

## Seasonal Smog Reduction Southern California 1990

# OPERATION CLINCHER

A B.S.R.F. Special Report compiled and edited by Tom Brown  
with special thanks to Trevor James Constable, Irwin Trent  
and TJC/Atmos Pte., Singapore.

OPERATION CLINCHER was the climactic operation in a series of four etheric weather engineering projects, carried out by Trevor Constable and his TJC/ATMOS group, aimed at air pollution reduction in southern California. As required by law, all the projects were filed in advance of commencement with the National Oceanic 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 a fixed-base operation in southern California in the summer of 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 completely nullified by the simultaneous VICTOR operations. The scientists who had come to southern California for the study, from all over the U.S. and from other countries, were sent home because there wasn't enough smog for them to gather statistically valid samples. The most ambitious official smog study 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. \$10 million in public funds to study smog, \$4,000 out of TJC's pocket to eliminate it!

The TJC/ATMOS group stood down from all southern California operations in 1988, during which time Project TANGO was un-

dertaken in Singapore (reported in Sept-Oct 1989 JBR). Smog levels were permitted to "normalize" that year - to develop without any countering influence from etheric weather engineering. The stand-down was a necessary and valuable counter to the official assessment of 1987's dramatically low smog as due to a meteorological fluke.

1988 returned the smog season to 1986 levels, with 77 Alert-Days -- up almost 17% from 1987.

In 1989, TJC/ATMOS returned to the southern California scene. BREAKTHROUGH was mounted in July, and CHECKER followed on in September and October. ATMOS totalled three months weather engineering operations during the six month smog season, which runs from 1 May to 31 October. Financing was now being provided by a successful young Singapore entrepreneur, Mr. George K.C. Wu, who is also a BSRF member. This took a lot of strain off the aging ATMOS warriors, who financed all previous operations out of pocket.

In 1989, operations provided a sparkling reprise of the VICTOR scenario. Smog was yet again reduced to all-time record low levels. Two all-time record low smog levels were recorded in two ATMOS involvements, 1987 and 1989.

This operational sequencing provided typical ON/OFF statistical evidence. Official seasonal smog status for comparison purposes 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 1st Stage 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 counties.

In brief summary, the ON/OFF statistical evidence preceding CLINCHER is as follows:

### 1986, ATMOS OUT.

The only ATMOS operation in 1986 was OPERATION PINCHER II in July 1986, exclusively for rain engineering and utilizing a different technology than is required for smog operations (see Jan-Feb 1987 JBR).

1986 was a normal smog season. 79 Alert-Days.

### 1987, ATMOS IN.

OPERATION VICTOR, Phase 1, July 1



### **ETHERIC TECHNOLOGY**

This is a November 1989 prototype "Spider" generator of etheric vortices, under test at Fort Zinderneuf in Desert Hot Springs, California. 14 similar units were employed in the 1990 smog season to dramatically reduce smog in the number and duration of smog Alerts to all-time lows. Goals and nature of CLINCHER were filed prior to smog season with National Oceanographic and Atmospheric Administration.

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% drop in Alert-Days from 1986. Termed a meteorological freak by smog officialdom. 66 Alert-Days.

### 1988. ATMOS OUT.

No operation. Return to 1986 levels of smog, and up 16% 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% drop from 1988. 54 Alert-Days.

The correlation between ATMOS operations and smog levels by the end of the 1989 smog season thus already showed an extremely 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 operational goals were:

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, and 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% reduction was technologically feasible, but not financially possible with available funding and personnel.

5. The final result had to CLINCH the question of TJC/ATMOS influence over smog.

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

### NEW OPERATIONAL FACTORS

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

1. At least SIX operating sites would be

used, 12-14 if available. A maximum of four had been used previously.

2. Operations would be conducted for the FULL SEASON for the first time, approximately doubling ATMOS leverage over smog.

3. Advances in effectiveness of equipment had been achieved since VICTOR in 1987, with a major technological advance after the 1989 season.

These factors were behind Trevor Constable publicly setting a 20% reduction as the project goal for CLINCHER. This projected reduction was posted in the Federal filing for CLINCHER, made with NOAA on 6 April 1990. Furthermore, RECORD SEASONAL REDUCTION OF REGIONAL SMOG was stated on the Federal Initial Report, as the purpose of the activity. 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 whom it went all over the world on RFA's shortwave outlet (7.520 megacycles), and it was published in advance in this Journal (May-June 1990 JBR). He avoided all local and regional publicity at the same time, to minimize any possible "spoiler" activity.

No orthodox scientific body, no responsible bureaucracy or bureaucrat, has ever dared give the public this kind of 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 held no expectation that such a reduction would be REPEATED in 1990. Dr. James Lents, the executive director of AQMD, admitted at the 1990 mid-season AQMD press conference

### SMOG SEASON

*The 1990 smog season, which started May 1 and ended Wednesday, was the cleanest on record in the Los Angeles Basin, which includes Orange, Los Angeles, San Bernardino and Riverside counties. Air is measured daily in 37 cities. This chart reports the number of smog alert days in selected cities. Officials say recent rules forcing cutbacks in emissions from industry and autos get most of the credit for the 24% basinwide improvement compared with 1989.*

#### ■ SMOG ALERT DAYS

City	1990	1989	1988	1987	1986	1985	1984
Glendora	28	37	54	51	70	68	67
Azusa	13	30	33	26	45	48	55
Pasadena	7	17	18	15	33	41	49
Upland	11	19	25	23	38	39	41
San Bernardino	7	22	31	27	41	30	36
Redlands	10	17	25	26	22	31	26
Norco	0	3	7	9	12	20	19
La Habra	4	5	2	6	8	13	14
Downtown L.A.	2	1	2	2	8	9	8
Reseda	0	5	4	2	5	9	6
West L.A.	0	1	2	1	1	4	5
Anaheim	0	4	1	3	1	11	5
El Toro	0	2	2	0	1	7	3
Costa Mesa	0	0	0	0	0	1	1
Long Beach	0	0	0	0	0	1	1
Los Alamitos	0	0	1	0	0	0	0
<b>Total in basin*:</b>	<b>41</b>	<b>54</b>	<b>77</b>	<b>66</b>	<b>79</b>	<b>83</b>	<b>97</b>

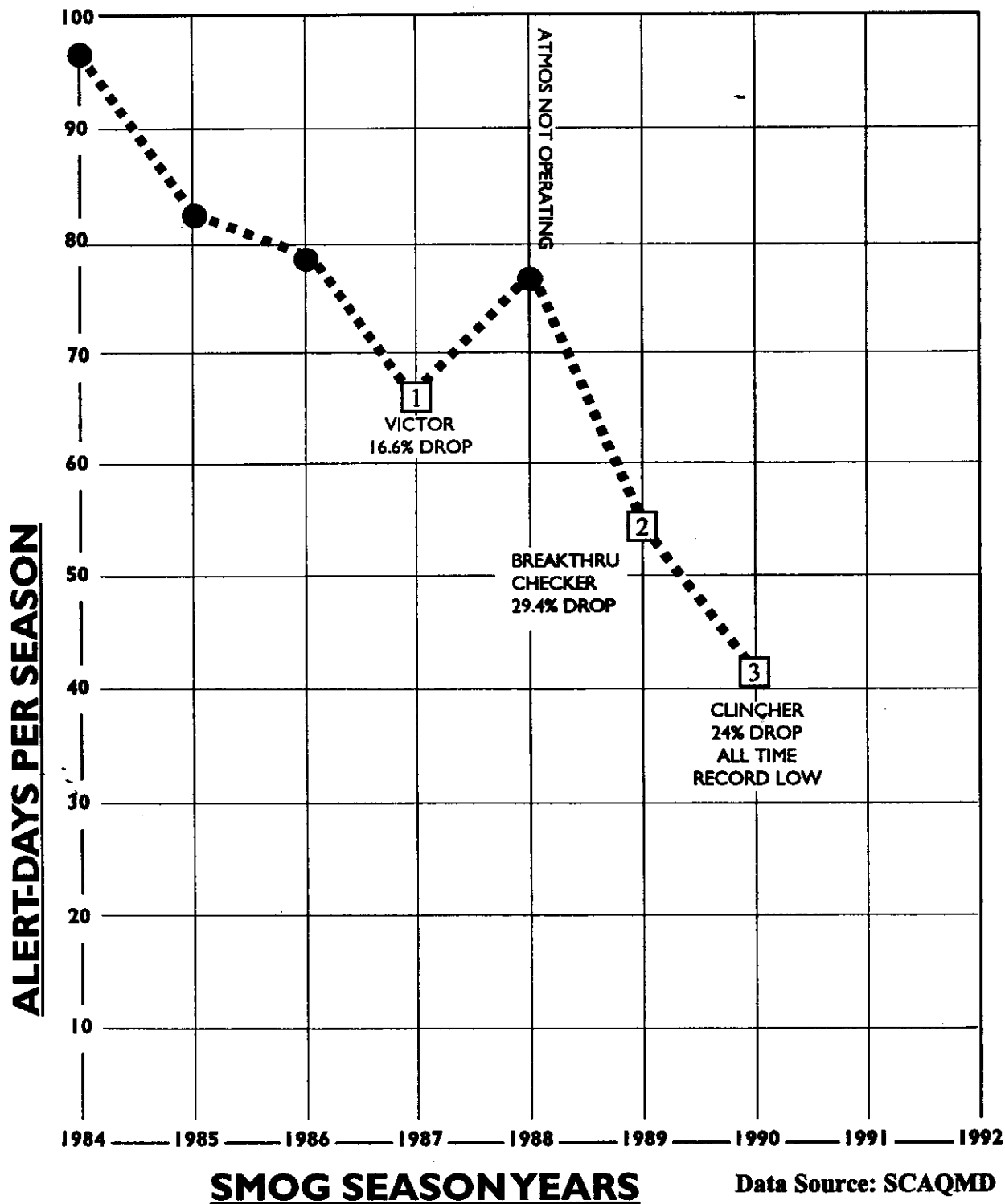
\*The basin total is the number of days when at least one monitoring station within the four counties reached the smog alert limit for ozone, which is .20 parts per million.

Source: South Coast Air Quality Management District

From the L.A. Times, November 1990

# THREE INTERVENTIONS OF ETHERIC ENGINEERING IN SOUTHERN CALIFORNIA SMOG

1. 1987 -- PROJECT VICTOR 16.6% DROP
  2. 1989 -- PROJECTS BREAKTHRU & CHECKER 29.4% DROP
  3. 1990 -- CLINCHER 24% DROP
- AVERAGE DROP IN ALERT-DAYS, 3 SMOG SEASONS: 23.4%



TJC/ATMOS ENGINEERING PTE LTD., Singapore



### TREVOR JAMES CONSTABLE

Architect and chief engineer of CLINCHER project in the 1990 smog season. CLINCHER reduced smog to all time record low levels, devastating the duration of smog Alerts by 60% in the target region.

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. An explanatory and amplifying covering letter was also sent. No such corporate correspondence is ever answered, or acknowledged. To nullify future possible denials by these officials that they were ever advised, Constable used certified mail for these advices.

The wherewithal does not exist within orthodoxy for a 20% 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 \$20 billion in the next decade to "fight smog". When TJC made his prediction of a 20% smog reduction in 1990, he really stuck his neck out. There were plenty of know-it-alls who 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. The inventor and the idea can be crushed by dishonesty, deceit, stupidity, incomprehension, neurotic evasion, or all five at once."

Borderlanders will recall Einstein's scuttling of 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 thermic differential with the arrangement. The differential had to be verbalized away -- evaded.

There are numerous other examples and the names of Albert Abrams and Ruth Drown come immediately to mind.

Trevor 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, is a disgrace to science. Jail for serving and helping mankind? Burning the man's books? 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 cannot do anything effective. They 'study' smog, facilitate the profit plunder surrounding smog, and try to block the effective remedy. I don't seek their approval because it is irrational to do so in the circumstances. Dr. Reich would surely agree with that."

In the case of CLINCHER, nothing miniscule or marginal, or subject to nitpicking argument, was involved. There was to be no controversy over 1 or 2 degrees Fahrenheit. The CLINCHER venture was on a vast, mind-boggling scale. Air pollution in the 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 TJC's ATMOS group were in no doubt. According to veteran aide Irv Trent, 75: "TJC devoted over 20 years of his life, and a professionally-earned personal fortune, to bring everything together in CLINCHER. His operational experience is unrivalled, 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." Added the scholarly-looking Trent, "This time, the etheric revolution was going to bash orthodoxy into the ground. Einstein's etherless universe was going into the ashcan, where it belongs."

Problems remained. In prior smog seasons, Riverside and San Bernardino had always been difficult areas, mainly 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 influence 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 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 115V AC to power a component motor. With no chemicals and no electromagnetic radiation, the device is environmentally pure, and silent. Nevertheless there were no Riverside takers.

Desperate to obtain a foothold in Riverside, TJC wrote a corporate letter to Riverside supervisor A. Norton Younglove, who is also the chairman of the board of the AQMD. Younglove was asked if he could help TJC/ATMOS 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 smog. For a veteran politician like Younglove, it was a minor request made in a cause 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 the TJC/ATMOS corporate videotape, which provided full background to the



## SETTING UP FOR CLINCHER

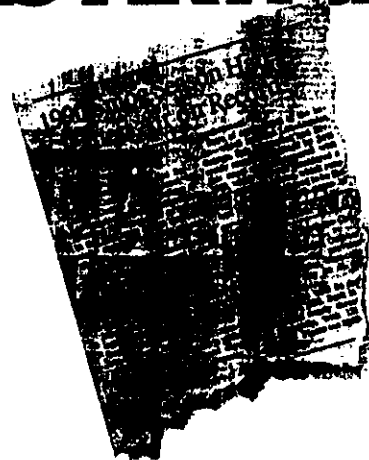
TJC adjusts a Mark 5 Spider etheric vortex generator in Reseda -- a 1989 smog trouble spot. Reseda had zero smog Alerts in the 1990 season under the CLINCHER program mounted by TJC with Singapore financing. "Appallingly simple," is how Constable describes the device, adding that it is also "an appalling 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.

BY [unreadable] PHOTO BY [unreadable]

# 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.



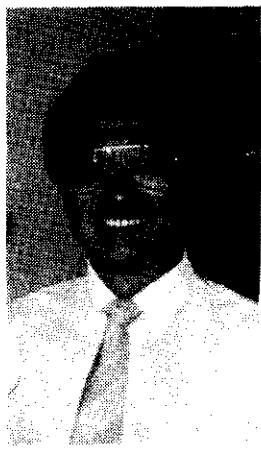
ARCO customers, driving with our Emission Control Gasolines, have helped to make 1990 the cleanest year for air quality in forty years. In fact, they've eliminated over 90 million pounds of air pollution in just over a year's time. But they're not alone. People are using public transportation. People 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.



## SINGAPORE "ANGEL"

George K. C. Wu is the Singapore self-made multimillionaire entrepreneur who financed CLINCHER. His gift to southern California was the cleanest air since the smog records started - something no U.S. financial source would touch. Busy now marketing the technology with Asian governments, Mr. Wu emphasizes that he already has all the money he will ever need. "Mankind has a much greater need," he says, "and it is for these new ways that CLINCHER demonstrated so clearly for southern California."



CLINCHER operation. Younglove was not alone. The California State Air Resources Board declined a request to give TJC a 10-minute hearing at one of their meetings, to explain personally to them the nature of the unorthodox TJC/ATMOS approach. This offer was made by the president of a private corporation that had invested more than half a million dollars in original weather modification research, now sharply germane to California's major pollution problem. That same man, Trevor James Constable, through his widely translated aviation histories and biographies, enjoys an international literary standing and respect for his integrity. TJC/ATMOS corporate videotapes sent to the ARB and to its scientific division evoked no response, not even acknowledgment of receipt.

These attitudes and reactions on the part of officialdom show that the California public is ill-served by those entrusted with the reduction of air pollution. Says TJC aide Irv Trent of this phenomenon: "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% chunks in the way that TJC demonstrably can do it, right now. He could cut it 50% more with new findings from CLINCHER, and 40-60 little vortex generators." Isn't this what California needs? The crusty veteran Trent sees it otherwise. "Smog vanishing on that scale is the derailment of a gigantic gravy train. Businessmen programing profits from the billions in coerced capital investment that is scheduled, will lose their shirts. Politicians recognize rapid conquest of smog as the end of smog graft. Bureaucrats see massive smog reduction as termination of their smog empire building. The public doesn't have a chance against this crooked combination, with its criminal selfishness and vested interest in smog."

The unfoldment of 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 video tape -- 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 and theory, that the ether is an objective reality that is technologically usable. Theories are cheap. Theories are ineffective against smog, and mankind suffocates. Only results count. I get 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 chains or 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 B.C. and southern

Alaska, "carried on and in the south-to-north summer flow of etheric force."

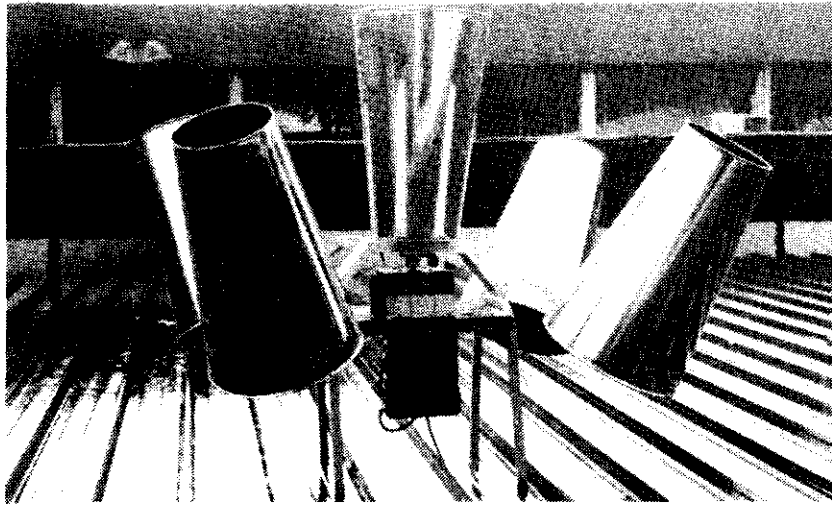
Thousands of lesser and miniature implosive vortices result locally as well, initiated by and migrating from each Spider unit in accordance with seasonal, lunar and diurnal etheric flow laws. "These vortices spread out in the vast rivers of etheric force that flow through the physical world unperceived and unsuspected by most humans." These vortices probably entrain subtle particulate matter, driving it to the ground, via the points of the vortices, 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 natural circumstances 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. The 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. Spi-



## CRUSTY VETERAN AIDE

Irwin Trent, 75, is the oldest associate of TJC and has seen the entire unfoldment of weather engineering in southern California during the past 20 years. He calls smog "an industry in its own right, and a source of terrible political corruption."

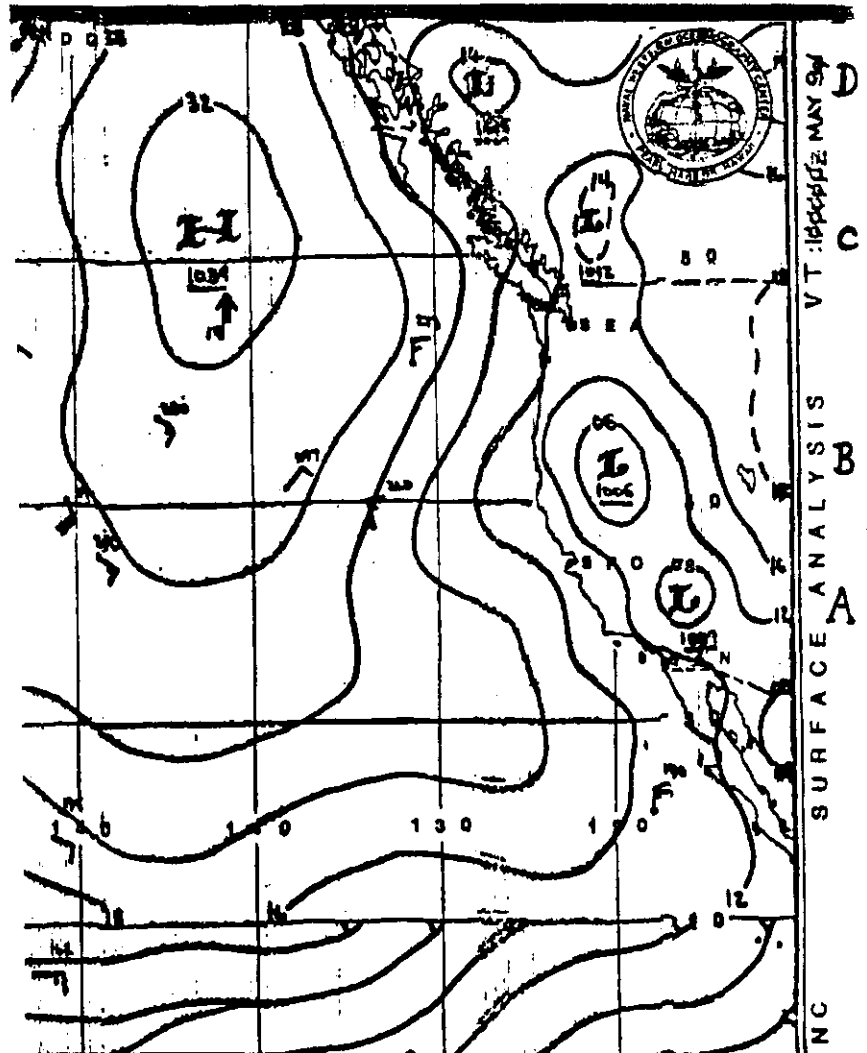


### RAIN SPIDER

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.



ders furthermore, help disperse the notorious inversion layer over the Los Angeles Basin, the "lid" that holds smog against the earth, confined by the surrounding mountains.

This unique topographic situation causes the smog build-up for which Los Angeles is justly infamous, with the sun adding photochemical reactions to the lethal brew. Windy, vibrant days are common in southern California when Spiders are in function. Someday soon, Constable says, it will be possible to eliminate the inversion layer over Los Angeles, through etheric engineering, and return the region to clean, primal conditions. Today's Spiders give the inversion layer a hard time, constantly tending to disperse all stasis.

"The extensive implosive activity initiated and sustained by a collection of Spiders, tends also to reduce barometric pressure by increasing the etheric potential near the surface of the earth," according to Constable. "The barometer in the southern California summer can be held down regionally for long periods, interrupted only occasionally by strong high pressure incursions originating outside California. The typical high barometer of the unengineered, normal southern California summer aids smog development and smog concentrations. Etheric engineering can largely keep the barometer down, and strongly inhibit smog by this means as well as in the other ways outlined." This was accomplished during CLINCHER.

#### **OPERATION CLINCHER**

CLINCHER opened 1 May 1990 with Spiders in Desert Hot Springs, Banning, Tustin, San Pedro-Long Beach, Altadena-Pasadena, and Reseda. Perris was added a few days later. More Spiders followed in Santa Barbara, at Hatfield Flat in San Diego, and at LAX-Crenshaw. 14 Spiders were eventually in operation.

Two fabulous months ensued, as Alerts were decisively reduced under the 1989 Alert level. From 1 May until the end of June there had been only 11 Alert-Days in the AQMD. Visibilities were phenomenal, and residents were treated to stunning views of the mountains around the Los Angeles Basin, night after night. Nothing like it had been seen in years. From the Palos Verdes hills, at the southernmost tip of Los Angeles County, 40-mile view vistas of the coast, and shimmering landward seas of lights went on for weeks. The "beautiful weather" was a common topic, and the entire region revelled in benign conditions. The AQMD remained strangely quiet. A \$20 million boost in its annual budget was imminent, as the region sailed on in the cleanest air on record. The AQMD annual budget is now \$100 million.

As the season reached the end of July, the effects of the TJC/ATMOS installations were significant in the mid-year statistics. The unit in Altadena-Pasadena exerted wide influence beyond Pasadena itself, which was reduced at least 50% in Alerts from 1989. The Reseda installation resulted in zero Alerts for the entire season—a shutout. San Bernardino Alerts were dramatically reduced, and the Orange County area—troublesome and stubborn in 1989 -- was now among the best, which TJC attributed to the Spider in Tustin. Traditionally smoggy spots along the San Gabriel mountains -- influenced by the ATMOS Pasadena installation -- all showed large reductions in Alerts. Even Glendora, the nation's smoggiest community, was reduced 24 percent below 1989 Alerts.

By August, the 1990 smog season was already 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. Times editors killed reports of the AQMD mid-season press conference. The Times had been made well aware of CLINCHER, although no publicity was wanted, or would have been permitted, 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 modern American life.

Mid-season's *bete noir* was Riverside, which was running ahead of its 1989 Alert rate, even as adjacent San Bernardino Alerts had been reduced more than 60%. This was serious. Some of San Bernardino's smog was being shunted into Riverside, where no Spider



#### **ALLIED FORCES**

Trevor Constable (left) with the late General Curtis LeMay USAF Ret., at the general's Riverside, California home in August of 1990. A longtime fan of Constable's aviation books, Gen. LeMay provided a "Spider" site on his own patio when the Riverside smog alert rate rose alarmingly in the first half of the 1990 smog season. General LeMay arranged two additional Riverside sites as well, and a 50 percent reduction in the Alert rate in Riverside ensued. Riverside had smog Alerts reduced 11 percent under the 1989 season for an all-time low. Riverside politicians and businessmen declined to assist CLINCHER. The former Chief of Staff of the USAF and creator of the Strategic Air Command stepped into the breach. He enjoyed seeing the mountains east of his home every day after the Spider was installed on his patio, previously a rare happening.

sites had been obtainable, and where local Supervisor Younglove had declined assistance.

An internationally famous gentleman now made a decisive entry into the CLINCHER drama. TJC was taken to Riverside to finally meet General Curtis E. LeMay, USAF Retired, former Chief of Staff of the USAF, creator of the Strategic Air Command and a longtime fan of TJC's aviation histories. General LeMay had kindly provided, just a few months previously, a jacket blurb to TJC's latest biography, *FIGHTER GENERAL, The Life of Adolf Galland*, published in June 1990. In addition to General Galland, TJC and General LeMay have numerous mutual friends among aviation 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 TJC and General and Mrs. LeMay. A notorious tinkerer and "can do" guy, LeMay immediately wanted to view the ATMOS videotape. When he met TJC on 11 August, after viewing the videotape several times, he 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 BACKYARD."

TJC had one of his Spider units in his car, in anticipation of getting the General's help. He pulled it out and the former Chief of Staff of the USAF helped him install it. Two additional Riverside bases were promptly provided by LeMay aides, downtown and at Norco, and a dramatic turnaround resulted 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 in with 15 Alerts for the 1990 season, against 17 in 1989, an 11.7% reduction. Without General LeMay, Riverside would have been a nasty blot on CLINCHER'S statistical triumph, and the promised 20% reduction of Alert-Days would probably have become marginal.

The time nexus of General LeMay's involvement also demonstrated objectively what Spiders could do in a heavily smogged area, producing more than 50% reduction in Alerts after installation. Says TJC of General LeMay: "His last involvement on this earth was to directly 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 is 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 at the beginning of October 1990, a shattering loss to the USA and to the ATMOS group.

When taking what was to be his final leave of TJC, 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 TJC's team. In seeking to serve mankind through the years, they had found almost every man's hand turned against them. General LeMay gave them a hand, a morale boost and vital assistance.

Says TJC: "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 fourteen bases and had made history. Southern California had experienced its all-time

---

"Victims of parrot education squawk that there is 'no ether, no ether, no ether!' I have proved via real-world results, rather than talk and theory, that the ether is an objective reality that is technologically usable. Theories are cheap. Theories are ineffective against smog and mankind suffocates. Only results count. I get results."

Trevor James Constable

---

record low smog season, exactly as laid out in the Federal filing made by Constable back in April. The L.A. Times ran a story covering the smog season, with a statistical tabulation that is reproduced with this article. Participation by TJC/ATMOS with CLINCHER was unmentioned in the Times and ignored by the smog bureaucracy, which had been kept apprised of all CLINCHER developments since early April. The only mention in print came from the "alternative" press, this Journal and Antony Sutton's Future Technology Intelligence Report.

#### ONLY RESULTS COUNT

"ONLY RESULTS COUNT" is Constable's motto. Here are the major results of Operation CLINCHER:

1. REDUCTION in seasonal Alert-Days by 24% below 1989. This reduction was 4% more than the CLINCHER target announced by TJC in April 1990. 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% under 1989. 1990 Alerts recorded lower levels of ozone and the Alerts lasted less than half as long as in 1989. This achievement was a public service of the highest order.

3. ACTUAL REDUCTION in the NUMBER of Alerts from 1989 was staggering. In the various individual smog monitoring areas of southern California, the drop in 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
Redlands	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 record was 2 Alerts in downtown L.A. against 1 Alert in 1989 -- a 100% rise.

4. HEALTH BENEFITS. Dr. Robert Phalen, who directs the Air Pollution Health Effects Laboratory at the University of California Irvine, opined in the L.A. Times that 1990's air quality improvements were significant enough to BENEFIT THE HEALTH OF EVERYONE LIVING IN THE LOS ANGELES BASIN. This universal benefit to southern Californians is of inestimable public value.

#### OVERVIEW

The all-around vast reductions in 1990 smog are unprecedented in the smog records. That these reductions were effected from the record low smog levels previously established during ATMOS operations in 1989, are convincing in themselves, and are doubly so in view of being predicted by the project engineer long before the season started.

Smog reductions of the 1990 magnitude and scope clearly infer MORE POWER being used in 1990. The inarguable results jibe with improved equipment and use of more than a dozen bases, against a past maximum of four. 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 between General LeMay's intervention and the subsequent halving of the Riverside smog Alert rate, strongly reinforces this assessment. The huge percentage drops in Alerts, and total suppression of Alerts, in districts where TJC/ATMOS equipment was located, as in Norco, Pasadena, Anaheim and Reseda, establish a further direct connection to CLINCHER operations.

Those still wishing 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 its predecessors. Etheric engineering is here -- now. That is the clear lesson of CLINCHER. We ignore it to our own discredit and detriment.

The AQMD immediately claimed that "tougher regulations" had produced the near-incredible reductions in 1990 smog. Constable had expected the bureaucracy to make this assertion, which he classifies as preposterous. "The AQMD has no compunction about stuffing such rubbish down the public gullet," he says. "What they do not realize is that CLINCHER will not really be completed until 31 October 1991."

There will be no participation by the ATMOS group in 1991 smog in southern California. As in 1988, regional smog will be allowed to normalize, and Constable's prediction is that it will return to 1988 levels or worse. "We are running this little test in 1991," he says. "Tougher regulations vs. etheric engineering against smog."

By the time the 1991 smog season opens in May, Constable opines, the AQMD will have many more tough regulations in force. "They will therefore have no excuse for not improving on 1990. But mark my words: without our Spiders and expertise, heavy oppressive smog will return." He says that ATMOS must withdraw for statistical reasons, and a line on a piece of paper -- "the graph of the seasonal Alert-Days rising steeply from the all-time low produced by CLINCHER."

CLINCHER has described new modes of action using etheric technology. The 1991 southern California smog season will definitively establish the efficacy of tougher, more extensive regulations.

#### POSTSCRIPT

Immediately after the end of CLINCHER, TJC transferred a car from Hawaii to California registry. He was charged a cash smog penalty of \$300 for the transfer. "It's your share of what it costs to fight smog," he was told by the Department of Motor Vehicles bureaucrat.

# Gasp of hope for Mexico City air

By KATHERINE ELLISON  
Knight-Ridder Newspapers

MEXICO CITY — Here's the latest notion to fight this city's smog, widely known as the world's worst: oxygen booths for quick hits of an increasingly elusive commodity.

"We need hundreds, even thousands of them," said the project's promoter, Alfonso Cipres Villar-

---

For about \$1.70  
a hit, suffering  
passers-by ...  
can revive  
themselves.

---

real, president of the Mexican Ecologist Movement.

On March 21, Cipres plans to install 10 such booths in the capital's noxious downtown. At that time, for about \$1.70 a hit, suffering passers-by supposedly can revive themselves, in approximately 90 seconds.

Winter always aggravates the capital's pollution, because cooler temperatures trap ozone, carbon monoxide, lead and other contaminants in the valley area, in so-called "thermal inversions." But this year, the smog season began much earlier than usual and seems much worse.

Hardly a day has gone by since November without at least one alarming newspaper report on the effects of what is known here as "la

## SOLUTIONS?

In 1987 Operation VICTOR, engineered by TJC/ATMOS, reduced the LA smog to such low levels that a worldwide group of scientists who converged on LA couldn't find enough smog to study! For less than the cost of one oxygen machine the LA smog was reduced. Governments and industries now have the opportunity to use this beneficial technology.

contaminacion." Last month one said 75 percent of residents suffer neurosis and memory loss from pollution and other city stresses. Another reported that dead birds were falling from the sky -- a familiar smog-season story, yet this time with the frightening headline "Humans Next."

"Smog makes us crazy -- it's the culture of smog," said poet Homero Aridjis, head of the Group of 100, made up of environmentalist artists and intellectuals.

Part of that culture is a growing demand for relief, such as that promised in Cipres' oxygen-booth plan. After seeing the booths in hospitals in Paris and Los Angeles, he said, he organized the Mexico City trial run, with an investment from a Jewish community center in Los Angeles with which he has connections.

Each booth, made by the Denver company Mountain Medical Equipment Inc. for sufferers of respiratory ailments, costs \$5,900, Cipres said. But he believes they will pay for themselves.

Still, the plan has foes, among them poet Aridjis, who points out that normally oxygen supplements require a doctor's prescription. Critics also call the scheme merely another in a series that evades the real issue of fighting pollution at its source.

Source:  
Santa Rosa Press Democrat,  
February 19, 1991