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WEATHER ENGINEERING ISSUE



TREVOR JAMES CONSTABLE  
with his  
FLYING "H" WEATHER GUN

**OPERATION PINCER II**  
**July Rain Engineering, Los Angeles 1986**  
by Trevor James Constable

The statistical chances of measurable rainfall at L.A. Civic Center in July of 1986 were "unequivocally zero," according to the National Weather Service statisticians quoted by the L.A. Times on 24 July 1986. Pincer II was a successful attack on this statistical barrier, using primary energy technology and methods. Ten days prior to the project's commencement, I filed the legally required Initial Report with NOAA, the responsible federal agency. An engineering drawing included with that Initial Report showed the precise route 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 July in 100 years, and the second wettest July of all time. The moisture arrived via the pre-specified route, as National Weather Service radar summaries undeniably reveal. Pincer II broke the statistical barrier. Advance filing of the project with the government, and objective documentation of its success, broke the backs of my critics.

Fifteen years of steady avocational work preceded this overnight success. To bring rain into the L.A. Basin in July requires that the normal and natural passage of Mexican moisture out of the Gulf of California northwards and northeastwards into Arizona be diverted. An anomalous 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, Los Angeles Civic Center stays dry in July.

In a series of projects that began in 1976, the means of engineering such a gross diversion of moisture flow were slowly acquired. A combination of primary energy technical developments with an expanded comprehension of the controlling etheric forces, eventually made this feat feasible, and much else besides. While we began with Reichian cloudbusters, development has resulted in weather control apparatus that only superficially resembles Reich's units. Physical shrinkage of the apparatus, with simultaneous severance from the need for water grounding, has taken us into a new upland of etheric technology, where motion and geometry rule in all their grandeur.

Today we view the weather as a geometric living structure. Control is accessible to anyone patient enough to approach the subject minus the biases of mechanistic meteorology. The planet Earth is a living organism, naturally reluctant to respond to the "technology" of chemical insult.

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

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

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

The two main etheric forces involved in this operation are the summertime south-to-north flow coming up from the tropics, and the year-round west-to-east flow of the temperate zones. These two etheric streams may pass right through each other without superimposing or interacting, but there is a definite tendency for the south-to-north flow out of the Gulf of California to be shoved eastwards by the west-to-east flow. The latter stream of primary energy is keyed to the lunar cycle, and experience has proved that immediately following full moon, this west-to-east flow collapses for a few days. That is the most propitious time to apply any diversionary effort towards the northwest.

Hatfield Flat, Fort Zindeneuf 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 operationally test the newest development of geometric weather guns, the Apache, which works vertically and induces implosive etheric reaction, the Gross effect of which is the appearance of a small, local low pressure system. In maritime tests, it has been possible with a sea-going Apache to inject mini-lows into the Eastern Pacific High, and to have these anomalous formations actually appear on official weather maps and charts.

Fixed-base operations were supplemented during the project by the use of two "gun cars" on the Southern California highways. Irv Trent operated extensively between San Clemente and Hatfield Flat, on a highway section that lies mainly in the critical southeast-northwest direction. Several years of operating gun cars has proved beyond doubt that they can exert a regional effect on the weather under favorable conditions for their employment. More latterly however, the growing congestion on the freeways everywhere has reduced their effectiveness, velocity being a key parameter in their functioning. The efficacy of the Flying-H fixed units more than made up for this clogging of the highways.

Flying-H units are able to trigger off etheric flows, and to exert substantial diversionary influence upon them once started. They can also act as local dams to an etheric flow, which results in a dramatic rise in etheric potential "behind" the dam. Flying-H units will boost lightning to maximum intensity under storm conditions. The successful use of this apparatus does not depend simply on its acquisition, but on comprehensive knowledge of etheric forces and long experience in their manipulation. My capabilities have been hard-won in an investigative and operational career spanning more than 30 years, and requiring uncounted thousands of hours of such involvement.

Pincer II went through three distinct phases, in the course of which enormous anomalies were engineered into the Southern California weather. Phase 1 was the July 4th weekend, which was forecast to be a hot one. No such thing occurred, and a cool weekend ensued, at the end of which rain had fallen in places as widely separated as San Diego and Pasadena. The National Weather Service and the TV forecasters looked terrible over this one, but they always have a suitable explanation. Some of them were given copies of the Pincer II NOAA filing in advance.

Phase 2 ended on 15 July 1986, with a two and a half hour thunder and lightning storm in San Pedro Bay, pumped to full intensity by the Flying-H on Point Fermin and resulting in rainfall in Long Beach. The entire happening was unforecast.

Phase 3 was the Big Push, centered around the collapse of the west-to-east primary flow after full moon on 21 July

1986. Moisture was entrained from Mexico on the 22nd via both arms of the Pincer. Initiation of Apache operations generated a small low off the Los Angeles coast. All units working in concert brought the moisture up east of Hatfield Flat, and offshore west of the coastal mountains. The rapidity with which all this was consummated on the night of 22/23 July caught the National Weather Service and the TV forecasters flat-footed.

National Weather Service radar in Palmdale, California was sharply on the job and passage of the moisture in the way described, past Point Fermin and on into downtown Los Angeles, is graphically recorded in their radar summaries.

The greatest number of lightning strikes occurred in an area with Point Fermin as its center. The lightning graphics for the night show this, and the photographs accompanying this article say more than I could in ten pages. The booming light show stunned Southern California, since it was unforecast and no intimation of such a violent event had been given on the 11 p.m. newscasts.

While the events in the L.A. Basin seized public attention, including the wettest July day in 100 years, our attention was also sharply on Segreti's operations from Fort Zindeneuf in Desert Hot Springs. Only the L.A. Basin pyrotechnics could have veiled what went on in the Desert Hot Springs/Palm Springs/Banning/Palm Desert area. A tremendous light show took place against the face of Mt. San Jacinto. 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 where it was marble-sized and noisy. Norgaard at Banning was both hailed and rained on.

Pincer II produced sufficient rain in the National Forest areas to overpower a number of stubborn forest fires. Some official gauges reached 4 inches and more during the month of July, and combustibility of the national forests declined sharply. The secondary goal of Pincer II was thus decisively achieved.

At a future time, my intention is to publish through Borderland Sciences a complete account of Pincer II, with all the official rain gauge tallies, the radar summary maps, satellite photos and our own photographic record of the project. For now, I trust that the pictures herein presented will help give some sense to Borderlanders of the dramatic flavor of Pincer II.

Control of basic natural forces has long been a dream of the human race, and 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 the old laws of classical physics are on their way to join the Phlogiston Theory and other discarded errors of the past. The earth's tomorrows if they are to be at all, will be characterized by constructive, harmonious and lawful working with Nature's laws, to sustain and transform the Earth -- to redeem it from the depraved abuse that is sending the human race to the very brink of insanity. 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

Please see page A2



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

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 mending 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.

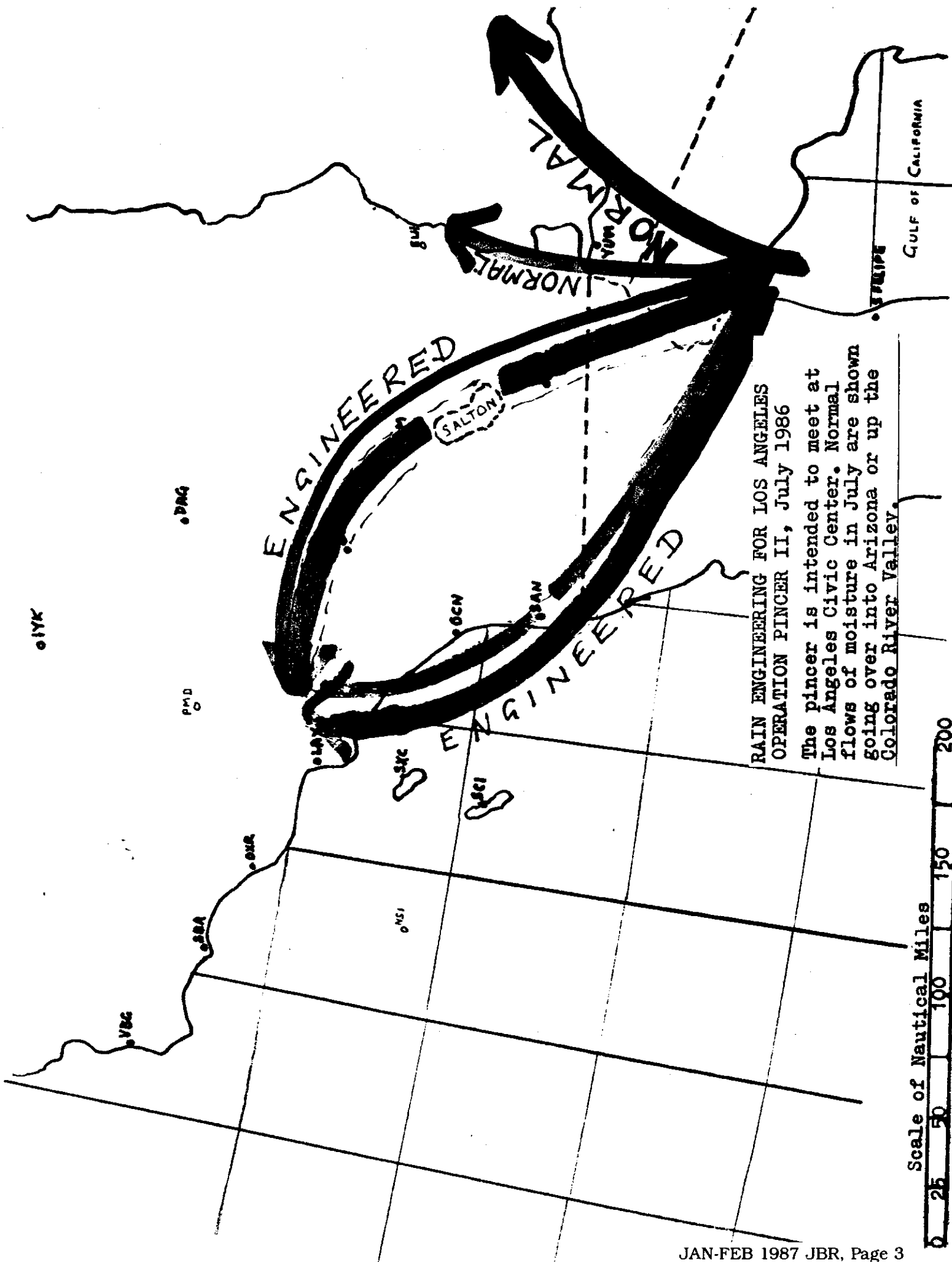
"They were just jolted a little," Brookes said.

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. spokesman 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 serious injuries.

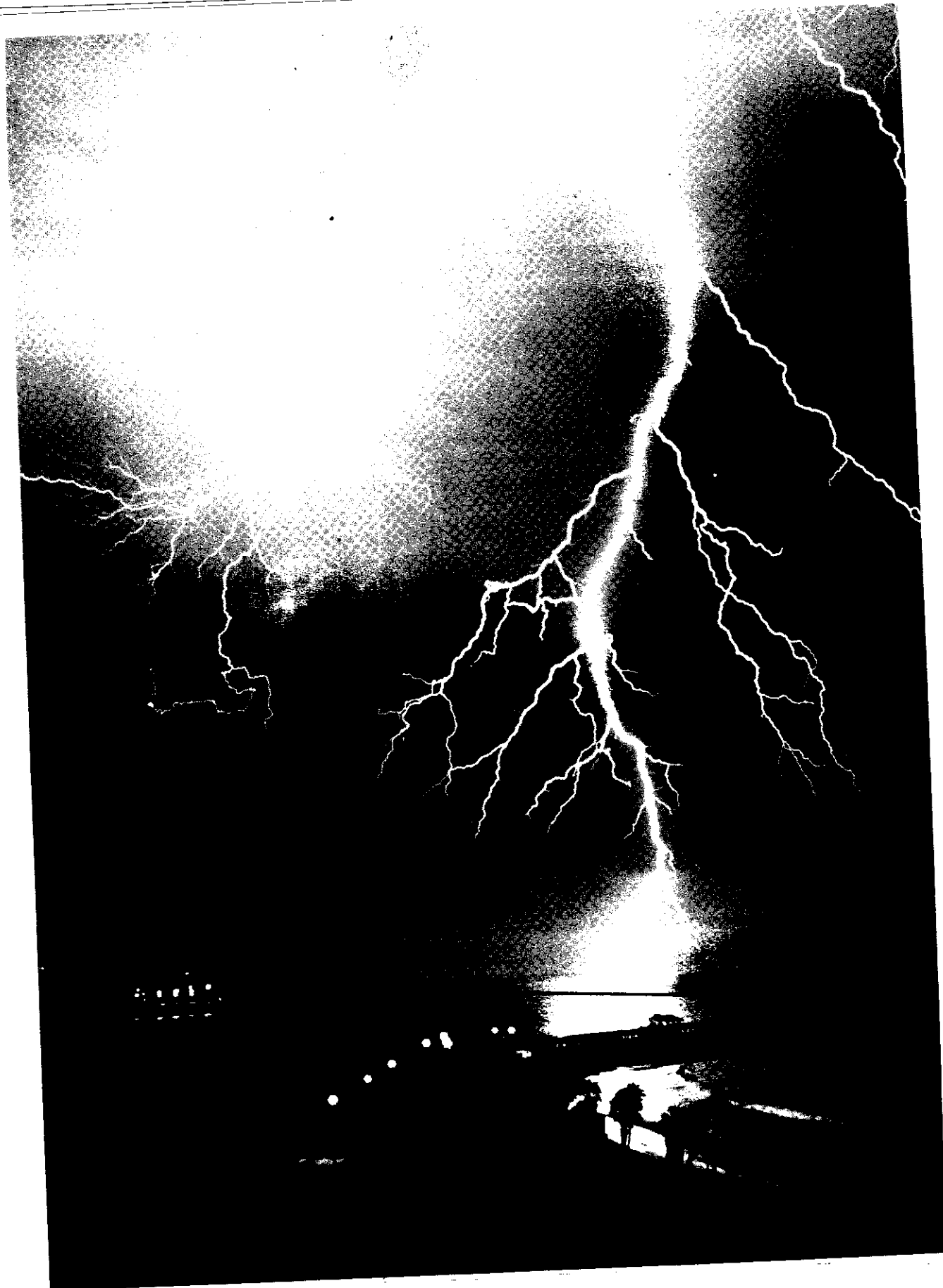
A Fairview Fire Department spokesman, however, said a wet road was to blame for a three-car collision just before 7 p.m. Tuesday on Highway 76 and West Liliac Road. Only one person was injured in that accident, and she suffered only minor cuts and bruises, the spokesman said.



**RAIN ENGINEERING FOR LOS ANGELES  
OPERATION PINCER II, July 1986**

The pincer is intended to meet at Los Angeles Civic Center. Normal flows of moisture in July are shown going over into Arizona or up the Colorado River Valley.





**ZAP!**

A massive lightning bolt crashes into the waters of San Pedro Bay close to the shoreline at Huntington Beach early on the morning of 15 July 1986. TJC shot this photograph from his own roof at Point Fermin. Weather control apparatus is immediately below the camera. "It certainly helps in taking lightning photos and framing them properly" says TJC. "if you know when and where the bolt is going to hit." Operation Pincer II. July 1986.



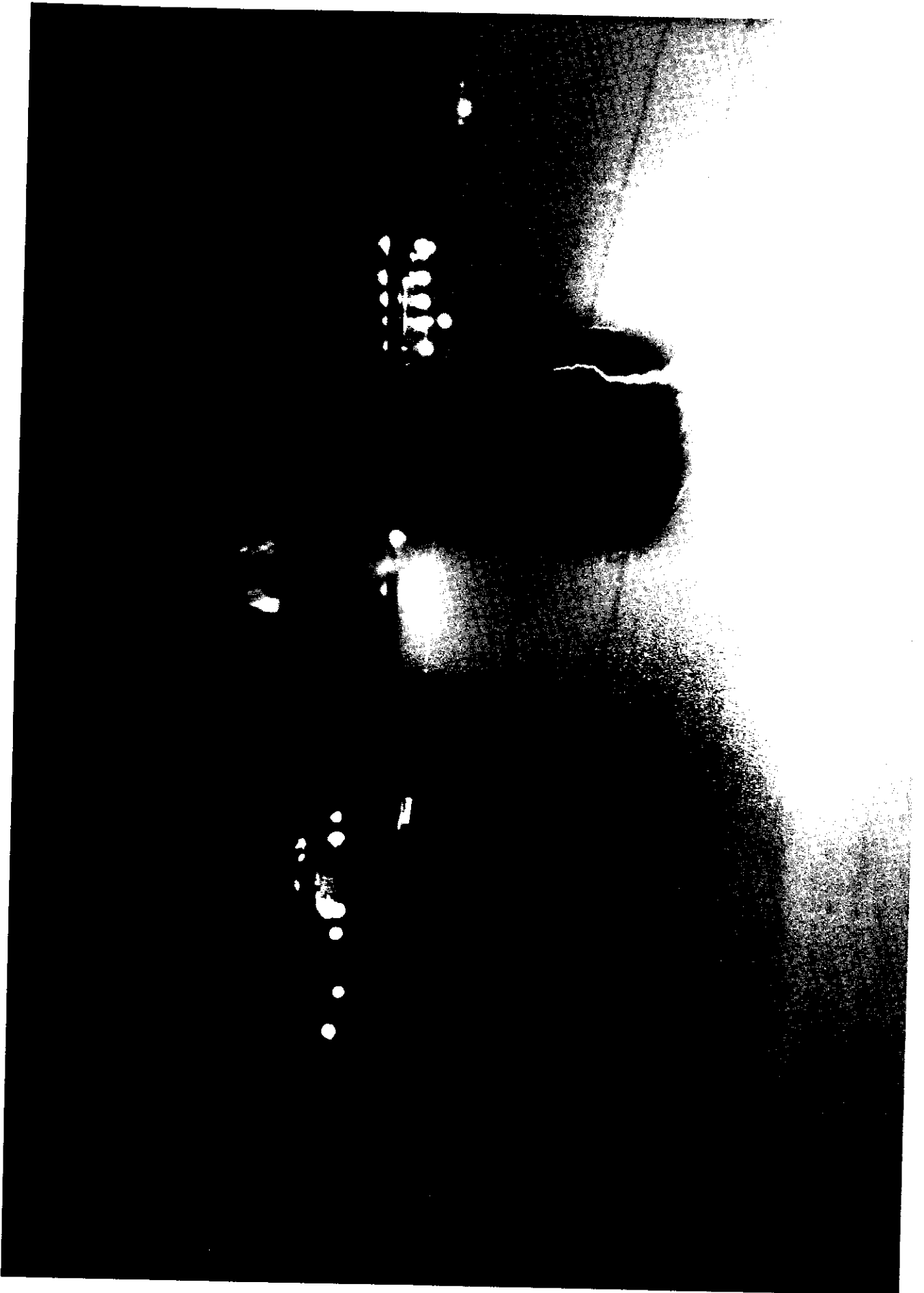
### **BANGING THEM IN**

Bolts slam into the Huntington Beach offshore area under the influence of the "Flying-H" weather gun, spinning in the left foreground with its geometric components. Operation Pincer II, mounted by TJC, gave Los Angeles its wettest July in 100 years in a vindication of primary energy weather engineering. L.A. Harbor entrance in center of photo.



**NIGHT INTO DAY - Operation Pincer II**

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



### **THE "FLYING-H" IN ACTION**

Looming blurred in the foreground, the "Flying-H" rotating weather gun at TUC's base on Point Ferrin, pumps up lightning in San Pedro Bay on the morning of 15 July 1986 during Operation Pincer II. The lightning here is striking into the sea off Long Beach. Storm and Long Beach rainfall that ensued were unforecast. Six days later, Los Angeles Civic Center had its greatest July rainfall in 100 years as a result of the successful Pincer II project.





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.

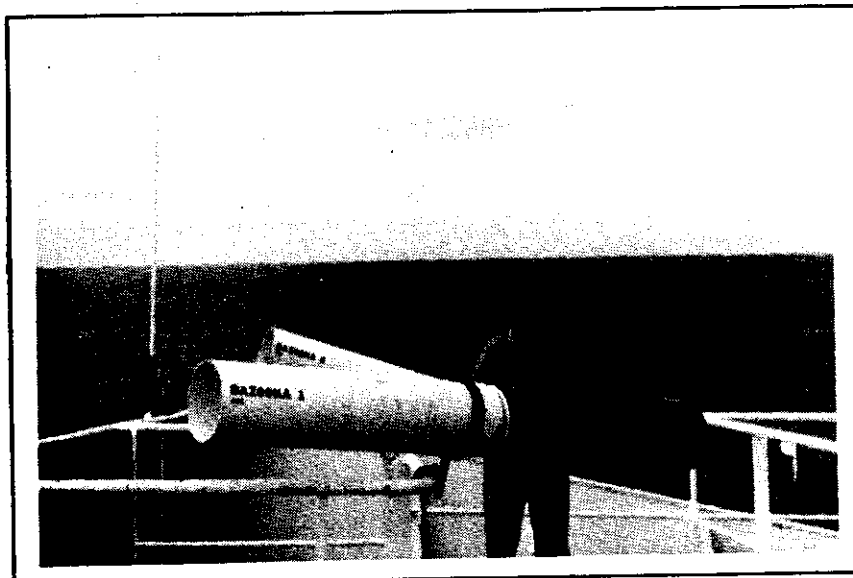


Irv Trent with the Flying H and some "Bazooka" - type weather guns at Hatfield Flat, 16 miles east of San Diego. Spinning of Flying H unit also imparts pulsatory activity to adjacent bazookas. Pincer II, July 1986.



Four Bazookas at Hatfield Flat, Operation Brewer, July 3, 1984. Bazookas use **no water** and **no electric power**.

Gun Car C, early July 1984, carrying four Bazookas in "leading mode."



Bazookas getting their maritime testing aboard SS Maui, mid-Pacific, April 1984.