the temperate zones as precursors to any commercial work. This will be done someday soon. Certain operational principles valid in mobile maritime work in the temperate zones, may need modification in the airborne mode. Some important verifications are necessary, so to speak, before making ERE available to temperate zone contracts. There are people in high places who do not want this technology successful. We cannot afford to overlook anything that could be used to discredit engineering work utilizing etheric force. *The principles involved are far-reaching.*

**QUESTION:** Why would any "people in high places" not want such technologies as AEREO to succeed?

**TJC:** All learned realists, especially those whose real world experience is buttressed by esoteric knowledge, know of the earth's oligarchic powers. Their continued existence and wealth depend upon CONTROL in key areas. The oligarchs are probably a couple of tiers above mere officials like the President of the United States. Their satellite scientists in the defense establishment secretly know -- through Tesla's discoveries -- that there is such a thing as etheric force. They also know that through etheric force, technologically applied, more energy and power to do the world's work is available than Man can ever use. This power is eternally available and inexhaustible. Nikola Tesla showed how this energy could be harnessed for human service, and freely broadcast all over the world without wires. Tesla was not permitted to give this liberating power to mankind, as he wished. Blowing up his New York laboratory when they thought he was in it, was the least of many outrages engineered by the oligarchs against this prolific, generous genius. With Tesla sequestered, the oligarchs went ahead and saddled civilization with wired electricity, putting themselves financially astride every kilowatt of it ever consumed. Except that now, the end of this stupendous, but irrational racket is in sight.

**QUESTION:** How do you see that?

**TJC:** The cost of extending wired power and its gross, cumbersome technology to the entire world, would require more capital than exists on earth. This is stimulating an urgent search for an alternative way, outside the control of the oligarchs. The only worldly threat to these powerful men is the technological use of etheric force. Such a development would wrest from them their control of the world's energy, politicians and people. Etheric technology, transcends and nullifies selfish, greedy and stupid travesties of common sense such as wired electricity, and the countless millions of gasoline engines that now dangerously burden the biosphere. Etheric technology in basic motive power is coming, oligarchs notwithstanding, and etheric rain engineering is only a little zephyr amid the rising winds of change.

**QUESTION:** Is AEREO a sort of beginning for etheric technology?

**TJC:** AEREO makes absolutely clear, in the hard world of objective, physical results, that there is an ether, and that the ether can be accessed technically through the correct geometry. *There is no technical device on this earth that is simpler than a P-gun.* A man with no education -- me -- has found this out. A Manhattan Project, focusing the efforts of enlightened scientists to the goal of etherically-derived power, would rapidly develop the technology to supplant wired electric power, petroleum fuel, and all the pollutant consequences -- environmental, political and financial. That's the wider AEREO scene.

**QUESTION:** How do you know that additional etheric currents flow seasonally north to south, and south to north as you have outlined? Is this just theory?

**TJC:** At one time it was theory. You will find the basics of planet earth's ether economy laid out in a classic book dating from 1927. That is Dr. Guenther Wachsmuth's *Etheric Formative Forces in the Cosmos, Earth and Man*. The relevant diagrammatic presentations are there, based upon the exact clairvoyant perceptions of Dr. Rudolf Steiner. The formal tendency is to dismiss all this as occult gobbledygook, a view that until fairly recently was partly justified. Once Dr. Wilhelm Reich devised physical equipment with which we could enter the etheric continuum however, and subject it to appropriate manipulation, we could objectify the resultant effects. These objective effects conclusively proved the existence of these flows.

**QUESTION:** How was this objectification achieved?

**TJC:** Simple resonant tubes on shipboard could be used to dam up locally, the flow of etheric force coming out of the north toward the south in the

winter months of the northern hemisphere. Damming up the flow causes a local rise in etheric potential at the damming point, and atmospheric water vapor rushes to that point as though drawn by magnetic action. Now, if there were no ether flow as Dr. Steiner described, absolutely nothing would happen in response to moving empty tubes around. What actually happened, objectively and repeatably, was that in fair weather, a rain nimbus could actually be made to appear on the horizon right on the magnetic north vector. This accretion could be made to appear from nothing, fairly in the center of a video frame aligned on magnetic north. By maintaining the alignment, the accretion could be further densified until regional rain appeared, "out of nothing." This rain mass would come right over the ship, drenching the porthole glass. The visible scenario videotaped in front of the ship was totally transformed in under an hour. The entire process was recorded on time lapse video, and could be reviewed a hundred times over if desired. Such sequences were engineered many times, and made the existence of this seasonal flow utterly irrefutable. The same apparatus and procedures in the summer months, verified unerringly that the summer flow came out of the south and could be similarly interdicted and "brewed up," the term we have used for this type of operation. Dr. Steiner's etheric blueprint was thus verified in the real world a long time ago, in its essentials, and undergirded literally thousands of mobile maritime rain operations. By the Grace of God, I was a professional aboard a large, modern and fast ship on the high seas -- working in pristine conditions. I was therefore able to make these objective findings. In turn, and when I devised suitable airborne equipment, all the fundamentals proved valid in the airborne mode -- only much more powerful that way in their application and results.

**QUESTION:** What does it cost a client to engage the services of E.R.E., and how are contracts usually handled?

**TJC:** Each client is in a particular place in the world. That place has its own special character in terms of climate and weather. The client's difficulties tend also to be specific to him. Each client is differently placed economically, and most political leaders initiating rain engineering contracts, have to contend with their political opposition, who will usually attack the leader's doings without a care for the public's sufferings. The price charged to the client in each contract normally has to factor in all these elements, and others, to reach a feasible price. Mr. George Wu, ERE's chairman and chief executive officer, normally does not consider any contract under one million dollars. In an age where governments talk in trillions, that is a small amount of money for big benefits. Regional drought can easily cost \$10 million a DAY.

**QUESTION:** What about the handling and contract terms. Can you give a general idea of those factors?

**TJC:** Standard contracts with ERE are very straightforward, and minimize

risk to the client. A territory or "target zone" is specified, and the price of the rain and the contract term are agreed on. A fairly standard example would be \$10,000 per millimeter of rain. That seems exorbitant, if you have ever seen one or two millimeters of rain in a gauge. You must remember however, that we are dealing in this type of contract with a TERRITORY, perhaps 100 square miles in extent. One mm of rain over such a terrain is more than 69 million gallons, or 214 acre feet. That is a very reasonable price for water in a droughted environment, but we usually engineer rains of more than 1 millimeter.

**QUESTION:** How is payment effected under ERE's standard contract?

**TJC:** The client must deposit with a solid financial institution, and preferably with a recognized international bank, the full amount of the contract, say, one million dollars. This deposit or credit is escrowed, with the conditions of its disbursement to ERE written into the contract. Inspection of rain gauge amounts, and release of any funds accordingly due to ERE, is under the control of the Societe Generale de Surveillance, a long-established and internationally respected Swiss organization. Among their wide range of services to business and governments, SGS includes environmental monitoring. Under this rational system, we must be paid if we deliver rain as per contract. We are not paid if we do not deliver, if we do not deliver within the contracted time, SGS will release the escrowed funds back to the client. Thus the client cannot lose. Similarly, we will not be in the position of engineering rain successfully, whereupon the client decides -- in the absence of such a binding escrow -- that he does not need to pay us now that he has the rain. This has happened, but is precluded under the arrangements described.

**QUESTION:** Isn't there some risk in tackling rain engineering projects without some trial period or tests in a particular region?

**TJC:** The standard contract includes a mobilization clause, carrying an upfront fee. Obviously, ERE cannot absorb mobilization costs, sometimes involving extensive air travel and other transport costs, and making this also contingent upon rain results. The mobilization charges also defray any exploratory small operations necessary to establish the feasibility of the contract's main objective. Etheric rain engineering is not like turning on a tap, or using a hose. Each region likely to experience drought will have its own character and quirks. Such small mobilization and exploratory operations are likely to be reassuring to the client if they prove fruitful. Mental hazards connected with the main contract purpose and term, and its novelty, can be dispersed this way. With the information I have given here about contracts and agreements, there can be no doubt that ERE policy is to protect its clients and their interests, and also the ordinary citizens whose lives are being ruined by drought. They are the ones actually funding the ERE contract.

**QUESTION:** Does ERE require that the client assume damage liability in its territory?

**TJC:** Yes, that is in the contract. This is not a sticking point or even a matter of discussion with governments, other than in the USA. That there may be damage is simply accepted by most governments as collateral to the regional benefit anticipated. An omelet cannot be made without breaking eggs. Outside the USA furthermore, drainage and flood control facilities are usually far less well developed than in the ordinary American community. The result is that hazards and damage are likely to be much greater working in less-developed areas of the world. This overhangs everything you are seeking to do in developing regions and countries.

**QUESTION:** Does the vulnerability of ordinary people to flooding in developing countries bother you personally?

**TJC:** My concern about that is unceasing. Indeed, it justifies having some sort of small, preliminary trial operations prior to the full contract effort. One may find local and regional conditions intractable and not amenable to etheric rain engineering. In that event, you would not pursue a full contract. So also, it may turn out that etheric conditions are labile and easily unbalanced to cause extended rainfall. Great care would be vitally necessary. The security and welfare of the civil populace are always major concerns. Knowing at the same time that the drought is killing those poor people and their children, does not lessen the pressure on a rain engineer. Little of this is comprehended by our critics.

**QUESTION:** Rain engineering and smog control are obviously different applications. Can you describe the actual differences in these two kinds of etheric engineering operations?

**TJC:** Rain engineering has developed into a highly mobile, airborne operation --exclusively devoted to engineering rain. Smog control remains essentially a non-rain operation from fixed bases, in or near a smoggy region. Different techniques and different apparatus are used in each case, and the goals are different. The common functioning principle is accessing technically the ether. All of this is unorthodox and unaccepted by formal sources and official authorities.

**QUESTION:** Can you provide some detail on this, based on actual operations you have carried out successfully?

**TJC:** The initial development of etheric rain engineering was due to the visionary genius of Dr. Wilhelm Reich. Everything proceeded from his inspired invention of the cloudbuster. This device is an array of metal pipes mounted on a turntable platform. This permits the pipes to be placed on any

bearing at any desired elevation, and the array can be moved while aimed into the sky -- just like an Oerlikon gun battery. One end of the pipes is grounded into water, usually via a bundle of BX cables. Everything involving the engineering of etheric force down to this day -- including my current single resonant tube device -- is descended from Dr. Reich's cloudbuster invention. He is the grandfather of it all, and one of the greatest men of all time.

**QUESTION:** Is the cloudbuster still used today?

**TJC:** Worldwide, many experimenters use the cloudbuster, including some scientists. Such operations in northeast Africa, for example, were highly successful under Dr. James DeMeo, creating vast, regionally beneficial lakes. My work proceeded in a different format, due to my having the unique opportunity to work experimentally aboard ocean-going ships, from 1967 until 1992. This is a radically different activity from fixed-base work ashore. Many developments and insights came about because of the mobility factor and shipboard operations under pristine, high seas conditions.

**QUESTION:** Did you ever use cloudbusters in combating smog?

**TJC:** Not deliberately, no. And not in operations pre-filed with the U.S. Government. In my early, shore-based work, using huge arrays of water-grounded pipes and Dr. Reich's basic findings, my team was able many times to clean up the filthy atmosphere of the Los Angeles Basin region. This was achieved adjunctively to rain engineering objectives. Logistical and geographic problems in those days, made sustained operations exclusively for smog clearance purposes intolerably burdensome. Later developments of bio-geometric equipment, a legacy of extensive maritime mobile work, were especially suited to smog clearance operations and allowed us to give attention to such activities.

**QUESTION:** Does this not bring us to the differences between smog clearance operations and rain engineering operations that you started to describe?

**TJC:** Yes. In order to maintain shipboard experimental work, I was required by shipboard discipline to quit using water grounding, something fundamental to Dr. Reich's original designs. Water from my equipment, cascading down from the flying bridge of SS Maui at all hours, became an intolerable nuisance, and a threat to the privileges granted me. I had been allowed to turn the flying bridge into a traveling laboratory. This was no small privilege, on a huge commercial vessel. I was desperately reluctant to leave the seeming security of Dr. Reich's pioneer formatting of this work, but I had no option. When water grounding was abandoned, our thinking was forced into new, original channels. This revolutionized the art and technique of engineering etheric force in weather work.

**QUESTION:** How was it possible to operate without any water grounding?

**TJC:** Geometric forms and structures have a long history of involvement with etheric force, the pyramids being a major example. Chinese philosophy and other cultures abound with such connections. As Westerners, we knew that cones, like pyramids, focused etheric force and emitted that force in a coherent beam from the cone apex. Sensitive people can directly feel this kind of emission. My highly valued associate Lou Matta, then serving as Chief Engineer of SS Maui, is a serious student of Tai Chi and also of sacred geometry. We made the cones with our own hands, and mounted and juxtaposed them in various ways. We built devices that emitted beams of etheric force and thus did not need a water ground. We added the component of rotation, via small electric motors. This proved a winning combination when added to the 23-knot velocity of the ship. The most effective device we used for combating smog -- the Spider -- grew out of this work.

**QUESTION:** Can you describe a Spider in general terms?

**TJC:** There are numerous photographs of Spider units in LOOM OF THE FUTURE, a book that overviews my weather engineering work. There are also many versions of the Spider seen in the publicly-released video, ETHERIC WEATHER ENGINEERING ON THE HIGH SEAS, wherein they are actually seen working at sea, engineering rain despite high barometric pressure. The Spider is essentially geometrically correct cones mounted so that they project -- into the sky -- etheric beams from their apices. These cones are rotated with a small motor. With this arrangement, you generate vortexial motion in the ether.

**QUESTION:** In a smog clearance operation, you would have to operate a Spider from a on-shore, fixed base wouldn't you?

**TJC:** Yes. But you must remember that the ether itself is not stationary, but in constant motion. The old idea of some famous scientists a century ago that the ether is stationary -- before they threw out the ether entirely -- is false and misleading. Therefore, when you operate a Spider from a shore base, it is stirring vortices into an ether that constantly moves through the Spider site and all around it. In this way, VORTEX STRINGS are steadily emitted from a functioning Spider, and these vortex strings travel on over the earth indefinitely -- carried "downstream" from the Spider site. Sometimes they cover hundreds of miles. That is why you have to place your Spiders strategically to clear smog out of a targeted area. You want vortex strings to cross the target area, carried on one of the etheric flow vectors prevailing regionally. To cleanse Los Angeles, therefore, you need to have such Spiders positioned west of the worst smog areas, and in summer you also need to have Spider stations south of the L.A. Basin. This will

ensure vortex strings crossing the target area from south to north.

**QUESTION:** How do you theorize that vortices in an alleged, superfine, unseen "ether" can reduce or combat smog?

**TJC:** Etheric vortices are of two kinds: implosive and explosive. Conventional technology depends upon explosive forces. This is not only the trillions of explosions of internal combustion engines, but all the resultant, etherically expansive activity essential to electric and electromagnetic technology. The explosive activity is broadband, massive, ever-multiplying and hostile to life and health. Along with the directly polluting particulate matter, the sun exacerbates all this. There is nothing "ordered" about this etherically expansive chaos. It is hot, dry and horrible. Metro smog is one consequence.

**QUESTION:** Then what can Spiders do about such a situation?

**TJC:** Spiders emit endless strings of IMPLOSIVE vortices, which are cooling and contractive. They are also harmoniously ORDERED activity, by virtue of the geometry of the cones. That geometry is based on Golden Section ratios, which manifest in everything living. These vortex strings appear to have the same properties in miniature as the great implosive vortices we call typhoons and hurricanes: they entrain material substance and drive it to the point of the vortex. We believe -- with strong objective backing -- that engineered implosive vortices entrain particulate matter that has been boosted into the lower atmosphere by all the explosive activity of civilization, and drive that material substance back to the ground. The clarity of the air in Los Angeles when 14 Spiders are operating, is wonderful to behold.

**QUESTION:** What about temperature, in a regional smog clearance operation?

**TJC:** Experience has proved, in operations in L.A. in 1987, 1989 and 1990, that temperatures come down considerably. Smog is drastically reduced, and the delightful quality of the weather during these Spider operations, evokes rhapsodic comment from the media. They think these paradise conditions are acts of God, or blind luck. They would condemn out of hand any suggestion that conditions were being engineered. We have documented our successes, not only with official statistics from the Air Quality Management District, but with contemporary media clips recording the dumbfounding of the reporters at the unbelievable weather and low smog. In the month of July 1987, for our pioneer smog clearance effort with Spiders in southern California, we had only three primitive units, but they exerted staggering influence on regional conditions, and documented themselves, big time.

**QUESTION:** Can you explain what you mean by "documented themselves?"



**TJC:** The California Air Resources Board set up an expensive project that same 1987 July, to investigate smog. The venture cost millions. They imported a host of "smog scientists" from all over the USA and abroad to study smog. Special monitoring bases were manned with these people at more than a dozen sites in southern California. Trouble was, those primitive Spiders were dramatically effective. Smog was so reduced that there wasn't enough of it for any of their studies to have statistical value. Consequently, the project was ABORTED and the scientists were sent home. Nothing like this humiliating debacle had occurred in the history of Los Angeles smog, and the TV cuts we have preserved that describe this fiasco are worth their weight in laughs.

**QUESTION:** Did you ever hear from the authorities about your activities?

**TJC:** Never. Never have they deigned to give an inch on such matters. The Air Resources Board and the Air Quality Management District were always evasive in every respect, despite being advised in advance, every time, of our presence in the smog equation, when we filed our pre-operational advices with NOAA.

**QUESTION:** You've given a word picture here of a smog clearance operation. Can you now describe the contrasting scenario around airborne etheric rain engineering?

**TJC:** Let's assume a roughly counterpart setting to the smog clearance activity: a large metropolitan region in southeast Asia, suffering from severe drought and crop damage. Water rationing and demoralization harass the metropolitan population.

We are going to use a single, resonant tube of special design and sensitive construction called a "P-Gun." This device utilizes no chemicals, no electronics, batteries or electromagnetic radiation in any form. We place this simple bio-geometric device aboard a helicopter -- the ideal aircraft for this task -- take off and head toward magnetic east at about 50-60 knots. There are immediate consequences from the intelligent entry of this device into the etheric continuum. Any cloud banks visible may change rapidly in appearance and density, some may spring little "leaks" while you watch. All around you is evidence of what we call "insertion shock" -- the physically observable impacts and impressions of etheric response and disturbance being translated down into the atmosphere around you. What is required is to press steadily eastward, and gently vary the heading of the helicopter until the "tuning" of your helicopter/P-Gun combo interdicts the regional etheric flow coming at you from the east. This etheric flow, of course, is invisible, so you only know that you have "snared" it by what happens objectively around you. Thousands of maritime mobile rain operations have taught me what to look for, and in the airborne mode you really have to keep your wits about you, because of the rapidity with which violent weather

can come out of fair sky conditions...with no such activity forecast.

**QUESTION:** How long do you have to fly in the helicopter or light plane to instigate rain?

**TJC:** Usually less than 20 minutes "on vector." In equatoria, short flights on key vectors, as described, are the most effective. If correctly handled, they will push the ether flow back, causing an immense buildup of etheric potential behind this backed up flow. Atmospheric moisture accretes heavily to this etheric build up, and you see this as rain-bearing formations. You should by then have deactivated your P-Gun and be racing rapidly back to base. You may not, in such operations, see any immediate accretions of rain-bearing cloud, but your experience may tell you that you have been successful in pushing the ether a LONG way back: like an ultra-subtle compression effect. Rain from such a flight may not come in until hours later, and will probably last for several hours when it does come. I can say on the basis of practical experience that these airborne etheric rain engineering operations present abundant proof of the theories of etheric functioning advanced by Nikola Tesla, Dr. T. Henry Moray, Viktor Schauburger and others who have tapped, practically, the stupendous power latent in the ether. Once you get the ether triggered off in an airborne rain engineering format, it's likely to just keep a-coming. Tesla knew about this etheric property.

**QUESTION:** Is there a certain amount of ART in etheric rain engineering?

**TJC:** Of course there is. The acumen required to do it successfully is an artistic faculty. In my case that faculty was developed by thirty years of practice -- just like the talent of a musician is magnified by study and practice. In the future when we know more, we will be ourselves CHANGED BY OUR KNOWLEDGE OF THE ETHERIC. That will change our approach, our outlook, our capacities, our technology, our attitudes and our world conception. Today's world will be looked back on as a junk civilization.

**QUESTION:** Is there anything else you can say about airborne etheric rain engineering?

**TJC:** I could say a lot, but what I have given here should suffice to establish the profound difference between rain engineering and smog clearance. ERE of Singapore does not any longer pursue smog clearance contracts, but would probably "throw in" the technology with any government that entered a long term rain contract with ERE. I think that is possible.

**QUESTION:** Does ERE of Singapore actually prefer long term work to drought breaking?

**TJC:** Definitely so. The ideal purpose of etheric rain engineering is to ensure

that droughts never get started and never become catastrophes. The gentle and intelligent use of airborne etheric rain engineering would keep the whole etheric scenario harmonious and life-positive. Most of today's political leaders allow droughts to ravage their lands and people before taking panic-driven, desperate measures to combat drought. Prophylaxis is the most effective way, the cheapest way, and the most beneficial and constructive way to deal with drought.

**QUESTION:** Do such "prophylactic" operations against drought usually involve long term work?

**TJC:** Yes, but I do not see this as continuous engagement. Rather would it likely be occasional operations to offset incipient drought, somewhat in the fashion of a fire brigade. Nevertheless, my long involvement with this new engineering art has convinced me that its greatest and inarguable impact occurs in protracted operations. The statistical base for comparing one season or year with another is much broader than attempting to make a convincing case in, say, a given week. Our greatest single victory was 1990's Operation Clincher, where we operated 6 months -- the entire smog season -- against the statistical records of all prior seasons, and, in the entire four county Air Quality Management District. Bringing smog down by 24 percent across the board, for the whole season, was a major triumph unobtainable in any other way. More to the point, the operational target of 20 percent reduction was filed with NOAA in advance.

**QUESTION:** Did you advise the smog authorities of your project and its goals?

**TJC:** We always did that. The CLINCHER filing had them laughing in the meteorology department, but the last laugh was mine, when seasonal statistics were released. ***Seasonal smog had been devastated.*** The lesson is that extended projects can stand out statistically, whereas short, drought-breaking operations probably will not. Such successes can be verbalized away by evasive officials as something that "would have happened anyway." Only by such dishonest obfuscation can your documented, pre-filed engineering goal be deprecated and masked.

**QUESTION:** Has there ever been any commercial approach made to ERE for long term application of this technology to an otherwise unachievable goal?

**TJC:** The most intriguing proposal for this work I have yet seen, was broached semi-officially from southern Baja California. This is a bone-dry, scorching peninsula off Mexico's west coast, in about the same latitude as Oahu, Hawaii. The general idea was operations over a one year period, to gently initiate the restoration of agricultural areas ruined by chronic drought. With sea on both sides of this peninsula, southern Baja is an ideal place for a comprehensive, objective and irrefutable proving of AEREO. I could readily

envision, through such an extended and rational program, a gradual greening of the whole area, which is now parched, barren and sterile. The menaced subterranean water supplies, now being infiltrated with sea water, could be renewed. Verdancy and productivity could be steadily restored. A magnificent venture like this makes mere drought-breaking seem almost juvenile. I pray for such an engagement to crown my life.

**QUESTION:** What happened to all this?

**TJC:** The project is in limbo, as of May 2001, but may be reactivated soon. Some time, somewhere, a visionary leader facing such a crisis will "roll the dice" on this environmentally pure technology. He will thereby bless his people and the planet as well. That leader will also achieve world historical status for himself. Orthodoxy comes out against us, but the incontestable truth is that with drought, Mother Nature laughs at conventional "high tech." She laughs also at those who are in thrall to this clay-footed modern god. Mother Nature seems to prefer someone like me -- a guy with no education -- who will listen eagerly to her subtle, living whispers.

Chapter Eight

**ORGONE ENERGY AND CHI**  
*Reflections of a Weather Engineer*

Article by

Trevor James Constable

# ORGONE ENERGY AND CHI

## *Reflections of a Weather Engineer*

Trevor James Constable

Terminological confusion encumbers and impedes discussions of weather engineering, and frequently confounds scientists. Why is this so? The main reason is that the late Wilhelm Reich MD, added ORGONE ENERGY to Western thinking in electricity and kindred fields in 1939-40. He characterized it as a specific biological energy, and official science resisted this addition to the energy armamentarium. Official science still resists or gone energy, seventy years after its discovery.

No effort was made by official Western science to investigate Dr. Reich's lengthy clinical and practical career, which included his service as First Clinical Assistant to Dr. Sigmund Freud. From those days to these, all of official medicine appears stupefied when called on to explain the difference between a living human being, and a corpse. Dr. Reich devoted his life to the detectable energetic presence in a living human, that is no longer present in a corpse. Official science took the silent way out, tacitly agreeing with official psychiatry that Dr. Reich was crazy. For his stellar discovery, Reich's reward was to be misrepresented and misunderstood the rest of his life, culminating in his death in an American Federal prison.

Convinced through long experimental experience that he had identified the energy of LIFE ITSELF, Dr. Reich was compelled by a storm of opposition to found a new and independent scientific discipline, which he called orgonomy. He took this step to protect and develop further what he had discovered as a universal presence in the living organism, in the soil, in the atmosphere, and in every living thing from the microbe to the mastodon. He chose the name orgonomy to relate the to things organic, to the organism, and to the orgasm, in which primal convulsion we all have our physical roots.

Through his extensive clinical experience with psychoanalysis, Dr. Reich had learned many nasty things about his men. Especially was he aware of what normal-seeming men hid behind their many masks. His work had to be protected from such men, because Dr. Reich knew that they could only react to his life-giving breakthrough by seeking to kill that discovery.

Dr. Reich published his experimental methods in special Orgone Energy Bulletins for other scientists to study and replicate. He wrote several books, including the monumental two-volume study, "The Discovery of the Orgone." He left behind after his death, approximately 100,000 pages of manuscript, enough for ten more books. Those who have dreams of becoming writers may marvel at the magnitude of this legacy. There was, and there is therefore, nothing whatsoever secret about orgonomy. Far from it.

Thousands of years before America was even thought of, ancient China's physicians had recognized what Dr. Wilhelm Reich, centuries later, would call orgone energy -- the life force. The ancient Chinese doctors called this force CHI. They still call it CHI. The existence of flows of CHI along meridians of the human etheric body, to sustain and maintain the various organs, glands and tissues, are an integral part of a Chinese physician's education.. This approach is highly developed and well-understood in China. CHI remains outside Western medicine, which has been overwhelmed and largely subverted by profit-driven, drug-based medicine.

Traditional Chinese medicine, or TCM, is the art of correctly directing the CHI to eliminate blockages to the CHI's proper flow. Chinese herbs, rightly understood and applied, bring cosmic forces into the healing process. Many years are required to understand and apply these advanced herbal therapies. Three thousand years ago, China already had a complete pharmacopoeia, based upon normalizing CHI flow. The Chinese doctor thus freely uses in his healing art, the same forces of CHI that landed the distinguished Dr. Reich in a Federal prison. He passed away a week before his scheduled release in 1957.

By 1950, Reich had wearied of the seemingly endless task of treating psychoanalytically, people with disordered psyches. Thousands of persons needed help. Civilized life ruined healthful functioning far faster than the stricken could be helped via psychiatry. Even though Dr. Reich added manipulative techniques to his treatments, which aimed at releasing or gone energy bound in the musculature, the process was accelerated somewhat, but remained a slow one. Dr. Reich began extending the bio-energetic reaches of his orgone discovery.

Dr. Reich's powers of observation were truly phenomenal, according to the late biologist, Robert A. McCullough. He worked with Dr. Reich for two years. McCullough himself was an exceptional observer and also a sensitive. He was associated closely with this writer in weather engineering for over twenty years. McCullough told the writer of the numerous times that Dr. Reich had detected with his ultra-sharp vision what he, McCullough, had completely overlooked.

Dr. Reich's observational powers were soon drawn to the surface of nearby Lake Mooselookmeguntic in Maine. Distinct "heat waves" appeared above the lake's surface. He returned repeatedly to these "heat waves," which are more properly known as "atmospheric boil." Reich noted that there was a distinct directional component to this atmospheric boil, and it ran mainly from west to east. He asked himself what could be the cause of this undeniable directional effect.

Regular observation ruled out the wind as the motional cause. Sometimes, Dr. Reich would note that the atmospheric boil would reverse its direction of

flow. He further noted that the reversal happened when there was a large low pressure system lying west of Maine. Could all this be due to a vast regional flow of orgone, or CHI? Dr. Reich kept studying these motions, without reaching any firm conclusion, until a small accident one day made a valid physical connection possible. This connection portended vast potential, including revolutionary revisions of physics.

Construction was in progress in the buildings of the Reich facility in Maine. In a hollow in the ground nearby, a jumble of pipes, lumber and other construction items had been roughly stored. There were several inches of rainwater in this hollow, on whose edge Dr. Reich stood while making his observations of the lake. On this occasion, intent on his observations, he missed his footing and stepped down on to the pipes in the hollow.

This caused one pipe to rise up as its opposite end was pressed down into the rainwater in the hollow. Dr. Reich was astonished to see the atmospheric boil above the lake's surface – far out on the lake -- jump upward as though in response. He again pressed the crucial pipe end down into the water in the hollow. Again the atmospheric boil far out on the lake jumped in response. Repetitions confirmed the connection.

This was action at a distance. Reich saw its significance, his genius aroused by the obvious possibility of controlling the orgone flow, and thereby controlling the weather. The earth's orgone energy (CHI), in a massive west-to east regional flow in the Maine latitude, could actually be reached, and influenced, by a pipe grounded at one end into water. A single pipe could influence that flow. He had done that already. Dr. Reich's enthusiasm for bio-energetic research had presented him with an immense challenge: exploring weather control by tapping into the regional flow of orgone energy (CHI).

Perhaps that flow could be built up or diminished or diverted in some way. First he would need to use his powers of observation to establish something of the flow laws of orgone (CHI). He would need to design a device consisting not just of a single pipe, but of an array of pipes. He could ground this device into water and use it to access the observable skies. Thus he could begin to probe the physics of this regional energy flow. He could possibly find out, as a practical matter, just how much such activity could be controlled --and perhaps engineered! Thus was born the device that entered history, and began an all-new science, the cloudbuster.

What Dr. Reich conceived, in an astounding prevision of genius, involved no arcane circuitry. A ten dollar transistor radio far exceeds the cloudbuster in complexity. Five telescoping metal tubes were mounted side-by-side, in a two-over-three pattern, on a rotatable platform. One end of each tube was attached to a flexible BX cable that could be lowered into water, preferably flowing water. The tubes could be elevated from the horizon to the zenith, or



set at any intermediate point. He now could access the entire skyscape with his invention.

Rapidly, Dr. Reich found out that if this assembly were aimed at a discrete cloud, that cloud would in due course disappear. That is, the device would "bust" that cloud. Hence the name, "cloudbuster." Dr. Reich similarly discovered that if the cloudbuster were aimed near a cloud, rather than directly at it, the cloud would in due course expand and fill in the space between itself and the point of aim. Dr. Reich carefully made time-lapse films of both the busting and augmentation functions.

In overcast conditions, leaving the cloudbuster aimed directly upward, HOLES in the overcast would eventually appear. The pattern of the holes replicated the two-over-three mounting of the tubes on the cloudbuster. There was no chemistry or electric circuitry involved in performing these extraordinary functions. Dr. Reich had begat a wondrous instrument.

This writer has designed, built and used more than twenty cloudbuster devices of various kinds. Ranging from straight Reich-type units down to grossly simpler, ungrounded geometric units that can be taken inside light aircraft or helicopter cabins, or attached to their wing struts or landing skid assembly, they all worked. Cloudbuster functions are the future calling to man, and such units are not made out of dream stuff.

The writer has countless hours of time-lapse video verifying that the technology founded by the genius of Dr. Reich is alive and healthy and completely proven. The cloudbuster was a monumental breakthrough to what could now fairly be called CHI ENGINEERING, should the Chinese elect ever to harness this primary force for purposes other than medicine.

THERE CAN BE NO DOUBT IN THE MIND OF ANY EXPERIENCED PRACTICAL WORKER THAT THE CHI OF ANCIENT CHINA, AND THE OR GONE ENERGY OF DR. WILHELM REICH ARE IDENTICAL.

Since the CHI is universal, so that the CHI flow in the Maine of Wilhelm Reich is also the CHI flow of China, and of Australia, Africa and Russia. CHI flows in all countries. This energy flows through all countries. The CHI or orgone flows without asking any doctor's or scientist's or politician's permission. No learned society controls or authorizes CHI or orgone.

Chapter Nine

# **These are the Gentlemen**

whose aid, knowledge, and generosity  
made possible the miracle of  
Airborne Etheric Rain Engineering,  
with all that this portends  
for a suffering Humanity.

Article by

Trevor James Constable

## THESE ARE THE GENTLEMEN

A detailed review of participants in and their contributions  
to etheric rain engineering since 1968  
by Trevor James Constable

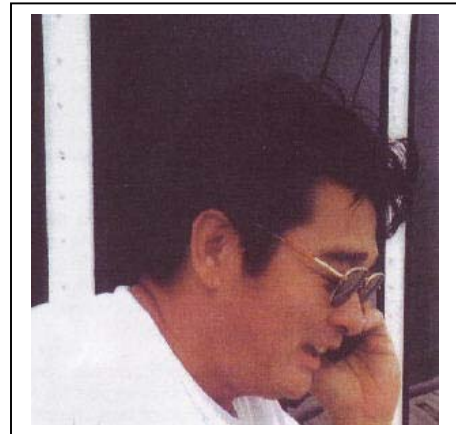
Ever since Trevor Constable (hereinafter TJC) began his involvement with etheric rain engineering technology around 1968, many people have aided and reinforced this development. Without their contributions, which have been as varied as the people themselves, the elegant airborne etheric rain engineering operations of today would have required many more years to realize. At key junctures, development may well have ceased were it not for interventions by interested, capable and kindly disposed people. Certain of these interventions, such as those of George K. C. Wu, the Segreti Brothers, Irwin Trent and Dr. James O. Woods, decisively kept this project going when TJC had resolved to close it down, out of sheer weariness with the expense and strain of large, regional operations. No support of any kind is extended to work of this character by the great foundations with their tax-sheltered funds. They tend to sustain conventional, thoroughly safe ventures, rather than assist technical revolutions.

Cooperation keynoted all the assisting services that were freely given. No government research money was ever used or expected. Many of the individuals involved made substantial sacrifices of time, funds and skill. Scientists and other professionals contributed their knowledge and insight unstintingly, and without fees. Whatever the level of their involvement and conviction, everyone could see one overriding goal: human life would be elevated and advanced by the furtherance of etheric rain engineering. Most of those who helped also saw that beyond the break-in development of etheric rain engineering there loomed the wider, industrial developments of etheric technology, requiring no fuel and producing no pollution. This wider horizon fascinated and enthralled everyone involved. They all realized that we have to begin where we can, rather than dream idly of a perfect beginning. Those who shared our visions and have passed on are remembered with reverence and abiding gratitude.

These acknowledgments are recorded here so that persons who are newly aware of etheric rain engineering will understand the varied backgrounds of this technology's progenitors. *One man's efforts could not possibly have sufficed.* Motivations have been pure throughout. Cooperation by free human beings is the most powerful force there is for progress, crossing national, racial and political boundaries. Destined in the fullness of time to supplant the profit motive for advancing the human race, cooperation is needed even now on a world stage, to salvage this stricken planet from the ravages of unbridled avarice and disdain for Nature.

Grateful acknowledgment is extended to the following persons, for their contributions to progress. Not all of them were personally or directly involved in our particular activities but whether centrally or peripherally involved, all of them together helped produce the airborne etheric rain engineering of today. AEREO is their achievement. Evident and obvious is that these are human beings of high quality.

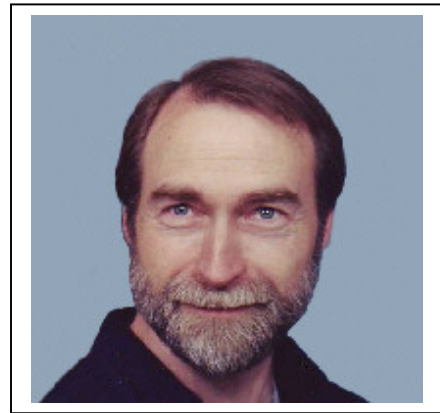
**GEORGE K.C. WUU** of Singapore is a visionary businessman, multi-millionaire and entrepreneur, who made possible the commercial availability of airborne etheric rain engineering operations today. Without his financial intervention in 1988, this activity would not have progressed beyond that time.



The many historic operations conducted since then in Hawaii, California, Malaysia and the People's Republic of China would never have produced their harvest of know-how. These advances were purchased at considerable personal cost to Mr. Wu. Born and raised in modest circumstances in Singapore, Mr. Wu created the East Coast Recreation Centre there from virgin, freshly reclaimed land. He was given this opportunity by the Singapore government as a young ex-Singapore Navy officer, because the government of that dynamic meritocracy believed he had the drive and enterprise to succeed. They gave him his chance, and he justified their confidence. His rivals for the contract were some of the largest construction firms in Asia. His success with the Centre, which he has since passed to others, is now part of Singapore's vibrant modern history. George Wu today is an active international businessman of wide interests and humanitarian bent. Airborne etheric rain engineering operations remain of special concern to him. Money from what he termed his "Peanut Fund" covered expenses for the primary pioneering of airborne etheric rain engineering in Hawaii: Operation Red Baron. As a "hands-on" business executive, Mr. Wu has many times organized and executed rain engineering operations of his own, and has designed and fabricated equipment in Singapore. His intense practical interest in the technology, included his own personal verifications of the basic airborne etheric rain engineering discoveries of TJC. The technology is commercially available today, because Mr. Wu believes that it will be part of the world of tomorrow. As chairman and chief executive officer of Etheric Rain Engineering Pte. Ltd., he now controls the technology for which he was an energetic and indispensable midwife.

**PETER LINDEMANN, D.Sc.** is a great friend to etheric rain engineering, as well as possessing a remarkable level of personal sensitivity to etheric force.

Peter is a brilliant multi-disciplinary engineer who has created many devices, ranging from therapeutic equipment to electrical generators, whose operational characteristics are outside of modern scientific theory - yet still function. His grasp of science and the history of scientific experiment are profound. Peter was a highly valued executive board member of Borderland Sciences for many years, and was a frequent contributor to the Journal of Borderland Research. Tom Brown has commented that he could always rely on Peter to be on the case with the latest insights on innovative scientific and technical matters that were under research around the world.



Peter and TJC met and became directly associated in 1990, although TJC had heard many praises sung of Peter by Webmaster Tom Brown, over the years. Seafaring almost invariably ensures that one is somewhere else when interesting people are around, and that is the way it was until 1990. At that time, Peter was living in Santa Barbara. He came to San Pedro - about a 100 mile drive - to collect some of TJC's obsolescent devices. Drought was severe in Santa Barbara and environs, and Peter felt that he might reverse that situation by "inheriting" equipment that TJC was no longer using and was actually about to dump. Peter hauled the assortment of tubes away, and in Santa Barbara, at the home of a friend, he organized this equipment into what we came to call "dynamic storage."

Peter is possessed of an astonishing sensitivity to etheric force, and he utilized this sensitivity to the ether to turn TJC's old tubes into a fully functioning *force majeure* in Santa Barbara. Between his collection of the tubes, and Peter's development of dynamic storage, TJC had failed dismally to interest the stricken city in a straightforward rain-engineering contract. No money upfront, George Wuu would underwrite all costs, and we would, inside a year, transform the drought into a memory never to be repeated. The deal was to include five years of gratis consultations, and the installation of permanent facilities to deal with Santa Barbara's notorious "sundowner" winds which have repeatedly pushed the city to the brink of incineration. Such an incident had occurred shortly before my 1990 presentation. To our intense disappointment, we were turned down, and the city chose to build a desalination plant, at more than ten times the cost. Santa Barbara is still "eating" the bonds involved, and since there have been no drought conditions since that time the plant has been decommissioned.

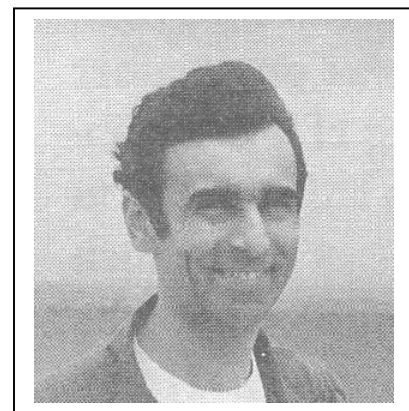
There is an excellent technical explanation for this astonishing turnaround. Peter Lindemann's "dynamic storage" entered the scenario at this time. He obtained a location for his etheric projectors at the house of a friend, located by good fortune, 5 miles due south of Gibraltar dam, whose reservoir was

then "dust dry." Peter's superlative sensitivity allowed him to align the etheric projectors he was storing, so that the staple flow of etheric force from the west could not overrun the "stored" tubes.

Blocked locally by the stored equipment, the immense flow of ether from the west was shunted 90 degrees to the north, right over Gibraltar dam. There were soon consequences from this alignment. Two successive rainstorms delivered two massive rains to Gibraltar: both exceeding more than 11 inches while untargeted areas received about one inch. This sent Gibraltar Reservoir, over-night, from dust-dry to spilling over 100 million gallons of water an hour into Lake Cachuma, the main reservoir for southern Santa Barbara county. Gibraltar dam recorded the HIGHEST RAINFALL IN THE REGION ON BOTH OCCASIONS.

The geometry involved was exquisite, and complied with principles filmed in time lapse on the California high desert nearly twenty years previously by TJC, and the late biologist Robert McCullough. This is a real-world example of Peter Lindemann's superb sensitivity, and what may be achieved through that sensitivity as a purely practical matter. In the years since Santa Barbara and the Gibraltar dam, TJC has enjoyed immense benefit from his friendship and association with Dr. Lindemann. Among his many gracious gifts to rain engineering, Peter produced the fabulous P-Gun. This has made airborne etheric rain engineering 100 percent feasible, without chemical agents, or electric power in any form.

**LOUIS A. MATTA** served as Chief Engineer of SS "Maui" throughout the 1980s and until his early retirement from the sea in 1992. A professional engineer educated at the California Maritime Academy, Lou Matta's early personal interests were sacred geometry and the art of Tai Chi. The hard world of mechanical engineering and the operation of a hard-driven 33,000 horsepower commercial ship and all its complex sub-systems is more than enough for most men. For Lou, it was only a part of his life, because of the special character and breadth of his avocational interests. Tai Chi training allowed him to grasp immediately what etheric weather engineering was all about. He became vitally important to TJC's operational experiments aboard the Maui – truly a key personage in the entire unfoldment.



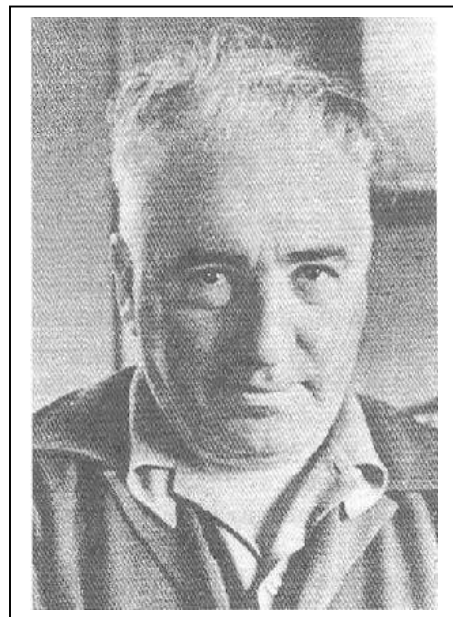
The two men conferred almost nightly while the ship was at sea, endlessly sketching, theorizing, proposing and then fashioning artifacts in the ship's engineering workshop. What was fabricated was immediately taken up to the flying bridge and tested in the dynamic crucible of the north Pacific ocean – pristine and endless. Radar overviewed everything that happened. A more

perfect setup for testing and experimenting would be hard to conceive. TJC duly plowed Mr. Matta into Dr. Rudolf Steiner's work, further enhancing his already invaluable assistance.

The sheer value of being able to take an idea aft to Lou Matta's office and discuss that idea with him, is almost indescribable. This privilege was available for more than a decade as the "Maui" criss-crossed the eastern north Pacific. One of the burdens pioneers in new technology bear, is the devastating loneliness created by the soulless nature of our dehumanized, mechanistic culture. The steady presence of Lou Matta offset this. We both grew together into the new concepts and changed thinking that are coming to the world in the not-so-distant future – perhaps sooner than those stuck in the Old Knowledge realize. Lou Matta was many times during those formative years, a living witness to some stupendous weather events around the ship's vicinity that few others aboard recognized were *engineered* happenings. He has seen with his own eyes those towering, beetle- black barriers of moisture going up thousands of feet into the air ahead of the ship, and known exactly what he was looking at, and how it got there.

TJC cannot even begin to imagine how far back the development of etheric rain engineering would be, had it not been for the unforgettable aid, creativity and comradeship that came from Louis Matta. Warm-hearted, pure of motive, unselfish, kind, tolerant and moral, he is one of God's noblemen, sent to the times and places where he was needed.

The late **DR. WILHELM REICH, M.D.** was the first rain engineering pioneer and innovator, with his inspired invention of the Cloudbuster in 1951. Protégé and sometime First Clinical Assistant to the eminent Dr. Sigmund Freud, Dr. Reich found the pathway from psychology and psychiatry to biology that eluded Freud and many other brilliant researchers. 20 years of professional scientific and clinical work preceded his discovery of a specific biological energy, which he termed orgone. A revolutionary break with classical formulations, this excited the professional enmity and irrational response that invariably await the true pioneer. His imprisonment, and the destruction by fire under court order of his books and experimental bulletins are an infamous episode in U.S. jurisprudence. Deliberately misrepresented, distorted, falsified and misunderstood to this day, Dr. Reich left behind not only his discoveries, path-breaking scientific books and experimental records, but more than 100,000 pages of unpublished manuscript – enough material for a hundred



more scientific books. Perhaps a century hence, Wilhelm Reich will rank among the major heroes of the coming New Civilization. Few people now living are fully capable of comprehending the cross-disciplinary magnitude of his contributions to mankind's progress. Due to Dr. Reich's penetrating clinical findings on irrational behavior, *psychopathic resistance to life-giving discoveries no longer need surprise anyone.*

Modern scientific rain engineering, including everything achieved by the ERE group, is descended from Dr. Reich's fundamental discovery of the orgone energy, the name he gave to the ether of space.

Without the start he made in directly tapping the etheric continuum, there would have been nothing to build upon. While contemporary rain engineering equipment bears little resemblance to the classical Reich cloudbuster, the latter is contained in all that exists today – just as the Wright Flyer of 1903 is contained in the mighty Boeing 747. In the ERE group, we honor the memory of Wilhelm Reich, salute his achievements and benefit from his monumental legacy to the human race.

The late biologist, **ROBERT MCCULLOUGH**, was the link between Dr. Reich's work and that of TJC. Bob McCullough was educated at the Utah State Agricultural College where he earned a master's degree. For two years, he was employed by Dr. Reich as a biological scientist. This work included personal assistance to Dr. Reich in pioneer weather engineering development and operation of the cloudbuster. These assignments included the famous expedition to Tucson, Arizona, half a century ago, that resulted in the

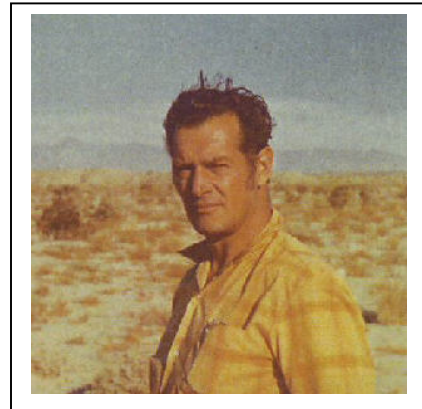


summertime greening of the surrounding desert. McCullough contacted TJC when he saw infrared photographs in the latter's 1958 book on UFOs, that resembled objects McCullough had seen provoked by cloudbuster operations in the sky around Tucson. Close collaboration and friendship ensued, and lasted until McCullough's death in 1995. He was the technical adviser on the very first cloudbuster built by TJC and the late Dr. James O. Woods. TJC was fortunate and blessed to have the scientific guidance of Bob McCullough for three decades. In the course of this collaboration, information was exchanged primarily via dozens of audio cassette tapes. During most of this period, McCullough was a biologist with the Chemical and Biological Warfare section of the U.S. Army. Bob McCullough was a sensitive as well as a scientist. This made him not only a highly effective operator of cloudbuster equipment, but also a sound and solid scientific guide in the furtherance of this work.

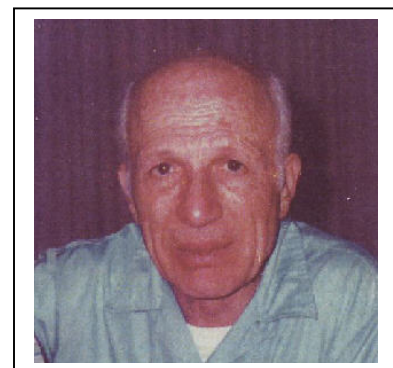


**EVA REICH M.D.**, physician and daughter of the great scientist, was a professional associate of Robert McCullough and her father, at Orgonon, in Maine. This outstanding professional lady guided the studies of TJC when the latter first investigated her father's work. Her careful supervision during this period, ensured that Mr. Constable made a correct, non-tangential approach to the discoveries of Wilhelm Reich, of which the cloudbuster is only a small part. In particular, Dr. Eva Reich ensured that Mr. Constable understood the neurotic rooting of social pathology, and its virulent consequences for any person pioneering life-force technology. This vital early guidance stabilized progress thereafter.

The late **DR. JAMES O. WOODS** was a highly valued research associate of TJC for more than a quarter century. The two men worked from 1957 until 1968 as a research team, in a novel project to objectify UFOs *directly from the invisible state*, using infrared film. NASA Shuttle mission STS75 in 1996, 39 years later, objectified numerous similar, invisible forms extensively on ultraviolet-sensitive video tape, including numerous examples of materialization into the ultraviolet and dematerialization out of the ultraviolet into other reaches of the invisible. The UFO research in 1957-68 acquainted TJC and Woods not only with the technical key to the UFO mystery, but also with the changed mental outlook essential to successful work with the ether. The infrared photographic project metamorphosed into the design, construction and operation of the first cloudbuster used by the two workers. Robert McCullough provided invaluable consulting guidance with all the cloudbusters built by the two men. The UFO research project provided extensive practical experience in working with the ether. Conversion of this experience to weather engineering was via a natural, functional pathway that has extended until today. Dr. Woods was a dear personal friend, a superb working partner in all phases of their joint efforts, and proved to be a talented, effective cloudbuster operator. A Doctor of Chiropractic, he was also for several years a clinical assistant to the late, redoubtable genius physician, Dr. Ruth B. Drown. Dr. Woods died prematurely in the 1980s, after a long illness, leaving a void that has never since been filled.

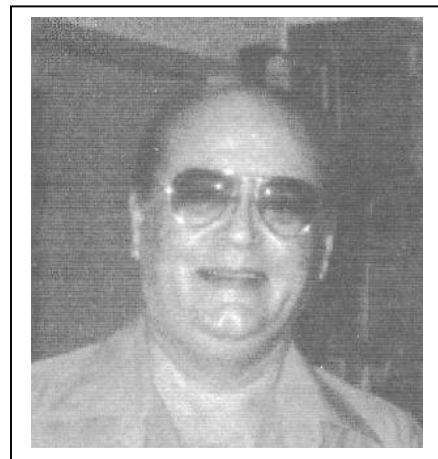


The late **IRWIN TRENT** was a veteran electronics technician already retired from the aerospace industry in California, when he met TJC in 1971. Mr. Trent's first acquaintance with Dr. Reich's work came as a patient of Dr. Albert Duvall, one of Reich's closest medical associates. TJC and Irwin Trent became dear friends as well as research associates for 30



years. "Irv" Trent provided unstinting, across-the-board support of the weather engineering work: financial, physical, theoretical, practical and emotional. He always kept a low profile, but was a steady and solid presence all through tough and demanding times. He was a bulwark in a time of personal tragedy. Irv Trent also personally published "The Cosmic Pulse of Life," Trevor James Constable's underground classic book on energy matters closely related to rain engineering. "Cosmic Pulse " is now a recognized classic, many printings three decades later. Without Irv Trent, this book would have been suppressed by the publishing establishment that Trent personally despised. He also later helped subsidize publication of "Loom of the Future," an interview book of novel format, with over 130 photos, recounting the history of rain engineering up to 1993. He was a longtime contributor to Borderland Sciences Research Foundation, and a valued member of that foundation. A successful investor who knew how to detect and shadow oligarchic machinations, Trent made a practice of quietly funding many people who suffered hardship because of their dedication to truth and justice. This man's many sterling qualities included his complete dependability. In the days of operations ashore in southern California, he could be sent to make equipment adjustments perhaps a hundred miles away. Although no longer a young man, Irv would always do exactly what he was instructed to do. He was therefore, and in many ways, a far-reaching additional pair of hands for TJC. Development of the "Skimmer," a simple yet effective piece of mobile rain engineering equipment, was his original design and inspiration. Compelling video exists of this device wringing rain out of massive high pressure systems in the north Pacific. Irv Trent willingly drove gun-cars on the Los Angeles freeways, day or night – whatever was required. Father, uncle, brother, friend, sounding-board, counselor and ceaseless experimenter, he was still experimenting a few weeks prior to his death at 86 in 2001. Irwin Trent played a large role in bringing etheric rain engineering into the world to stay. Humanity is in his debt, and that of his wife, Ethel. .

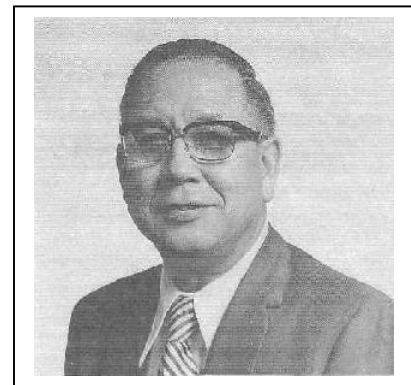
The late **WILLIAM GORDON ALLEN, Ph.D.**, was a graduate of Louisiana Tech who was long associated with Boeing in Seattle, Washington. Dr. Allen headed the interior electronics design group on the Boeing 747, during the birth of the revolutionary jumbo jet. His design group had responsibility for everything electronic from the flight deck aft. His major innovation on this project was development of the single coaxial cable for carrying all the electronic functions in the passenger cabin, such as programming and stewardess call-buttons, etc. This development made unnecessary the massive quantities of shielded wire previously necessary to fit out an airliner interior. Aside from the immense weight-saving, the coax approach saved



Boeing a billion dollars in costs on the first production run of the jumbo jet, and has been incorporated in airliner design since. .

Dr. Allen also owned several radio broadcasting stations in the U.S. Pacific Northwest during his lifetime, and was a movie producer and author. He was long familiar with the ether, as it has been presented to the world by Dr. Rudolf Steiner and the European scientists who furthered Steiner's work. A deep student of Dr. Steiner, Dr. Allen was convinced that the science and technology of tomorrow would be based upon the physical reality and technological accessibility of the ether. He planned to obtain micron gold from the ether in the last project he pursued, post-retirement. Trevor James Constable was introduced to Dr. Allen by the late Dr. Ruth B. Drown, an extraordinary pioneer physician working medically with the ether, or life force. Dr. Allen was intensely interested in the development of etheric rain engineering, and provided cogent scientific and engineering guidance over more than a decade. He foresaw with clarity the inevitable development of airborne equipment and techniques. He judged this would be the most important development in the history of etheric rain engineering. His vision has been proved accurate. A great man, sadly missed.

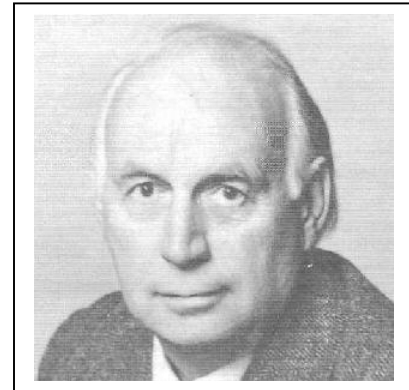
The late **FRANK DER YUEN** was an internationally respected aeronautical engineer, airline executive and consultant, who was intensely interested in etheric weather engineering as a glimpse of tomorrow. He was a personal friend and business associate of TJC since the mid-1950s, and an ever-present source of wise counsel and engineering guidance. A graduate of Harvard and MIT, he was a leading engineer for Nationalist China's First Aircraft Factory during WWII, and later was vice president of Harlow Aircraft, a longtime consultant to Lockheed Air Terminal in California, Executive Director of the Honolulu Airlines Committee, and vice president of Aloha Airlines. He was one of the designers of the Honolulu International Airport, and founded the Aerospace Museum there. Mr. Der Yuen understood from personal experience that humanity can only tolerate small, incremental advances. Right after World War II, he designed the all-weather, self-propelled passenger loading bridges for airliners that are used in every major airport on earth today. When he took his proposal to Lockheed Air Terminal, they told him he was way ahead of his time. Ten years later, Lockheed presented him with his own drawings and asked him to help them build these bridges. Nowadays, every up-to-date airport in the world is equipped with them.



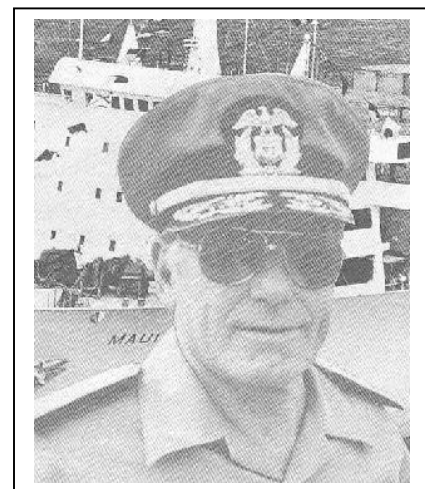
As a respected visionary with immense practical talent and ability, Frank Der Yuen was the catalyst in bringing innumerable processes and inventions to market, putting inventors and developers creatively together with financiers.

Rarely did he receive any credit, acknowledgment or recompense for these vital services. Mr. Der Yuen was responsible for introducing George K.C. Wu to etheric rain engineering, firing his enthusiasm, and bringing him together with TJC. Their long and fruitful association in developing this new scientific art to commercial viability is entirely due to Frank Der Yuen. In a poignant end to his noble life, Frank literally died in the arms of George Wu as they boarded an airliner in Ontario, California – on one of Frank's famous loading bridges. This ineffable gentleman played a crucial role in bringing airborne etheric rain engineering operations to commercial feasibility. He was a true humanitarian.

The late **Dr. Walter O. Stark** was an enthusiastic collaborator with TJC on weather engineering equipment design. An internationally-known specialist in commercial negative ion systems, Dr. Stark experimented in his native Switzerland with Cloudbusters, into which he had incorporated negative ion needles. He was successful in engineering rain around the Lugano area, site of the Marah S.A. Laboratories that he founded. Dr. Stark invented the first instrument for directly reading out the flow rate of the ether in the terrestrial environment. Named the ORGONOTESTER, the instrument is commercially sold through Marah S.A. in Lugano. His sudden death in 1981 from a heart attack, at the age of 63, was a heavy blow for TJC and his group. "We lost an irreplaceable source of scientific advice and guidance." Dr. Stark was educated in Swiss Waldorf Schools before attending the University of Zurich, and was a life-long student of the teachings of Dr. Rudolf Steiner.



**COMMODORE KENNETH R. ORCUTT**, USNR RET., was Commodore of the Matson Navigation Company's fleet, and master of their flagship, SS "Maui," throughout the major development of etheric rain engineering in the maritime mobile mode. His authorization of rain engineering equipment on the flying bridge of the Matson flagship, was a considerable concession for a man in his position to make. This key privilege made possible a succession of advances in the art, that would otherwise have required generations to achieve. The compelling technical saga facilitated by Commodore Orcutt's tolerance, is documented for posterity on numerous reels of time-lapse videotape. Some of this video is already in public release for the enlightenment of those who cling to the canard that there is no ether. A



video dedicated to airborne etheric rain engineering operations, is available to responsible government officials on letterhead request to ERE Singapore.

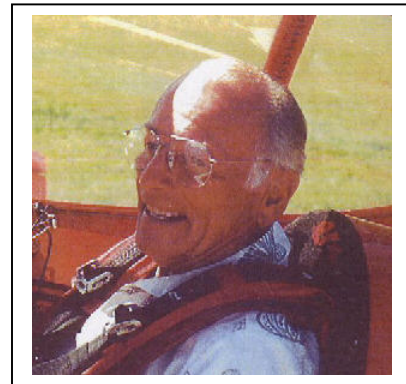
A gentleman freely acknowledged by his contemporaries as blessed with a genius mentality, Commodore Orcutt was not a direct participant in our shipboard projects. He just quietly kept an eye on them. A trained observer of the first rank, and an aviator, nothing escaped him. His decades as a shipmaster and a student of meteorology, allowed him to recognize the colossal accretions of moisture we often raised over the ocean – *with a high barometer* - as something engineered and not natural. These observational powers extended to his profound understanding of radar as a navigational aid. These abilities allowed him readily to recognize the objective influence of the new kind of engineering that produced distinctive, geometric distribution of rains around the moving ship. Radar objectified unequivocally these geometric patterns. As a longtime amateur radio operator and an electronic technician, the Commodore also understood radar's technical constitution. A self-taught, expert computer programmer, Commodore Orcutt wrote the ship programs that now undergird what little remains of the sold out U.S. Merchant Marine. His computerized navigation programs essentially obsoleted tables and navigational methods in vogue for two centuries.

Commodore Orcutt was a former Panama Canal pilot, perhaps the most demanding of all nautical responsibilities. He once served as Hong Kong Port Captain for American President Lines, and was a yacht designer in Hong Kong. In his final assignment with the U.S. Naval Reserve, Commodore Orcutt taught ship-handling to prospective naval aircraft carrier handlers. An aircraft owner, skilled pilot and flight instructor, along with all his other stellar abilities and talents, he was the last person alive to be hoaxed by anything phony, but he remained open to something truly new. Through his insight and high native intelligence, Commodore Orcutt allowed something newborn to breathe. As a result, steady empirical work on shipboard proved decisively the physical existence and technical accessibility of the ether, thereby beginning an advance for mankind that no power on earth can stop.

Commodore Orcutt made yet another monumental contribution to etheric rain engineering: he endlessly suggested that we go airborne, even before it was technically feasible. He pushed the whole idea. As an airplane pilot and a shipmaster, he understood both the key media involved. He kept advocating that we turn our thinking toward airborne development. Technical advance to physically small geometric equipment with no chemicals or electric power in 1994, made airborne etheric rain engineering possible. All of Commodore Orcutt's expectations were dramatically fulfilled in actual operations. In the 21<sup>st</sup> century, the technology continues to follow the pathway first indicated by Commodore Orcutt. In his private life, he is a devoted, quiet humanitarian of many benefactions, most of them unknown even to his friends. This illustrious gentleman has no children, but thanks to

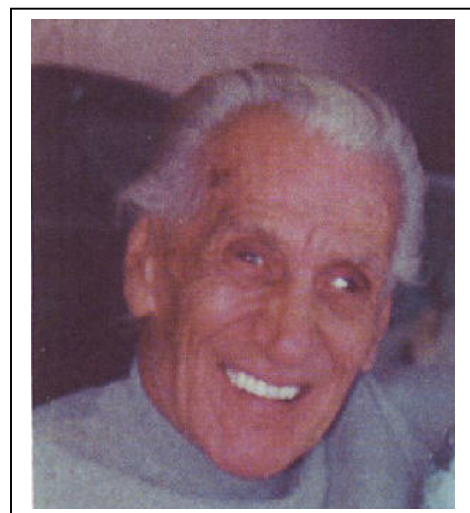
him, Airborne Etheric Rain Engineering Operations have been born. These will bless the world's children long after we are all gone.

**COLONEL WILLIAM A. SCHAUER** USAF Ret. is the first pilot in the history of the world to fly Airborne Etheric Rain Engineering Operations (AEREO). He put in 31 years service with the USAF as a fighter pilot, and after retirement built a second career in general aviation in Hawaii. An elegant pilot and longtime president of the former Aviation Historical Society of Hawaii, "Willy" Schauer donated many professional hours to educating young Hawaiians on aviation.



At the time Colonel Schauer agreed to fly the pioneer missions for airborne etheric rain engineering, TJC knew him only as having once sold an airplane to one of his friends: *Commodore Orcutt of the SS "Maui."* Having *any* pilot available who would tackle such a way-out venture, like engineering rain with hollow, empty tubes, was blessing enough. As the project turned out, Colonel Schauer proved to have truly phenomenal observational powers, which significantly aided the pioneering. Having spent 14 years with scores of deck officers aboard SS "Maui" – men who were professional weather observers – TJC was astonished to the point of awe by Willy Schauer's unrivaled observational talents. Colonel Schauer flew all the missions making up "Operation Red Baron," the designation of these pioneering flights, in 1994-96. After this, there was no doubt whatever that a major technical breakthrough had been made, and that rain engineering would henceforth progress primarily in the airborne mode. With a pilot of lesser observational talent and flying skill, AEREO would not be where it is today. When the world catches up to and grasps AEREO, the name of Colonel Willy Schauer will be among the "famous firsts" of aviation. Our supernal good fortune was to have him aboard: incomparably the man for the moment and the mission.

**THE SEGRETI BROTHERS, GINO AND ANTHONY**, helped support and sustain the rugged, pioneer years of etheric rain engineering from "Fort Zinderneuf" – Gino's home on the Mojave desert 10 miles from Palm Springs, California. Gino's first contact with etheric rain engineering was as a curious quartermaster aboard SS "Maui.," where rain engineering experiments were frequently carried out. While most other crew members ridiculed the rain project, Gino exhibited a gift for understanding something that might easily elude a Ph.D., and often has. With only one eye, and less than fifty percent vision in



that one eye, he showed an incredible ability to recognize engineered rain formations. Without formal education, Gino's secret weapon was an uncanny, intuitive grasp of arcane processes – like the karmic awakening of ancient, dormant skills.

His interest in the entire project was intense and enduring. He wanted to continue with this work at his home on the desert –the toughest of all experimental environments – and to set up a permanent weather base there. He would be in cooperation with TJC's San Pedro operation on the California coast. He did this when a shipboard injury suddenly ended his lengthy U.S. merchant marine service, and he was "beached."



Many variants of geometric rain engineering equipment were tested and utilized at Fort Zinderneuf, faithfully supervised by Gino, who became an expert operator of this type of equipment. Joined later by his brother Anthony, also a U.S. merchant marine veteran, Gino held down "The Fort" for more than a decade . Anthony died in 1993. The loyalty, dependability and dedicated labor of the Segreti brothers are an example to all who merely wish for a better world.. The thousands of hours they spent in the development of etheric rain engineering proved their willingness to *work* for a better tomorrow, all through the really tough years of this new scientific art.

**COMMODORE C.C. WRIGHT, JR.** was the senior master of the Matson Navigation Company, and in command of SS Maui, the Matson flagship, when TJC joined the ship on her maiden voyage in 1978. Intelligent, open-minded and a consummate gentleman, this former skipper of Matson passenger liners readily assented to trials of novel rain engineering equipment on the ship. He took a lively interest in results. Having spent thirty or more years studying maritime radar screens, he was immediately aware of the anomalous rain patterns induced by operation of rain engineering equipment under conditions of a high barometer and low humidity. He made helpful suggestions that contributed to verification of what he was seeing electronically, and permitted our first equipment installations on the ship's flying bridge. These were considerable concessions for a senior master to make, given the "off the wall" character of etheric rain engineering a quarter of a century ago. His interest was unflagging until his retirement in the early 1980s, when Commodore K. R.

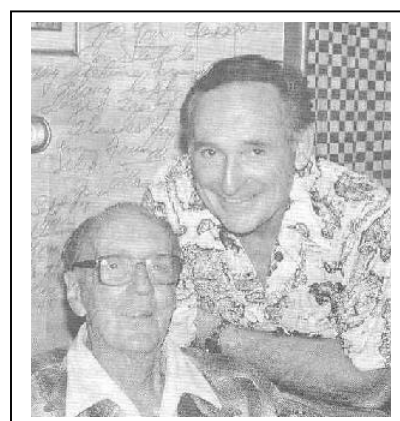


Orcutt replaced him. The scientific art of etheric rain engineering owes a debt of gratitude to Commodore Wright, still living in retirement as this is compiled in 2003.

The late **GENERAL CURTIS E. LeMAY**, USAF Ret., rendered unique personal assistance to Operation Clincher in southern California in 1990. Full details of this historic seasonal victory over America's worst smog, appear elsewhere on this site. Their study is recommended for all who wish to base their judgments on results and facts. Operation Clincher was the most successful etheric engineering operation ever conducted by ERE personnel, but it would not have attained this status without the intervention of General LeMay. The Riverside, California region is a notorious accretion point for smog pollution, and that is where General LeMay lived his final years. Civic and commercial authorities there declined to assist Clincher, with backyard or rooftop bases. Upon learning that Operation Clincher needed operating sites in Riverside, General LeMay immediately arranged three, including one on his own patio. Subsequent to this decisive action, Riverside regional smog sharply declined from menacing levels, and the 1990 seasonal tallies there came in 11 percent under 1989. General LeMay's can-do action turned Operation Clincher into an across-the-board technical victory over smog, registering a 24 per cent seasonal reduction. General LeMay passed away prior to the conclusion of Clincher, but at the time of his death he was already arranging for etheric technology to be tested in clearing fog from the USAF's foggiest base. Men with the gumption and drive of Curtis LeMay are rare today.



The late **HOWARD B. 'SPUD' MORROW**, one of the founders of the Morrow's Nut House national retail chain, was the first man ever to mention to TJC the notion that the weather could be controlled and rain engineered. TJC actually derided this idea when it was *repeatedly* brought up during desert camping trips in the early 1950s. Spud broached this idea often enough that TJC eventually ceased his objections and came to think that Spud might be right. As a millionaire businessman old enough to be TJC's father, Spud had kindly agreed to sponsor TJC when the latter came to America for permanent residence. In the mid-1950s, on camping trips, Spud introduced TJC to UFOs, then an intriguing and controversial latter day mystery. Out of this involvement came TJC's connection to the ether as the master technical key to the UFO mystery, as outlined in his *Cosmic Pulse of Life – The Revolutionary Biological Power Behind UFOs (1976)*. From there, it was but a short step to using basic





knowledge of etheric forces in accessing the ether directly and using it technically in rain engineering and kindred functions.

Nobody was more elated, delighted and consumingly interested in etheric rain engineering, until the end of his days, than Spud Morrow. He planted a seed back in the 1950s, that came to bear abundant fruit. As a former aircraft manufacturer, veteran pilot and aviation enthusiast, Spud Morrow would have been ecstatic in 1994 to behold his vision going successfully airborne – his ultimate vindication. Etheric rain engineering operations over the years have produced some serendipitous wonders, but none more remarkable than those born of Spud Morrow's faith that engineered weather was not only feasible, but that it would come to pass. Spud Morrow is the godfather of AEREO.

**CAPTAIN EDDO FEYEN**, U.S. Merchant Marine, Retired, was for several years a TJC shipmate as Chief Officer of SS "Maui." This professional seafarer had been observing and reporting marine weather daily for decades. Eddo was an extremely acute observer, with unblocked perceptions. He was astonished at some of the monstrous rain accretions that were engineered into existence, virtually while he watched, despite a full array of rain-negating parameters. Interested, open-minded and intelligent, he soon grasped the geometric essentials of what was being done, and the simple principles involved. Before long, he could confidently predict how large, engineered rain accretions would move relative to the ship. These movements did not follow conventional patterns as predicted by the ship's collision avoidance system computer, but were obviously governed by a different and overriding geometry. On account of his intelligent interest, sailing with Eddo Feyen, was a productive experience for TJC, lasting until his own 1992 retirement. Promoted to Captain of another Matson ship in 1993, Eddo Feyen allowed TJC to install the immediate geometric forerunners of airborne equipment on this other ship for crucial and successful provings. Captain Feyen's reports, which TJC knew he could trust, saved us at least a developmental year prior to Operation Red Baron in Hawaii.

**BEN GREGORY**, who will be referred to herein simply as Greg, was an ex-U.S. Army soldier on disability, who resided across the street from Fort Zinderneuf in Desert Hot Springs, California - our longtime desert base. Intrigued by the bizarre goings-on at the Fort, Greg made our acquaintance, and rapidly developed a consuming interest in weather engineering. This was by no means a one-sided happening. Greg brought with him a stunning, innate aptitude for working with etheric rain engineering equipment, which our group was quick to recognize and develop. Greg's



aptitude was actually the consequence of a near-mortal encounter, while in the Army, with spinal meningitis. His medical treatment had included, incredibly, more than THIRTY spinal taps, the scars of which lined the flesh along his spine. Etheric weather engineering relies absolutely on the existence and geometric accessibility of etheric force in the atmosphere. This same etheric force is what animates our physical bodies, which otherwise descend into mineral inertia - as in death. A long-known principle of esoteric science and medicine is that the ETHERIC BODY each of us possesses, and which makes us living beings instead of corpses, is forced out of occlusion with the physical structure by chemical medicines and drugs. In Greg's case, about three dozen spinal taps had resulted in a permanent LOOSENES S of his etheric "double body." This looseness of his etheric double resulted in Greg's extreme sensitivity to movements of the ocean of etheric energy in which we all live. Etheric weather engineering is the art and science of geometrically manipulating that etheric energy ocean and its many currents, tides and natural characteristics. Greg had been surgically made, unwittingly by Army surgeons, into a translator for such forces.

When Greg came to us, he knew nothing of such things. He was skilled as a motor mechanic, electrician, carpenter, plumber, welder and tiler and not given in any way to mysticism. He nevertheless exhibited from his first contact with weather engineering equipment, a truly phenomenal ability correctly to align and orientate such equipment. All this developed with rapid and impressive results.

As he was familiarized with basic knowledge of etheric force and its key role in weather formation, Greg became increasingly effective as an equipment operator. When he put a piece of equipment into a resonant alignment or orientation, his "loose" etheric double would react with a sensation akin to electric shock. The equipment was then "on tune," and objective physical results would ensue in local, visible weather phenomena. This invaluable sensitivity was understood by TJC, and carefully cultivated, so that in time: Greg became the most effective operator we had. TJC would often contact Greg by phone, from a hundred miles away, and have him through this link, tune TJC's equipment. There is no "here" or "there" in the etheric world, only tuning! When P-guns were developed, Greg had the sensitivity necessary to put these arcane structures on tune. The power of the P-guns is such that, even in their mini-versions, finding resonance would often send Greg flat on his back or evoke a loud cry of pain!

As Dr. Wilhelm Reich so aptly expressed it: "One must live things to know them."

The extreme significance of sensitivity was long recognized by TJC, through his studies of the work of Baron Karl von Reichenbach. This Austrian nobleman, one of the founders of the modern German chemical industry, had used his immense wealth to finance detailed investigations of etheric

force, termed "od" in his writings and scientific papers. The Baron thoroughly understood the importance of "sensitives" to advancing human knowledge of etheric force. Modern America exhibits little interest in such advances, being currently seduced by the misuse of science and technology to destructive ends.

People like Ben Gregory should be cherished and sequestered as valuable human instruments for charting our course into the earth's tomorrows. What ERE Singapore of today offers to a droughted world, owes a great deal to Ben Gregory, and to the unique medical and karmic circumstances that led him to us. ERE and especially TJC, thank Greg for many years of help and cooperation toward a better world.

Chicago-born **THOMAS J. BROWN** has been involved with the development of etheric rain engineering for decades, and is today the Webmaster for the ERE Singapore site. Now a businessman in New Zealand, Tom Brown has labored long and mightily in that most difficult of all assignments: presentation of new ideas and conceptions to a world determined to go to hell. Formerly Director of Borderland Sciences Research Foundation in California, during its most active research and publishing period



(1985-1995) he edited while there a new kind of book in the form of a gigantic interview. *Loom of the Future* is a heavily illustrated book, with 130 photos keyed to the text. *Loom* dynamically presents the story of etheric rain engineering development under TJC up to 1993, and is a masterpiece of constructive editing by Tom Brown and his wife Alison. There is probably no one alive who better understands the numerous, complex travails involved in mid-wifing etheric rain engineering than Tom. His grasp of a vast spectrum of New Knowledge reinforces his solid editing and writing talents. TJC is personally indebted to Tom Brown for years of dedicated support and friendship, including his deft handling of nitwit critics. His design of the ERE Website at [www.rainengineering.com](http://www.rainengineering.com) is but the latest of his many generous deeds in the service of others.

# Operations Reports

by Trevor James Constable and Thomas Joseph Brown

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