

# -- CHEMTRAILS --

## Covert Climate Control?

**Under the banner of some top-secret scientific agenda, the US military continues to weave chemical-laden contrails in the skies, causing health problems for unprotected people on the ground.**

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*For nearly three years, chemtrail observers have hoped an official would step forward to explain the origin and purpose of broad white plumes criss-crossing the skies above a dozen allied nations. Their wait is over...*

It was nearly noon when S.T. Brendt awoke and entered the kitchen of her country home in Parsonsfield, Maine. As she poured her first cup of coffee, the late night reporter for WMWV Radio could not have guessed that her life was minutes away from drastic change. Her partner Lou Aubuchont was already up, puzzling over what he had seen in the sky a half-hour before. The fat puffy plumes arching up over the horizon were unlike any contrail he had ever seen, even during his hitch in the Navy.

Like breath exhaled on a winter's day, the contrails he was used to seeing would flare briefly in the stratosphere as hot moist engine exhaust flash-freezes into a stream of ice-crystals. These pencil-thin condensation trails are pretty to watch but short-lived, subliming into invisibility as exhaust gases cool quickly to the surrounding air temperature.

But in late 1997, Aubuchont started observing thicker trails extending from horizon to horizon. Hanging in the sky long after their creators had flown from view, these expanding white ribbons would invariably be interwoven by more thick lines left by unmarked jets, Air Force white or silver in colour.

On this March 12th morning in 2001, Lou did not mention his sighting as S.T. indulged in caffeine. Sipping gratefully, she glanced out the window. It looked like another gorgeous, cloudless day. But not quite. Brendt balked at several chalk marks scrawled across the crystalline blue sky. "Contrails or chemtrails?" she jokingly remarked. Lou got up and looked. What kind of clouds run exactly side by side in a straight line? he wondered. It's just too perfect to happen naturally. When he said he wasn't sure, S.T. stopped smiling and went outside.

Looking up towards the southeast over West Pond, she spotted the first jet. A second jet was laying billowing white banners to the north. Both aircraft appeared to be at over 30,000 feet. Turning her gaze due west, Brendt saw two more lines extending over the horizon. She called Lou. Within 45 minutes the couple counted 30 jets. This isn't right, S.T. thought. We just don't have that kind of air traffic here. While Lou kept counting, she went inside and started calling airports. One official she reached was guarded but friendly. He had relatives in West Pond.

The Air Traffic Control manager told Brendt her sighting was "unusual". His radars showed nine commercial jets during the same 45-minute span. From her location, he said, she should have been able to see one plane.

And the other twenty-nine? The FAA official confided off the record that he had been ordered "by higher civil authority" to re-route inbound European airliners away from a "military exercise" in the area. "Of course, they wouldn't give me any of the particulars and I don't ask," he explained. "I just do my job."

Excited and puzzled by this information, S.T. and Lou got into their car and headed down Route 160. Looking in any direction they could see five or six jets flying at over 30,000 feet. Never in the dozen years they'd lived in rural Maine had they seen so much aerial activity.

A former US Navy Intelligence courier, Aubuchont was used to large-scale military exercises. But he told S.T. he had never seen anything this big. "It looked like an invasion," he later recounted.

Another driver almost went off the road as he leaned over his dashboard trying to look up. As they passed, he acknowledged them with a nod.

As far as they could see stretched line after line. Two giant grids were especially blatant. Instead of dissipating like normal contrails, these sky trails grew wider and wider and began to merge. Looking towards the Sun, Aubuchont saw what appeared like "an oil and water mixture" reflecting a prismatic band of colours. He couldn't call it a rainbow. Rainbows aren't sinister.

As Lou and S.T. completed their errands, the jets kept them company, leaving lines and even circles that resembled smoke rings. Even living near Kennedy, LaGuardia and Newark jetports, Aubuchont had never seen so many big jets performing identical manoeuvres in the same sky. When they returned to Parsonsfield around four, the lines were starting to merge into a dingy haze.

Richard Dean called back. After receiving S.T.'s message, the assistant WMWV news director had gone outside with other news staff and counted 370 lines in skies usually devoid of aerial activity.

Brendt put in another call to the FAA official. He had never heard of chemtrails. In their first face-to-face interview, the chain-smoking controller responsible for air traffic over the northeastern seaboard repeated his earlier statements on tape. Similar military activities were ongoing in other regions, he added. On his 'scopes he could track the tankers flying north into Canadian airspace.

Speaking before witnesses at WMWV on condition of strict anonymity, our "Deep Sky" source answered a series of yes/no questions I helped Brendt prepare when she contacted me.

After nearly three years on this case, I wanted to corroborate extremely high levels of aluminum [aluminium] powder found in samples of rainwater falling through thick sky plumes over Espanola, Ontario, in the spring of 1998.

The Espanola lab tests were conducted after residents began complaining to the provincial environment ministry. Severe headaches, chronic joint pain, dizziness, sudden extreme fatigue, acute asthma attacks and feverless "flu-like" symptoms over a 50-square-mile area coincided with what they termed "months of 'spraying'" by photo-identified US Air Force tanker planes.

The USAF denied the intrusions. But former Ontario Provincial Police Officer and Supreme Court expert witness Ted Simola reported lingering Xs and numerous white trails, some of which "just ended" as if they had been shut off but remained in the sky.

Another Espanola resident told me that mental confusion and short-term memory loss were so prevalent that forgetting where their cars were parked had become "a standing joke" in the tiny town.

On November 18, 1998, the people of Espanola petitioned Parliament. Addressing the Canadian government on their behalf, defence critic Gordon Earle explained:

"Over 500 residents of the Espanola area have signed a petition raising concern over possible government involvement in what appears to be aircraft emitting visible aerosols. They have found high traces of aluminum and quartz in particulate and rainwater samples.

"These concerns combined with associated respiratory ailments have led these Canadians to take action and seek clear answers from this government. The petitioners call upon Parliament to repeal any law that would permit the dispersal of military chaff or of any cloud-seeding substance whatsoever by domestic or foreign military aircraft without the informed consent of the citizens of Canada thus affected."

The Ministry of Defence eventually replied: "It's not us."

Which was true. While the US Air Force counts 650 four-engine KC-135 *Stratotankers* and 50 KC-10 *Extenders* in its active inventory, Canadian Forces do not fly armadas of tankers. But they do operate the biggest radar installation in Canada at CFB Comox on Vancouver Island, easily capable of tracking the American formations coming up from the south.

"Was the classified operation a radar experiment?" we asked Deep Sky.

"That wasn't what I was told."

Were ATC radars "enhanced or degraded", we wanted to know. The barium spread in exercises conducted out of Wright-Patterson Air Force Base acts as an electrolyte, enhancing conductivity of radar and radio waves. "Wright Pat" has also long been deeply engaged in HAARP's electromagnetic warfare program.

## **A SKY SHIELD TO COMBAT GLOBAL WARMING?**

The puzzle pieces fell into place with Deep Sky's revelation that ATC radars were being "degraded" by tanker-released particles showing up as a "haze" on their screens. This radar characteristic matched the high concentrations of aluminum powder found along with a preponderance of quartz particles in Espanola's chemtrail-contaminated rainwater.

The tankers' aluminum powder emissions also matched the Welsbach patent. Issued in 1994 to the Hughes aerospace giant "for Reduction of Global Warming", the sky shield blueprint calls for dispensing microscopic particles of aluminum oxide and other reflective materials into the upper atmosphere to reflect one or two per cent of incoming sunlight. Computer simulations by Ken Caldeira at Lawrence Livermore National Laboratory calculated that this would be enough to stop warming over 85 per cent of the planet, despite an anticipated doubling of carbon in the atmosphere within the next 50 years.

Lawrence Livermore priced the aerial spray program at US\$1 billion dollars a year--a cheap fix to maintain massive petroleum profits in the face of Kyoto's internationally agreed carbon cutbacks.

Livermore's founder, Edward Teller, lobbied hard for another chance to play with planetary processes. At the 1998 International Seminar on Planetary Emergencies, the Father of the H-bomb presented his Next Big Idea. Having earlier pressed for detonating nuclear bombs to carve new harbours out of American coastlines, Teller now called for reflective chemicals to be spread like mirror-shades over the Earth. Or at least over allies who could agree in secret for this unprecedented geoengineering experiment to be carried out over their unsuspecting constituents.

In a draft report leaked to me soon after it appeared for peer review in May 2000, an expert panel chosen among 3,000 atmospheric scientists looked at Caldeira's computer simulations and agreed that Teller's scheme might work. But the IPCC warned against unpredictable upsets of the atmosphere, as well as against angry populaces reacting to "the associated whitening of the visual appearance of the sky".

Caldeira was so concerned he went public, warning that deflecting sunlight would further cool the stratosphere, concentrating icy clouds of ozone-gobbling CFCs that could destroy Earth's solar radiation shield.

Was the sky shield experiment already underway? Deep Sky hinted that it was.

Were the tankers involved in weather modification? Our FAA source hesitated before responding. "That approximates what I was told."

For the third interview we rephrased our key question. Were the tankers repeatedly observed on ATC radars involved in climate modification? I caught my breath as Deep Sky confirmed that this is what he was told was the object of the missions.

Here at last was our "smoking nuke" admission. After years of "airliner" double-speak, we could now corroborate Deep Sky's report of military aircraft dispensing reflective materials with an earlier report by a Canadian aviation official.

On December 8, 2000, Terry Stewart, the Manager for Planning and Environment at the Victoria International Airport, had broken this story wide open when he responded to a caller's complaint the previous day of Xs, circles and grids being woven over the British Columbia capitol. Leaving a message on an answering machine tape, later heard by more than 15 million radio listeners, the public servant explained: "It's a military exercise, US and Canadian Air Force exercise that's going on. They wouldn't give me any specifics on it."

Stewart added that he found the incident--one of hundreds reported over Canada's west coast since the fall of 1998--"very odd".

Tasked with defending Canadian airspace in the region, CFB Comox chose instead to defend a classified collaboration. "No military operation is taking place," the base information officer tersely told me when I called for

details. But Stewart later told the *Vancouver Courier* that his information had come directly from CFB Comox.

## CONTRAILS vs CHEMTRAILS

Across the strait from the island air base, a concerned mother of three children was noticing that people in Gibsons were coming down with ailments that coincided with constant chemtrail activity. Suzanne Smart's husband contracted asthma; their children were always sniffing and coughing. Smart ended up in the small coastal town's Emergency unit with a sore throat, "super-stiff" neck, pounding headache and ears "ringing like crazy". Even her teeth hurt.

It was all very nerve-wracking. Smart contacted a Transport Canada investigator who had noticed the jet trails too and was convinced it was normal contrail activity. Why he took special notice of normal contrails was not explained. But the TC official told Smart he hoped the Canadian equivalent of the FAA would be notified of any military exercises taking place.

On June 17, 2001, after photographing massive plumes over Gibsons, Smart checked with aviation authorities and found that no airline flight plans had been filed for that airspace at that time. Official weather data showed that when her photos of multiple white plumes were taken, the 30 per cent humidity at 30,000 and 35,000 feet was less than half that needed for contrails to form.

As NOAA meteorologist Thomas Schlatter explains, for even short-lived condensation trails to form, "we're talking temperatures lower than about minus 76 degrees Fahrenheit, and humidity at jet altitudes of 70 per cent or more".

Smart sent her findings to Transport Canada with a request for an explanation of how contrails could form when they couldn't. "It is my understanding," she wrote, "that the only way to form jet trails at yesterday's low humidity is to introduce very fine particulates into the atmosphere."

Smart's homework hit like hardball. According to the National Center for Atmospheric Research in Boulder, Colorado, the only way to form artificial clouds in warm dry air is to introduce enough particulates into the atmosphere to attract and accrete all available moisture into visible vapour. If repeated often enough, the resulting rainless haze can lead to drought.

Following standard procedure to ignore all evidence contradicting the official line, Transport Canada's Randy Phillips responded by advising Smart to check out the "urban legends" website ridiculing chemtrails.

Col. Walter Washbaugh, Chief of the Congressional Inquiry Division for the Secretary of the Air Force in Washington, DC, also calls chemtrails "a hoax". In an April 20, 2001, letter to a US senator, Washbaugh blamed the increased number of contrails on "significant civil aviation growth in the past decade".

He was right. A National Science Foundation study has found that, in certain heavy traffic corridors, artificial cloud cover has increased by as much as 20 per cent since the jet age took off. Dr Patrick Minnis, a CERES atmospheric researcher and ardent chemtrails critic at NASA's Langley Research Center, reports that cirrus cloud cover over the United States is up five per cent overall because particulates in engine exhaust are acting as cloud-forming nuclei. As the number of flights currently exceeds 15 million annually worldwide, the NSF, NASA and EPA predict artificial clouds will intensify as air travel continues climbing sharply.

What about chemtrails? Colonel Washbaugh ascribed widely reported grid patterns to overlapping aircraft flying north-south, east-west airways. The only thing wrong with this explanation, an air traffic controller told me in Texas, is that US airways do not run north-south.

The biggest laugh came when the colonel told the senator: "The Air Force is not conducting any weather modification and has no plans to do so in the future."

In fact, attempts to steer hurricanes by spraying heat-robbing chemicals in their paths began in the 1950s. The recipe for creating "cirrus shields" was outlined in an unusually arrogant US Air Force study. Subtitled "Owning the Weather by 2025", the 1996 report explained how "weather force specialists" were dispersing chemicals behind high-flying tanker aircraft in a process the air force calls "aerial obscuration".

Official denials reached new altitudes of absurdity when another colonel claimed: "The US Air Force does not conduct spraying operations over populated areas." USAF spokeswoman Margaret Gidding told a Spokane newspaper: "The Air Force doesn't do anything that emits anything other than a normal contrail, which is vapor."

So were their replies. Apparently Anderson and Gidding had forgotten how US Air Force spray planes crippled a country and a culture by dispensing over Vietnam thousands of tons of "Agent Orange" defoliants containing dioxin toxins as hazardous as plutonium.

## SEEING IS BELIEVING?

In the end, it has proved impossible to continue skywriting giant billboards advertising government duplicity, while insisting they are not there. By the summer of 2001, the controversy entered a new phase. Pictures of contrails were being distributed to newspapers by the Associated Press, and "chemtrails" could be overheard in coffee shop conversations across an entire continent.

When it comes to chemtrails, seeing is disbelieving official disinformation. As public awareness grows, people like war veteran David Oglesby are looking up. The 11 fat plumes fanning out over his Coarsegold, California, home did it for Oglesby last June.

"The trails formed a grid pattern," he told WorldNetDaily News. "Some stretched from horizon to horizon. Some began abruptly, and others ended abruptly. They hung in the air for an extended period of time and gradually widened into wispy clouds resembling spider webs."

A retired US Air Force radar tech named Shimer called a colonel responsible for all military operations in central California. "What would you say if I said there are three aircraft up there right now?" Shimer asked. "Are they there?"

"No," the colonel replied. "They are not there."

The Houston study is not so easily dismissed. Mark Steadham was looking for contrails when he started observing the skies over this busy Texas hub last winter. Using FAA tracking software called Flight Explorer to identify each aircraft, Steadham clocked contrails trailing from Boeing, McDonnell-Douglas and Airbus airliners. All but two of these condensation trails sublimed into invisibility within five to 20 seconds; the only exceptions persisted for two and 25 minutes.

Flight Explorer does not show altitudes for military jets, but, according to the FAA, tankers and transports usually transit continental airspace at around 30,000 feet to ensure safe separation from airliners flying between 35,000 and 39,000 feet. Military "heavies" flying below 30,000 feet should not leave contrails at all. Major-General Gregory Barlow confirms that Air Force tankers do not perform refuelling missions at contrail-forming altitudes.

But Steadham found just the opposite in his study. While observing air traffic for 63 days, the Houston skywatcher found that thick white plumes laid by similar-sized military aircraft--at the same time, in the same airspace as 20-second airliner contrails--lingered for four to eight hours.

## **GLOBAL CHEMTRAIL REPORTS**

Sightings of oddly lingering plumes sometimes resembling rocket trails are not confined to North American skies.

While on leave in Italy in the summer of 1999, the US Navy's Kitty Chastain sat on her hotel balcony and watched aerial grids being laid all day just offshore over the Bay of Naples. "People were coughing all over Naples," she wrote. On the bus ride in from the base, Chastain explained chemtrails to many sailors with hacking coughs.

On October 12 that same year, a Paris correspondent reported "...heavy activity from all directions, X upon X. The pilots here seem to like to play chicken; they fly right at each other and then one will swerve, their trails forming pitchforks and Xs." No contrails were being left by "normal planes" in the same skies. But the next day, planes flying over Paris "from all directions" obscured the sky with more Xs that continued into the evening.

In Spain on April 27, 2000, American tourist John Hendricks dashed off a quick email from El Café de Internet: "Were we surprised to see that the chemtrails are as bad here as they are anywhere, both in Mallorca and in Barcelona." He and his wife "took plenty of pictures" before noticing a postcard they'd bought captured a perfect chemtrail.

"Add Sweden to the list," a Swedish resident wrote after spotting eight to 10 parallel trails and contracting flu for the first time in years. Weather conditions at the time were not conducive to contrail formation. "I know the commercial routes, and we have a bunch of them, but not where these trails were."

Chemtrail activity has been reported in at least 14 allied nations including Australia, Belgium, Britain, Canada, France, Germany, Holland, Ireland, Italy, New Zealand, Scotland, Sweden and the United States. Croatian chemtrails began the day after that country joined NATO.

## **ATMOSPHERIC ORGANISMS**

Many chemtrail observers note that chemtrails are often laid down at the leading edge of approaching frontal systems. While rare "sundogs" form ice-crystal circles around the Sun in advance of strong winds, much more common "chemdgos" create prismatic solar halos during stable weather.

More and more observers, like this Vancouver resident, wonder why "on the days of heavy spraying you will notice a rainbow around the Sun". Many more people who have been healthy all their lives wonder why they keep getting desperately sick whenever the chemplanes appear.

Unlike the refined aluminum in cooking utensils that is tenuously linked to Alzheimer's disease, aluminum oxide is as inert as sand and is not considered toxic.

But in a story headlined "Tiny particles can kill", the August 5, 2000, edition of *New Scientist* reported that "city-dwellers in Europe and the US are dying young because of microscopic particles in the air".

Looking at byproducts of hydrocarbon burning, a Harvard School of Public Health team determined particulates with a diameter less than 10 microns as being a serious threat to public health. (A human hair is about 100 microns across.) In 1987, US environmental regulations limited airborne concentrations of particles less than 10 microns in diameter.

But air pollution has grown worse. On April 21, 2001, the *New York Times* warned: "These microscopic motes are able to infiltrate the tiniest compartments in the lungs and pass readily into the bloodstream, and have been most strongly tied to illness and early death, particularly in people who are already susceptible to respiratory problems."

David Hawkins, a lawyer for the Natural Resources Defense Council, speaks for "about a quarter-million Americans who have died prematurely as result of fine-particle exposure".

That number may be boosted sharply by chemtrail spraying. On December 14, 2000, the *New England Journal of Medicine* reported that inhaling particulate matter of a size 10 microns or smaller leads to "a 5% increased death rate within 24 hours".

Teller's sunscreen calls for spraying 10 million tons of talcum-fine reflective particulates of 10 to 100 micron sizes.

Allergic reactions to airborne fallout do not explain the entire syndrome of chemtrail-related illness. Falling blood temperatures accompanying symptoms of intense yet feverless "flu" is a classic sign of chronic fungal infection. Blamed for a host of auto-immune dysfunction, from chronic fatigue to fibromyalgia and multiple sclerosis, the fungus within us also signals its presence in sharp joint pain, sudden extreme fatigue, sudden dizziness, mental confusion and short-term memory loss.

After nearly three years of intense investigation, I have found no proof that chemtrails constitute a deliberate biological attack. Research for my books on the Gulf biowar and earlier germ warfare experiments (*Bringing The War Home*; *Scorched Earth*) show that bio-attacks are conducted at low level and never in daylight, in order to avoid ultraviolet sterilisation of toxins.

The biohazards in chemtrails may be bad LUC. The "Law of Unintended Consequences" states that every human intervention creates unpredictable consequences. Chemtrails can cause drought by soaking up all available moisture, and drooping chemical curtains fall through vast colonies of UV-mutated bacteria, viruses and fungi living in the upper atmosphere. Could these malevolent micro-organisms be piggy-backing on the plumes?

A series of balloon flights made in the US during the 1960s collected startling stratospheric samples swarming with bacteria and fungi as well as viruses bigger than any known at the time.

If viruses fall from the sky, most would land in the sea. Dipping their beakers into coastal seawater, scientists found as many as 10 million large virus-like particles per quart. As one researcher said: "No one knows where they come from or what they do. Their size and shape match the virus-like particles found in the upper atmosphere."

Other life-forms, even tinier than bacteria, are also thriving in our atmosphere. The discoverer of nanobacteria, Dr Robert Folk, describes the most populous organisms on Earth as "dwarf forms of bacteria, about one-tenth the diameter and 1/1000th the volume of ordinary bacteria".

The Professor Emeritus at the University of Texas figures that these ultra-tiny bugs are "possibly an order of magnitude more abundant" than normal bacteria that swarm everywhere.

Since chemtrails are commonly spread over populated areas where temperature differentials are greatest and solar shading most needed, it is probable that particulate-laden plumes are precipitating airborne viruses, bacteria and fungi down into human lungs and respiratory systems unable to recognise or resist the alien invaders.

This possibility was further strengthened when Dr Folk chose a lightweight metal as a matrix to grow bugs too small to be seen by optical microscopes. Folk viewed under electronic magnification entire ecologies of swarming nanobac. The bacteria were feasting on (he called it "metabolising") aluminum.

## **PUBLIC CONCERN SPREADS**

Are we worried yet? An August 2001 WorldNetDaily poll asked Americans: "Do you think 'chemtrails' are anything to worry about?" Forty-three per cent answered "Yes"; another 30 per cent wanted more information on chemtrails--a total 73 per cent of US respondents concerned about chemtrails.

As lawyers across the US discuss filing the "Mother of All Lawsuits" against Boeing, Bush and the US Air Force, their case now appears tight enough to force further disclosures. The last glaring evidential gap--photos of ground-based chemtrail operations--may soon be forthcoming.

What to do?

A British campaigner involved in another bid to reclaim individual sovereignty and local autonomy held out the best hope for change when she told a CBC radio interviewer: "The only way to get government to do anything is if enough people stand up and shout, 'This is ridiculous!'"

Stay tuned. With chemtrails confirmed as a military operation aimed at climate modification, the biggest trial is about to begin--in the court of public opinion.

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