



# **LOOM OF THE FUTURE**

**The Weather Engineering Work  
of Trevor James Constable**

**An Interview Conducted by  
Thomas J. Brown**

**Director of  
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Dedicated to the Memory of

**Anthony Segreti**

1929 - 1993

Christian gentleman and loyal co-worker

"Friend of the Earth"

It's white,  
wet and wild  
in Southland

Snow in the Valley,  
lightning downtown

A thunderstorm  
clogs roads and  
soaks Windward  
and Central Oahu.

NEW STRAITS

L.B. keeps its  
cool in rain,  
hail, thunder

Big waterspout seen off

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 nec-  
essarily improved. Much of the  
haze 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 exer-  
cise outdoors. There also is in-  
creasing evidence from national  
researchers that the pollutant  
causes premature aging and per-  
manent damage that could trigger  
chronic lung disease in healthy  
people.

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



Rain  
in July?

A series of unusual summer  
storms that included a  
spectacular show of behavior  
should move on by Thursday  
afternoon, making way for the  
typical early morning low clouds  
and afternoon sunshine for the  
weekend.

San Jose, Calif.  
Thursday, July 23, 1990

Cloud over  
high-tech  
rainmaker  
Weird weather  
1990 Smog  
Cleanest Air

Surprise Rainstorm  
Volume 45 No. 1



First summer waterspout cluster spied off coast  
Area smog drop  
Technology will overcome belief  
INS WASH

SMOG: 1990 Air Cleanest

# Preface

This book is an introduction to a complex man and his epochal discoveries, and also introduces an innovative format for presenting the ideas of such a man. The interview/photo album format provides an easy, functional approach to the researches of Trevor James Constable. To borderland science enthusiasts Trevor needs no introduction, for he is one of the great pathfinders of the emerging New Technology, but the world at large is generally ignorant of him and his original researches, which began nearly 40 years ago.

In the professional world Trevor is a U.S. Merchant Marine Radio Officer of high regard, retired after

26 years of sea duty. He is also a noted author of classical historical books on fighter aviation published in many languages. Accomplishments enough for any man, surely, but Trevor has aroused the Great Man within himself, dedicating a lifetime to unlocking secrets of the universe, through a physical interface with the finer forces of Nature. Basic secrets of engineering the weather organism have been penetrated, and are described in this volume.

Trevor has joined previous pioneers researching the Life Energy—the elusive ether. His time-lapse video tapes of the ether being manipulated in weather engineering are a landmark. They have demonstrated objectively the physical reality of the Life Energy. One can check the great medical and scientific tomes of our day and find that the concept of the Life Energy has no room for discussion. No such thing is within the accepted parameters of thought. Therefore Trevor's work is to be considered “waaaaay out in left field” by contemporary orthodoxy. But the realities of rain on the camera lens, irrefutable radar echoes and maps, and the thundering crash of the storm provide unique authentication. This volume stands as testimony to that work.



TREVOR JAMES CONSTABLE at his home in Point Fermin,  
In San Pedro, California, Circa 1982.

This interview was conducted over several years via phone, fax and mail, and is pieced together from many exchanges. Knowing when to draw the line and finalize the project was difficult, for Trevor continues to advance in his discoveries to this very day. Work with Life Energy is always advancing and growing. A book full of practical, real-world experience with Life Energy is a signpost to a more intelligent, aware future. And such a future shall be woven from the fabric of enlightened work, upon the loom of the ever evolving Life Sciences.

Thomas J. Brown  
Interviewer, Editor

### PIONEERING PAIR

TJC (L) with Dr. Jim Woods at 1000 Palms Oasis in 1968. They carried out a UFO photography project using a cloudbuster, to attract plasmoid type UFO's that they had previously photographed in 1957-60. Use of this cloudbuster caused gross changes in local desert weather. UFO's were indeed photographed, but the attraction of using the ether — and the cloudbuster — to engineer weather was irresistible. Woods later passed away after a long illness.



### DURING UFO DAYS

TJC at Giant Rock, California. In May 1958, during early photo projects aimed at objectifying UFOs directly from the invisible state. Infrared film was employed. This work led eventually to the use of the cloudbuster ten years later, and the rest is history.



### WEATHER CONTROL PIONEER

The late Dr. Wilhelm Reich, protege of Sigmund Freud. Invented the Cloudbuster and pioneered modern weather control techniques nearly 50 years ago. Trevor Constable states that he merely built upon the foundation that Reich hid. Constable had the crucial early guidance of Reich's daughter, Eva Reich M.D., and also of Robert McCullough, Reich's assistant in weather control. TJC's opinion of Reich is that he was the greatest natural scientist of the 20th century, and one of the greatest men of all time. Reich died in a Federal penitentiary in 1957, and government agents burned all his scientific books, under Federal court order. The books have since been reissued.



### THE ORIGINAL — BY WILHELM REICH

One of Dr. Wilhelm Reich's original cloudbusters as it looked in 1980 at Orgonon in Maine. TJC says of the original cloudbusters "Man's first direct technical access to the ether, it was a product of prodigious genius — someone we didn't deserve to have help us find our way in this world."



### HOW IT STARTED

TJC sights along cloudbuster tubes at 1000 Palms Oasis in 1968. With friend and associate Dr. Jim Woods, he used cloudbusters originally to attract amoeboid type UFOs, to photograph them in infrared. The two experimenters found that they were grossly influencing the weather, and followed that line thereafter.



### AT THE READY

Trevor James Constable and one of his Weather Control Units, San Pedro 1977. A skilled and aware operator is an essential component in any weather engineering operation.



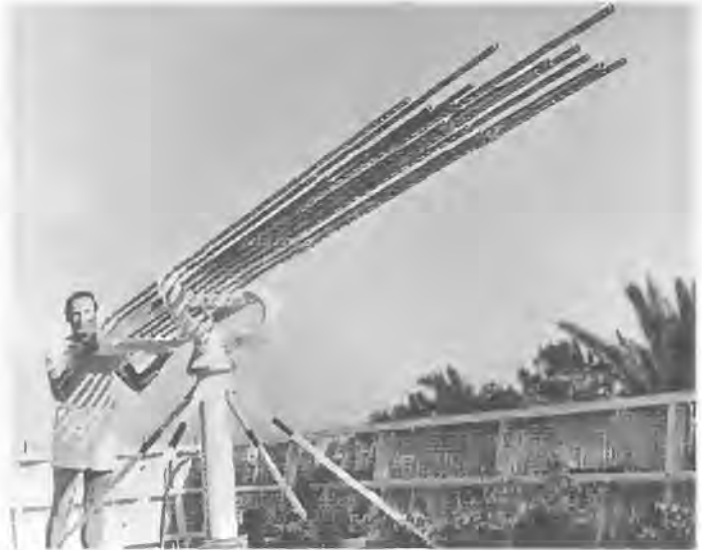
### PERCEPTIVE DUCK

TJC and his family inherited an ancient pet Aylesbury duck named Jethro, seen here in the sumping arrangement for TJC's Cloudbuster. He took to the grounding tube of the unit like, well, a duck to water. Ancient Jethro bestrode the grounding pipe and paddled vigorously as though galvanized with new life. When forcibly withdrawn, he would return to the pond and grounding pipe in a beeline, there to paddle for endless hours. When the Cloudbuster was operated during the night, Jethro could be heard paddling furiously at 3 am. He became again a young duck while astride the grounding duct



### WILLY'S WAND 1971

This 12-tube cloudbuster was designed and built by TJC and the late Dr. James O. Woods. Willy was a reference to the late Dr. Wilhelm Reich, inventor of the doudbuster and grandfather of modem etheric weather engineering. This unit introduced many innovations to Cloudbuster design. Balance was made perfect through counterweighting. Water grounding was via the central pillar, into which a fog nozzle injected atomized water. The conical rotating joint on top of the pillar was connected via metallic ducts to the frame rails, which in turn accessed the draw tube man fold. TJC and Woods found that they could tune the whole assemblage radionically through the telescoping tubes, something that they later refined. Willy'sWand could also be "locked" on any bearing, or locked at any elevation. The elevated assembly, when so locked, could be easily spun on the rotating joint Willy'sWand was later modified, re-engineered and appeared in many variants, including the large single-barreled Magnum 103 and Magnum 144 device, over a ten year period. Following this phase of work, water-powered apparatus was supplanted by the biogeometric translators developed by TJC and his group.



### TWO OLD FRIENDS

TJCs original collaborator in his UFO work was the late Dr. James O. Woods, seen here with a late modification of the original Willy's Wand unit built by the two men in the early 1970's. Doc Woods was an early weather engineering pioneer with TJC. Illness took him from the earth in the middle 1980's.

### SWISS BUSTER

The late Dr. Walter O. Stark, an internationally known physicist, built this cloudbuster in Lugano, Switzerland, with consulting advice from TJC. A specialist in ionization devices, Dr. Stark included negative ion needles in the cloudbuster tubes, a notable design 'first.' Dr. Stark successfully engineered rain in Switzerland, before his untimely death in 1981.





#### WHERE'S THE RAIN?

Pioneer weather control engineer Bob McCullough, assistant for two years to the late Dr. Wilhelm Reich, scans the San Bernardino mountains in California with binoculars. Around him is part of installation on Banning Bench, 3200 ft above sea level on the fringe of the Mojave Desert. Extreme left are two "Hozah" cloudbusters, and in the center background Magnum 108 is trained northward. Rack units, the simplest of all water powered cloudbusters, cover the ground to the right of McCullough. Foreground detail shows how tube bases were manifolded with a fog nozzle, for maximum power, minimum water use.

## LOOM OF THE FUTURE

TB - Thomas J. Brown

TJC = Trevor James Constable

TB: Your attack on smog in southern California in 1990 —Operation Clincher — ended with an overwhelming success. Three times in three involvements with southern California smog, in three separate years, you have brought it down to new record low levels. Did you actually expect the smog reductions you achieved in 1990 to be as large as they are, given that 1989 was the all-time record low smog season.

TJC: Yes, I did. The huge, 29 percent drop in 1989 was, after all, due to three months intervention by us with Operations Breakthrough and Checker. We had no doubt we were responsible for that unprecedented 1989 drop in smog, which the smog bureaucracy could not explain, coming after the heavy-smog 1988 season when we stayed out. The bureaucracy's response to 1988 was new and tougher regulations, but these were not even half-implemented in the 1989 season, when smog dropped nearly 30 percent. The official 1989 statistics confirm our intervention. We saw the day to day reactions of the smog to our various activities.

TB: Then this was what allowed you to publicly predict a further 20 percent drop in 1990 smog —which you then exceeded with Clincher?

TJC: Our functioning is based exclusively on RESULTS. We are active empiricists —'men of action' if you like. I have invested a lifetime learning how to engineer physical effects via etheric engineering. This naturally permits judgements and insights that no computer program can yet provide, either in applying this revolutionary technology, or in predicting its results. Refined theories and computer control programs will definitely come someday, but for now it is "seat of the pants." We use my pants.

TB: Predicting back in April 1990 a further 20 percent reduction from an all-time low level of smog in 1989 would be seen by most people as a very bold move —sticking your neck way out. If you missed, you'd have been a laughing stock, like an "earthquake predictor." Why did you expose yourself to the possibility of ridicule like that?

TJC: I suppose I did really, but I was confident we could achieve a 20 percent reduction in Alert-Days. I expected also unprecedented inroads on the smog in its duration and intensity. This HAD to be so, or I was totally wrong and I had been living on Fantasy Island. We had 6 bases to start

and 8 more coming later. The equipment was far superior to our 1989 units, we had more of it, and we would operate full season. Success was inevitable unless we were somehow stopped.

TB: You say "we." Who was involved?

TJC: My team. They are a group of 5 or 6 dedicated and totally trustworthy men —selfless individuals —who have been associated with me for many years. I have received from them touching loyalty and indispensable help. There would have been no CLINCHER without them. Irv Trent, my closest aide and dearest friend, has been with me more than 20 years. He is now 76, and still swinging. In 1990 an additional group of good friends, who know about my work, but are extemes to it, provided the additional operating sites that gave CLINCHER its unprecedented impact on L.A. smog. And finally, the late General Curtis LeMay gave me crucial assistance. His mid-season intervention with badly-needed sites in Riverside was decisive. This reversed an adverse situation there and made CLINCHER into a triumph.

TB: How much did it cost you and your Singapore "angel" to mount CLINCHER, if it is not a rude question?

TJC: Of course it is a rude question. Let me answer in terms the public can readily grasp. In southern California they are going to be soaked for over \$20 billion in the next 10 years to "fight" smog. That's in addition to the cost of die air pollution bureaucracies. The main bureaucracy right now is the Soutii Coast Air Quality Management District (AQMD), with a \$101 million annual budget. CLINCHER required about 20 percent of a SINGLE DAYS AQMD BUDGET TO RUN ALL SEASON.... with all-time record cleanup results. No compliance burden for anyone, just me and my team winding away with our Spider units. Our budget was ultra low because, as Groucho Marx might have put it, our people didn't eat. The weather engineering approach to smog is not another massively expensive smog racket, or another mindless paperchase for harassed businessmen and it doesn't mean more regulations. Rather does it mean the curtailment of regulations. There is no regulatory or compliance burden on industry or on the public.

TB: Do you expect to see your work taken up commercially in southern California as part of a rapid, regional smog reduction?

TJC: No, I do not see that. We first of all allowed the full 1991 smog season to consolidate our statistical sweep of

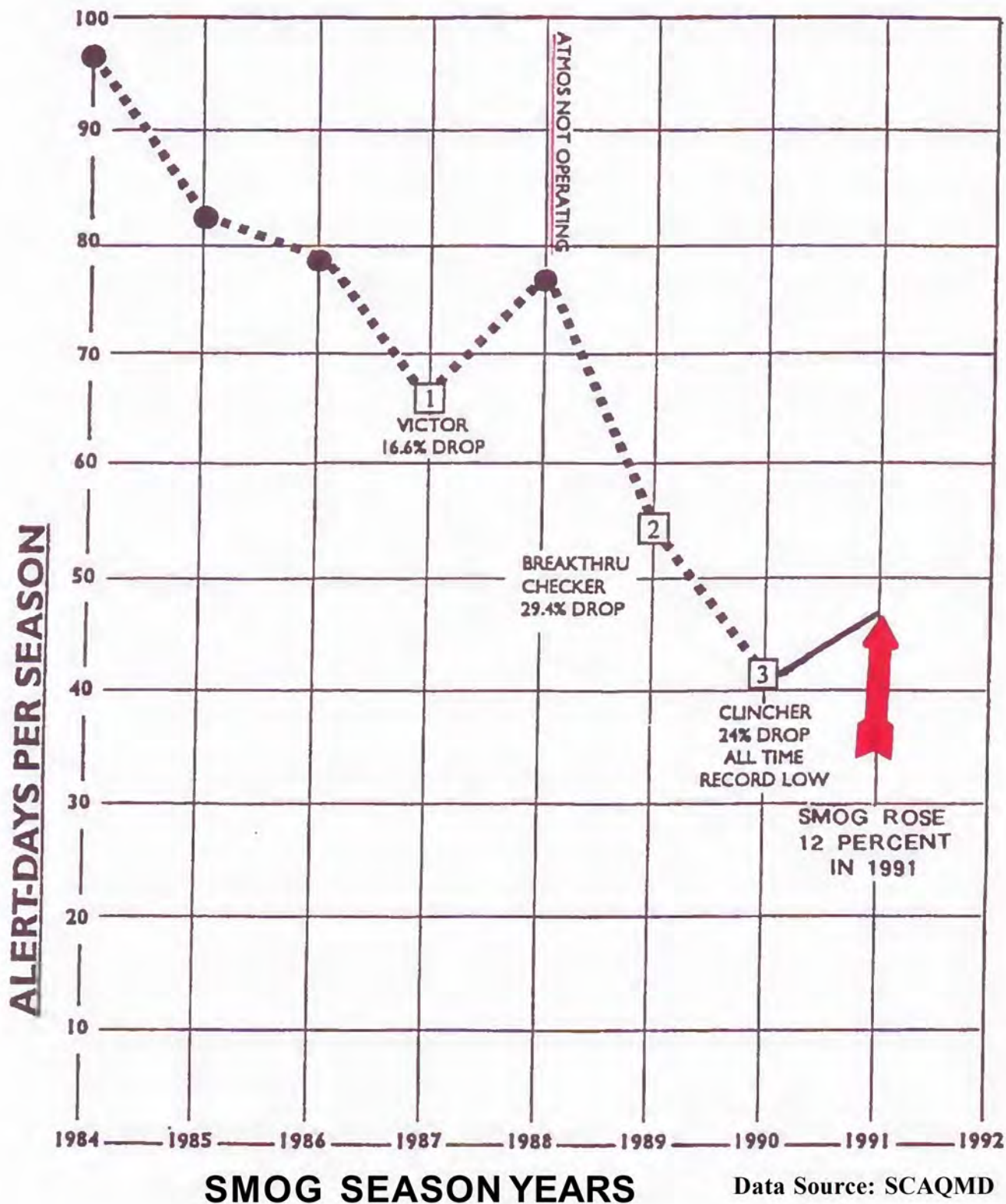
# THREE INTERVENTIONS OF ETHERIC ENGINEERING IN SOUTHERN CALIFORNIA SMOG

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%



1990. The AQMD blandly attributed the near-miracle of 1990 to their “tougher regulations,” as though rules could bring about the massive physical changes of 1990. Well, in 1991 the AQMD had its best chance since its foundation. The Mt Pinatubo volcanic eruption in the Philippines, and the Kuwaiti oil fires, combined to put thousands of tons of climate-modifying ash and debris into the atmosphere. Southern California had its coolest summer ever. The AQMD had this huge advantage, and still more regulations than in 1990, but seasonal Alert-Days rose by 12 percent over 1990. CLINCHER is still the champ. There will be no more clean air for southern California for free —not from me. I said that before starting CLINCHER. Our influence in the smog problem is clearly evident statistically since 1987—if you know all the facts of our involvement.

TB: Since 1987? This has been pretty costly for you, hasn't it?

TJC: The cost to us as private citizens, both financially and in terms of stress and strain has been very high—even severe. Bureaucrats who deceitfully grabbed every bit of credit for the 1990 CLINCHER triumph did not forecast or in any way anticipate 1990's 24 percent drop in Alert-Days. I did. I went public with my prediction in the Federal documentation of CLINCHER, before the start of the smog season. In 1991, despite the freakishly favorable weather break that I described for you, the AQMD could not equal, let alone excel, the all around knock that smog took from CLINCHER in 1990.

TB: How much further do you feel you could reduce smog in southern California in future operations?

TJC: I think a further 20 percent reduction in Alert-Days, below the record 1990 level, is quite feasible now.

TB: What are you going to do with the technology? What are your plans for its use?

TJC: Smog is alleged to be a world-wide environmental problem. I question that status, but the idea is definitely being promoted from a very high level. The purpose appears to be to initiate—and permanently sustain—massive public expenditures for air pollution cleanup. Hundreds of billions of dollars are involved in the world scenario. I believe after much study and some crucial experience, that it is to be a partial substitute for the perennial fraud of defense expenditures.

TB: Have you looked into the smog situation in other countries?

TJC: Some countries like Japan, Taiwan, Greece and so on, have smog at near-lethal levels. In Taiwan, where we have approached the government, there is no solid interest in its effective reduction. The general program world wide is shaping up so that we continue to “fight” smog. Reducing it in massive increments to a non-problem is viewed with disfavor. Our financial people in Singapore are investigating the Mexico City situation. There, it could become politically advantageous to those in power to produce at least a partial cleanup. We shall see. I am against working in southern California any more, because the whole scenario is corrupt and crazy.

TB: Surely the public, nevertheless, would approve of this being tried?

TJC: The public does not count. You learn that early. Politicians, smog bureaucrats, and extremely powerful financial interests are already *invested, in smog*. They are exploiting the scourge for what they can get out of it. These forces do not want smog drastically dropped. An ongoing smog problem, like the Pentagon in the good old days before the Soviet Union disintegrated, is a financial bonanza for those organized to benefit. Of course this is a “damn the public” attitude, but tire public is watching the basketball and so gets what it deserves—which in this case, is smog.

TB: I see the distinction you're drawing between “fighting” smog, as a permanent activity, and “effective reduction” which entails mastery of the problem. Isn't that the way it is?

TJC: Yes. We have shown that we can drastically reduce smog in America's worst-afflicted region, without even going flat out. Just with a simple pilot program we did that.

TB: So CLINCHER was not an all-out effort.

TJC: No, not by any means. Available budget and non-available personnel prevented us from using fully what we already could do in the spring of 1990, with these simple devices and techniques. Without the necessary funding and people, we were far below what was even then technically possible and feasible. I am personally now at retirement age, and must watch the stress burdens I assume these days. But, with adequate funding, and utilizing what we have developed technically in the interim, I have no doubt we could again bring about a further reduction in southern California's seasonal Alert-Days tally.

TB: What would you have done differently with ad-

equate funds and personnel in 1990? What would you do now? How much money are we talking about for a maximum effort?

TJC: I would have liked to use in 1990 at least 40 of our Spider units, instead of only 14. Much more effective Spiders have been developed since CLINCHER, and methods have been improved, too. So I think today in 1994, 30 to 40 of the new Spiders would do the job handsomely.

TB: What would you do with the extra capability, I mean, how would you approach things in layout and so on?

TJC: I would set the units to decisively limit the migration of L.A. smog into Riverside and the eastern areas of the L.A. Basin. The patterns of smog movement, as established by pollution scientists, identify the happening to me as an eiherically driven process. Other placements could pretty well kybosh smog in die notorious foothill areas at die northern end of the L.A. Basin. You have only to see what a single Spider in Pasadena did in 1990 to get the drift of that There was a 58 percent reduction in Alerts, under 1989. I would also install a string of these units from die northern end of Santa Monica Bay, on coastal sites as far south as Capistrano. These would dramatically influence the L.A. industrial areas. I would also make dispositions to inhibit the formation of the inversion layer over Los Angeles, the regional lid on the smog cookpot. We know we can do that now, very readily, with Spiders. A couple of downtown Los Angeles rooftop sites would have a salutary effect in that connexion.

TB: What would such a project cost?

TJC: I have only made rough estimates, but we could probably handle a one-time pilot program, with 30-40 stations, for under \$2 million.

TB: For how much reduction in smog?

TJC: Had we been setup that way in 1990, for CLINCHER, I would have probably been tempted to shoot for a 50 percent reduction from 1989 — in terms of Alert-Days. Naturally, it becomes harder to make large percentage reductions as you get it down to where the CLINCHER all-time record now is —41 Alert-Days. But I think we could produce a season with 30 Alert-Days, maybe even a little less.

TB: But that's a huge benefit for a minor sum of money.

TJC: True. But society only has compensation like that, most of the time, for ball players and rock musicians. As long as you remain aware that in this world most good works are impoverished, you can avoid excessive expectations from smog reduction contracts —even uo-results-nu-pay contracts. Far too many powerful people like things the way they are.

TB: That raises again something mentioned earlier. You mentioned the corruption that surrounds the smog problem in California.

TJC: Yes, it sure does, but everybody financially involved with smog would deny that, including leading officials. Whenever you have large amounts of money sloshing about in a politico-technical scenario, where massive investment is being coerced by law, you will have corruption. When expensive capital equipment is sold and being installed to government requirements, you have graft. Corporations wishing to have a hand in shaping laws and regulations that will be expensive for them had better have a grease-gun handy. The very existence of the burgeoning national market for smog equipment has given politically powerful people a vested interest in smog. I think that is why there is no interest up until now, in financial and political circles, in what we are doing. Our methods tend to annihilate the existing smog marketplace. Nowadays I wish I had worked on smog much earlier, instead of rain engineering, because the uufoldment of things may well have been much more favorable commercially.

TB: What do you think might have happened, had you tackled smog earlier on?

TJC: EI had learned faster from my own experience than I did, I would probably have begun emphasizing smog reduction about 1985. Of course, I have nobody to blame but myself for that, I was reluctant to accept that just being able to engineer rain would be insufficient in itself to support a commercial venture.

TB: Insufficient? I don't understand what you are getting at there. When rain is sorely needed, isn't that worth big money?

TJC: In the USA, the politico-legal problems are daunting, and the liability problem has become totally unacceptable—a monster. Droughts in America are vast, money-making ventures. A “successful drought” in a business sense, is one in which Federal money becomes available after official drought declarations. This low interest money is a bonanza for those organized to get it in a big way. I am

not referring here to the individual, stricken farmer, but to agribusiness, which cares little for the family farmer. So those with political “juice” who push and plot for that vital drought disaster declaration, operate on a huge scale. Anyone entering the scenario who is technically able to break the drought, is regarded as dangerous. You get the cold shoulder, not the warm welcome.

TB: What about liability? This liability lawsuit business is becoming a national disease and I supposed must extend to rain engineering?

TJC: The legal climate is *appalling* for the new ideas that Americans never cease to generate and develop. It’s not just doctors and dentists who are victims of this skewed system — which has been created and sanctified by a Congress and Legislatures full of lawyers. Innovators of all kinds whose combined genius would transform America, are often discouraged by legal hazards from proceeding. Liability suits are the worst. No matter how many millions of persons you benefit with a rain engineering job, for example, no matter how you help a stricken economy that way, you are going to get a lawsuit from somebody who will claim you hurt him. You are then on a legal treadmill. If you successfully defend the suit, your own legal fees will be a crippling burden. There have been many suits filed over cloud seeding, for example, and some of them have taken years to resolve. Not for me. No thanks.

TB: But you have continued to work on rain engineering on the high seas, haven’t you?

TJC: Oh yes. There are no legal problems when you are creating your deluges in the middle of the Pacific, and exploring the geometry of how it is all done. Rain engineering and smog reduction are kissing cousins anyway, and the techniques and apparatus are in many ways interchangeable, although not entirely so.

TB: When and what was your last major rain engineering operation ashore?

TJC: The last pure rain engineering experiment registered with the Federal government before commencement, and I leave out unregistered testing, was PIN-CER II, in southern California in July of 1986.

TB: Was it successful?

TJC: Yes, indeed. After 10 years of July rain engineering programs for Los Angeles, we brought in the wettest July in 100 years — exactly in accordance with our pre-filed

engineering drawing supplied to NOAA. I regard PIN-CER II as a classic example of primary energy weather engineering. Prefiling an engineering drawing with NOAA, and then seeing it eventuate via radar and radar fax maps exactly as filed, made the engineering irrefutable, because of the complexity of what was being attempted. Chance was ruled out by this. The government radar fax maps also meant that our critics, the ever present skeptics, all had to eat the whole thing. Nobody else has ever been able to demonstrate such control of basic natural forces, as far as I know. PIN-CER II was a great moment for me and for my crew of loyal diehards.

TB: Would you be willing to try it again?

TJC: No. Absolutely not. The jig is up for anything like that, in a legal sense. The thunderstorms and lightning we brought in on that occasion, have stuck in the public memory — especially with those people who saw the lightning zapping repeatedly into San Pedro Bay below my equipment on Point Fermin. There were over 200 lightning strikes adjacent to Point Fermin that night, about two thirds of the southern California total. The whole of southern California was given a tremendous light show, as was the Coachella Valley on the desert, where we have a test station.

TB: And then you had a 1991 rain operation in southeast Asia, didn’t you? How did that come out?

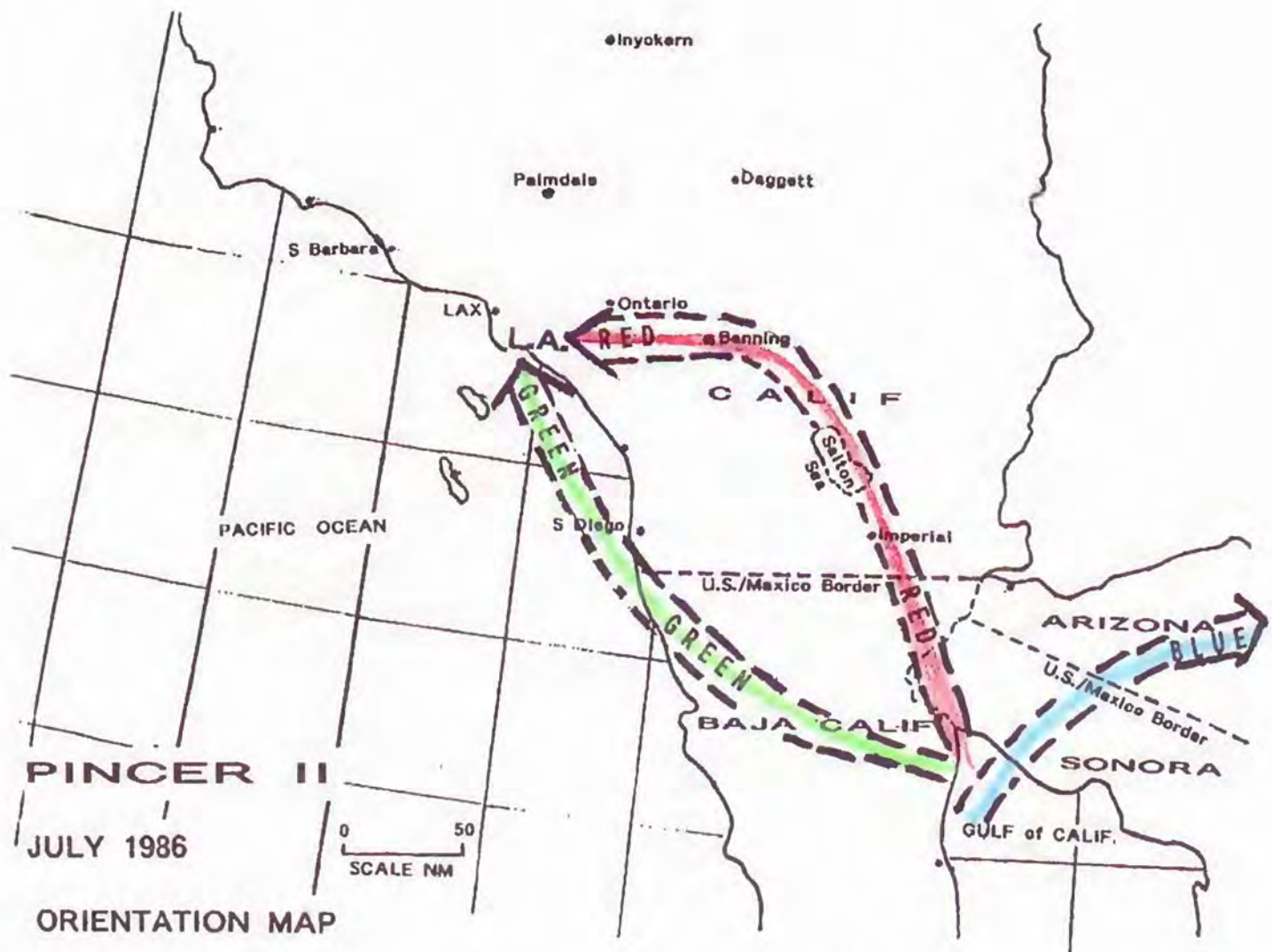
TJC: Yes, we mounted OPERATION PIONEER in the State of Melaka in the Federation of Malaysia. My Singapore associates worked out a completely contingent contract with the state government of Melaka, for us to fill the Durian Tunggal dam in 90 days for \$1.2 million. No results, no pay.

TB: What about liability in a case like that, working in a foreign country?

TJC: I insisted that the government assume the liability, especially after I inspected the place and found how low-lying the whole area is, and likely to flood in heavy, equatorial rains. The government of Melaka agreed. Chief Minister Rahim, who stuck his neck out for the project, will one day be Prime Minister of Malaysia in my opinion. A far-seeing man, he has numerous political enemies, and the country is graft-ridden.

TB: Why do you say that?

TJC: A typical example is what happens at the Singapore-



### Operational Plan for PINCER II

This simplified version of detailed drawing submitted in advance to NOAA, shows how it was proposed to engineer rain into the Los Angeles basin in July 1986.

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

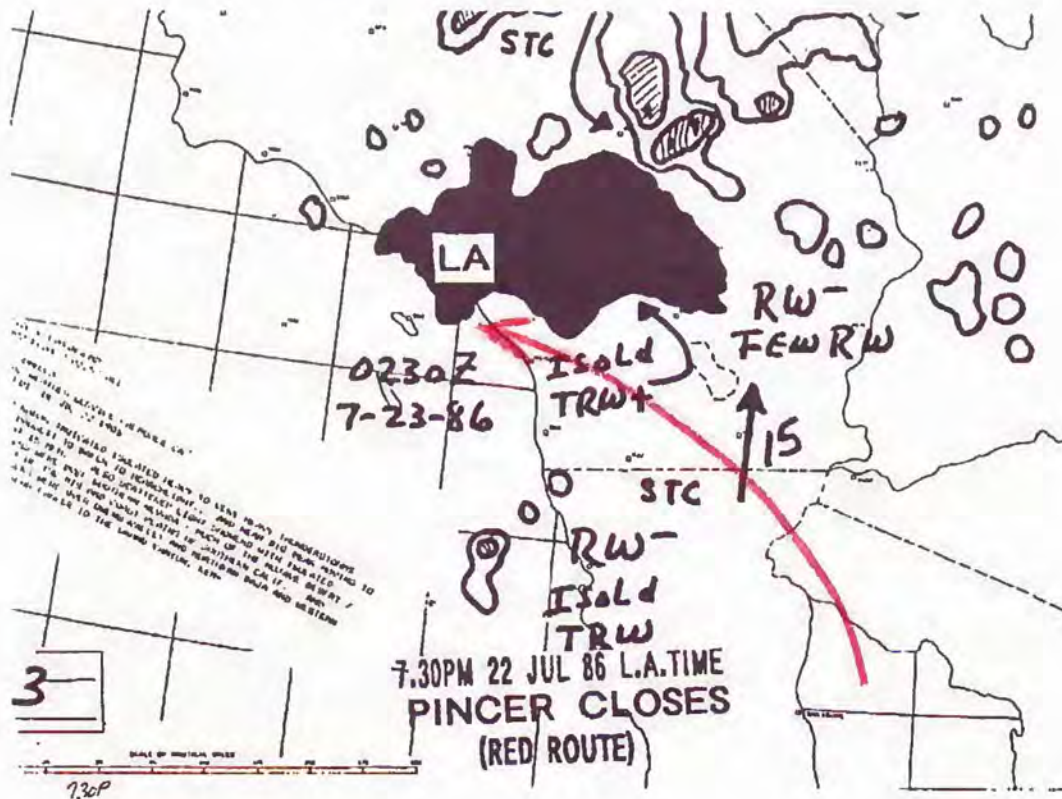
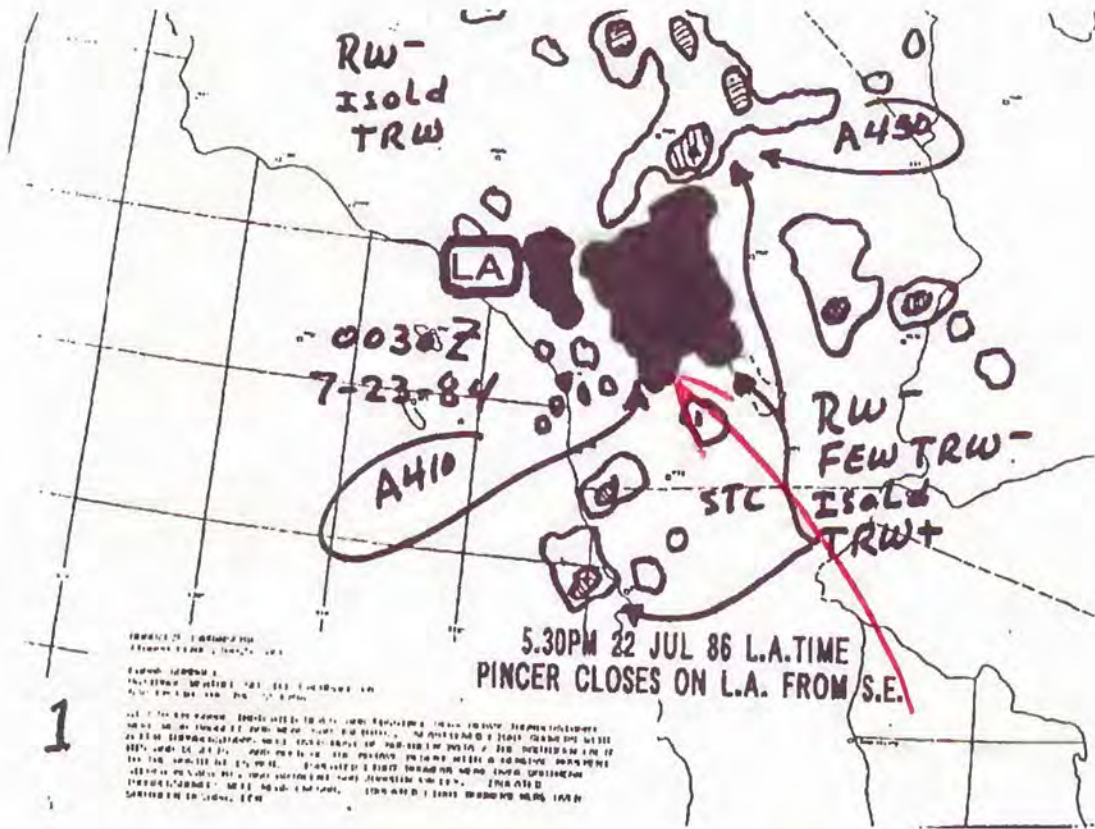
The RED flow is an engineered diversion of this normal flow, which causes moisture to move, as shown, into central southern California. Bases at Desert Hot Springs and Banning, "bend" this flow through the Banning Pass and into the L.A. basin. This is one arm of the "Pincer".

The GREEN flow is the second arm of the "Pincer," initiated by the base at Hatfield Flat, east of San Diego. This engineering induces moisture N.W. from the Gulf of California and Baja California to flow up the coast towards Point Fermin, the southerly tip of Los Angeles. The point Fermin base blocks this flow and shunts it northward to LA downtown. This is the engineering geometry of the "Pincer" operation.

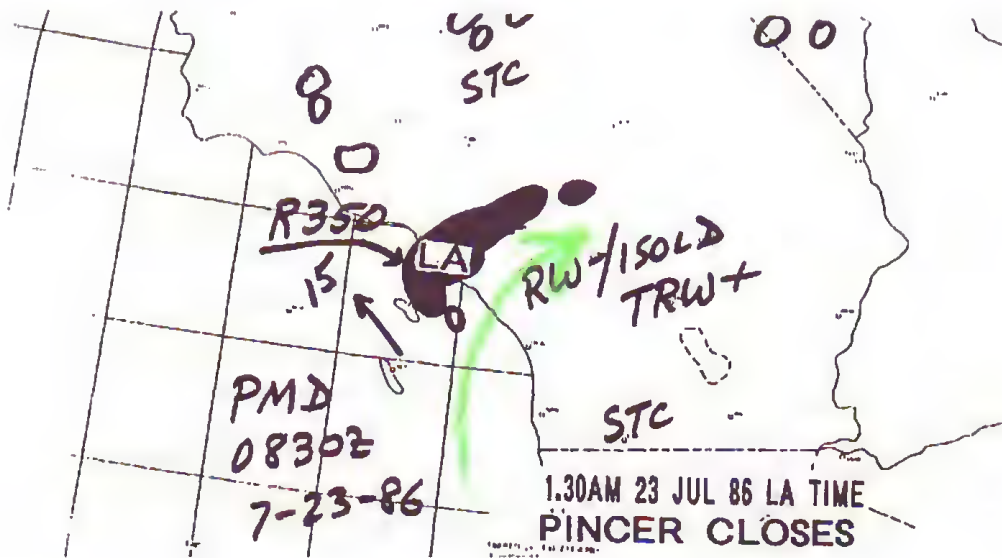
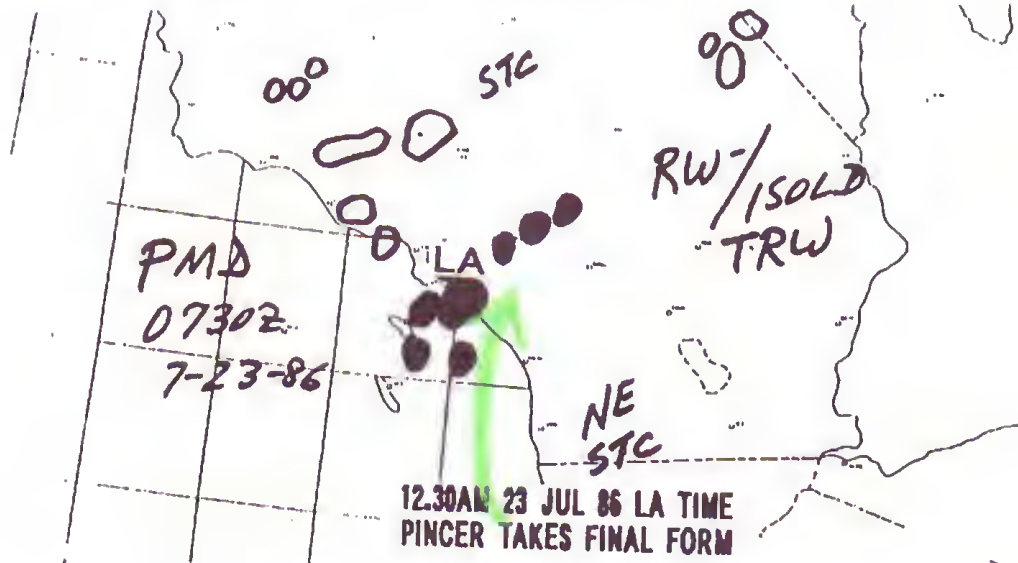
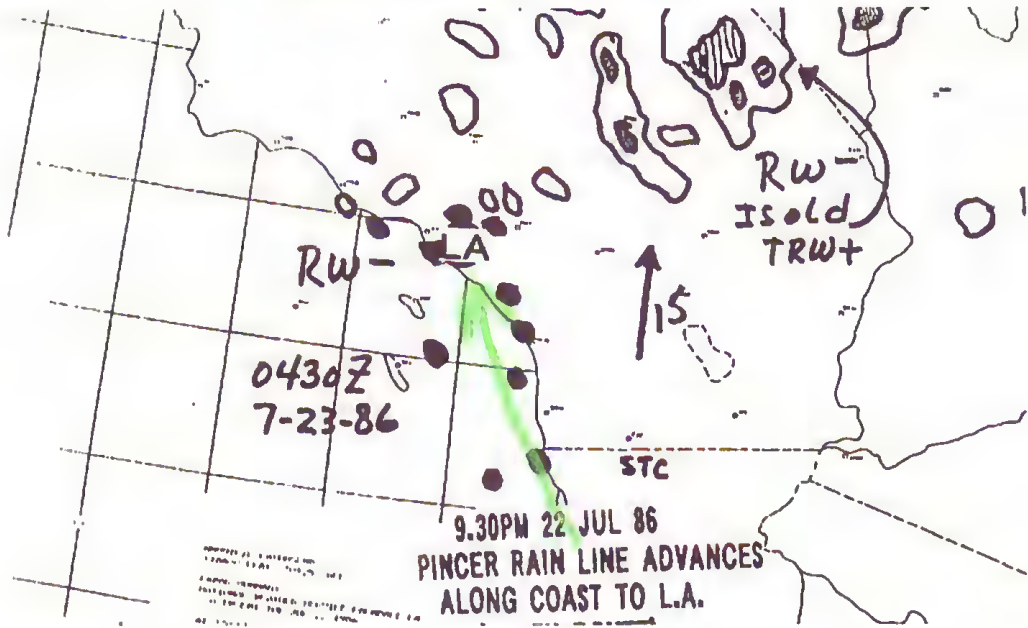
The PINCER II operation in July 1986, using this operational plan, produced a perfect pincer, fully verified by Federal radar fax maps and reproduced on the following page. The RED Pincer is shown on the maps on the next page, the GREEN Pincer on the page following. Los Angeles, which is statistically rainless in that month, had its wettest July in 100 years.



# RED ROUTE



# GREEN ROUTE



Malaysia border. We could not get our equipment, in its own sealed container, into Malaysia to deal with the serious drought there, without paying non-refundable duty. They stabbed us \$4,000 plus numerous subsequent such charges, which the Malaysian customs people simply stick in their pockets. The \$4000 “duty” was charged despite our having a letter signed by the Chief Minister of Melaka. After Singapore, with its squeaky-clean government and efficient bureaucracies, Malaysia is not exactly inspiring.

TB: If you are against doing rain work for the reasons you mentioned earlier, why did you take on the Melaka job?

TJC: My Singapore financial associates had found, through bitter experience, that getting *any* kind of contract to do weather engineering work, is extremely difficult. They wanted something, anything, that would get us started. Desperation begets desperation, so we went into a desperate situation where somebody would at last agree to a contingent operation—all other alternatives having been exhausted. Melaka was on water rationing when we arrived, and had been that way for some time.

TB: Then this was not a U.S.-style phoney drought, a bogey whose presence enriches a few.

TJC: I would not say that entirely. Generally, Melaka was in dire straits, no doubt about that. However, when a government has to truck water around to residents, carting water for miles and putting it into cans and drums outside the houses, people—certain people—do well financially out of that

TB: How do you mean that?

TJC: You don’t need an adding machine to figure out how much money is involved in operating a fleet of 170 water trucks—for which the government must pay. Aside from that, water supplies in Melaka were in dire condition—dire enough for them to take a chance on us even if it was at no cost to themselves. There were other costs however, that only I anticipated from long experience.

TB: Which were what?

TJC: There are political costs for a gentleman like Chief Minister Rahim. That is why at the signing of the contract, amid considerable euphoria on the part of the others, I told Rahim straight out that the confidentiality that was part of the contract was absolutely vital. My exact words to him were “If the media get hold of this, it will be the kiss of death

for this project” I had no illusions about social pathology disrupting such a project, after more than 20 years of learning to circumvent and short-circuit it in numerous situations connected with weather engineering.

TB: Did you feel that the Melaka government did not frilly grasp the need to keep the whole thing quiet?

TJC: Chief Minister Rahim understood fully. He was able to deflect and defuse sporadic media interest until it became violent and invasive. At lower levels of the Melaka government however, where underlings inevitably gained knowledge of what was going on, there was no understanding of what the potential consequences could be.

TB: Maybe we are getting ahead of things here. First of all, what happened with the operation itself? Did you produce rain?

TJC: We started 1 July and that night brought in a horrendous, building-shaking thunder and lightning storm that dropped about 2.5 inches of rain in Melaka town, which adjoins die Straits of Melaka. The town is about 150 miles northwest of Singapore. Around 2 inches fell at the Durian Tunggal dam, and the entire state of Melaka was pretty well soaked—this, on die first day of the dry season. An auspicious beginning, this and subsequent days raised the level of the Melaka River and led to the kybosh of water rationing, in our first week.

TB: That must have created great excitement in the government. What was die reaction?

TJC: Strangely enough, die water bureaucracy called me to *complain*. I had hit die river catchment instead of die dam catchment. They adjoin. I didn’t really get to understand this strange atmosphere of annoyance, but just went on getting in all the rain I could by die best methods I have developed. Later on, I understood why raising the river upset some people.

TB: What upset them?

TJC: This put the water trucks out of business and that stopped payoffs to the bureaucrats.

TB: You had BSRF’s Research Director Peter Lindemann with you there as an assistant didn’t you?

TJC: Pioneer was a BSRF show. George Wu, my leading Singapore associate and our financial ramrod, is also a BSRF member. Peter Lindemann is both talented

## A TALL ORDER OPERATION PIONEER 1991

The lowered lake behind the Durian Tunggal dam is seen here before start of Operation Pioneer in the 1991 dry season. TjC and associates Peter Lindemann and George Wuu brought in 38 measurable rains (322 mm) in 57 days, but the dam remained just as you see it here. TjC's conclusion: Probably a hydrostatic pressure leak or heavy seep. A full dam — the line of which is drawn by the light and dark stones at the left — would have earned TjC and friends \$1.2 million U.S.



## OPERATION PIONEER. MALAYSIA 1991

TjC with part of equipment installed on top of Emperor Hotel in downtown Melaka, Malaysia in August of 1991. Note that it has been raining. Operations in two dry season months produced about 75 percent of a normal full year's rainfall for Melaka, Malaysia's driest state. Full-horizon lightning storms and up to 80 strokes a minute frequently accompanied "Pioneer's" operations.

## QUAGMIRE IN MELAKA

A truck wallows in quagmire at the entrance to Durian Tunggal dam in Melaka, target of TjC's Operation Pioneer in the 1991 dry season. This was the scenario after Pioneer operations commenced on the right of 1 July 91. Whole of Melaka state was heavily rained by using Spider equipment on top of the Emperor Hotel's roof.



and gifted, and he took to it all like a penguin to an ice slide. We got along famously as collaborators, and I was glad to have a youthful helper. The amount of physical labor involved was appalling, and for a senior White man to get into this in equatoria in July, is really pretty reckless. Peter took a lot of the strain off me.

TB: How did things go, operationally, for PIONEER?

TJC: Since this was a first, taking place in a foreign country, we made plenty of mistakes. The worst one, in setting up the contract, was in not getting a definitive statement from the Melaka government as to why the dam went dry in the first place. The whole thing was wreathed in politics, and I never did find out why the dam level went down and stayed down, in the first place. I now suspect a hydrostatic pressure leak, or seep.

TB: Then the dam was not really dry—not dust-dry so to speak?

TJC: Oh heavens, no. The main gauge at the dam registered 58 feet above datum when we started, and 92 feet was a full dam. The catchment area was about 50 square kilometers north of the dam itself. We were to fill the thing for \$1.2 million U.S. After 38 measurable rains in Melaka town, most of which covered the entire state, I think the dam level barely crested 60 feet. Some of these deluges we experienced right at the dam catchment and sometimes at the water's edge, were firehose stuff. It was utterly impossible on several occasions, for example, to drive the car. The dipstick at the dam just didn't show these massive hits.

TB: And you got radar facsimile maps to show that you were hitting the target?

TJC: Plenty of them. Anyone seeking evidence of the validity of etheric weather engineering will find plenty to study in those radar maps. Frequently, Melaka appears on Kuala Lumpur radar maps as the only place in mainland Malaysia with any rain at all. The maps leave no doubt of the high level of precision that brought all that rain into Melaka, the driest state in Malaysia, and in the dry season.

TB: How much rain did you actually engineer?

TJC: On our own gauge in downtown Melaka, on top of the Emperor Hotel, we recorded 322mm or about 12.9 inches, in 57 days. Melaka's annual rainfall averages about 17 inches. So in the dry season alone, they got roughly the equivalent of nine months of rain, or three quarters of an annual rainfall. When the media invaded our bases, tailed

our car, terrorized people who were assisting us, suborned the hotel manager to access our private gear, and so on, I was shocked to find the Melaka government completely impotent to stop these outrages. A government project was being directly harassed by media mongrels but the government chose not to lean on anyone over these abuses. These developments, plus my growing conviction that the dam was afflicted with a hydrostatic pressure leak, led me to recommend to George Wu that PIONEER be abandoned. I judged that we could not fill the dam by September 30 as per contract—or even by Christmas for that matter—so I suggested we cut expenses. Melaka was not paying us a dime. George stayed on after I left at the end of August, but he was not successful, other than in keeping water rationing kyboshed. He did it all on his own funds, which shows that he is a gentleman of the highest ethical character. The media don't understand those things, because they are themselves part of the graft-and-politics scenario.

TB: What do you feel was (lie) major experience you gained in the Melaka operation?

TJC: Confirmation of my long-held view that rain engineering as a commercial venture is something to be left alone in this present world.

TB: Why?

TJC: The engineering of rain is not now in itself all that difficult. 13 years of work on the high seas has taught us plenty. The real problem is that wherever you undertake such a venture, the media will get into the act and cause public and political uproar—driven by the orthodoxy neurosis. That is the refusal of persons with no exposure to these things, to accept that any such thing can be done. Their course is standard and predictable: they run to the university professors, to the very people who admit that they are already beaten by the problem. Since they know everything that is accepted, why, this kind of weather engineering just cannot be.

TB: But you met with the Malaysian media didn't you?

TJC: I did, in the Chief Minister's office at his request, and gave them a comprehensive briefing. This was against my better judgement I also stayed up all night and engineered a state-wide deluge for the morning of the briefing, *so that reporters from Kuala Lumpur had to drive through the down-pour to get to the briefing!* They misunderstood, misquoted and distorted everything I told them in two exhaustive hours. Then they turned abusive and finally, invaded our

OPERATION PIONEER

The radar facsimile maps displayed in this section are official summaries of radar rain echoes at the time and date shown in the data panel on the upper right of each map.

This first, orientation map provides the basic geography of the area involved in Operation Pioneer, roughly centered on Melaka, the target zone. Melaka itself and the location of Malaysian government radar at Subang are clearly indicated. The key to the radar shadings is self-explanatory. Overlays across the bottom of each map give the local Melaka time for that display.

PERKHIDMATAN KAJICUACA MALAYSIA

PENCERAPAN RADAR CUACA

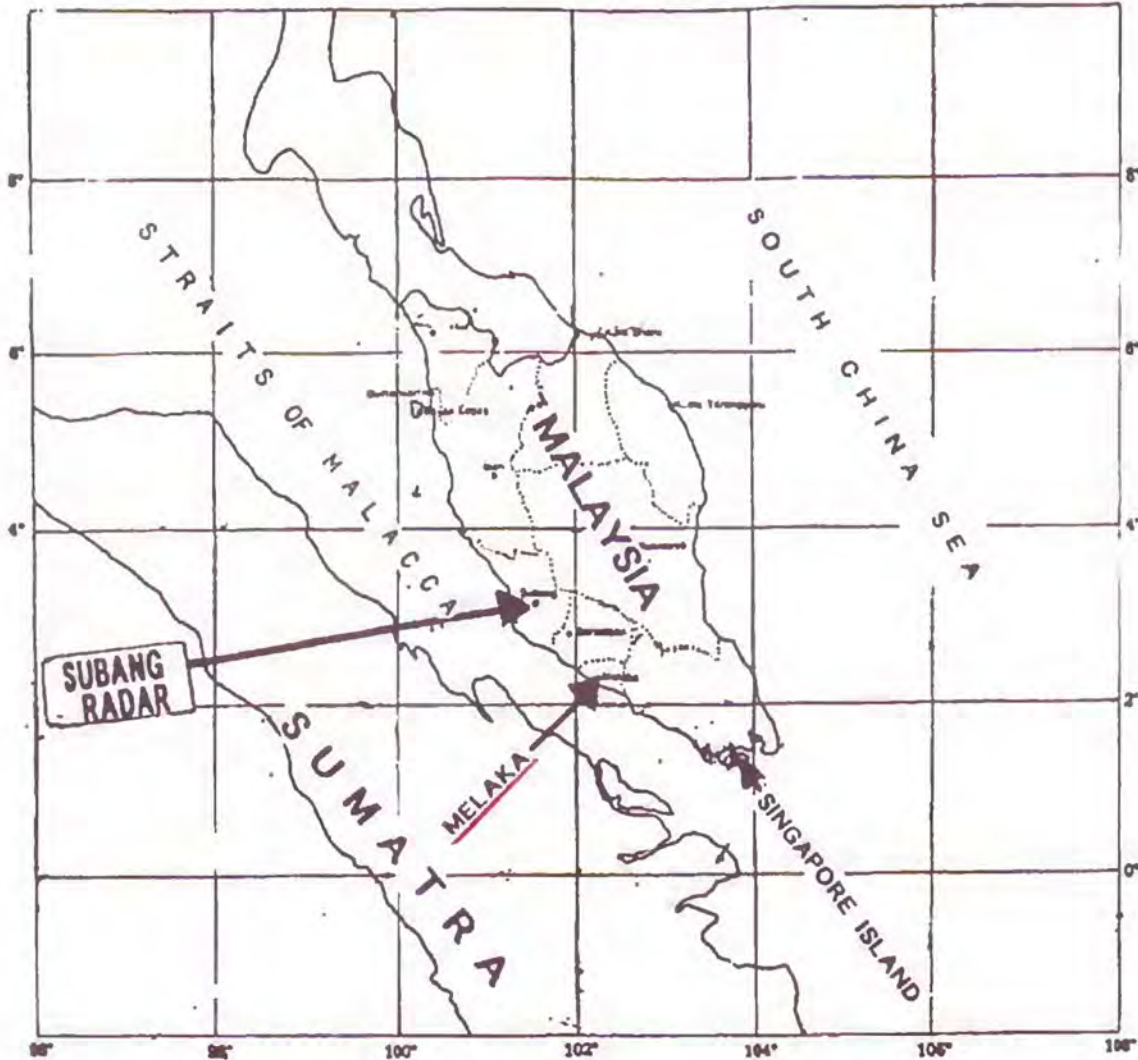
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WAKTU: .(TIME). ..... UTC.

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O R I E N T A T I O N M A P

KEY TO RADAR MAP SHADINGS:

SOLID RAIN



SCATTERED SHOWERS



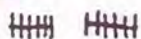
ISOLATED SHOWERS



SHOWER LINE, BROKEN

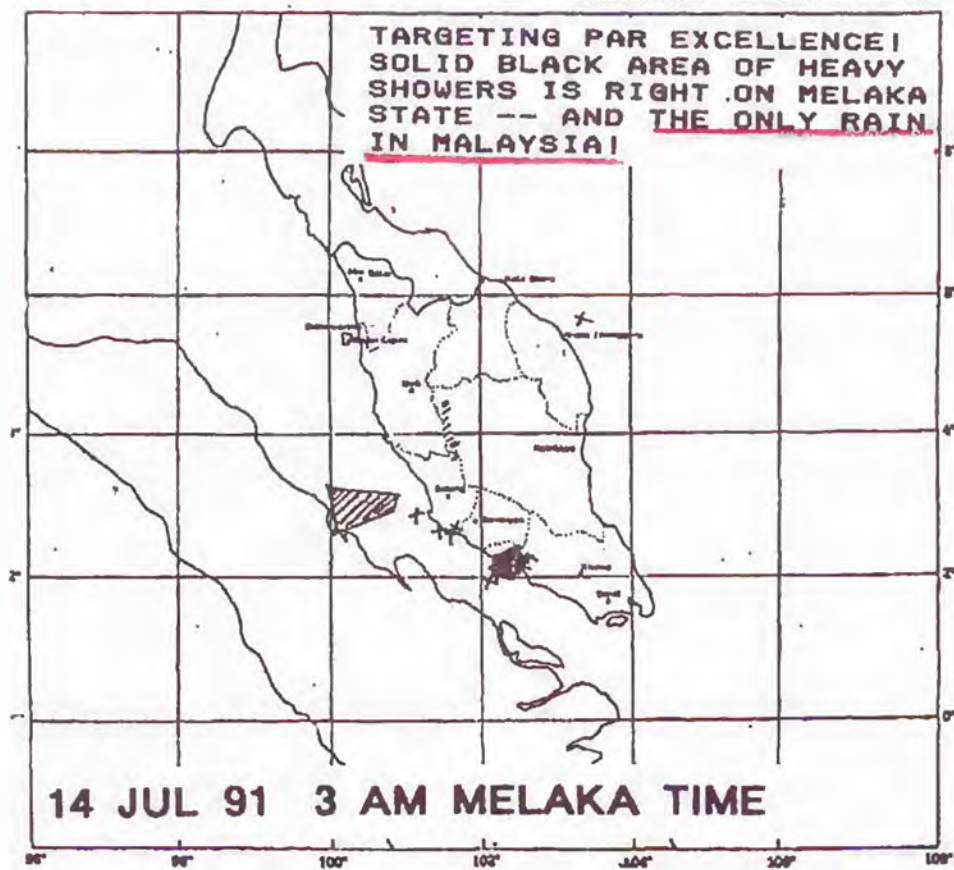
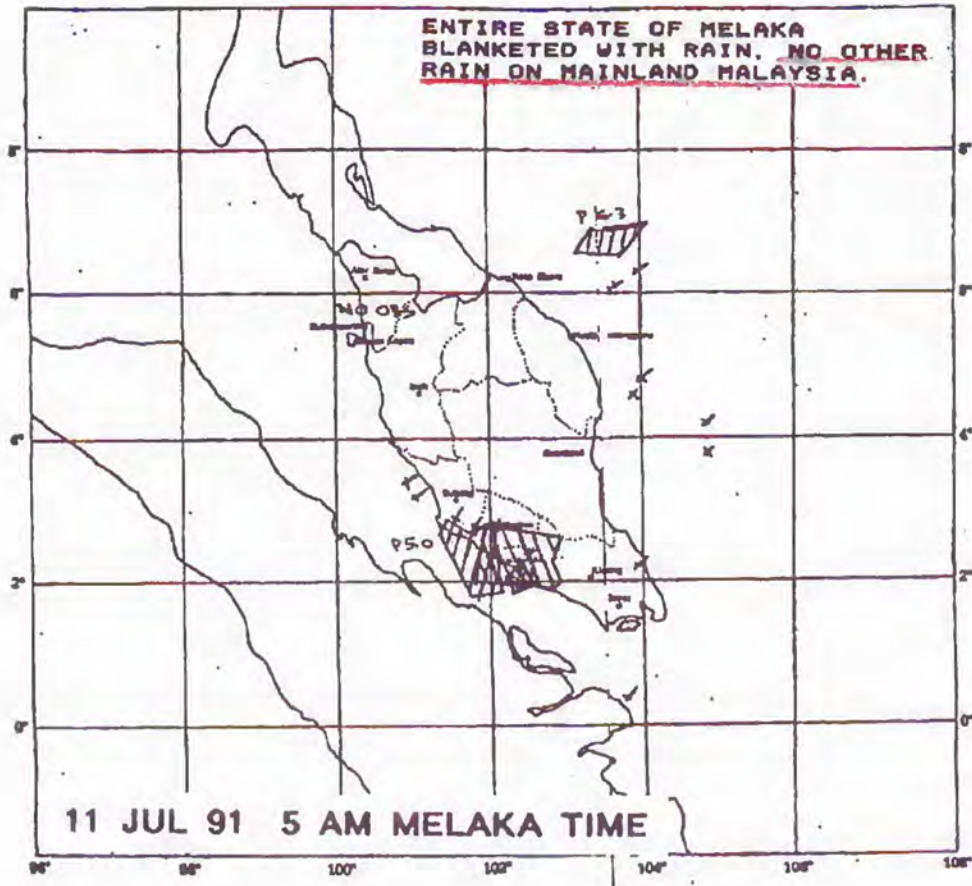


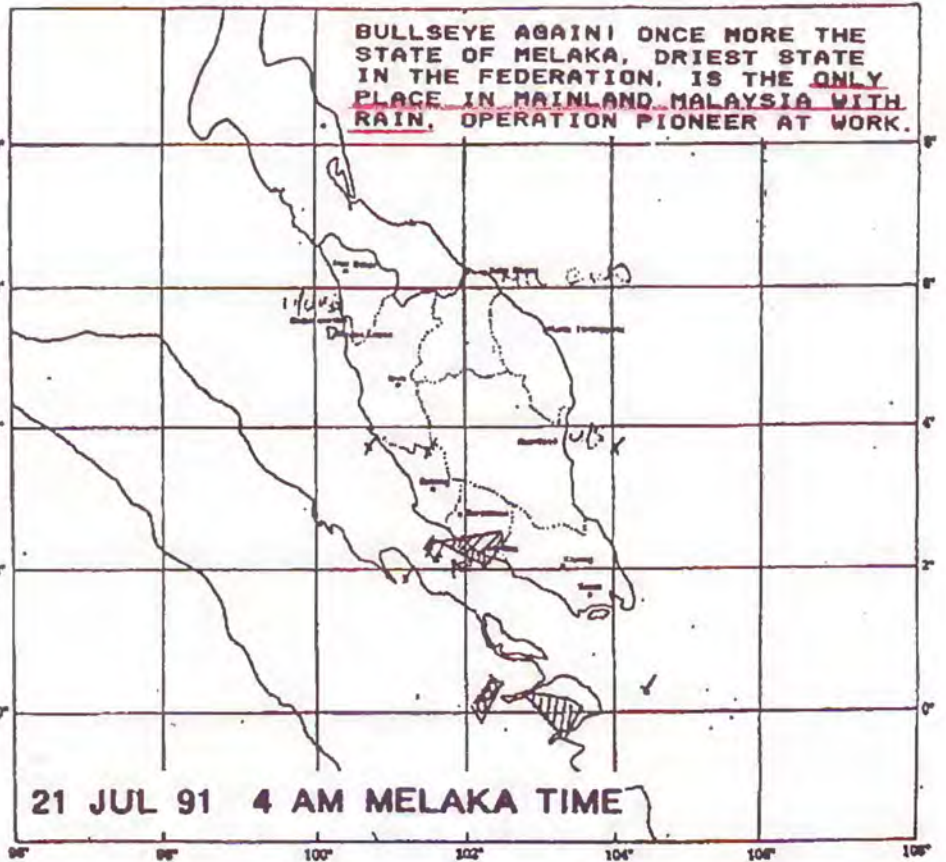
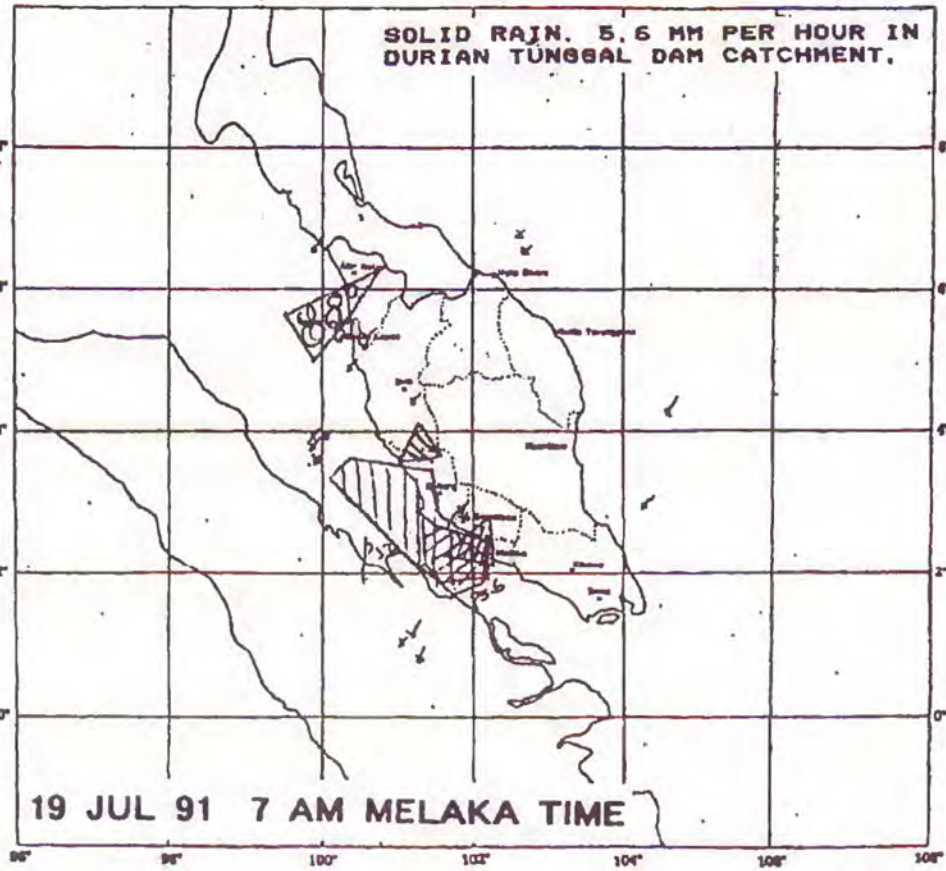
SHOWER LINE, CONTINUOUS



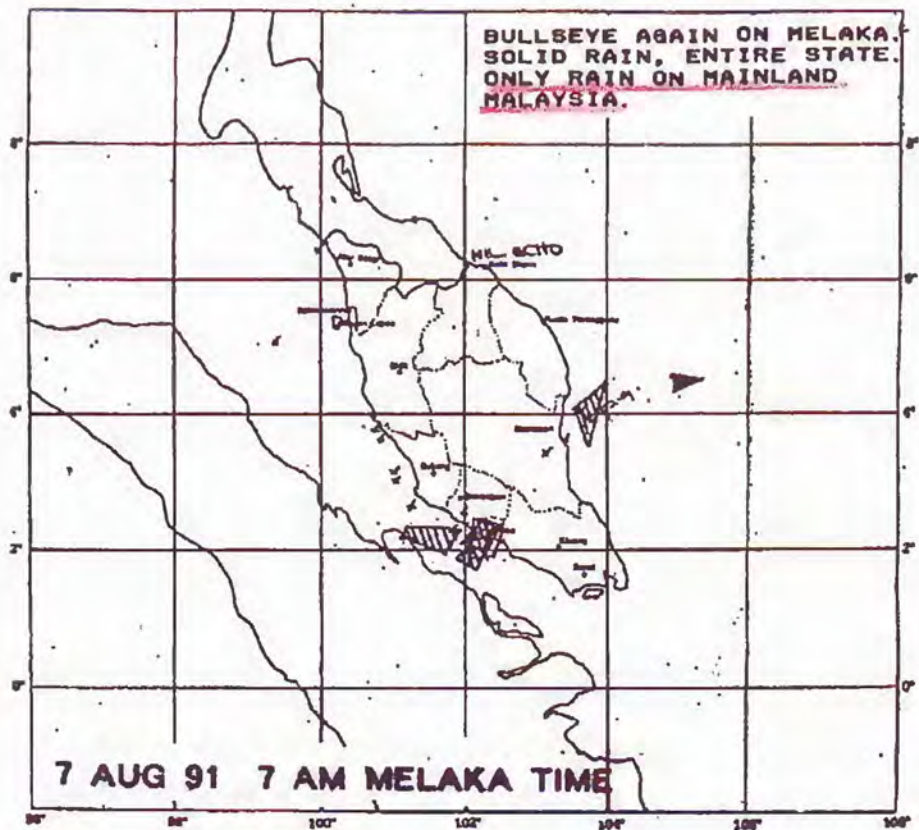
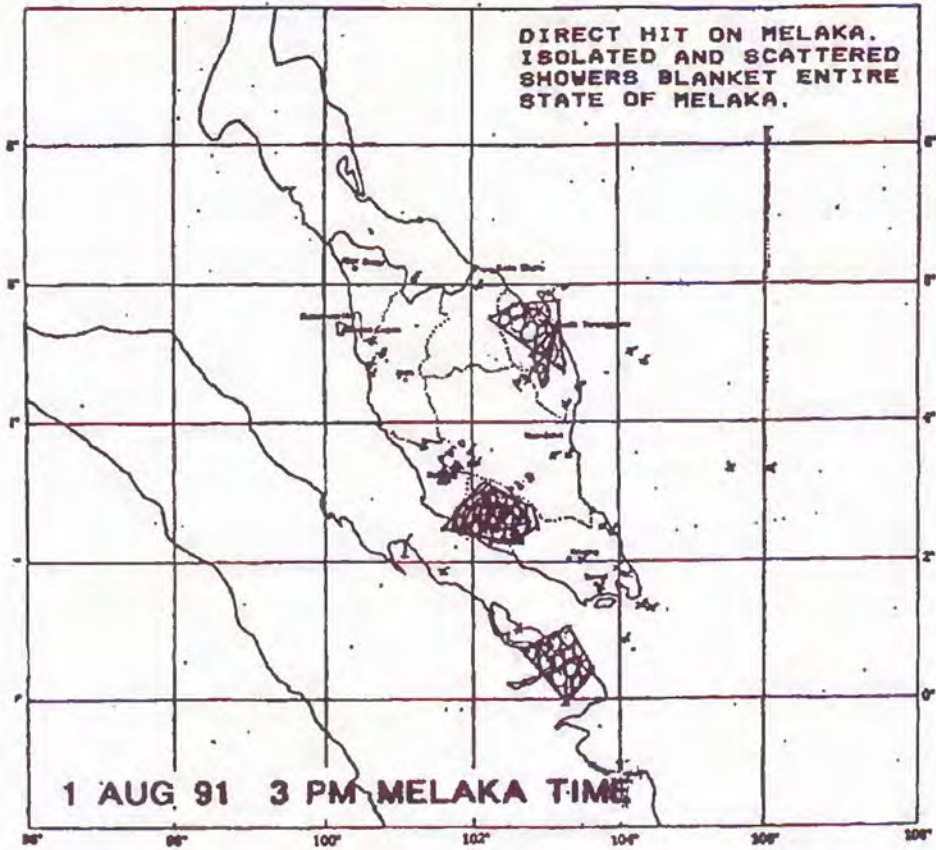
INDIVIDUAL SHOWERS

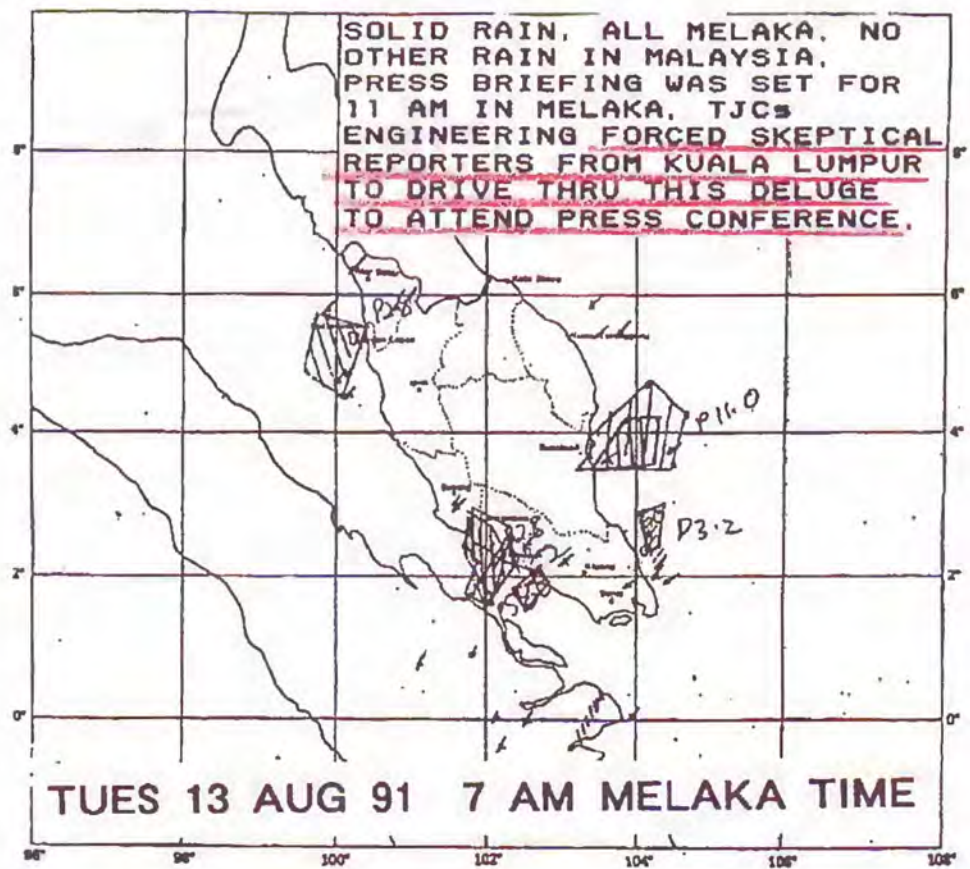
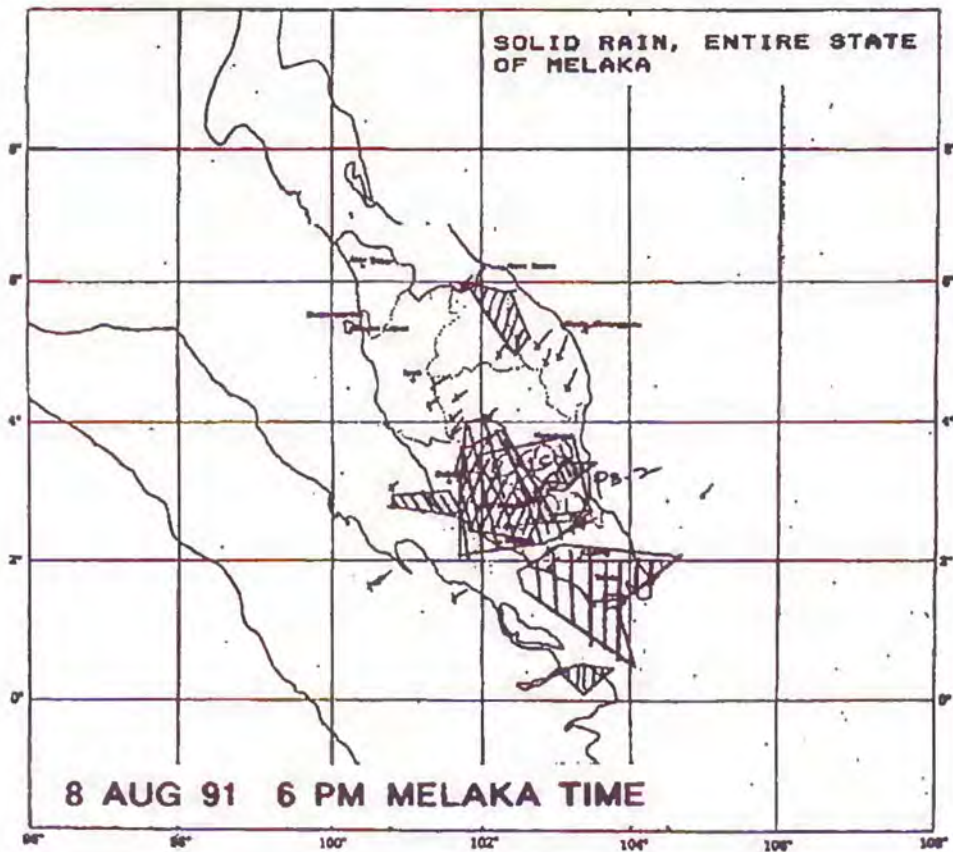


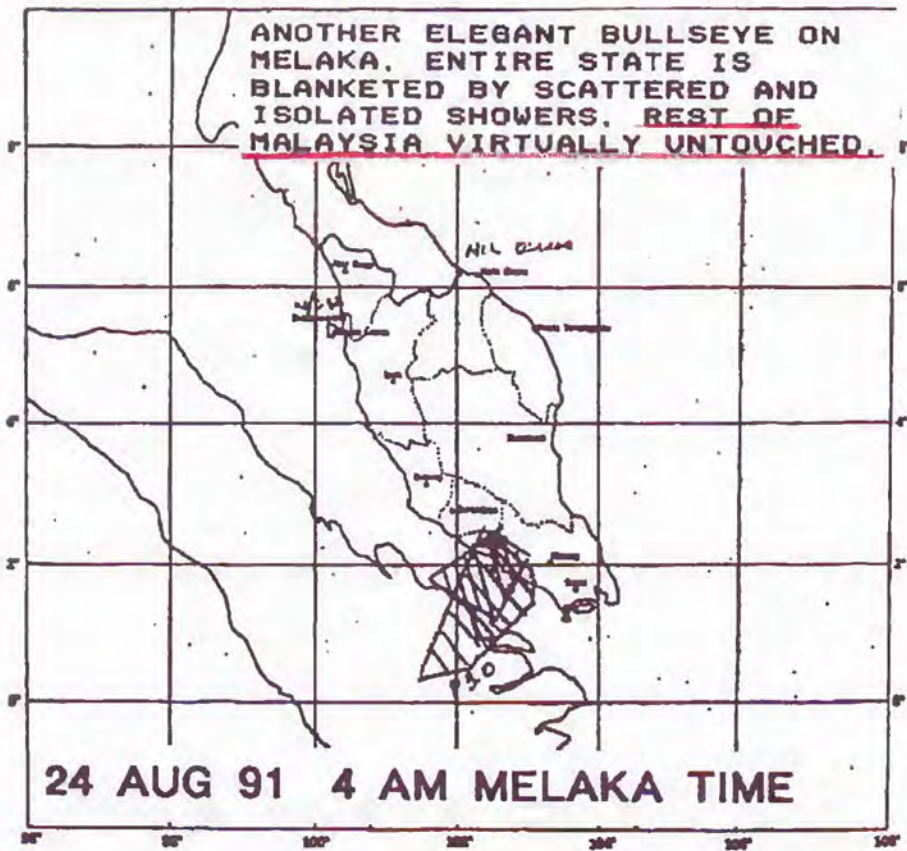
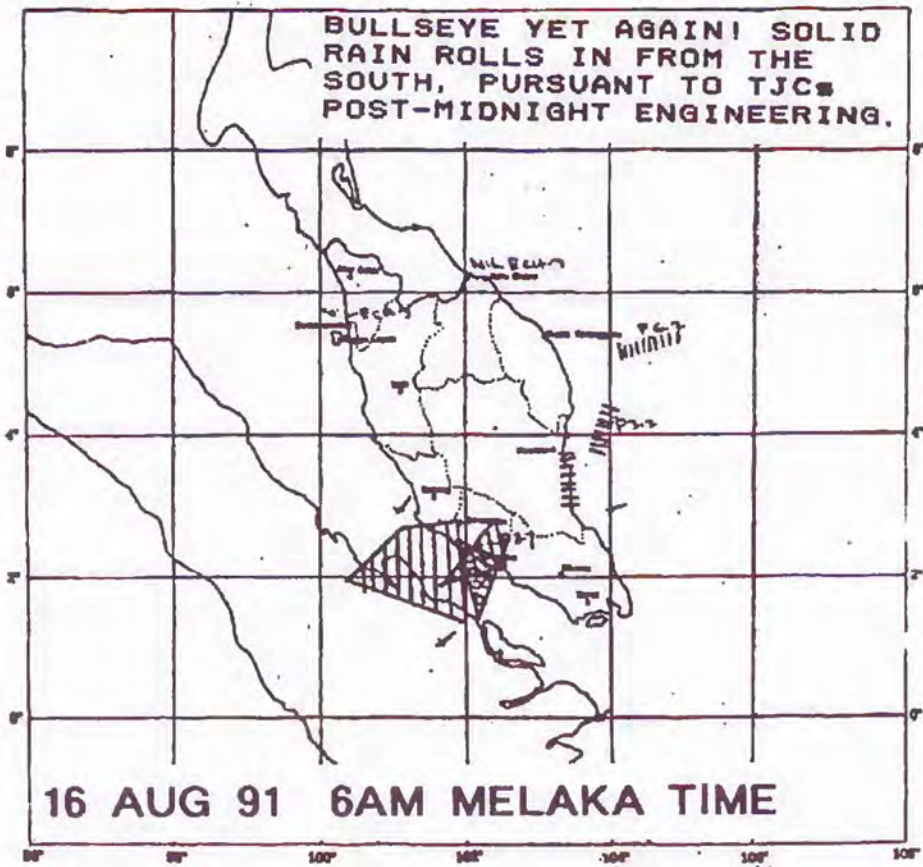












hotel base and stole equipment in the dam area.

TB: Do you think this is just something that would happen in Malaysia?

TJC: No, not at all. The same thing would ensue in the U.S.A, if the State of California hired me, except that 400 lawyers would sniff the wind and paralyze the activity with nuisance lawsuits. The media would hound us in America just the same way. Rain engineering evokes the irrational in man, and in unmanageable strength. California officials have told me, in as many words, that they would rather have the worst of droughts than try and fix it using these methods. We must await anew day, and I will not be here for that

TB: Let's get back to air pollution reduction. What do you regard as the salient features of your 1990 CLINCHER operation in southern California.

TJC: The outstanding aspects of it, in my opinion, were the huge, fully documented and irrefutable reductions in the NUMBER (down 40%) of 1st Stage Smog Alerts. These Alerts were not only drastically reduced in number, but in DURATION (down 60%). Furthermore, the 1990 PEAK READINGS were far lower than ever before. In most of 1990's Alerts, the peak readings just barely staggered above 200 on the Pollution Standard Index—which is the demarcation line for a 1st Stage Alert. In bygone seasons, numerous readings exceeding 275 on the PSI have been recorded and have been quite common in the worst months. Truth to tell, reducing the 1990 Alert-Days by 24 percent—which is the way smog seasons are assessed and compared for public statistical purposes—is only a small aspect of our success. I mean, we DID it, and won the Alert-Days battle easily, *but southern California smog took the worst knock it has ever had*—all around the field—in 1990. That's our signature. Q.E.D.

TB: You say that if the general public knew about your effectiveness, they would do something about putting you to work. Yet you deliberately avoided all publicity for CLINCHER before and during the operation. Why?

TJC: Smog is now a business, and an industry in its own right—as well as a curse on southern California. I did not want to have CLINCHER stopped by any kind of mischievous legal injunction. There are powerful people cleaning up financially on smog, and planning to do so for the next ten years. *Their plans and investments are based on top-flight scientific evaluation, that there is no effective technical counter to smog.* That is true within orthodoxy. Now, through

CLINCHER, people have been shown that there is a way to reduce smog massively, at piddling cost and with no regulatory demands on anyone.

TB: Then what you are saying is that you wanted to get CLINCHER completed without any kind of legal harassment or diversion?

TJC: Correct. That was my strategy. As you know, I have written a number of military books and have studied strategy extensively. The late Sir Basil Liddell Hart, one of the great strategic brains of the age, was a correspondent of mine. The strategy for CLINCHER was to keep the profile low, and even to convey the impression of being off-the-wall, until such time as CLINCHER had written its story indelibly. The whole thing was handled strategically.

TB: Is that why you avoided publicity concerning CLINCHER? Did you do anything at all in the public domain?

TJC: I guested on Tom Valentine's talk show on Radio Free America to establish the existence and goals of CLINCHER publicly, early in the operation. I returned to Radio Free America after CLINCHER to claim the victory. That was quite sufficient public documentation, in my opinion.

TB: What about the callers-in on the Valentine show, when you said you were going to reduce Los Angeles smog by 20 percent?

TJC: Mostly the callers-in were intrigued and intelligent. Some considered me crazy. One rooster gave me a lecture in basic physics and told me that it wasn't possible for there to be any other form of energy than the ones he reeled off over the telephone. He didn't call back in on the November program, after we were victorious.

TB: Let's talk about the ether—the energy you say is utilized in your weather engineering work. The ether is an old concept, isn't it?

TJC: I believe the word itself comes from ancient Greece. The existence of such a sub-stratum to the physical plane is transcultural. Hawaiian *mana*, Hindu *prana*, Chinese *chi*, odic force, orgone energy, Lorentz force and other terms all identify the same presence. The different cultures may not acknowledge the existence of the force generally, but among the more enlightened individuals the concept flourishes. Hawaiian kahunas, American Indian shamans, Kung-Fu masters and others of considerable spiritual

# SMOG REDUCTION LOS ANGELES OPERATION CLINCHER

I MAY THRU 31 OCT 1990

## 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>68</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

# ONLY RESULTS COUNT

attainments, have all made real-world use of this force by knowing how to accumulate and manipulate it.

TB: What about in the western or Occidental cultures?

TJC: Similar situation. Of course you have knee-jerk scientific rejection of the ether, induced by our skewed educational systems. In the western world, Baron Reichenbach and Franz Anton Mesmer with odic force, preceded in a western format the revolutionary findings of Dr. Wilhelm Reich, with his discovery of orgone energy — the ether of space. My late friend Dr. Walter Stark, the well-known Swiss physicist, characterized the ether as identical to prana, mana, chi, and to Lorentz force in electrical theory. Dr. Stark designed and produced the world's first etheric flow meter, with continuous digital readout — a breakthrough achievement. Nikola Tesla, the father of our electrical age, made no bones about the existence of the "luminiferous ether." His wireless transmission of electric power was via the ether and that caused J. Pierpont Morgan to cut off his funding — because Morgan could not see how he could get across the thing financially. Dr. Rudolf Steiner and the distinguished scientists he inspired, have provided a comprehensive plan of etheric workings for the modern Western mind. Up until now, we have been short on the practical and hardware side of things.

TB: What exactly do you mean by short on the practical side? Surely there must be many people who have taken up the Reich cloudbuster?

TJC: Hundreds of people have done that. Comprehensive results with the device however, have been rare. My work only started to take off when I left the cloudbuster behind, and broke new ground. As far as I am aware, nothing has been done with the cloudbuster that is comparable to our three smog clearance operations in southern California, that ended with CLINCHER. I needed more than 20 years to get to that status.

TB: Well why is there such a lack of results if the principles are practical, and the device works?

TJC: A book could be written on that. On a thumbnail, progress depends upon synthesizing Reich's practical breakthrough with the cosmo-conception of Rudolf Steiner. Reich discovered the orgone energy — the ether of space — from a biophysical base. His original studies of living functioning gave him the breakthrough to the ether — a physical natural force and the source of all living pulsation. The force does not lend itself to direct, on-off mechanical linkups into this world at this time, and our thinking is not

adequate for that yet.

TB: So you are saying that time is needed for comprehension of the ether. Is that it?

TJC: Undoubtedly. Time and practical work — physical results that eclipse and transcend what can be conventionally done. The power is there, the translation of it is not yet complete.

TB: What do you mean by "power" in the sense you are using it there?

TJC: Up until now, mankind has not understood, or utilized, the undeniable physical power that makes his heart beat. Failure to address and elucidate this core fact of our lives, is in my view, the salient dereliction in the history of science — I mean it is a total disgrace. The cloudbuster is a physical device for attracting and directing this force, so that more — much more — is involved than just building one and operating the thing, as though it were a radio or something similar. We are entering an epoch of devices that are of an entirely new character. *They technically utilize a force that connects them intimately with us — the operators.* That is why successful use of a cloudbuster is dependent greatly upon the functional integrity of the operator, the cleanliness of his emotional structure, and upon his rapport with and understanding of cosmic forces like the ether.

TB: I see this leads quickly into deep water. Where do you consider that YOU fit in all this. I mean, where did the drive to pursue it for 30 years or more come from?

TJC: I am just an old sailor, a seagoing technician of average intelligence, with literary skills sufficient to write seven or eight books. I became entrained avocationally with this. I never could let it go, because of its scope and grandeur. My life unfolded led me to the discoveries and blessings of Dr. Wilhelm Reich. Orthodoxy was obviously going to bury Dr. Reich's work. He had opened our way to *weather control*, for the love of heaven! Orthodoxy was too gross, and too perversely stupid even to comprehend such a golden gift.

TB: Reich died in Lewisburg penitentiary didn't he? And the government burned his books and experimental papers?

TJC: Yes, his scientific experimental bulletins and books were burned, by the government, without a squeak of protest from any scientific body. The media were silent.

Dr. Reich was crucified for his service to mankind. To me, it showed yet again that paper-thin line between science and savagery. I made it a major goal in what was left of my life, to develop what Dr. Reich started with the cloudbuster, into a practical format, a commercial format if feasible. I wanted to see it used for human benefit, as he did. The principles will play a major role in the redemption of the Earth. I hoped to live long enough and take it far enough, to provide solid, real-world proof of its value to mankind. This has now finally happened.

TB: You mean via CLINCHER?

TJC: Yes. Orthodoxy has to choke down not just CLINCHER, *but the fact that we can do it again, and again, and wipe up the deck with them in any comparative head-to-head test, their best efforts against ours.* That's quite a wad.

TB: Up until now, though, the smog bureaucracy, the responsible politicians, the media, southern California business and industry and the public, all seem to be doing a successful job of ignoring you.

TJC: That is true, I never expected anything else, and nor did my team. You are seeing a classic instance of what Dr. Reich called "sequestration"—the stratagem of ignoring and even walling off something significant, so that the existing order is not disturbed or undermined. Lord knows, the Wright Brothers and umpteen others went through the same filing. In the long run, truth cannot be blocked.

TB: Well maybe not, but perhaps the long run will be longer than you are going to live, and you will not see the final acceptance of what you have started.

TJC: I will admit that it would be fulfilling for me to see such acceptance, but I am happy enough to have planted some vital seeds. Their germination cannot be stopped. Each of us is only here on the earth for about five minutes. After me, come younger men and women who will pick up where I leave off. I am going to see that they have full access to everything I have uncovered. World changes are not confined to the visible political and economic collapse of eastern Europe. The old, decadent, money-driven order is going to be incapable of dealing with the new humanity that is coming on the earth. These people will create the age of free primary power via the ether. That is as certain as tomorrow's sunrise, and truly a new day.

TB: You haven't yet said where you think you fit in all this. What do you consider the most valuable thing you

have done—regardless of what anyone else says?

TJC: I have shown that access to etheric power is via simple geometry. From there, the bright men and women of tomorrow can take it. Were I 120 years old today, I would dedicate my life to ridding the world of this insane, corrupting bondage to FUEL. A transformation of human life will ensue when this fuel racket is driven from the earth. The etheric power to do it is pulsing in the heart of everyone reading this. More power is involved in living pulsation than in all the atomic bombs ever built. At the university—any university—they cannot tell you a damned thing about what the power is and where it comes from. I mistrust that kind of institutionalized ignorance.

TB: I see you still have more than a little passion driving you along.

TJC: Passion has power alright, and as long as you transmute your passion into useful service, my experience has been that it will sustain you through your adversities.

TB: Most people would find it hard to understand how you could get on the trail of all this without extensive formal training. Is it fair to say that perhaps your motivation made up for that?

TJC: Yes, that is fair, and at least partially true. I was shattered and enraged by the mindless persecution of my dear friend, the late Dr. Ruth B. Drown, before becoming familiar with the Wilhelm Reich scenario. There was nothing I could do about her tragic demise. Her persecutors had all the power and authority to carry out their disgusting vendetta. Ruth Reich had left us his fabulous cloudbuster—something that could be developed. In one sense, it was a new kind of weapon against the old order and an invention beyond their comprehension. I saw it as something that in due course would help us transmute this decadent era. I was not going to SIT like so many humans do, and see this vital part of Dr. Reich's work pushed off the earth.

TB: But you had only a technician's formal training.

TJC: I found that sufficient to work with the cloudbuster when I started. From there on, it was NEW knowledge that was required. That was the whole point. Sure, I wasn't a physicist, but they are experts in what etheric functions are NOT. I had already spent half a lifetime investigating etheric forces in connection with UFOs. I studied Reich, and extended my grasp of his gifts to us with what I learned from a lifetime studying Steiner. In a sense, I synthesized

these two streams in a practical way. I went out into nature and worked with physical apparatus, known from Reich's basic findings to *access the ether*. Weather engineering techniques were built up from zero, and eventually we wound up with CLINCHER.

TB: You started in weather engineering with Reich's cloudbuster?

TJC: Yes, with the cloudbuster and with the even simpler and more basic "rack" type weather modification devices.

TB: What is a "rack" device in weather engineering?

TJC: Just what it says. A simple rack is used to hold rows of pipes with one end directed into the air, and the other end grounded into flowing water. Such a simple arrangement, when correctly used, mobilizes and directs etheric force. This kind of pipe array allows you to interdict, dam up, and divert the main flows of etheric force in a given region of the earth — thus influencing the weather. I progressed from using 130 pipes in a desert irrigation ditch, all the way down to a unit the size of a coffee mug, used to engineer rain today.

TB: You say "down to" a unit the size of a coffee mug. Were you seeking size reduction, or did it just happen?

TJC: When you are operating an array of rack-type cloudbusters that looks like the Maginot Line, difficult to adjust, and an awful nuisance to haul around and store, you develop a passion for downsizing. I was just too dumb to get downsizing started for the first few years, but that was OK — we learned a lot of basic weather engineering from the old rack units, and had some good successes.

TB: What kind of successes, that is, successes doing what?

TJC: There were two operations that stood out from the rest in this early period. One was KOOLER, with which we nullified a September heatwave in southern California in 1971. Contra-forecast, we effected a 31°F temperature drop in two days, followed by rain, to everyone's astonishment — even mine.

TB: So it wasn't a rain engineering operation, KOOLER?

TJC: No, although it ended in light rains. The other notable operation was in July of 1977, when we made a Federally-notified diversion from a rain engineering job for Utah, which fortuitously performed a miracle in Santa

Barbara.

TB: How did this produce a "miracle" in Santa Barbara?

TJC: If you will allow me to TELL the story, we will soon get to that. After sending the telegram to the Feds notifying the change and its approximate time, Irv Trent and myself drove lickety split to Thousand Palms Oasis, and put all 130-odd tubes on to the magnetic west vector. We were finished by about 11:15 pm or so. Although we did not know it at that time, the Sycamore Canyon fire — which won national fame for its ferocity — had reached within 800 yards of downtown Santa Barbara. I think the fire department there was ready to write off tire city, due to the intensity of the fire, driven downhill by strong winds. The fire was out of control.

TB: And what happened?

TJC: Shortly before midnight the driving winds suddenly collapsed, and were quickly replaced by a cool, moist breeze off the ocean that simply blew the fire back up the hill. The times and sequence of events, factually verified by my prior wire to NOAA, left us in no doubt that we had done this good deed — this minor miracle — for Santa Barbara inadvertently, so to speak.

TB: When did you find out about the Santa Barbara fire?

TJC: Returning from the desert base. Going through Banning after midnight, which is in the pass between Los Angeles and the lower desert, we noticed that there had already been a tremendous temperature drop, and turned on the car radio to see if there were any late news reports. Right at that time, KNX — the CBS outlet in Hollywood — was reporting on the Santa Barbara fire. We stayed tuned and a short time later came word of the sudden temperature drop and wind reversal at the peak of the fire.

TB: Okay. Well I can follow that, but why Santa Barbara particularly?

TJC: Particularly? Particularly because the *magnetic west vector out of Thousand Palms goes right through Santa Barbara city*. This was no random thing.

TB: Thousand Palms to Santa Barbara must be nearly 150 miles. Are you telling me that the kind of effects you are describing can be brought about at those distances?

TJC: No doubt about that. The KOOLER operation was engineered entirely from Thousand Palms, and affected all



of southern California, At one time, an associate of mine made an error in shifting the bearing of that same installation, and in the way he shifted it, on to a vector that passed through Las Vegas. The result was a sudden fierce rainstorm on that heading, which hit Las Vegas out of the blue. About a half inch of rain came down in 20 minutes or so. The shift time and deluge were within a few minutes of each other. Vegas and Santa Barbara are about the same distance—on different headings—from the old Thousand Palms base. It is not difficult to exert regional weather influences with the crudest etheric devices.

TB: You are implying that you can exert a steady influence, I take it, and that effects are not confined to sudden happenings such as influenced that Santa Barbara fire. Is that correct?

TJC: Quite so. I can give you a practical example of that, one that caused us a severe problem. There is a particular setting of such weather engineering units as we had in Thousand Palms, that in summer will draw very high humidity from the Gulf of California past the Salton Sea, to Palm Springs and beyond. Hundreds of square miles became involved in these engineered changes. This was in the early 1970's.

TB: Well what was the overall effect?

TJC: Living all summer in the desert is tough, but with the humidity, desert life became *intolerable*—for the whole desert populace. We had to shut down. You learn respect for the ether and its reality from such experiences. Similar happenings first brought the etheric influence over smog to my attention.

TB: You were into the smog thing back in the seventies?

TJC: No, I didn't say that. We had a spectacular experience with smog that should have turned me on to it then, but as I have pointed out earlier, I am slow and dumb on most of these things. I have to make up for that with persistence. If I can just keep going, I get the message eventually.

TB: Well, how did this early smog experience come about?

TJC: The late Dr. James O. Woods, my research associate from back in the 1950's, designed a new variant of the cloudbuster in about 1972, to experiment with biasing southern California weather. We called it Jimbo #1 /

TB: What does the term 'biasing' mean?

TJC: Biasing is a term we borrowed from electronics. In weather engineering, it means setting your weather engineering apparatus to predispose the main etheric flows through a region, so that regional weather patterns are changed. The long term effect would be climate engineering. THAT is now technically feasible, by the way, and not a pipe dream.

TB: Let's return then to the smog story, with Woods building this special cloudbuster, the Jimbo #1.

TJC: We took this special unit on a truck to Thousand Palms and set it on a magnetic northerly vector. The device was grounded into a 300 gallon per minute flow in an irrigation ditch. We then returned to L.A. to await developments.

TB: How long did you expect that to be?

TJC: About 24-36 hours is required for regional effects to appear, because vast realignments can result from the lawful insertion of any etheric translator. Mostly though, you get zero response, because the ether does not "see" the device, because it is wrongly designed or poorly oriented, or maybe both, in this case, ordinary TV news reports provided proof that the Woods translator was working all too well.

TB: What happened?

TJC: A small, strong low pressure system formed in the interior of southern California, and while this is nothing unusual, this particular low was tightly integrated, as though made by a machine. Smog was entrained from the Los Angeles basin out through the Banning Pass as though it were a huge venturi, into this low pressure system. The northeastern quadrant of this low passed through southern Nevada. Reports started hitting the news of smog in Las Vegas, *so heavy that they could barely see across the street at noon, right in downtown.*

TB: And that convinced you that your device was doing this?

TJC: By no means, not just the conditions in Vegas, although that was a tip-off. Airline pilots coming into L.A. soon reported that they could see Los Angeles smog penetrating as far north as Zion National Park in Utah—they could see this snake of smog going up the Colorado River valley. This was big, regional news at the time.



### PRIMITIVE POWER, 1976

"There is nothing more primitive, incredibly primitive, than the old-time rack-type weather guns."\* saysTJC. Nevertheless, as he found out through the years, such crude installations are capable of bringing about major changes in the weather over vast areas. Activity of this type is discussed in the interview with specific operations outlined. These rack units are at 1000 Palms Oasis, California, 100 miles east of Los Angeles. L.A. weather can be readily influenced from this site, with this kind of primitive gear.

### WATER GUNS AT BANNING

Three pairs of eight-inch diameter cloudbuster tubes glare out from the parched landscape at Banning, California, on the edge of the Mojave desert. These units were water-powered, using fog nozzles. They were the last water-powered units of their type built byTjC.



### BAZOOKA ARRAY AT SAN PEDRO

Nine Bazooka-type projectors face south from TjC's deck in San Pedro in 1986. The Bazooka consists of an etheric accumulator, coupled to a resonant length of PVC pipe. These projectors do not become active until "sky potential" rises above the potential in the accumulator section. Then, they "shoot," often with spectacular influences on the atmosphere. An "M.T Bazooka" substituted a "negative" etheric accumulator for the original "Bluebelly" or standard accumulator. Each type has its specific uses.



#### INSPECTING "DR. NO"

Twin 8-inch rack unit/"Dr. No," seizes Irv Trent's attention at 1000 Palms, California, Site offered 300 gallon per minute water flow in the middle of the Mojave, with favorable geometry for influencing southern California weather.



### LINING 'EM UP

TJC at 1000 Palms in 1971, uses boat compass to check "spread" of water gun batteries. This installation is the one used for Kooler in 1971, which effected a contra-forecast southern California temperature drop of 31 deg F in 48 hours. Same equipment was used in 1977 when Santa Barbara's Infamous Sycamore Canyon fire was quelled by abrupt change of winds effected by these simple devices.

### MAGNUM 144

This variant of the cloudbuster used a spiral-wound 12" diameter projector tube 144" long. A winding of heavy gauge wire can be seen at the manifold end of the tube, through which pulsed direct current was sometimes passed at low voltage. Magnum 144 in this format was grounded via building drainage stand-pipe, which is inside the main support pillar





#### DEMONSTRATION

In early 1970's.TJC, shown here in irrigation ditch at 1000 Palms, ran a research program for the Orgonomic Research Foundation. At request of Albert Duvall, M.D..TJC staged this demonstration of orgone energy effects for friends and patients of Dr Duvall In immediate post-dawn period, egress of the energy from the earth produced frigid effects, fully tactile, which mightily impressed the visitors.



### MAGINOT LINE WEST

TJC and associates maintained a cloudbuster base at 1000 Palms Oasis, California in the early 1970s. Although in the Mojave Desert about 14 miles from Palm Springs (Mt. San Jacinto shows in the background) base had abundant water in an irrigation ditch. At one time, 140 tubes were operating at this site. TJC describes some of the activities in the interview, which included a fortuitous snuffing out of the terrible Sycamore Canyon fire in Santa Barbara. TJC and associate Irv Trent made drastic change in orientation of installation, which produced radical temperature drop and windshift in Santa Barbara — more than 100 miles away.

### AN ADJUSTABLE ONE

"Quadruped" etheric vortex generator is designed to provide adjustment of the dimensions of the generated vortices. Units are still under development, this one at Fort Zinderneuf in Desert Hot Springs, California. 1989.



### HOT WORK

Irv Trent draws a hatfull of water from leaking manifold of Magnum 108 unit at Banning, California, in 90-plus weather. Seconds later, he dumped it over his head. Trent joined TJC in planning and carrying out southern California weather engineering operation since 1971.

TB: Then what happened?

TJC: Jim drove out and deactivated his brainchild. That tight, strong little low disappeared promptly. The far and wide distribution of smog through the Western states thereupon ceased.

TB: Did you ever attempt that procedure again?

TJC: Yes, several weeks later we tried it again and similar conditions developed. We also found that aiming the Woods unit toward the Banning Pass—which leads into the L.A. Basin from the desert—resulted in the whole desert oasis area being permeated with the noxious stench of smog. In a matter of a few minutes after setting it up, the pure desert air just reeked of smog. This was a mind-boggling experience. That was the first of many practical experiences and events that showed a connection of the ether to smog.

TB: Did you ever formally record or specifically set up experiments showing that distribution of smog into other states?

TJC: We intended to, to dispel lingering doubt, and to try and get a handle on the whole thing. Desert motorcycle gangs prevented that. They vandalized the whole installation, leaving it a ruin. We were not sufficiently financial to rebuild the Woods unit at that time. Even today, that particular approach has a lot of merit in predisposing regional weather conditions as a primary counter to drought, for example. Unfortunately the resources and manpower have not been available to us to follow down everything that has been uncovered. We also lost access to that special desert base, with its prolific water supply from underground. That was tough to replace even then, and virtually impossible now.

TB: My understanding is that you no longer use water grounding for your equipment. Is that correct?

TJC: For modern developments like the Spider and the devices that led to the Spider, there is no water grounding. That particular advance in design and development took place, strangely enough, on shipboard, where I was surrounded by the largest mass of water on earth—the Pacific Ocean.

TB: Are you saying that you got rid of water grounding by using the ship's hull, or do you mean you dispensed with grounding?

TJC: I was able to dispense with grounding. It became absolutely essential to get rid of water grounding on the ship.

TB: What do you mean “absolutely essential to get rid” of it?

TJC: Use of the flying bridge of the SS Maui—an unrivalled experimental site—was always dependent upon the tolerance and goodwill of the Matson Navigation Company's captains with whom I sailed. I am especially grateful to Commodore Kenneth Orcutt USNR, the senior Matson master, in that regard. He was the one who told me, in the nicest possible way, that I had to find a way to get rid of the water—the water that was always cascading down off the flying bridge. Paintwork was being adversely affected and the deck was always wet. Commodore Orcutt is a gentleman of genius mentality and talents. He did not tell me flat out that I could no longer have water on the flying bridge. He reasoned with me that I *didn't really need the water*. That showed his genius mentality in high gear. I couldn't think like that, and was therefore a slave to the water.

TB: How did he expect you to do without water grounding, which is basic to (he cloudbuster, as it is generally understood)?

TJC: Oh, he didn't go into *that*. He just said to me, “I know that you can design these things so that they will operate WITHOUT the water. You need to get free of that encumbrance so that you can go anywhere with anything you build, and operate it. I know you can do it if you think it out. So I expect to see the waterfalls stop and the rain continue. You can do it.” With that, he turned back to his computer, and left me to get going on the change.

TB: How did you go about getting over that hurdle, which would appear to be a major departure from the basic Reichian ideas?

TJC: Well I certainly could not do it on my own. I got to brainstorming with my shipmate and associate Lou Matta, the chief engineer of the Maui and an academy man. Together we literally hammered out many advances—first in conference, sketch and theory—and then in the ship's workshop. Lou is a first rate sheet metal man as well as an engineer, mathematician and student of sacred geometry, so we made what we needed with our own hands.

TB: You haven't yet said how you got rid of the water grounding problem. Reich's theory was that the cloud-



COMMODORE KENNETH R. ORCUTT

*"A gentleman of genius mentality and talents . . ."*

So says TJC of Matson Navigation Company's senior master, next door to whom TJC lived on the SS Maui's upper deck for eight years. The commodore urged him to design weather engineering apparatus that did not employ water grounding — considered essential up to that time. Success was achieved, as Commodore Orcutt had forecast, and progress has been continuous since then, minus water grounding.

TJC sailed with more than 60 ship captains in his own nautical career under three flags. "Commodore Orcutt was the most competent and capable shipmaster I ever sailed with," he says. In Orcutt's final years with the U.S. Naval Reserve, he taught ship handling to prospective naval aircraft carrier commanders.

Orcutt's spectacular nautical career covered 50 years, including 37 years in command. He was also a port captain for American President Lines, and a pilot in the Panama Canal — one of the most demanding of all nautical responsibilities. A yacht designer, qualified flight instructor, highly-skilled amateur radio operator and electronics technician, Commodore Orcutt became a self-taught computer specialist of consummate skill. He was largely responsible for switching Matson over to computers and he wrote all the computer programs for navigation, payroll, ship stability, crew lists, stores and spare parts now in use throughout the Matson fleet and elsewhere in the U.S. Merchant Marine. With his computerised navigation programs, he essentially brought to a close nearly two centuries of dependence on Bowditch's Nautical Tables.

Commodore Orcutt authorized TJC's weather engineering work on the Maui's flying bridge and had a steady interest in *results*— like TJC. On many occasions fog was effectively dealt with as a practical matter. One special incident is described in the interview.

Warm friendship and mutual trust developed between TJC and Commodore Orcutt. "I was always aware that I was in the presence of an incredibly sharp intelligence" says TJC. "The Commodore only had to take a glance around from the bridge, and he *knew* if weather engineering was going on."

Commodore Orcutt retired in January 1994, saying to TJC: "Now that Matson has survived *your* retirement, I can go"





Matson Lines Photo

#### "THE LUCKIEST BREAK OF MY LIFE" — TJC

Matson Lines\* container ship SS Maui is seen here off Diamond Head, Honolulu, on her maiden voyage in May of 1975. TJC was permanently assigned to the ship as Radio Electronics Officer, after a chain of incredible coincidences made the appointment available to him. From 1979 until 1992, the SS Maui served as a traveling laboratory for TJC's maritime weather engineering experiments. The 720-foot long ship was stable and fast (22 knots), and TJC mounted his equipment on her flying bridge, a perfect experimental set up. Even Matson Lines' chairman of the board took an interest in the weather work aboard the Matson Lines flagship. The ship became famous in the eastern North Pacific as the "rain ship".



#### MAUI'S BOW

Maui's foredeck and bow, as seen from the ship's flying bridge, where TJC's weather engineering equipment was sited.



#### AT SPEED

Bow wave creams away from the stem of the SS Maui as the vessel slices the Pacific Ocean at 22 knots.

#### FULL CIRCLE

TJC gawks with astonishment at the flawless model of SS Maui, which he came across unexpectedly in the museum exhibit of the old Cunard liner "Queen Mary" in Long Beach, California. He had served as a Radio Officer aboard RMS "Queen Mary" on the North Atlantic in 1948, never expecting the ship to follow him to California. Once aboard, he found the SS Maui waiting for him, scene of his greatest adventures. Small world.





#### SENIOR MASTER

Commodore C.C. Wright Jr., Ret., Senior Matson Master, Commander of the SS Maui 1978-1980. He first authorized weather engineering tests aboard the Maui in 1979.



#### SHIP'S OFFICER

TJC's 26-year career in the US Merchant Marine took him to the far corners of the earth. He is seen here as Chief Radio Officer of American President Lines cruise ship "President Cleveland" in 1971.



#### TJC'S PROFESSIONAL WORLD

The Radio Console Aboard SS Golden Bear

In a nautical career covering from WWI until 1992, under the flags of three countries, TJC served as a professional radio officer in a wide range of vessels. He was at one time a Radio Officer aboard RMS Queen Mary on the North Atlantic. He served 26 years with U.S. Merchant Marine before his 1992 retirement.



## HEAD IN THE CLOUDS

Chief Engineer Louis Matta of SS Maui, close co'aborator of TJC for 11 years, against a squally backdrop. Matta and TJC first sailed together on Matsons cruise ship Mariposa, back in 1966."Sailing on the Maui held little charm for me when Lou wasn't aboard." says TJC of their long maritime comradeship.

## PHENOMENAL CHARACTER

Gino Segreti during his seafaring days. One of the most famous "characters" in the U.S. Merchant Marine, Segreti boasted only one eye, and that with but 30 percent vision. TJC says that notwithstanding this seeming handicap, Gino was the "keenest and most astute observer of engineered weather that I ever had aboard the Maul. His aptitude for the work was phenomenal."



buster device “drew” orgone energy from the atmosphere into the water, wasn’t it?

TJC: Yes, that was his original idea, but he had no time to revise that before the enemies of truth did him in. I firmly believe he would have done so, had he been left alone by the government for a little longer. His observational powers were, after all, absolutely phenomenal. I became convinced early on that the energy came out of the water and was PROJECTED from the pipes in coherent beams. That led to my break with the orgonomy people who follow Reich, but still I was tied to the water as a source of chemical ether or orgone energy.

TB: Then how did you get around the problem?

TJC: Geometric forms, and especially cones among the simpler forms, entrain etheric force in a fashion similar to tuned circuits in electronics. An etheric flow of force “sees” cones, enters into them and interacts with them. Dr. Reich has given the world the basic law of etheric potential, which is that *etheric energy flows from low potential to high*. Lou and I figured out a way to juxtapose cones so as to create a small region of low etheric potential. We then rotated the whole assembly, properly oriented, within the various etheric flows, and lo and behold, we were “into” the primary continuum in an all-new way, with a triggering device, so to speak. I was out of the water, as Commodore Orcutt had forecast.

TB: What was his reaction?

TJC: He said, “Good. Now we won’t have the water coming down any more.” And he turned back to his computer.

TB: You built and tested the first of these units on the SS Maui then, is that correct?

TJC: Yes. That was the famous “Flying H” device. An excellent place to test any prototype rain engineering device is right in Honolulu harbor, strangely enough. The trade wind conditions produce a steady weather regime. A dominant, visible weather feature locally is the cloud barrier that hangs over the Pali mountains immediately behind Honolulu, to the north and northeast. Most of the time, these clouds just barrel-roll above the Pali, and do not crest the mountain slopes. We have found that if you can bring rain right *over* the Pali with any device you are testing, to descend into Honolulu as showers, you usually have a winning arrangement. Our first all-geometric, ungrounded unit certainly did that, and it was somewhat poetic all

around.

TB: Poetic in what way?

TJC: At the time of the first stationary test of the Flying H in Honolulu, unbeknown to me, the World Meteorological Organization was having an international conference right in Honolulu at Waikiki. The conference was on weather modification, strangely enough. The Flying H was manually-rotated at that time, and I got it going a little too last in the test. There was a considerable unforecast rain which had things ankle deep in the street at Waikiki—where the weather modification conference was being held. Honolulu TV announcers joshed the visitors that evening, saying that everybody at the conference talked about the weather but nobody did anything about it. The video meanwhile showed some of the meteorologists navigating through the minor flood in Waikiki. So there was something poetic there, and elsewhere, too.

TB: Like where?

TJC: Mrs. Patricia Orcutt, wife of Commodore Orcutt, and at that time an FAA Inspector, got caught in the deluge. I heard about that very quickly. I had to tell her that it was due to the Commodore’s idea.

TB: Having an ocean-going ship available as a traveling laboratory has been an advantage to you, hasn’t it?

TJC: Of inestimable value. Beyond price. Without the 22-knot Maui, her stable bulk and her equipment, I would still be down in the dark where manipulating the ether is concerned. The ship is also an official meteorological observation station, with properly calibrated instruments aboard. Her flying bridge is a terrific observation post and was a magnificent spot to mount my equipment. Draughty, but magnificent

TB: So you have no complaints about Matson Navigation Company, the shipowners?

TJC: Complaints? I was never treated better personally and professionally in my entire life. Matson has always been a “people” organization, and my years with them have been rich and fulfilling years. I am enormously grateful to Matson, and to the captains who let my work unfold aboard the ship. Retired Commodore C.C. Wright, Captains Bill Spear, Ted Dobbs and Scott Abrams, and Commodore Orcutt all treated me wonderfully, and are friends for life.

TB: What about the Maui's radar? You have intimated at various times that this was of special value to you.

TJC: That is putting it mildly. The Maui was equipped with two radars, and the 3 centimeter Sperry unit was worth its weight in gold. The great virtue of such a radar is its ability to pick up squalls and rain formations, including those beyond visual distances. This activity can be not only detected, but measured in terms of distance and motion, and especially in terms of its geometric distribution relative to the ship—which is carrying the translator responsible for the appearance of the rain. Radar allows you to distinguish a natural, routine formation from one that has been engineered, and thereafter continues to react to the translator aboard the speeding vessel. This has especially high value at night.

TB: Why is the night aspect of such importance?

TJC: When you are manipulating the chemical ether, which is what this type of engineering amounts to, the night hours greatly favor accessing the ether because it is separating out from its daytime embroilment with the other three ether variants that are active in our environment. It is returning into the ether—like an inhalation. You are better able to get hold of it—to influence and partially control its contractive function. Etheric contraction favors rain formation.

TB: Wait a minute now. That's going a little fast and heavy. Let's back up a bit, and get into the question of what is natural and what is engineered. Can you give us a simple example of how an engineered rain formation might show up on radar? And how would it differ from a natural rain formation?

TJC: That is best answered by going right to the beginning of the rain engineering work done aboard the Maui. I started with a single, rack-mounted 4-inch diameter tube, equipped with a water ground. This was absolutely the bare bones, rock-bottom type of cloudbuster device. I started out by simply pointing the tube aft—that is, aiming it over the stern along the fore-and-aft line of the ship. This followed Dr. Reich's admonition always to aim the device in the OPPOSITE direction from which you want the rain to come. The ship was on a southwesterly course for Hawaii. We were in about 1020 millibars at the barometer with around 70 percent relative humidity, so the likelihood of rain was virtually nil.

TB: And what happened?

TJC: The 3 centimeter radar display started out completely clear of rain echoes, until about 40-50 minutes after this simple assembly was aimed and energized. To my happy astonishment, small, sharp squalls then began to materialize about 10-12 miles dead ahead of the vessel. These squalls fell away on each side of the ship's course, giving rise to an arrowhead type of formation, which I will sketch for you. As the rainsquall echoes passed down each side of the ship, many miles out, they were obviously losing their cohesion and reflectivity. All the while, more rain squalls continued to generate at the same point dead ahead. The exact distance of this point was readily ascertainable—and was monitored—with the range marker control. A geometric distribution of this engineered activity was taking place before my eyes. In the words of Commodore Orcutt, "Radar does not lie."

TB: Did he see this particular happening himself?

TJC: No. Commodore C.C. Wright was the senior Matson skipper at that early time, and in command of the Maui. When he came on the bridge to write his night orders, he went straight to the radar and took it all in immediately. "I'll be darned" he said, "a blooming arrowhead." He had given me permission to perform my experiments and took a lively interest in the results. He also suggested right away that I turn the unit off, and see if the arrowhead formation faded out.

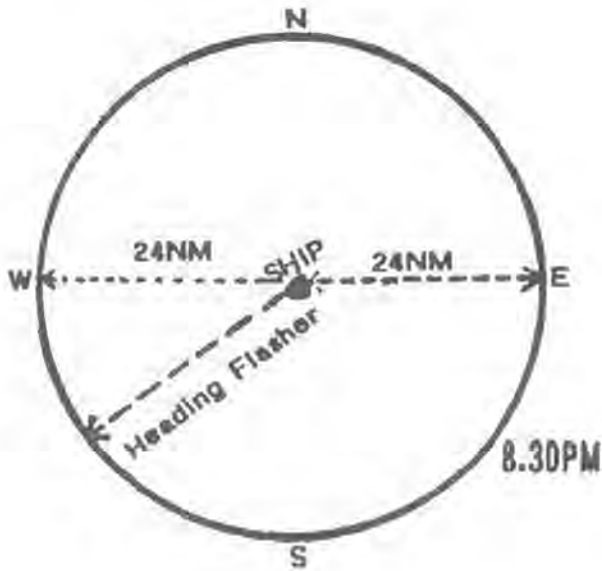
TB: Did you do that?

TJC: I certainly did. The collapse and dissipation of this engineered, artificial system commenced immediately the water was turned off and the tube disoriented. You could see the whole thing lose energy and reflectivity very rapidly. In half an hour, only the faintest remnants of the once vivid arrowhead formation remained abeam, and all activity dead ahead had ceased.

TB: Did you try reactivating the unit then?

TJC: Yes, and the formation did indeed return in an hour or so, but in diminished strength and clarity. I would caution here against attempting to transfer to this new engineering art—dealing with an incredibly subtle force—mechanistic procedures pitchforked over from the regular science and engineering fields. An entirely new ATTITUDE is necessary. We are dealing with something that is alive. We need to ensure that reality and technological utility are not extinguished by compulsively demanding compliance with gross, on-off expectations. The latter are, after all, typical of the cruder aspects of intelligence. The

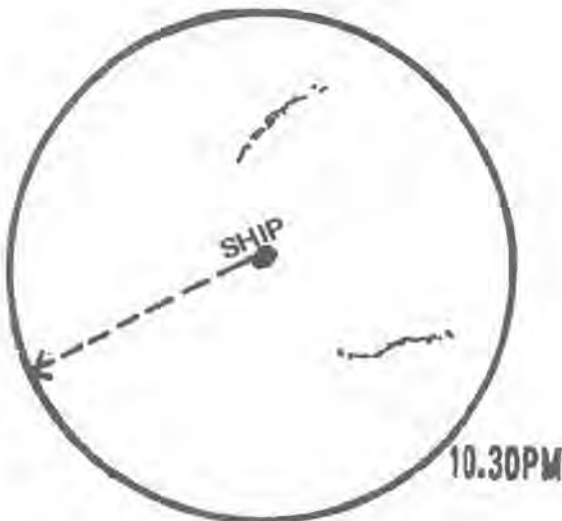
# FIRST USE OF CIOUSBUSTER ABOARD SS MAUI, 1979



VESSEL IS AT SCREEN CENTER. SCREEN DIAMETER IS 48 NAUTICAL MILES. HEADING FLASHER IS DIAGONAL DOTTED LINE, SHOWING SHIP HEADING SOUTHWEST. SHIP'S SPEED IS 22 KNOTS. BAROMETER IS 1025MB. REL.HUMIDITY 75 PERCENT. RADARSCOPE SHOWS NO RAIN ECHOES AT CIOUSBUSTER TURN-ON, AT 8.30PM.



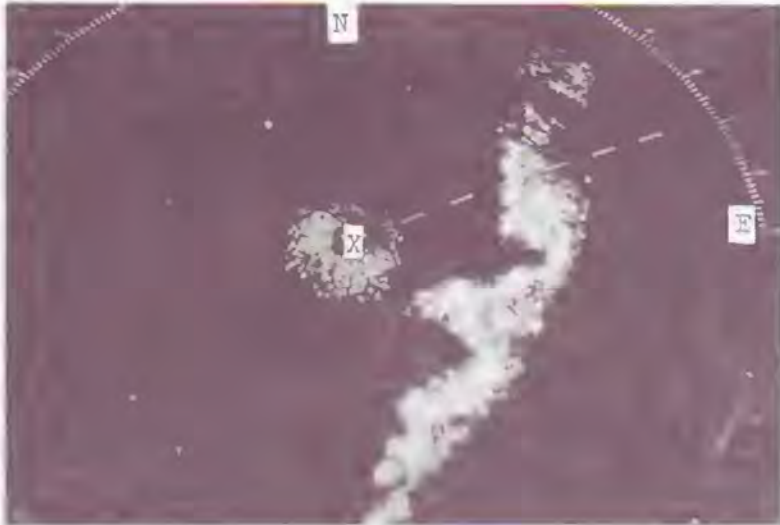
RADARSCOPE AT 9,30PM. SHOWS RAIN ECHOES THAT DEVELOPED AT 10-12 MILES RIGHT ON HEADING FLASHER. THIS WAS IN RESPONSE TO CIOUSBUSTER OPERATION, AIMING OVER THE SHIP'S STERN. RAIN ACTIVITY SPREAD OUT IN ARROWHEAD FORM TO EACH SIDE OF VESSEL, DIMINISHING SHARPLY ONCE ABAFT THE VESSEL'S BEAM. GEOMETRY OF SCENARIO REMAINED UNCHANGED UNTIL CIOUSBUSTER SHUT DOWN ON SUGGESTION OF COMMODORE WRIGHT, A WITNESS TO THE ACTION. CIOUSBUSTER SHUT DOWN AT 9.40PM.



RADARSCOPE AT 10.30PM, RAIN ECHOES NO LONGER GENERATED DEAD AHEAD. ARROWHEAD RAIN FORMATION DISSIPATING. ONLY FRAGMENTS REMAIN, FALLING ASTERN. ENTIRE INCIDENT IS DESCRIBED IN THE TEXT. ENGINEERED RAIN ECHOES AROUND THE MAUI ALWAYS FELL INTO GEOMETRIC PATTERNS, OF WHICH THE ARROWHEAD WAS ONLY ONE.

## RADAR — NO METAPHYSICS, NO MAGIC, NO MYSTICISM

Colossal wall of rain, over 40 nautical miles long and up to 10 miles thick, advances on the SS Maui (X) from magnetic east — after being engineered into existence by biogeometric devices aboard the ship. The diagonal line of dashes is the ship's heading flasher, each dash and each space denoting 2 miles of over-the-ocean distance. Scope diameter is 48 NM. The ship's speed is 18 knots.



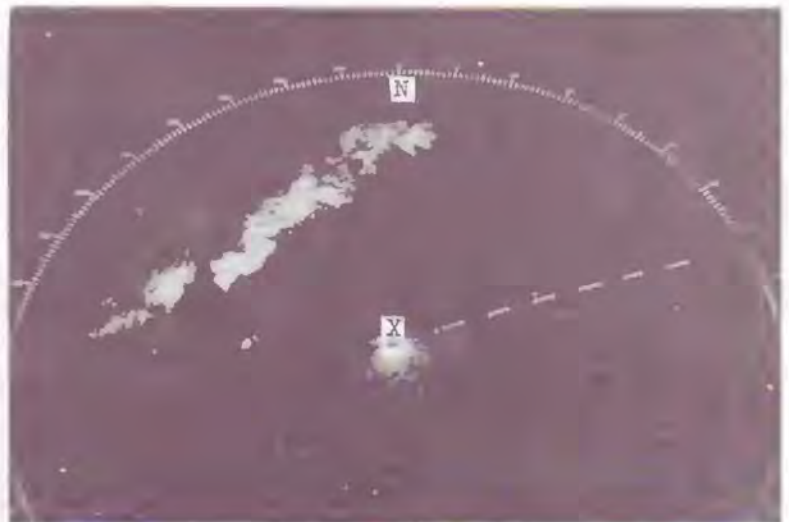
As the ship steers 070 degrees for California, the east-to-west flow of etheric force near Oahu, Hawaii, is being dammed up by engineering procedures, as the vessel moves. Damming this vast flow of force, causes a local rise in etheric potential. This in turn, causes lower potential etheric force from farther east to pile into the dammed area, obeying the "reverse" flow laws of the etheric continuum, and elevating local etheric potential. The elevated etheric potential powerfully attracts atmospheric water vapor, regardless of the barometer, which in this case was 1020 millibars.

Result is the creation, "out of nothing," of a vast rain line like this, containing millions of tons of water. Massive, continuous pushing by the east-

to-west tropical ether flow, against the pulsatory etheric emissions from the shipboard apparatus, produces still more etheric excitation, with the whole system eventually driven to "lumination" or discharge potential, releasing torrential rain. Rising winds west of this engineered front show in the wide band of "clutter," or spurious sea return, around and mainly behind the SS Maui.

Photo #2 shows what happens once the engineered rain line has overwhelmed the Maui, removing the source of the damming effect that created this rain system. A scant 12 miles beyond the ship, the reflectivity and size of the rain mass have sharply diminished, and it has already shrunk from more than 40 to less than 27 miles in length. The whole rain mass has also slewed northward into a new orientation to the Maui, almost parallel to her course. At the Maui, a wind shift of almost 90 degrees has occurred, as denoted by the change in the sea clutter distribution around the ship. The slewed rain mass is continuing to draw etheric force from the Maui's etheric translators, but once west of the ship, no damming influence can be exerted in these latitudes, like that shown in the first photograph. The rain mass is also now geometrically out of tune with the shipboard translators, and will soon discharge itself out of existence.

Scenarios like this were enacted literally hundreds of times during TJC's more than 300 ocean crossings aboard the SS Maui. Recorded often in daylight on time lapse video tape, the happenings were totally objective. In addition, radar provided continuous, irrefutable evidence of the validity of etheric flow laws, and of the physical presence of enormous tides of etheric force that are involved in the whole life of the earth. The larger lesson, according to TJC, is that the ether is technically accessible, and manipulable via the correct and appropriate geometry.





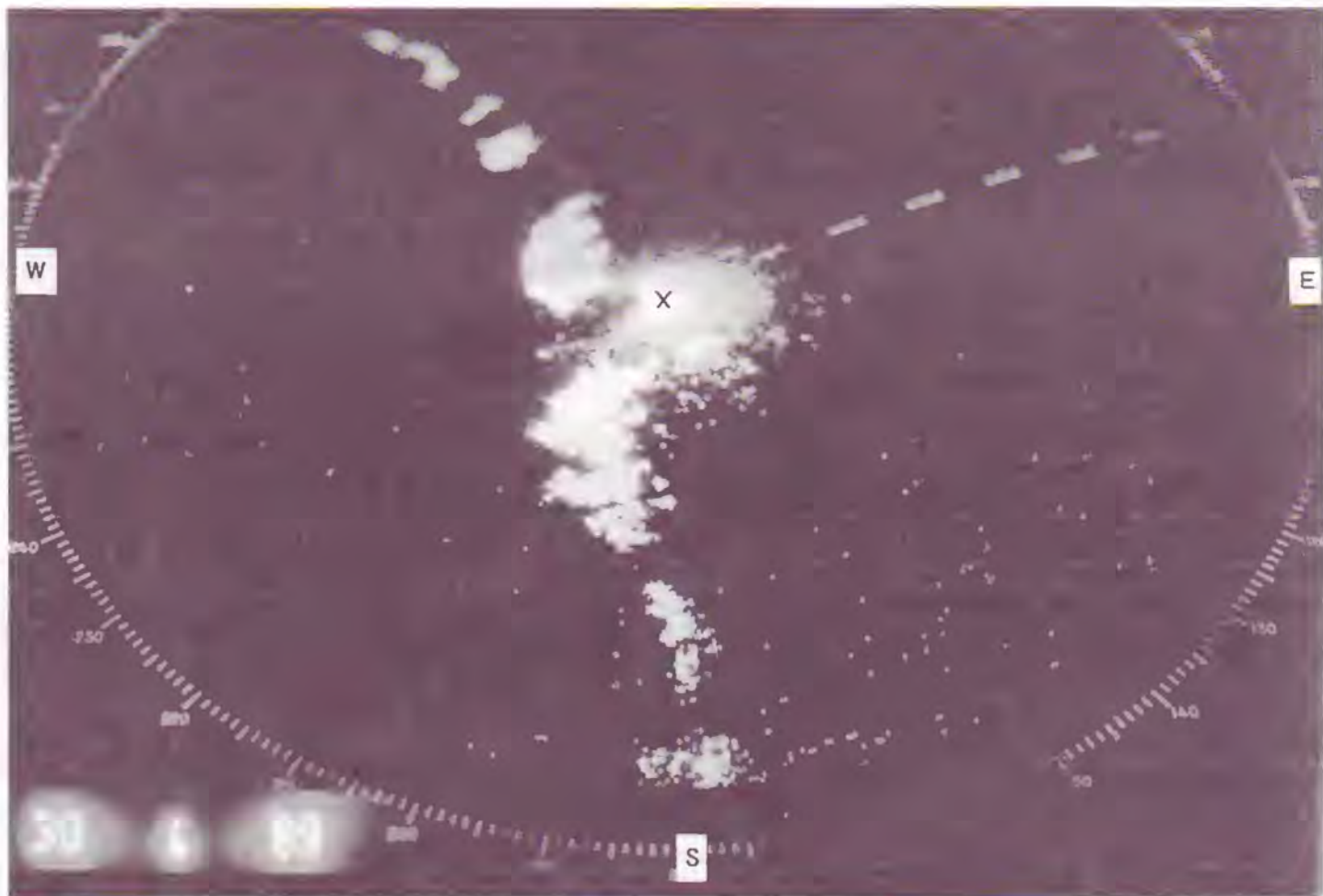
### THE BOX APACHE 1989

Vertically-operating units were originally called "Apache" units because they went "round and round like attacking Apaches" Lou Hatta designed and built the "Box" Apache to "lock up" a 45 degree angle from the vertical in each rotating "gun." Effects of this unit are shown in spectacular radar photograph on following page.



### CHECKING COMPONENTS

Two PVC projector tubes under test aboard SS Mauk. Various types of strong mechanical mounts were necessary in order to withstand high winds on Maui's exposed flying bridge. A 22-knot ship proceeding into a 25 knot wind, a common format in the North Pacific, resulted in gale force winds on the flying bridge. Most experimental equipment was made in the ship's machine shop.



### THE SIGNATURE Op THE "BOX APACHE"

The special etheric translator designed by Lou Matta and called the "Box Apache," locked a 45 degree angle into the two resonant projector tubes of the device — a photo of which also appears in this book. When the Box Apache was spun on its mount while the vessel was moving through the ocean at 22 knots, the device generated strings of vortices centered on the ship. In response to this etheric vortical action, rain patterns would appear on one side of the vessel that were soon mirrored on the opposite side — even down to the distance they were from the SS Maui.

Usually such patterns were lines of squalls *parallel* to the vessel's course, which were continuously generated in the same orientation, sometimes for hours on end. The presence and distribution of the engineered squalls was unaffected by surface weather, until they fell far astern and escaped the influence of the vortices being generated by the Box Apache.

Perhaps the most unusual distribution of squall activity ever produced by the Box Apache, came on the night of 30 April 1989, with the ship bound for San Francisco from Honolulu, and a Black Widow fore and aft translator used in addition to the Box Apache. The Maui (x) is at the center of this collision avoidance system display. Her course line is represented by the dashes and spaces running from left to right from the Maui. Each dash, and each space, denotes 2 nautical miles of over-the-ocean distance.

The Maui is here pushing into an 18-20 knot headwind, objectified by the heavy local sea return, or "clutter," shown in front of her by radar. With the Maui moving at 20 knots into this headwind, the ship was virtually in a full gale.

The astonishing distribution of engineered rain, appearing like a front from north to south across Maui's course, with the ship in the middle, is well over 40 nautical miles long and over 6 NM thick at the center on each side of the ship.

By all normal reckoning and experience, such a "front" — if occurring naturally — could not long maintain the startling geometry shown here. TJC's experience has repeatedly shown that rain formations that are engineered etherically remain under etheric control, and literally "walk through" existing surface weather while under the influence of the shipboard translators.

On this occasion, with the Box Apache in the scenario, the engineered front stayed in this format from 8:30 P.M. until 11:30 P.M. Wind direction and approximate strength, vessel heading and the remarkable "V" form are all objectified by the radar. Such radar-verified experiences over a period of 13 years aboard the Maui, leave no doubt of the physical presence, basic laws, and technical accessibility of the ether, according to TJC.

### SPIDER'S GRAND-DADDY

TJC adjusts one of the prototype units that eventually led to the Spidei-----or generator of etheric vortices. Hundreds of hours of practical tests aboard the SS Maui on the high seas, proved what worked and what did not TJC calls it the "empirical crucible".



### THE ORIGINAL FLYING "H"

Flying bridge of SS Maui played host to numerous weather engineering devices, as variants and prototypes were tested with the 22-knot vessel under way. This is the original "Flying H" prototype circa 1985 during maritime test. Device was manually rotated at this time, power was added later after operating principles were proved out



### IMPROVISED WEATHER GUN — PUNALUU, HAWAII

TJC improvised this Flying "I" unit, by running a rod through the back of his chair, and attaching half of a Flying "H" unit to this "axle". Device was manually rotated by seated operator. Unit was effective in building show-ars immediately offshore.

need to change ourselves is universally apparent in this decadent world, and weather engineering makes that demand on us. With the ether, we are handling a baby right now. Great care will give us a sturdy infant in due course.

TB: Then that is how the maritime weather engineering work started?

TJC: That is how it started on the Maui, although I had done similar work earlier on other vessels, especially when I was serving on the Vietnam Sea Lift and there was plenty of hobby time — I made some spectacular deluges in Vietnam in the dry season. The difference with the Maui was that I was permanently assigned there as her radio electronics officer. That permitted continuity and steady development as the years passed. I could leave material stored aboard while I was on vacation leave and I had the invaluable reinforcement of Lou Matta's help — his fine mind, engineering brain and artisan's skills.

TB: Let's return to the role and value of radar in all this. Can you give us some further examples of how radar helped you develop your work?

TJC: We tried many different geometric devices that developed from the cloudbuster, and especially after we got rid of the water grounding problem. Radar permitted me to see in an entirely objective fashion, if a new variant or prototype would produce results. For example, if you tried and tested such an innovation for a couple of weeks — going fi<sup>h</sup>to Hawaii and then back to California — and nothing happened, you felt justified in dropping that device. Such a checkout would involve numerous different orientations and rotations of the device, at various times of the day, and so on. Since there were no textbooks on the subject — no classical guidance of any kind — we were compelled to tread the empirical pathway and put the theories together later on. Radar continually told us whether we had anything worthwhile or noL

TB: But this wasn't the only use radar had, was it?

TJC: No indeed. Radar made it irrefutably clear that the ship-mounted device was triggering the activity and providing the power source — the power source being the pinpoint area of flow etheric potential that we designed into these things.

TB: Can you get into that in a simple way a little bit?

TJC: I can try. The energy flow FROM the device on the

ship produced, and then fed, an accretion of moisture remote from the ship. We found that certain angular and geometric relationships repeatedly presented themselves in these processes. It became feasible, and a regular part of the experimental work, to PREDICT where an accretion would develop on, say, a clear horizon. And it would soon do so. Radar also showed unerringly that the flow out of the device aboard the ship was like an invisible rod that went to the accretion it produced, so that such an accretion would never come right down directly on the vessel — as it certainly would if it were a natural creation. We found that the whole rain mass, sometimes involving many square miles, would *pivot around the ship*, or open up in front of us allowing us to sail through in near-rainless conditions. We even came to call this "The Moses Effect" Anyone who has spent an appreciable time on the bridge of the Maui has seen The Moses Effect. Radar made these happenings unequivocal. Their numerous repetitions through the years made the idea of accident untenable. I was also very effective against fog with a water-powered, short cloudbuster fitted with one of our special chokes. Radar sometimes showed the diffuse return that occasionally comes from fog, opening magically in front of the vessel, like an avenue for us.

TB: Did Commodore Orcutt witness this?

TJC: He certainly did. He also asked me many times to intervene in foggy conditions, and I was successful with this, and especially effective when we started using the same Spider device employed in Clincher aboard the Maui. On one occasion going into Puget Sound in April of 1990, fog could be seen descending ahead of us into the Sound in a thick mass, to the audible groan of the Puget Sound pilot handling the ship. No matter what die refinements of radar, fog remains a high-strain nightmare to mariners.

TB: And the Commodore asked you to help?

TJC: He did, and without hesitation, as soon as he saw what was imminent I went up to the flying bridge and switched on the Spider. Within ten minutes, that white mass was going back up like a theater curtain, to the astonished gaze of the pilot. Within 30 minutes, the Spider had so expanded the local etheric contraction that visibility was unrestricted. Commodore Orcutt was grinning triumphantly in the gloom, as the pilot continued to remark on the disappearance of the fog. The late General Curtis LeMay was extremely interested in the Spider for preventing and clearing fog at USAF bases, and was just launching a test program when he passed away in October of 1990.

TB: Before I ask you about General LeMay, let me clarify what you just said: “preventing and clearing fog.” There seems to be two functions there. Can you explain that a little?

TJC: Yes, surely. Most of the numerous efforts made through the years to deal with fog—especially in the aviation field—have been confined to trying to clear something that has already formed. In other words, you first of all have die fog as the end result of a contractive process. Only then do they bring in the thing that is supposed to clear fog. They have the full weight of a natural process to contend with, and all through the decades, Mother Nature has laughed at them. All manner of gimcrack rigs have been tried to get rid of fog, all of them based on the same dead-end mechanistic ideas. The Spider will clear fog more effectively than anything else that has been tried, even though it is in its infancy. The point I made to General LeMay and which intrigued him, was that the correct way to use the Spider and deal with fog, was to employ the Spider in the EXPANSIVE mode and prophylactically—expanding the ether locally—TO PREVENT THE FOG FORMING. Fog will not form if the ether is expanding. Fog is a phenomenon of contraction and stasis in the ether, and classical meteorology deals essentially with secondary effects in its approach to fog. All that detail is wonderful, but provides no PRIMARY access and therefore no remedy to the problem. If the process of expanding the ether locally were initiated, you would never need to close an airport or an airbase in the first place, in my opinion.

TB: You mean to say that Curtis LeMay, at 83, grasped all this?

TJC: No. He made no such claims, ever. On the contrary, he constantly complained to me that I wasn't telling him what he wanted to know. He simply said—concerning the smog and the fog, “We ought to take a look at it.” He set up bases for me for Clincher, in smog-stricken Riverside where no one else would help me. And we cleaned the damned place up with Spiders after he intervened, cutting the Alert rate by more than 50 percent, for cat's sakes. He was delighted by the dramatic change in Riverside before his death. That is exactly what he meant by “taking a look.” When Clincher was over, he planned to have three or four Spiders taken to the foggiest USAF base in the country and tested, entirely through his influence and standing as the former Chief of Staff of the USAF. When he said “We ought to take a look” he meant that he was going to take a look. No evasion, no double talk, no call-me-back, he just bored in on it as though on a bombing run. He loved Yankee can-do.

TB: It was a little unusual for you to find an ally like that wasn't it?

IJC: That is putting it mildly. He was the embodiment and expression of integrity and honor.

TB: Is it true that you worked for the Wallace-LeMay presidential ticket in 1968?

TJC: Yes, it is. I had the biggest telephone bill I think I have ever paid, but I broke my pick for politicians only twice—once for Wallace-LeMay and the other time was for Barry Goldwater.

TB: Why did you do that, when you must have known that George Wallace and Curtis LeMay could not win?

TJC: From the late Dr. Ruth B. Drown I learned an important ethical lesson, which is that you go unreservedly for the truth, and you are unreservedly true to yourself. I am without illusions about the political establishment. If Wallace and LeMay were to win, I knew Wallace would be assassinated and Curtis LeMay would be president. I knew that die money power would never bend him, and they would not dare to murder him. We had a chance to have a completely honest gentleman as president. That's what I worked for.

TB: Even though you felt Wallace would be murdered?

TJC: Yes. That attempt came sooner rather than later, because Wallace and LeMay were convulsing all the cut and dried electoral plans of die establishment. Wallace had to go, and so (he usual ‘madman’ came out of the crowd. Strangely enough for my own views as I have just given them, Mrs. Helen LeMay told me that George Wallace himself had told the General, “If we win, I'll be assassinated, and you'll be president.”

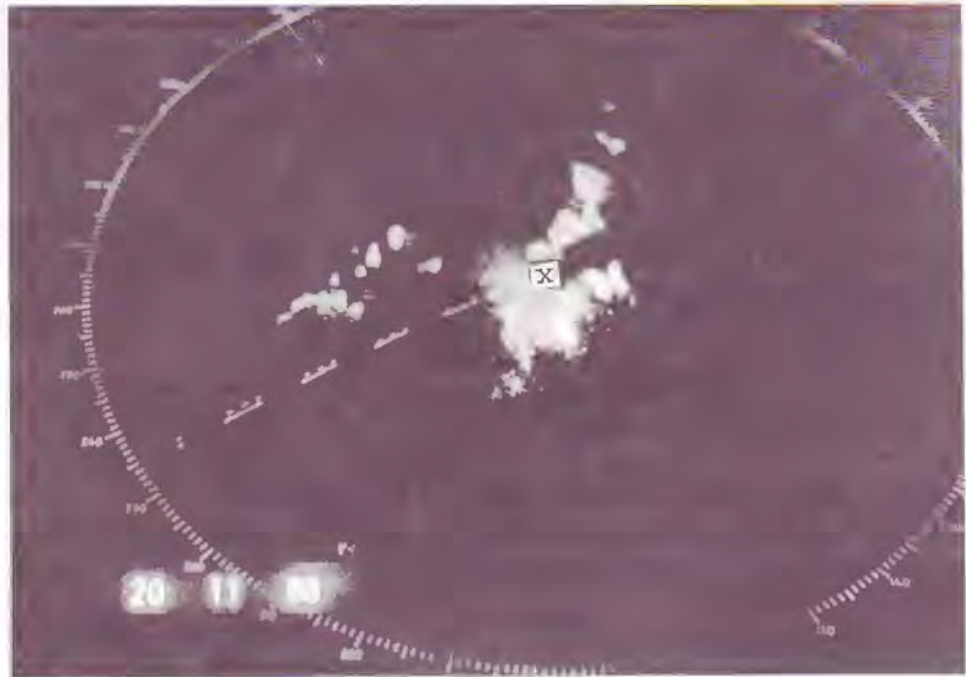
TB: Well, you certainly came full circle on that one, getting the General's help 22 years later. But let's get back on track with the work on shipboard. You were working all along with downsizing weren't you?

TJC: Yes, but the full rationale for that was not alone the shipboard work, because I was doing mobile work ashore—on cars—where size became a major hazard.

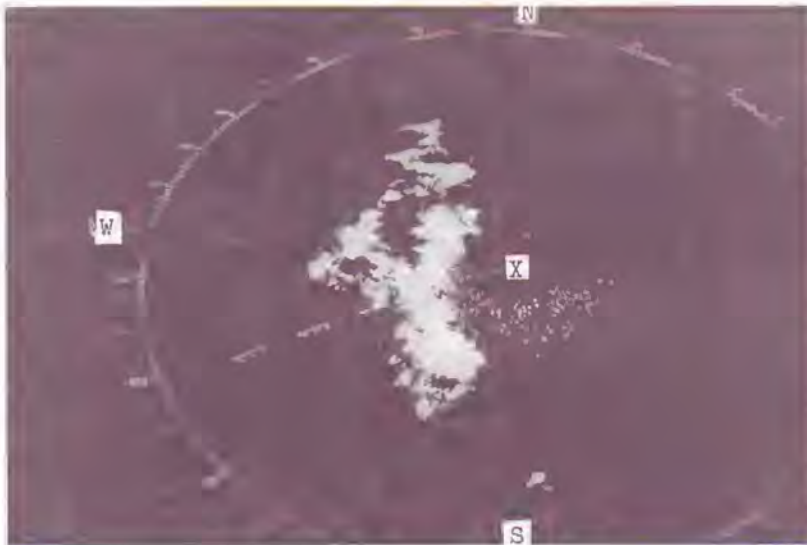
TB: Aha, we are into another aspect of weather engineering, I see. You carried weather engineering devices in cars?

**"THE MOSES EFFECT"**

The SS Maui's Collision Avoidance display provides record of the typical "parting of heavenly waters" that occurs when the vessel approaches rain masses with its biogeometric devices functioning. "X" is the position of the Maui, at center screen. Screen shows ocean surface over 24 NM radius circle around the ship. Heading flasher (dotted line) shows ship steering SW for Honolulu from Los Angeles. Rain mass on both sides of ship has 'parted' for her passage, and open trench through rain is clearly visible. Phenomenon has been observed literally hundreds of times during TJC's maritime experiments with control of local weather via etheric engineering.



**DAMMING UP ETHERIC FORCE FROM THE WEST**



SS Maui (X) is one day outbound from San Francisco, California on her way to Honolulu. In the temperate zones of the earth, the prevailing ether flow is west to east. Maui's southwesterly course is shown by the dashes and spaces of her heading flasher, each dash and each space denoting 2 nautical miles. The barometer is 1022 millibars.

The biogeometric equipment aboard the SS Maui has been adjusted to oppose locally the regional west-to-east flow of etheric force, utilizing not only the translators, but also the 22-knot speed of the ship. Skill, experience and patience are needed to produce etheric drainage flow away from the ship, and directly into the advancing etheric flow from the general direction of magnetic west.

Where the ether flow is opposed in this fashion, the etheric potential rises, strongly attracting atmospheric moisture. The anomalous, engineered area of elevated etheric potential then becomes the target of lower potential flow approaching from farther west.

Following the low-to-high flow law of etheric currents, this powerful flow soon raises the etheric potential of the accreting rain area to "lumination" or discharge point. Heavy rain then ensues, as in this radar depiction. This represents the etheric physics of the situation above.

Radar shows the SS Maui almost dead center of a monstrous rain buildup, well over 20 miles long and up to 8 miles thick. Sea clutter south of the ship verifies the southerly winds in this format, which have virtually no influence on the rain accretion — the latter being etherically controlled. Such control remains in place until the rain barrier surges past the damming influence exerted by the shipborne equipment. The rain formation then melts away, as the west-to-east etheric currents normalize after the removal of the local blockage caused by the ship.

Characteristically, in such situations as the above, the rain mass parts locally where the SS Maui approaches, so that the vessel commonly sailed through such rain masses as the above, in virtually rainless conditions with heavy precipitation on both sides. Common occurrence of this "parting of the waters" phenomenon, caused it to be nicknamed "The Moses Effect."

"Some day, we will have full technical control of the ether," says TJC, "but for now, getting things like this to happen is like making love to an hysterical woman."

TJC: Yes, in cars and on cars, and in the back of pickup trucks and inside station wagons.

TB: At what stage of things did you start operating with cars, and why did you undertake that particular development?

TJC: Fixed-base operations on land, back in the water-powered days, required quite a lot of supervision and attention.

TB: Why is that? I thought you just dropped the ends of the tubes in an irrigation ditch and that was it?

TJC: Things started that way, but there is a definite tendency with rack-type installations to “drop out” of the primary continuum. By that, I mean the etheric flows—which are almost inconceivably vast despite their subtlety—will tend to compensate for the presence of such a device as a rack unit. The situation is analogous to a rock thrown into a stream. The initial impact and consequences may be substantial. You will see waves and ripples from the insertion, and visible surface currents will alter. After a settling period, the presence of the rock is unnoticed.

TB: So something similar happens when you set your rack unit then?

TJC: Yes. The analogy is crude, but it gives you the idea. Correctly aligning a large rack installation so it will be effective is quite an art. Once it is correctly set, there will be substantial effects, but one must always remember that the flowing ether itself is something vitally alive and always moving. That inevitably means change. Rack units therefore have to be moved slightly every so often to prevent the installation going dead—so to speak. This is something I learned through extensive practice and long discussions with Bob McCullough—the biologist who was Dr. Reich’s assistant in weather control.

TB: Before we carry the discussion of the techniques of weather engineering further, can I ask you about McCullough?

TJC: Sure. I owe him a huge debt of gratitude. He is a gifted individual who was fortunate enough to spend two years at Dr. Reich’s elbow. My unfoldment was decisively influenced by what I learned from him.

TB: How did you meet Bob McCullough?

TJC: Through the Borderland Sciences Research Foun-

ation, well over 30 years ago. He bought a copy of my first, crude book, **They Live In The Sky**. In the picture section, among the infrared photos that Doc Woods and I took back in the fifties, he recognized shapes that he had seen whizzing around the canyons near Tucson, when he was using the cloudbuster there with Dr. Reich. He was excited by this and introduced himself at a Borderland meeting in Harmony Grove. I liked him immediately.

TB: And you formed a friendship?

TJC: Heavens, yes. Bob and I engaged in a long correspondence by letter and tape. We cooperated as research associates in this fashion for Lord knows how many years, until he went to Costa Rica to live—something that took a brilliant dimension out of my life. I can understand why Dr. Reich liked and respected him. Bob is a clear-thinking, wide-open, practical scientist who recognizes that new things have to be worked into this world—midwived, so to speak. I learned the authenticities of cloudbusters from him, and we lived some wonderful adventures together. He got many interesting UFO pictures, by the way, using infrared film in conjunction with the cloudbuster.

TB: That was originally your technique, wasn’t it?

TJC: I would hardly dignify the procedure by calling it a technique. It was nothing more than a simple step to objectify UFO’s that either dwell in the heat state, or transit that state in emerging into and ascending from the physical-material state. Bob got a lot of UFO photos using a cloudbuster as a focal point, up in Utah at his home. He worked on chemical and biological warfare in the Dugway, Utah facility of the U.S. Army in those days.

TB: Chemical and biological warfare? A research associate of Dr. Reich? How could that possibly be?

TJC: Certainly Bob turned the biggest somersault I ever saw in my life, but I never for a moment believed he was happy doing that life-negative work. It was almost a reactive thing, born of outrage. Bob is a sensitive and decent man, and I think the government’s Nazified persecution of Dr. Reich affected him profoundly. So did his near-fatal experience with the cloudbuster in Arizona.

TB: Yes, you said in your **Cosmic Pulse of Life** that Bob McCullough had been crippled using the cloudbuster.

TJC: That’s right. He twice absorbed some kind of energetic bolt through the cloudbuster. The second one nearly killed him, and left his right leg partially paralyzed.



#### WILHELM REICH'S ASSISTANT

Biologist Robert McCullough, seen here with one of TJC's "HOZAH" cloudbusters, worked for two years with Dr. Wilhelm Reich before the latter's persecution by the government and death in prison. Longtime collaborator with TJC and a close friend, McCullough took part in Hozah experiment with TJC that proved — thanks to Dr. Stark's organotester — that such units expanded the ether and were unlikely to promote rain. Result was new design and progress. TJC and McCullough met through BSRR

#### MANIFOLD INSPECTION

TJC opens the manifold of Magnum 109, in San Pedro, California, while Bob McCullough eagerly awaits view inside. Experiments were conducted by loading the manifold with a cake of dry ice to possibly provide extremely high etheric potential within the manifold. This, for the purpose of having Magnum 108 "draw" chemical ether from the atmosphere to trigger and engineer etheric flows. Concept seemed sound theoretically, but failed in practise. Best means of achieving the end sought, was grounding to fast-running water, with minimal blockage of etheric flow within the device. Flow to ground via a high potential incorporated in the design of the cloud-buster, proved capable of influencing the atmosphere over several states once correct alignment of assembly was achieved. A dramatic example is discussed in the interview.



#### BIG BOB SWINGS IT IN COSTA RICA

Bob McCullough using a "HOZAH" type cloudbuster in the highlands of Costa Rica, where he lived for some years. Simple, small-diameter tube on grounded pivot allowed single-motion sweeps to be made from one horizon over through the zenith to the opposite horizon, hence the HOZAH name Big Bob Induced numerous, heavy regional rains with his Hozah unit, contra-forecast. Tropical conditions enabled the etheric expansion to become "feed areas" within prevailing high regional etheric potential. Result: Torrential rains.





### CLOUDBUSTER KID

TjC's 15 year old daughter, Diana, with Willy's Wand, in 1977. This cloud-buster variant was radically tunable. Diana is now a 32 year old mother.



### MAPPING IT OUT

TjC and Bob McCullough plan a desert expedition in the 1970s with the aid of a contour map. On the planned trip, they obtained time-lapse film of classic build up and diversion of energy coming across the desert from the west. This archival footage is being prepared for re-release.

### BIG BOB AT NIGHT

Bob McCullough struggles with counter-weight adjustment on Magnum 108 at Banning, California during 1984 summer project. Grounding hose may be seen entering the central support pillar.



He drags that foot to this day. Had there not been a bunch of doctors right there on the spot, I think it is quite possible Bob would not have survived. Fortunately he did, and I had the most experienced man in the world to phase me into cloudbuster operating.

TB: Weren't you concerned that something similar might happen to you?

TJC: No. I considered myself part of progress and a servant of life. My involvement with all this was NOT an accident. Therefore, nothing would happen to me before I completed what I came here to do. Once my work was done, nothing would keep me here. Joshingly, (lie men in my group like to quote a line from an old Bela Lugosi movie: "VE ARE ALL GOING TO DIE ANYVAY.") The mischief-makers, intriguers, plotters and criminal politicians of this world all forget that they are going to die and face hereafter the consequences of their acts. I am prepared to face the consequences of mine.

TB: So it was through McCullough that you got going with weather engineering?

TJC: Yes, that's right Jim Woods and I reached a point in our UFO photography venture, around the middle 1960's, where we wanted to use a MECHANICAL or BIOMECHANICAL device to attract UFOs. Bob McCullough's report that the "critter" type of UFO —the plasmoidal bioforms —had become visible sporadically during cloudbuster operations in Tucson, had started me thinking along those lines. So Jim Woods and I began building cloudbuster variants with consulting guidance from Bob McCullough —for the purposes of UFO photography.

TB: Then how did the switch come about to weather engineering from UFO photography?

TJC: First of all, the cloudbuster proved capable of attracting the invisible plasmoids for photography. No doubt about that. This remains one of those central findings in UFO research that has been evaded. This finding has the power to revolutionize biology as now constituted, and to dramatically extend and clarify human thinking. After more than a decade of capturing invisible UFOs on infrared film, Jim and I realized that with the cloudbuster involved, we were into the next phase of this work. We were going from "way out" to out of sight

TB: And the initial findings on invisible UFOs had not been accepted or comprehended. Is that what you mean?

TJC: That is correct With a few incandescent exceptions like the late Dr. William Gordon Allen, scientific mentalities preferred the comfort of the dark —so to speak. These pessimistic thoughts were overhanging our photo work with die cloudbuster when a brilliant new dimension was opened by its use, almost by accident

TB: I presume that all this work took place in southern California. Is that so?

TJC: Yes. We worked mainly at Thousand Palms Oasis, a few miles from Palm Springs, because there was abundant water there for grounding of the cloudbuster, as well as clear skies, out of which we could objectify the UFOs. I had given no thought whatever to weather control at this time, being focused tightly on UFO photography. We found that during UFO photography work we were exerting a totally unexpected influence on the weadier.

TB: Like a side-effect?

TJC: That is a misleading term. Actually, the weather events were direct effects of the cloudbuster, but we were neidier looking for these effects nor expecting them. Our tendency at first was to attribute these happenings to chance or accident, but they became too forceful and convincing to permit adherence to the idea of chance.

TB: What form did these weather events take, and what led you to eventually rule out chance?

TJC: Desert weather is normally a steady regime. As we moved the cloudbuster in various ways, the first thing we noticed was how we would stir up local breezes from a normal flat calm. These impressed us mightily when heavy gusts would blow sand over our photo gear. We had been working in the desert for 10 years without such problems. Cloud banks would appear out of nowhere. Certain rotations of the device took all this further. Dust devils and williwaws would come screwing across the desert, and things would happen further afield —far beyond our immediate observation.

TB: If you couldn't observe them directly, how do you know that you caused such happenings? And what were they, anyway?

TJC: A series of large dust devils —miniature tornadoes —raced through Indio, 11 miles distant, coincident with our operations. The airport at Thermal, California was similarly clobbered on another occasion, even farther away. That persuaded us to shift our operational site to the high

desert, not far from Lucerne Valley, California.

TB: What happened there?

TJC: The same things as had been triggered down at Thousand Palms. On one occasion, sudden heavy winds struck a nearby airport turning over a couple of light aircraft that had been poorly tied down. The times of these events were simultaneous with our operations. The high desert gets a lot of wind, and we found that we could kybosh these winds locally by aiming our crude device directly downwind. You see, by now the UFO photography was being forgotten, as we realized the tremendous potential of the cloudbuster. The weather could be ENGINEERED.

TB: Well, you saw that potential, but why did not others see it.

TJC: You are not taking into account that at this time, we had already been working with etheric energies —in the most immediate, direct and personal way —for over ten years. We had been objectifying etheric bioforms, the construct-type UFOs and the human biofield, with novel uses of infrared film.

TB: But isn't that somewhat off-track from the cloudbuster?

TJC: No. Rather is it right on-track. We were sharply aware and totally convinced in a practical way, of the reality of the etheric or life continuum, whereas conventional education ruthlessly excises this entire idea. The corpse and the living human are THE SAME to this twisted system of thought. The universities compel you to ignore the living pulsation if you want to get one of their degrees. If you follow this thought control system, you finish up accepting that there is no life force. Therefore you cannot access that which does not exist. Mature human beings with Ph.D.s in their thousands compulsively accept this irrational reasoning. By contrast, and already convinced of the objective physical reality of the force it was manipulating, we embraced the cloudbuster and went right to work with it. We got results from the first, because of our long practical backgrounds dealing with etheric force.

TB: You are emphasizing here, the practical aspects of work with etheric force. You had also provided yourself with some theoretical preparation as well, hadn't you?

TJC: Oh yes indeed. We were not just out there groping around as men with hardware. Dr. Rudolf Steiner's

indications regarding the etheric forces, and those of the great Anthroposophical scientists like Lehrs, Poppelbaum, Schwenk, Pfeiffer and others, provided solid guidance. Both Jim Woods and myself had the good fortune to associate with the late Dr. Ruth B. Drown, who put Qabalism into instrumented form. Dr. Wilhelm Reich had given Man the cloudbuster. I made it my business, guided by his daughter, Eva Reich M.D., to absorb the full thrust of his work and thinking, rather than just shear off the cloudbuster, as though it were a piece of hardware for exploitation. That is a common mistake.

TB: So you didn't lack theory.

TJC: The only lack was in our own mental inadequacies, and still is. There is more in Rudolf Steiner, for example, than the best men and women can utilize in the next couple of centuries. There isn't any lack of theory. What is required is for the student to take Steiner's indications and plunge down into the material world with them, and work. Thus will develop a new, life-positive science. Through work and practical achievement and the new knowledge that makes it possible, academic despotism will eventually be overcome.

TB: In your **Cosmic Pulse of Life** and other writings, you have repeatedly emphasized the importance of Dr. Rudolf Steiner's work. You evidently see this as a practical matter rather than as withdrawn, esoteric studying. Is that correct?

TJC: Absolutely correct. From Steiner you get ideas, concepts and indications that are intensely practical, but not in the conventional sense of practical. Rather are these impulses something that you, yourself, *make practical* through your own labors in the physical world. You have to do the work. You have to build things with your own hands that have never been built before or used before in the known history of the world. You get to test the convictions you have about the etheric world, and you get to test the existence and character of the etheric flows. You get to see this turn into ponderable physical events, and you are able by this means to see that controlling the weather —engineering something heretofore considered beyond control —is entirely feasible. By no means is it remote conjecture. You are making it happen in the here-now.

TB: Why is it then, as your video evidence of these things keeps mounting, that the entire development appears to be avoided by conventional meteorologists?

TJC: My dear friend and close associate Lou Matta, the

chief engineer of the SS Maui, has had a ringside seat at much of this unfoldment. He dropped many pearls of wisdom in our long bull sessions at sea. He could answer your question better than me, and very simply. He once said to me, "The reason that so little of this gets across to people without anything other than an orthodox background, is that everything you are doing is *invisible* to them. Acquiring some knowledge of the etheric—how the ethers work according to Steiner—is like changing the focus of a pair of glasses. What you could not see before suddenly becomes visible." I thought that was very cogent

TB: But surely there is more to it than that, true as Lou's statement may be. A certain class of person does not appear even to see massive events objectified for them on your time-lapse video. What about that?

IJC: The images may impress his retina, but there is something else that Dr. Wilhelm Reich called *armoring* involved. His clinical work has produced abundant proof that armoring of the eye segment in babyhood and infancy induces a type of structural blindness that stands permanently between that individual and perception of any process charged with life. The individual can read an eye chart OK. Put before that same individual imagery that is vitally alive, and the armoring will insulate him from its impact reaching his core—which is also vitally alive, by the way. Sounds "way out," but it is as true as blue.

TB: And you feel that this happens with some of your time lapse video sequences?

TJC: I am quite certain it does. There is even a certain class of heavily armored person that actually has to get the hell out of the room when presented with this imagery from Nature. In my personal experience I am unaware of any other work where the existence and accessibility—and the technological potential of the life force—have been shown on such a vast scale. Running the regional weather from fine and clear right through to a deluge on the porthole within 40 minutes or so—with every phase of the sequence captured on video—is making the life force all-too-real for certain types of neurotic people. Lively people of course, react to the entire thing with delight and exuberance.

TB: So it seems that Wilhelm Reich's findings have greater scope than just the cloudbuster device he invented.

IJC: My view is that Reich's needle-sharp findings on social pathology are absolutely essential for anyone doing weather engineering work. These findings will cool any expectation that anything will be done with all this, any

time soon. Almost anyone can build a cloudbuster. Not everyone can grasp the rootings of social pathology, and how it is that we live actually in a pathological culture. Any emotionally clean person who encounters this institutionalized social pathology for the first time usually gets a nasty shock.

TB: Are you inferring here that sociopaths can't handle, or take, the weather engineering thing?

TJC: No doubt about it. The very idea of anyone controlling or engineering the weather seems to send them bananas. I have seen this kind of neurotic reaction evoked in professors as well as in just plain people.

TB: So when you say it is absolutely essential for weather engineers to understand social pathology, is that to prepare them for irrational reactions to what they are doing, or trying to do?

TJC: Let me put it this way: Weather engineering is one thing, and any effort at social or commercial implementation of it for human benefit, is quite another. There is little opposition to weather engineering as a pure modality or as an experimental activity. Science is not doing anything really effective along that line, and pays no attention to what it deems to be "off the wall." The ether is simply denied on a knee-jerk basis. When it comes to applying weather engineering to an otherwise insolvable problem, affecting millions of people and vast economies, *the social pathology to stop that happening will erupt as surely as sunrise.*

TB: Perhaps we can return to this a little later. First, we need to have you tell us more about the background of this whole development. Let's get back to those weather gun cars you used. The idea is fascinating.

TJC: OK, back to the gun cars. The maritime weather engineering work demonstrated that vessel velocity functioned like a multiplier or amplifier. If one could postulate average primary continuum velocity at say, 15 knots, and you head a ship into that primary flow at 20 knots, you have effectively increased the flow rate of the continuum to 35 knots—or very nearly doubled it. Once this happens, things become possible quite readily that are far less feasible with a stationary weather engineering device.

TB: Hold on just a moment there. You mention the "flow rate of the continuum." For clarification, let me ask you if it is your view that the ether moves? Does it move continuously, or what?

# THE ETHERIC FORMATIVE FORCES

from *The Etheric Formative Forces in Cosmos, Earth & Man*

by Guenther Wachsmuth, 1932

There are altogether seven etheric primal forces, formative forces, active in the cosmos; of these, however, only four reveal themselves in the space-and-time processes of our present phenomenal world. In what follows, therefore, we shall deal only with these four etheric formative forces.

Anthroposophical spiritual science designates these four kinds of ether as:—

- Warmth ether,
- Light ether,
- Chemical ether (or sound ether), and
- Life ether.

The four kinds of ether may be classified in two groups, and this distinction is of fundamental importance for the understanding of all that is to follow:—

The first two, warmth ether and light ether, have the tendency to expand, the impulse to radiate out from a given central point; they act centrifugally; whereas the other two, chemical ether and life ether, have the tendency to draw in toward a centre, the impulse to concentrate all in a given central point; their action is suctional, centripetal. This polarity of the two ether groups—the centrifugal, radiating, self-expanding will, and the suctional, centripetal will to draw inward, to concentrate—is an ultimate elemental principle lying at the bottom of all natural phenomena.

Warmth ether tends towards the spherical form. If it were merely a conveyer of "motion," then it could in turn call forth only motion in a substance-medium in which it works. Since, however, the tendency to create spherical forms is inseparably linked with its action, therefore it calls forth, wherever it enters into Nature and is not obstructed in its action, spherical forms. We are here dealing—and this must again and again be emphasized—not with abstract dead oscillations of unknown origin, but with concrete formative forces.



The second ether state is that of light ether, or, more simply, of that which is given to the physical perception of man as "light". As Lenard says, light gave us the first intimation of the existence of ether, and he thinks "Light is undoubtedly a transverse wave motion: that is, in a beam of light and perpendicular to its direction—never merely backward and forward displacements in the same direction with the beam, as is the case in sound waves—there are present periodically shifting states. Optical researches by no means recent—for instance, those in regard to polarization of light, have already shown the transverse character of light waves. In the course of time we have learned to recognize still other ether waves which are invisible: ultra-violet, ultra-red, and electric waves; but these as a group have the same characteristics as light waves, differing only in their lengths." That the "characteristics" are similar, the lengths different, may satisfy us so long as we are testing in a one-sided and arbitrary fashion the quantitative-mechanical action in the substance medium; but in this way we learn nothing whatever in regard to the natures and the concrete distinctions of the different

kinds of ether. The light ether to which we refer, which calls forth for the human eye in the manner to be explained later the phenomenon of light, does in fact induce among other things a transverse oscillation; but in addition to what has been said above we must add that this occurrence describes the figure of a triangle, so that light ether, as we



shall see, when it can exert its effect unhindered in Nature, also produces these triangular forms, whereas warmth ether produces spherical forms. We may say, then, that an oscillation, a form which is caused by light ether in a substance-medium, takes the shape of a triangle.

The third ether is *chemical ether*, or *sound ether*. Its forces, that is, cause the chemical processes, differentiations, dissolutions, and unions of substances; but also—though, as it were, through activities in another field—its forces transmit to us the tones perceptible to the senses. The inner kinship of these two spheres of action will be clear to us from the phenomenon of Chladni's sound-forms. For it is tone which causes the uniting together, the orders and forms, of substance and bodies of substance. "That which the physically audible tone produces then in the dust is happening everywhere in space. Space is interpenetrated by waves produced by the forces of chemical ether," which, in the manner of the Chladni dust figures, dissolve and unite substances. But chemical ether has in reality "a tone-and-sound nature of which sensible sound, or tone heard by the physical ear, is only an outward expression: that is, an expression which has passed through air as a medium."

We must establish the fact that tone and chemical processes are to be attributed to the same ether in the manner explained.

Chemical ether, when it can exert itself unhindered in Nature, produces, as we shall be shown concretely, *half-moon forms*.



In contrast with the expansive kinds of ether—warmth and light ether—chemical ether, as we have said, tends in its action to be centripetal.

It may also be proved that the phenomenon of cold is one of those attributes which are to be ascribed to chemical ether, a fact which is essential for an understanding of the relation between processes of cold and of contraction.

The fourth ether is *life ether*. It is phylogenetically the most highly evolved ether, and therefore in its qualities most varied and complicated. It is that which is rayed out to us, among other things, from the sun and then modified in its action by the atmosphere of the earth. Life ether, together with chemical ether, belongs to the group of suctional forces, those which tend to draw inwards. We shall also be able to prove its relation to that which is called "gravitation" and to the phenomenon of magnetism.

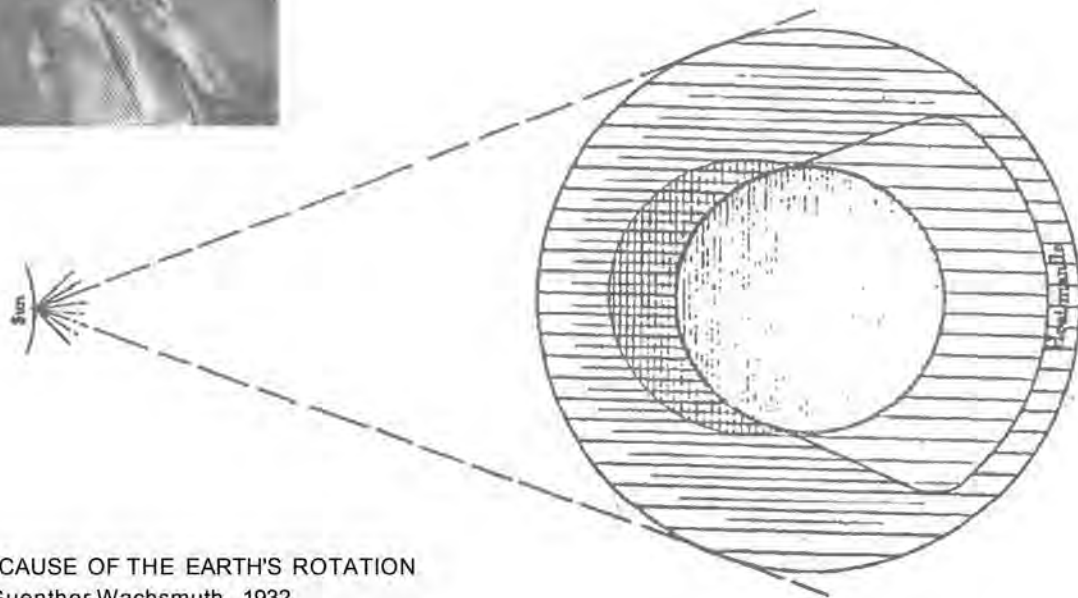


Its form-building tendency, when it can exert its effect unhindered in substance, leads to *square shapes*, expressed, for instance, in crystallizing salt.



"ONE OF MANKIND'S GREATEST TEACHERS"

So says TJC of Rudolf Steiner Ph.D., whose teachings provided him with crucial and invaluable guidance. Steiner, and the many qualified scientists that he influenced, have provided mankind with a formidable legacy of New Knowledge. Included in this legacy are comprehensive descriptions of the earth's ether economy, which TJC utilized in developing his weather engineering techniques. TJC considers knowledge of Steiner's work indispensable to healthy and solid progress for humanity. Dr. Steiner died in 1925, but the importance of his work is only now being realized.



NATURE AND CAUSE OF THE EARTH'S ROTATION  
by Guenther Wachsmuth, 1932

The diagram above shows the etheric structure of the earth at mid-day. The entire space between the solid earth and the outermost atmosphere — that is, the spheres of warmth ether, light ether, and chemical ether — are interpenetrated by warmth ether, but at the same time the atmosphere is also interpenetrated by the exhaled chemical ether. The basic structure is, therefore, reduced to chaos; the earth is awake. During this time, accordingly, that part of the earth organism turned toward the sun is, as it were, saturated in all its spheres with warmth ether.

While in this way that half of the earth organism, with its etheric and vegetable components, which is turned toward the sun is passing through the process described, the *other side*, at the same time turned away from the sun, reestablishes the basic structure of its strata; this side is, therefore, as it were, unsaturated by the etheric forces necessary to its vital process. What now happens is simply the result of that which is so characteristic of all organic bodies — *heliotropism, the eternal striving toward the sun*. Just as plants always systematically turn again toward the sun and induce in their physical bodies the requisite motions directed toward the sun, impelled from within, in order to grow toward the sun by the shortest way, and just as the most recent researches have shown beyond dispute the same heliotropism in the case of animals of the most varied

kinds, so does the part of the earth organism which is not saturated with the warmth ether of the earth and life ether of the sun strive to be exposed to the action of the sun (heliotropism), while the part of the earth organism which has been reduced to chaos, saturated with the etheric forces, strives to restore its static basic complex undisturbed by the action of the sun.

The rotation, therefore, is not the result of a mechanical driving of the dead earth body by forces of unknown origin; *but the rotation of the solid earth is a natural result of the rhythmical processes within the etheric formative forces of the earth organism itself* — that is, the etheric formative forces which in their rhythmical action call forth the phenomena of life in the earth organism also induce the rotation necessary for this purpose on the part of the earth body, formed, maintained and vitalized by them.

*Just as blood circulates through the human organism, warming and vitalizing it, so also does the warmth ether, saturating part by part the earth organism, circulate around the rotating earth body, keeping it alive.* The "warmth-night" and "warmth-day" thus alternate as a rhythmical result in the different parts of the earth organism. The rotation of the earth can be understood only if we know that it is the etheric earth which induces this rotation of the solid earth, and not the reverse.

TJC: The ether moves *a priori*. The ether is a moving physical presence. If you have a mind accustomed to the fixity beloved of orthodoxy in so many ways, stay out of weather engineering or get out of it. A mobility of thought is vital to this work, because what you are dealing with, the continuum of primary force or ether, moves all the time. Vast rivers of this force move across the face of the earth, according to latitude, season and other factors. In addition, the earth more or less “breathes” this force in and out in a mighty diurnal cycle. Successful weather engineering harnesses all this movement to the objective desired.

TB: Then an experiment like the famous Michelson-Merely experiment of a century ago, which attempted to prove that the earth dragged a stationary ether along with it, could not have much hope of success?

TJC: Not in my view, and not based on my more than 20 years of experience with this continuum at first hand. Rather does the ether *drag the earth*. Weather engineering experience does not permit one to entertain long the canard of a stationary ether. In the temperate zones, the motion of the edieric continuum is definitely west to east, like an inconceivably vast tide of force. If you can head a ship directly into this tide, and use a simple device that the ether “sees”—that is, reacts to and with—you can readily cause a local damming of this immense flow. It’s immense but incredibly subtle.

TB: How do you know you’re damming it? You can’t see the ether can you?

TJC: Because the created damming effect is a substantial rise in the normal potential of the ether, just like a wave at the beach is raised in height by a backwash of water from the sand. In the case of the heightened etheric potential, atmospheric water vapor is drawn as though by magnetic action to this region of higher etheric potential. Thus you see clouds form “out of nothing” in quite specific ways and on bearings that you can determine in advance. That is how I have been able in my time lapse video tapes to have the rain accretions come right up in the middle of the camera frame—without shifting the camera orientation from first to last. By these simple engineering procedures you translate the ether into ponderable happenings that would otherwise not appear, and which are often wildly anomalous.

TB: To make happenings like this visible on video time lapse, as you have done, should have brought more attention to the whole ether thing—to its existence and importance. Would you agree with that?

TJC: Certainly I agree that it *should* do that I had that in mind when I set out on that particular path. To depart from what I was already doing in the early 1970’s, and bring everything down to horizon distance—so to speak—was something I felt I just *had* to do if I were to avoid spending my life in solitary splendor on weather engineering operations that were going on scores and *sometimes hundreds of miles distant*. I was already doing that 20 years ago. Getting something to show at horizon distance seemed to me to be a stepping stone, for forward-looking people, who yet could not buy or grasp the sheer immensity of what is possible with the crudest cloudbusters.

TB: Do you consider that you were successful, or have been successful in this?

TJC: Not yet. But in the long run, developing the methods at sea by which I could show things actually happening—showing process—in maritime weather, will be acknowledged generally as sound pioneering. My opinion is nevertheless that it will be some considerable length of time before people are able to take the principles shown in all my horizon distance work, and magnify them up to where they are applicable to, say, continental weather and the world weather. Worth remembering is that modern man’s consciousness is point-based in the center of his head, and you have to deal with that. Hence the many years of horizon distance work. Human preference for point-based activity is structural and not easy to overcome. In some respects, I made a rod for my own back with this.

TB: How do you mean that, exactly?

TJC: Well, we have a financial associate in Singapore, not George Wu, but a close friend of his. This gentleman simply loves and adores new things, and weather engineering almost intoxicated him with its novelty and potential. However, he was introduced to the subject through horizon-distance time-lapse videotape, without any real background in etherian physics. So we have had a hell of a time dissuading him from pinpoint-style rain operations, such as the wretched operation to fill that dam in Malaysia. He got to think that you filled the dam with strings of deluges such as those shown on time lapse video—like using a hose. The reality was that virtually every rain engineering effort we made in Melaka covered the entire state of Melaka and sometimes thousands of square miles of adjacent states. Huge rains occurred north of Melaka as the south-north summer primary flow carried vortical action up the Malay Peninsula. This subject and mode of engineering is very vast, occurs on a huge scale, and the horizon distance demonstrations that I have put on video and released

publicly, *give no hint of this vastness*. I may have erred there, but on the other hand, it is easy to give people an overdose in this Life-charged work.

TB: Are we drifting again away from the gun cars?

TJC: No, I am trying to pile you right into them. I am pointing out the origin of their use, which grew out of maritime work on a fast ship. As I said, velocity appears to have the function of a multiplier in weather engineering work, when you mount a weather gun or other device on a moving platform of some kind. Since it worked so well on shipboard, I could not see why it would not be feasible to adapt the technology to mounting on automobiles. I saw some hope that we would be able to get around the problem of working on difficult headings aboard ship. Velocity would be much greater, too.

TB: What do you mean by “difficult headings”? What difference does it make which direction you are steering?

TJC: If you can head *directly* into a primary flow of etheric force, such as is found in the north Pacific running from west to east, the interaction between your shipborne weather gun and the flow, is rapid and unequivocal. Vessel velocity and continuum velocity become additive, and the ether more readily will do what you want —within the framework of its own laws.

TB: And that is not true when you are on headings other than those that take you directly into a flow. Am I right on that?

TJC: Yes, you are. You can readily see, for example, that if you are heading eastward toward California with the west-to-east primary flow going in the same direction, the de facto flow rate of the continuum then is virtually zero —because of vessel velocity. The same thing applies as you steam down to Hawaii from California and pass into the tropical zone where the flow of etheric force comes from the east toward the west. Real engineering skill is necessary to influence the weather then because ship velocity is working against you.

TB: What about in-between situations, where you are steaming across the flow, say?

TJC: Aha, I am glad you raised that question. That is what makes an engineer out of you. Working “on the bias,” so to speak. You have to develop the “feel” or acumen for getting your weather engineering gear in tune, at an angle, and it takes a hell of a lot of patience. When I think of it

all these years, the thousands and thousands of hours invested in that kind of thing, the skill is what makes it seem easy. Lack of skill defeats most neophytes, because they will not make the investment of time and patience to build the faculties they need. But, what about those gun cars?

TB: Yes, what about them?

TJC: There are long stretches of highway and freeway in California, and elsewhere in the U.S.A., and my original idea was that these could be utilized similarly to shipboard applications. What was required was a suitable length of either north-south or west-east freeway—strategic to some operational goal, accessible, and not too crowded so that steady velocity could be maintained.

TB: This was for the purpose of engineering rain, right?

TJC: Yes, at the time we started with the gun cars, the potential of this work to clean up the atmosphere —independently of rain or other precipitation —had not dawned on me. I started out with this back in the days of water-powered weather guns, so it was pretty messy.

TB: How did you get a water ground inside a car or truck?

TJC: I used tanks of water and 12 volt pumps, in a closed system, circulating the water through fog nozzles inside the tubes. I bought a Buick station wagon for the purpose and it was a nice car when I acquired it. After a few months of carrying water guns, it did not look quite so spiffy.

TB: Was it successful to use water powered guns this way?

TJC: In a limited sense only. The provings were unequivocal. You could brew up heavy cloud and push it through to rain, but experience proved that you could not indefinitely pump chemical ether out of your mobile water sump. The water got “tired”—depleted—and you would have to stop and change the water at a gas station. All this, by the way, was coincident with Commodore Orcutt’s urgings to me, aboard the Maui, to get completely rid of dependence on water. I found aboard the ship when using reservoirs on the flying bridge that you could only get so much oomph out of fifty gallons of water, and then you had to change it. Fresh water renewed the weather modification power of the device. No doubt about it. So, soon after the basic provings of the gun car idea with mobile water guns, Lou Matta and I came up with the ungrounded, biogeometric translators. I sold the sodden Buick and put





### GUN CAR "B" AT BANNING

Two M.T. Bazookas sit on the roof of IJC's famous Barracuda fastback, on the Banning Bench in California in July 1984. Judicious use of east-west and north-south highways by vehicles carrying such etheric translators, can result in major changes in the weather. California's increasingly clogged freeways caused gun cars to fall into disuse, since velocity could not be maintained to develop desired effects.



### GUN CAR "B" — FORT ZINDERNEUF

TJC's historic 1968 Barracuda fastback was known as GUN CAR "B" during road operations in California. Etheric projectors on car top somewhat resemble rockets.



### FORT ZINDERNEUF

Gun Car "B" parked at TJC's desert base at Fort Zindemeuf in Desert Hot Springs, California. Rotatable battery of Bazooka-type weather guns can be seen on top of the Fort.





### LOADED

"I came over here to get loaded," says Irv Trent as he backs Gun Car "C" out ready to hit the highway. Experience proved that units like these on cars caused dramatic weather changes, often directly visible while they were in motion on freeways. Clogged freeways in the late 80's reduced effectiveness of gun cars and limited their use to night operations.

### HITTING THE ROAD

Irv Trent's ancient El Camino leaves TJC's San Pedro house after being fitted out with weather guns in 1984. "Gun Gar C" as it was called, did yeoman's work in proving that car-mounted etheric projectors could produce similar modification of the weather to those carried aboard the SS Maui at sea.



### TRUSTY TRENT

Irv Trent loading his El Camino with "Bazooka" biogeometric guns. With TJC since 1971. Irv frequently provided finance for operations that otherwise would not have happened. A truth and justice man.

### LEADING MODE

Gun Car "C" early in July 1984, carrying 4 bazookas in "leading mode," i.e. pointing in direction of car's movement. If guns are pointed aft, they are in the "trailing mode."





#### ROAD READY

GUN CAR "B" with four projectors inside, two on top. All weather guns are M.T. Bazookas. July, 1984

#### GUN CAR "Z"

Gino Segreti, longtime TJCaide and close friend, takes off in Gun Car "Z" for road work during 1980's rain engineering project. Four gun cars were in service at one period during development of biogeometric translators shown on roof of Segreti's vehicle.



#### "PURE SEWERS"

A grinning Irv Trent points to PURE SEWERS legend on PVC tubes mounted on top of Constable's auto. Rocketlike arrangement of two tubes with attached cones drew too much attention, until PURE SEWERS sign killed interest of gawkers,

### 'BLACK BART' ON SS MAUI

TJC adjusts setting of a biogeometric translator nicknamed "Black Bart" aboard the SS Maui. This device, one of the "BlackWidow" series, is described as a "projector" of etheric force. Main use on shipboard was to oppose a planetary flow of force locally, to produce rain and heavy overcast from the kind of fair weather seen here. Combination of geometrically-related cone and cylinder was suspended as "pure" as possible, with minimal contact to other structures. Chief Engineer Lou Matta designed and fabricated special brackets, one of which TJC is adjusting here. Such "free-floating" projectors proved highly effective in locally blocking vast etheric flows, with the objective results recorded on time lapse video tape. Commercial video was produced and released publicly to demonstrate the activity in numerous settings and instances on the high seas.



### BLACK WIDOW MARK II AT SEA

Juxtaposed cone and cylinder, conductive and non-conductive respectively, will "shoot" a coherent beam of ether from tube. Publicly released videotape production shows this device operating in numerous time lapse sequences.

that phase of things behind me. Then came the new gun cars, which were something else.

TB: Without dependence on water in the car, what happened?

TJC: We developed an early and effective biogeometric device called a Black Widow. Basically it was a juxtaposition of a lined cone with a specific length of PVC pipe 8 inches in diameter. Once it proved itself on shipboard, it was easy to build up a pair of these and clap them on top of my Barracuda fastback in a special rack. The thing looked as though it was carrying a couple of rockets on top, since they were each about 6 feet long overall, but the police never once bothered me about them.

TB: What about the motoring public? You must have received some curious stares?

TJC: That I did, indeed. Some people would change lanes to get a better look at the guns, and drive alongside craning up at the strange sight and trying to figure out what in the hell they were. There was some hazard to this, of course. I counteracted that by etching some white lettering on the black PVC pipes that caused the motorists to lose interest

TB: What did the lettering say?

TJC: PURE SEWERS. Once the curious realized that the contrivance had something to do with sewers —and you must remember that the device was made of sewer pipe — they quickly lost interest and pulled away. That solved the problem.

TB: How did the waterless units work out?

TJC: They could definitely influence regional weather when the right combination of direction, speed and continuum activity was found.

TB: For example? Give us an instance of this from your experience.

TJC: In our spring and summer, the primary terrestrial flow of etheric force runs from south to north. In littoral areas these directions are not pure, or cut and dried. They appear to be influenced by mountain chains and coastlines and other significant natural features. But, generally speaking the flow is south to north in the spring and summer. Irv Trent and I found that the segment of Pacific Coast Highway between about San Clemente and Ocean-

side was correctly oriented to cause a hefty damming up, or brew-up, of the south to north flow, when you drove to San Diego. Several times, in our numerous journeys to Hatfield Flat, east of San Diego, where we have maintained a base on many projects, we induced thunderous conditions by driving the highway in these gun cars.

TB: Where did the buildups occur? Was it at Oceanside or further south?

TJC: Around San Diego and southeast of there. I should explain that the most important thing about creating a brew-up is to get it going initially, to trigger off a substantial rise in the etheric continuum so that the atmosphere and its cloud activity are directly influenced. Southeasterly from San Clemente to Oceanside, you can cause this upset quite readily in the summer months. Once you have the brewup going, you can usually maintain and add to it on the remainder of the southward trip to San Diego. By the time you get to San Diego the city will be under perhaps 8/10 overcast. We have done this many times, while the National Weather Service reports on VHF radio were reporting San Diego as “clear.” I think the most stupendous brew-up I ever saw with a gun car was on this route, but coining the other way in the autumn.

TB: What happened?

TJC: I think it was in 1984, after the summer operation that year. I wanted to get as much of the Hatfield Flat gear back to San Pedro as I could, in a single “lift.” The 1968 Barracuda is an incredibly versatile car for this kind of work, and you can perform such prodigies as putting eight or nine joints of pipe in it and then closing the trunk lid down on it all. Anyway, by removing the right front seat, I was able to get 16 or 17 of our Bazooka-type units into this relatively small vehicle, and on top of it I was loaded. As soon as I got on the highway, I could feel that this mass of devices designed to manipulate ether was doing just that I had to stop the car and roll down all windows, because that much bioenergetic activity needs such venting.

TB: You’re saying that you could feel the activity of this bunch of translators?

TJC: There was so much Life Force rushing through that car, it would have made a break dancer out of an Egyptian mummy. As soon as I turned north on the freeway to LA..., the pure blue sky ahead began to show the unmistakable signatures of a brewup, or engineered accretion of cloud.

TB: You say “unmistakable signatures.” What would

one or two of them be?

TJC: There is first of all a distinct impression of shock and upset. You get very used to spotting this. It's similar to the way a crowd of people in quiet, random motion would become agitated and start to mill if a gun were fired. Same idea. Then comes the HDB or Horizontal Dark Bar, a clear, blackish line along the bottom of the clouds, below which there is a clear margin. The brewup seems to base itself on the H.D.B. and develops from there. On this particular occasion, with me doing 60 mph with 16 or 17 Bazookas aboard, the sequence went very quickly. In no time at all, perhaps five miles, the northern heavens were "beetling"—our term for turning black. Then, like a roller blind, this engineered, heavy cloud from nowhere, came over the scene and over my speeding vehicle. There were flecks of rain, but nothing great. The day however, had gone from about a clear cloud with bright sunshine and a southwest breeze to total overcast with a substantial temperature drop. You don't necessarily have to induce rain to see what the weather modification power of these simple devices can be.

TB: What was general utility of the gun cars, and what happened to all this work?

TJC: We used gun cars for several years, on and off, and in support of our July operations for rain in L.A.—to break that particular statistical barrier. We found that relatively incredible things were possible with gun cars when conditions were right. I would not dare, for example, now that I know about the effect, to make an east-to-west pass along Imperial Highway in Los Angeles. Imperial terminates near the Los Angeles International Airport. I am referring to a *night* transit in this. An east to west trip on Imperial of perhaps 15 miles to the dead-end, will likely result in near-zero visibility at LAX. The Black Widows would draw in fog from over the ocean in prodigious density. The first time it happened really shook me.

TB: How do you know that it would not have been foggy that night anyway?

TJC: The first time it happened, I was a skeptic, believe me. I wrote it off that night as abominable luck. But I didn't sleep too well. Something gnawed at me about the whole happening. I waited until the weather stabilized, with no fog forecast or remotely likely. I went out in the Barracuda at 2am to Imperial Highway. It was not necessary for me to go all the way to the dead-end area beside the airport. From 5 miles away on a rise near the Harbor Freeway, I could already see fog rolling into LAX. I stopped right

there. Other, inadvertent experiences similar to this, in the era of the gun cars, confirmed this kind of influence.

TB: You say inadvertent. Is that true? Or is it just that you never really knew what to expect?

TJC: Certain things we expected, and achieved. Breaking up stagnant weather and inducing some light rains are examples. Other things arose out of adaptation to gun cars of procedures developed by us in maritime and fixed base work. An example would be the tendency of effects to appear 90 degrees off from your vehicle heading—on your beam. This requires careful monitoring at freeway speeds, as the ether concentrates in this position according to its own laws. I have driven for miles with lightning strokes cracking down on the beam of my gun car—an eerie experience in the desert at night, but quite unequivocal. Dust devils accompanied me in the Arizona desert in similar fashion, a whole chain of them synchronous with the car's movement, a mile away on my beam, and I drove that way for 10-20 miles. In similar vein, a north-to-south chive down the Harbor Freeway in L.A. one summer afternoon, developed a spectacular accretion of cloud to the west of me, offshore. From this, waterspouts appeared, and that made all the newspapers as something rarely seen off the southern California coast.

TB: Were there any other things that were especially dramatic or informative?

TJC: Too many things to get into here, off the top of my head. Gun cars are especially effective at "towing"—which is the opposite of "brewing." Basically in towing, the accretion forms astern of you, or behind you, in a car, and a connection is made between the unit on top of your car and the continuum physically behind you. As you move, you begin forming an area of elevated etheric potential behind you. As you move, it grows in size and becomes blue-black with high charge, which usually means rain, eventually. This accretion, which is objective, undeniable and continually growing in size, completely ignores any local weather or winds, and just 'walks' through what is prevailing, tied to your gun car via the device on the roof. I have some impressive video of this showing the towed mass impacting on the Banning Pass area. You need to be a real rubberneck in a gun car, because so much happens so quickly when conditions are right. I found it profitable to have Irv Trent do the driving, and I just shipped along as an observer.

TB: If you are towing something like that and you stop, what happens to the towed mass?

TJC: If you Just stop, with your heading basically the same, the mass will stop also. If you change your direction rapidly and frequently, by getting off the freeway for gas or something like that, you will lose the tow in all probability. After a towed mass has transited an area, the weather regionally is usually quite drastically changed, and unforecast rain —sometimes locally deluging —commonly occurs.

TB: You said that there is a connexion made between the continuum and the translator on top of your car. How do you envision that as occurring?

TJC: A cone is a highly specialized, and potent, geometric form. The ether normally does not “see” the artifacts of man to any great degree, although I believe various substances modify its flow rate to some extent. But to stay on the point, let me say that the ether goes for a cone shape and you might say it reacts to and reacts with the cone. The process is quite tantamount to a tuned circuit in radio reacting to a signal that is of the frequency resonant with it. The cone will organize the ether, or the ether organizes itself, into a coherent beam that emerges from the apex. It is the ether spiralling into the cone that makes the kind of connexion that I referred to in towing. Once it locks on the cone, and you move that cone over the ground, the ether follows the cone provided the biophysics are favorable, such as the auto driving due east on a long straight freeway section, with the west-to-east flow trying to catch up, as it were. Considerable excitation of the ether energy occurs when this happens, and direatening clouds tag along after the car, developing in intensity as long as you drive, or turning into rain if the discharge potential is reached. These are real, objective happenings that prove the existence of the ether.

TB: I remember in the videotape you provided for the 1990 BSRF Congress, you said that gun cars had made you aware of the direct influence this technology has on smog. While we are talking about gun cars, tell me how that came about.

TJC: I have always thought of it as a sort of watershed experience in tackling smog. Before the gun cars, we had not really been too bright about the matter, but rather, were somewhat stupid old timers intent on rain engineering. The gun cars changed that.

TB: Well how did it start? What was the original connection?

TJC: The Black Widows on certain headings and under certain conditions, will cause an etheric contraction. Brewing up rain is a case in point. Supposing however, that you

are in extremely dry atmosphere in the summertime, with perhaps only 8 grams of water per cubic meter of air. What then? I will tell you what then. The units will cause the contraction in the ether, and instead of rain, in Los Angeles you will experience an immense local concentration of smog.

TB: Well how intense is it when it happens?

TJC: If the parameters all jibe, the smog will compress down on the freeway where you are, in front of you and around you, and first thing you know you are actually choking and having a hell of a time breathing. You may even have trouble seeing more than half a mile, sometimes less. This happens as a local effect from your gun car, and until you got on the correct heading for etheric reaction to occur, smog was more or less out of your consciousness. There may not have been enough for you to notice. A gun car will do that, no doubt about it.

TB: I take it this has happened more than once to you.

TJC: Yes, many times. You see, the very first time it happened, it was like the fog overwhelming LAX. You think to yourself “God Almighty, the smog is bad today.” You think to yourself that this particular smog was TERRIBLE, it seemed as though it came on you all of a sudden. So you return to your observations, Goethe-style.

TB: And you went back to see if you could do it again?

TJC: Yes, and down it came in the same way, on a day that was generally not really bad. Where the gun car was it reached a severe concentration, just awful. Irv Trent found the same thing occurring that same first summer we used the gun cars. We stuffed the back end of his Camino with bazookas, and when it was dry and the barometer was high, the smog was compressed as I described. This was one of the things that caused us eventually to discontinue using gun cars, although it was not the only thing, or the decisive thing.

TB: What led to their demise as weather engineering instruments or modalities?

TJC: The main thing that caused them to fall into disuse, was the intolerable congestion that developed on the southern California freeways. This was especially true in the daytime. Effective use of a gun car depends upon being able to move the vehicle fairly steadily on a favorable heading—one that connects geometrically with the etheric flows. We became disenchanted with sitting in freeway

traffic jams, with our operations paralyzed or aborted. That was one aspect of it

TB: What else contributed to the demise of the gun cars?

TJC: Further progress with biogeometric units. We began soon after ridding ourselves of our bondage to water grounding, to experiment with rotating these biogeometric translators. Slowly we moved from using fixed geometric structures on moving cars, to using moving geometric structures at fixed points—in the case of regional weather engineering operations. The actual need for the gun cars just diminished in due course, although I have continued to use them occasionally for specialized purposes. We used one in Melaka in 1991, and created vast daytime brewups with it

TB: Is there any application that gun cars might have today—something to which they might be well suited?

TJC: They could be very effective, in my opinion, used in squads or teams, in getting rid of strong regional droughts such as those that have afflicted the USA in recent years. We have many such regions that are criss-crossed north and south and east and west, by freeways and express highways. Running squads of gun cars on such routes in droughted areas causes, or would cause, a breaking up of the etheric stasis that is behind all droughts. Etheric stasis translates into the typical brassy skies and immobile atmosphere that we associate with droughts and droughted areas. The master key in overcoming these conditions is to disrupt primary, etheric potentials that have become locked into an even, unvarying stasis. All it takes is the right kind of “bump.”

TB: Right kind of bump? How do you mean that?

TJC: All weather engineering by these methods depends upon using the translators to produce either rises, or drops, in etheric potential. In the case of a regional drought, if a series of gun cars were run over a 100-mile stretch of favorably-sited highway, the effects would be closely akin to what happens when the human musculature is massaged. That which was dormant or stagnant becomes activated by the on/off pressure of the massage. Gun cars do something similar to the etheric energy that is *bound* in droughted areas. By pushing with the car, rises in potential can be effected. In daylight in favorable places—such as in Melaka in equatoria—you can see this happen as you drive. Once the potential is lifted somewhere by lawful etheric means—the gun car’s influence—adjacent, lower potential areas will “run” to that elevated area. A towering

thunderhead can result, and we have done this many times in southern California, triggering them off from zero.

TB: The point of departure, conceptually, seems to be that flow law for etheric force that Wilhelm Reich discovered. The ether flows from low potential to high. It’s a drastic reversal of things, isn’t it?

TJC: The consequences structurally, for an individual dragooned educationally from infancy to accept that flow from high to low is IT, can be severe. A lifelong professional technician, I can attest to the difficulty of adjusting to the reverse case—the etheric case—where energy flows from low potential to high. After a quarter century of seeing it happen and making it happen, I still have occasional structural problems with it, leading to miscues. But to return to the gun cars, they could do yeoman work in dispelling American droughts, but the whole scenario is too corrupt, too money-driven and too encumbered legally for diem ever to be put to work. When the existing financial order collapses and we can build a new culture with honest and efficient government, we will be able to deal with droughts and everything else.

TB: Didn’t the use of the gun cars in the summer time, with the phenomenon of compressing the smog to hazardous levels, cause you some headaches? How did you get around this problem?

TJC: Most of our gun car activity took place at *night*. Smog was not a factor at all most of the time, for that reason. It is only a human habit, and a preference, to work in the daytime and also to desire to see results in a mechanical way. Gun cars work far more efficiently at night when the ethers are separating out and are easier to get hold of for that reason. That primary energy weather engineering, in certain modes and formats, can render smog just about as dense as anyone can tolerate, is a regrettable reality of etheric functioning. Rightly used, that same functioning is the death knell of regional smog. Places like Mexico City and Tokyo can be readily delivered from the worst of their air pollution problems.

TB: But the main connection to smog was via the gun car incidents. Is that true?

TJC: Yes. Gun car experiences reinforced other indicators that there was a close connection between etheric force and smog. I have already told you of filling the Thousand Palms Oasis area, over 100 miles from Los Angeles, with the pervasive stench of smog just by aiming the old water guns right at the Banning Pass area—between the desert



and the Los Angeles Basin. There was also the repeated, shimmering clarity of the L.A. air after our rain operations there. The same trucks, cars and factories were operating, but after we had been working the area seemed “proofed” insomeway against smog—and for some days too. I could see Los Angeles City Hall from Point Fermin with the naked eye at noon—23 miles over the ground. I reasoned therefore, that it must be possible to *engineer this kind of thing as a permanent feature of the environment*, instead of a benign phenomenon lasting only a few days.

TB: Do you see the environmental movement, which keeps getting stronger, as a possible source of assistance—or of political leverage—in getting your technology used in air pollution reduction?

TJC: No I don’t see that. An old occult rule is not to trust appearances. Environmentalists *appear* as a potential source of aid—that is what the normal reasoning would suggest. In these absurdly simple geometric devices we have a really effective means of cleaning up urban air, without the use of chemicals or radiation. Right on, you might say, because all this is *environmentally pure*, to use a current buzz-phrase. My experience has been counter to this in the real world. Environmentalists who have been exposed to this are horrified rather than gratified.

TB: What is there to horrify them in cleaner air?

IJC: The sheer effectiveness of this simple approach horrifies them. They find it horrifying that a major job of cleaning the air can be done on vast industrial regions without any compliance burden of any kind—on industry, business or the public at large.

TB: But you are not against the cleanup measures being taken now are you?

TJC: No. It’s only common sense to stop whatever pollutants you can from going into the air. That’s all overdue and necessary. I’m for it. What the environmentalists at their own top level fear is that sudden and drastic clean up of their air will reinvigorate business and industry in opposing their “government by permit.” I think it is essential to recognize that the operational ramrods of environmentalism—and not the enlisted lay public—are frying other fish behind the veil of air pollution. Effective, comprehensive cleanup of the air is nothing more or less than a disaster for their masked and veiled goals.

TB: What do you mean, exactly, by that?

TJC: The seemingly altruistic search for clean air is a front—a mask. The motivation of the power bloc backing environmentalism with the heavy bucks and matching political influence, is “zero growth” for industry. This powerful faction is entirely responsible for the devastating deindustrialization of the USA, and the ongoing reduction of American living standards. Protection of the environment is the holier-than-thou, sanctified basis for lumbering industry and business with intolerable, cash-consuming compliance burdens. Microcosmically, you can see it all happening in southern California, right now. Soon it will not be worthwhile to run or start an industry in the region, on account of pollution compliances. The tax base of California is already crumbling as business and industry wither and withdraw under these burdens. In L.A. it’s reaching critical mass. The hard nuts in the environmental movement would like to see industry shut down—suffocated.

TB: And you infer there that southern California is a small example of what is to eventuate nationwide. Is that it?

IJC: You’ve got it right. There is nothing in Kail Marx to compare with what is in our own Clean Air Act—now law. It is the most Nazified measure ever imposed on the USA, and every congressman who voted for it should be arrested.

TB: And President Bush signed it into law.

IJC: He fell all over himself to do so. He should be arrested, too, for that and much else. The international financial power blocs that want this planet strapped with zero growth had an efficient point man in George Bush. He sprang from the elite. Clinton is even more their tool and creature.

TB: What you are saying then, in essence, is that environmentalists—the real toughies and not the entrained lay environmentalists—are more interested in seeing restrictions imposed, than in effective cleanup of the air. That is, effective air cleanup that doesn’t require restrictions. Do I have that phrased right?

TJC: Yes, indeed. Restrictions provide fundamental leverage in implementing the “zero growth” policies and promotions of the world government. Environmentalism is a highly effective socio-political weapon in the campaign for world government. The reason is that you have *general public agreement* that the environment must be protected. It’s right there in line behind motherhood and apple pie.



#### CONFIDENCE

"You get nowhere in weather engineering without confidence" says TjC. as he opens umbrella beside his Magnum 144 cloud-buster on Point Fermin, south of Los Angeles, California. Use of the device in the location shown here, produced considerable freakish weather in southern California including covering adjacent Cabrillo Beach with several inches of hail, plus abundant lightning in San Pedro Bay.

That is politically strong. At the cutting edge of environmentalism are rugged and experienced professionals — political and scientific thugs wearing appropriate masks. These people do not come near me to suggest that we might run a controlled test on smog in L.A., Phoenix, Las Vegas or East Overcoat, Indiana. They are not interested in asking what I might be able to do to assist the struggle for clean air—their alleged Holy Grail.

TB: Why is that?

TJC: For “peanuts”—laughably small sums of money—huge inroads can be made on the worst smog in the world. We have already done that with Operation Clincher. What happens if this becomes publicly supported, with peanuts, and the physical necessity to suck business and industry dry financially—to harass them so they cannot function properly—disappears as clean air comes to slay?

TB: Yours is a liberating approach?

IJC: Exactly right. This is something that will help take some of these shackles off Americans that are being applied by the votaries of environmentalism, behind their grinning, *pro bono publico* masks. I am sorely tempted sometimes, to write one final book exposing this gargantuan fraud, with its sinister perversions of truth and justice. You have to recognize that the Clean Air Act and all such measures are wired into, and are a part of the “zero growth” obsession, with its high-level backing and massive political influence. Anyone who looks at modern America, which cannot even now fabricate the anchor chains for its aircraft carriers, should be able to see the Malthusian future looming through tire devastation of our industry. Intelligent, powerful and famous people engineered that, and they have been able to entrain millions of decent, honest and well-motivated Americans into the whole scenario, by bamboozling them with fake idealism.

TB: I see you’re making a distinction between environmental professionals, and those ordinary people who are decently motivated toward a cleaner planet.

TJC: I think it is vital to make such a distinction. Many warm-hearted, well-meaning people of an environmental bent who have learned about CLINCHER, are flabbergasted, frustrated and even appalled that this simple and effective, and here-now approach is frozen out by the environmentalist leadership, just as it is by politicians on the take, and by empire-building bureaucrats. The people do not count, except to the extent that power echelons can exploit and use them.

TB: Do you have any direct knowledge of environmentalist leadership ignoring what you are doing, sequestering it so to speak?

IJC: Yes, that happened with a well-known member of the AQMD, a lawyer established in L.A. as a clean air freak. A young friend of mine broached the subject of CLINCHER to the lawyer, who immediately demanded: “Why haven’t I been told about this?” An introductory videotape was sent to the lawyer, which precisely foretold in advance the course and outcome of the then-in-progress CLINCHER.

TB: What happened?

TJC: Nothing. The clean air freak, always before the public, had been shown how clean air could be produced promptly. This lawyer and AQMD Board member also failed to respond to a follow-up letter sent after CLINCHER achieved its full-spectrum triumph over smog. “Isn’t this what you want?” I asked. No response. You see, Tom, “clean air” is a means to an end for these people, a legal way to shackle us with Marxist-style, Stalinist restrictions. Our major environmental laws are being set up under Admiralty Law, so that Constitutional protections are circumvented.

TB: All this is beginning to appear on a much larger canvas than we normally see on these things.

TJC: We are in a world struggle for mankind’s future in freedom. The money power behind environmentalism must, repeat must, bring down the USA to achieve its goals of world power and world control. Those who take joy in putting chains on American industry are showing no signature of freedom. *Their acts present us with the signature of bondage.* Outfits like the widely-trumpeted Greenpeace, for example, have also a nasty shadow side, as exposed by Forbes magazine recently. Not all their people are squeaky clean, and the organization takes in enormous sums worldwide.

TB: Well, we usually see them attacking whaling ships from Zodiac boats, David and Goliath stuff like that

TJC: If you are doing things like that, you have to hire the professional muscle and professional protesters necessary. Nobody pulls stuff like that impelled by idealism and dedication to the service of the earth. They are on a payroll. The David and Goliath format is a mask. You will note that it is strange how such acts receive extensive media coverage—they are not frozen out or treated like brigands. Media access is provided. They are *in*. The money behind

the media goes back to the same power centers pushing environmentalism. As I have so often said, we live in a world of masks and veils.

TB: You outlined this world struggle back in the seventies, in your original **Cosmic Pulse of Life**.

TJC: Yes, I did that from a more occult viewpoint than I am using here. In the interim nevertheless, many things that were then incipient and shadowy, have come right down into full view in the world. I have no doubt that world government and world control, are the goals of the money power backing environmentalism. The lay environmentalists with their noble motives are ruthlessly used and manipulated by the power bloc. History shows that such arrangements are fairly standard in managing that portion of the general public that cannot be simply anesthetized by 20 channels of basketball, football and ice hockey. That's the format that has turned the American people into political and economic dropouts who are being stripped of their heritage — never to regain it.

TB: You oppose world government?

TJC: No. I don't oppose world government as a high purpose for mankind, and as an ultimate political goal for this planet. First we will need what General MacArthur called a "great spiritual recrudescence" before world government can have any meaning. The present money-driven programs and fraudulent schemes originate with the major occult force in earth evolution today — the Ahrimanic powers. Without getting into the nature and character of this discarnate source of man's travails, let me just say that enslavement is one of the Ahrimanic goals.

TB: You're implying in what you've said that the present political order is not up to handling a workable world government. Is that right?

TJC: Quite so. I would be irrational if I did not oppose any kind of World Order fashioned by the likes of Clinton, Major, Yeltsin and the rest of our current crop of hopelessly conventional and irredeemably corrupt politicians. Not one of them has demonstrated the ability to honestly and effectively govern his own country... just *one* country. World government is grossly premature as a practical matter. I object to such people evading their own national boondoggles, to seek a far more complex task of incredible vastness. I mean here, that there is *no proof* that present politicians are competent to run the world when they cannot even run America — other than into the ground. Their conceit nevertheless impels them, standing amid the chaos

born of their own incompetence, to propose plowing all mankind into a world shambles. The idea is all wet.

TB: What d'you say, though, if anyone asks you if support a clean environment?

TJC: That reminds me of my dear friend Cab Calloway, when Merv Griffin asked him what he thought of various modern entertainers. Cab said: "*I haven't time for that. I'm too busy doin' it and livin' it, man.*" That's the way it is with me. I am livin' the clean air thing. Not just talk and the kind of flummery we get tossed at us by limousine liberals. My troops and I are action-oriented. Action junkies.

TB: We ought to get some data on some of the people who have helped you.

TJC: Excellent. There is a tendency when you are the leader of a group, to be split off from them in the public sector or in the public mind. I have had so much great help and loving friendship from my people that it has been to me the elixir of my life.

TB: Who helped you most?

TJC: In terms of direct aid, Irv Trent. In earlier times, and for many years, Irv and his wife Ethel picked up a lot of bills. That made many things possible that would never have happened, or would have been delayed. Irv has always been a great sounding board for new ideas, and has the gift of following my drift over the telephone. When he retired out of the aerospace industry 25-odd years ago, he walked right into this weather thing and I ruined his retirement — but he loves it. He has had a great expansion of consciousness in his sixties and seventies that comes the way of few people on this earth. He has also given me Reich-type treatments from time to time, so he has seen me as I really am, and is still my friend.

TB: What about the unfoldment of the work itself?

TJC: Bob McCullough was vital. He exerted a decisive influence, through his direct experience with Reich and his innumerable, valuable insights. My debt to him is huge. I repaid it in part by plowing him into Rudolf Steiner, and that changed *his* life. One regret that I have in my evening is that I did not preserve all the hundreds of cassette tapes that we exchanged. Today they would show process, and have historical value.

TB: Who else helped on the theoretical side?



GLORIA — MRS. TJC

TJC gives his third wife, Gloria, unstinting praise and credit for enduring the travails involved in his pioneering weather engineering. He says that "it is like being married to a man involved with an insatiable mistress, that he refuses to give up." He calls Gloria "The Apache Queen," since she is an Apache from Texas. They have been together since 1979. but "I would not blame her if she threw me out."



TJCS ONE AND ONLY IDOL

TJC with "the only man I ever idolized," legendary bandleader and entertainer Cab Calloway. Infatuated by the electrifying Calloway as a young teenager, TJC eventually met and became firm friends with Cab, whom he adores to this day "As a kid, I would crawl over broken bottles to hear and see Cab, and I still would." TJC is seen here with his idol at Disneyland in 1987.



#### "SOMEDAY, MAN WILL BE ABLE TO CONTROL THE WEATHER"

So said the late Howard B. "Spud" Morrow to TJC on a 1952 California camping trip. TJC ridiculed the idea — then. Spud repeated his conviction over the years until 1968, when TJC actually became involved in weather engineering. Spud kept a gleeful watch on subsequent progress. Calling his 35 year friendship with Spud "the hand of Destiny." TJC emphasizes that if Spud, 25 years his senior and a millionaire, had not sponsored him, he never could have entered the USA to live. Spud was co-founder of the Morrow's Nut House retail chain, and a successful entrepreneur. Photo was made in 1982, by which time many successful weather engineering projects had been carried out.



### LONGTIME FRIEND AND ALLY

The late Frank DerYuen, who died in 1984, was a close friend of TJC for over 30 years. Der Yuen was a Harvard and M.I.T. man and an internationally respected aeronautical consultant. He was responsible for bringing TJC together with Singapore financial backer George Wu. DerYuen had a quiet lifelong passion for new things, and was fascinated by weather engineering. DerYuen headed the Lockheed Feasibility Study Team that planned the expansion and development of Honolulu's International Airport. As Vice President of Aloha Airlines, he was a leading builder of the airline's modern status and image. DerYuen also founded the Pacific Aerospace Museum at Honolulu International.



### LONGTIME ADVISOR

The late William Gordon Allen Ph.D. is credited by TJC with supplying many years of advice and scientific and engineering guidance. Dr. Allen was a highly-respected member of the Boeing 747 design team, and headed the interior electronics design group on the Jumbo jet. Dr. Allen also owned a number of commercial broadcasting stations in the Pacific Northwest. A serious student of Rudolf Steiner, Dr. Allen also produced the controversial theatrical film "Overlords of the UFO" and authored "Spacecraft from Beyond Three Dimensions."



### NOTED PHYSICIST

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 cloud busters into which he had incorporated negative ion needles. He was successful in engineering rain around the Lugano area, site of the Marah SA 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 SA in Lugano. His 1981 sudden death from an infarct at the age of 63, was a heavy blow for TJC and his group. "We lost an incommensurable source of scientific advice and guidance." Dr. Stark was educated in Swiss Waldorf Schools before attending the University of Zurich, and was a profound student of Rudolf Steiner.



**CLOSE FRIEND, CO-WORKER**

The late Dr. James O. Woods seen here at Thousand Palms Oasis, California in 1975, was TJC's closest associate and partner during early UFO research pioneering. When the two moved from UFO work into weather engineering, Woods helped TJC design and build their first cloudbuster device. "Doc" Woods died prematurely from heart problems in the middle 1980's. He was for several years a clinical assistant to the redoubtable Dr. Ruth B. Drown.



**CRUSTY VETERAN AIDE**

Irwin Trent 78, is the oldest and dearest associate of TJC. Irv has seen entire unfoldment of weather engineering in southern California during past 25 years.



**"MY CLOSE ASSOCIATES ARE ALL  
HAND PICKED"**

That includes Chopin, a neighbor's cat who forced his way into TJC's living room, and into his heart at the same time.



### FORWARD-THINKING BUSINESSMAN

George K.C. Wuu, a multimillionaire entrepreneur and BSRF member, brought TJC to Singapore in February 1988 for tests of the new technology. Wuu was given abundant proof of its efficacy, and thereafter subsidized research. After TJC's return to the U.S., George Wuu staged his own rain engineering operations in Singapore, producing deluges contra-forecast. One such deluge flooded his own aircraft factory... a real convincer.



### ABOARD THE MAUI, IN THE ENGINE ROOM

Louis Matta (l), chief engineering officer of the Matson flagship SS Maui, explains the control panel to visitor Ralph Bergstrasser, an old friend of the late Dr. Ruth B. Drown. Matta collaborated for many years with TJC aboard the Maui, with engineering advice, comprehensive knowledge of geometry and an expansive knowledge of Rudolf Steiner's work. Two BSRF types. Bergstrasser is from the foundational Meade Layne era of BSRF.



TJC: The late Dr. William Gordon Allen. For 15 years he was the source of high-grade suggestions and insights. He gave me crucial guidance.

TB: He was with Boeing wasn't he?

TJC: Yes, he had a number of significant appointments with Boeing, and owned a number of commercial radio broadcasting stations in the Pacific northwest. He wrote a book called "Spacecraft from Beyond Three Dimensions" way back in the fifties, when such an act could get you fired out of your job. Gordon Allen was one of the toughest guys I ever knew. His book was essentially a treatise on the etheric origin of UFO's, and dealt extensively with the ethers and their vortices by publicizing Physicist Carl Krafft. Gordon just wrote the book and published it. He just "let 'em have it," so to speak.

TB: How and when did you meet William Gordon Allen?

TJC: I was introduced to him by the late Dr. Ruth B. Drown, at her laboratory. Gordon was a longtime admirer of Ruth Drown, and he had the marbles — the spiritual insight and scientific brainpower — to understand her genius and its fruits. Not many people have that status. Gordon and I remained in touch with each other thenceforth, and as the years passed and I moved into weather engineering, his insights became ever more valuable. He has not been mentioned in my previous work to any extent, but his contributions to weather engineering were huge. I never once put a problem to him that he could not steer me around and cause me to see through within a few minutes. He was an incredible man, and in my opinion, a genius.

TB: He produced the film "Overlords of the UFO."

TJC: Another of his bold strokes. I was in touch with him throughout the rocky history of that film's distribution, and as tough as he was, handling the scum in that business put dear old Gordon to his limit. But, he got it out, and thousands and thousands of people got a new slant on the UFO mystery, as well as an introduction to Dr. Rudolf Steiner's work.

TB: He was a Steinerite?

TJC: Absolutely. That is how we were able to maintain our close accords all through our years of cooperation when we never saw each other physically. He came out of Louisiana Tech with this wonderful classical training and soaked up Steiner on top of that. Usually this produces a

superior human being, capable of effective work in the world, such as his design work on the Boeing 747.

TB: He was involved in the 747?

TJC: Yes, he headed the Boeing interior electronics design group for the 747, responsible for everything electronic from the flight deck aft. A big responsibility in the first successful jumbo jet, which is still the queen of the skies. Gordon came up with the single coaxial cable idea for getting rid of the tons of wire traditionally necessary to hook up the audio headphones, stewardess call buttons and other functions in a modern airliner. He put it all in a single coax and it must have saved Boeing close to a billion dollars on the first production run of 600 aircraft or thereabouts. The same system is used worldwide now. So he was a man of great worldly achievement, with penetrating spiritual insight as well.

TB: Am I correct in inferring that your working with him was mainly oral and not written?

TJC: Yes, that's correct. He lived near Seattle until his retirement, when he moved down to Oregon for the final lap. In the early eighties and middle eighties when I was getting the shipboard work going, making time lapse films and later, time lapse video tapes, some of the things that occurred in this all-new field were confounding. I would call him up on a Sunday night and talk for a couple of hours. If you laid a complex problem on him he would fall silent for a half minute or so, and you could almost hear the tumblers falling into place. Out would come a direct, loaded and illuminating answer. All this, over a long period of years, helped me enormously and I am happy to be able to record my debt to him here. I can tell you that I miss that estimable gentleman greatly — I have never ceased to miss him since he passed away a couple of years ago.

TB: And Lou Matta, the chief engineer of the Maui, you have already told us about as one who has been close to you on this work.

TJC: Yes. He was another gentleman that I plowed into Steiner with glowing results. His years of studying Tai Chi dovetailed right into Steiner's work, and Lou will tell you that he is not the same man today as he was before that. uIbldmenL

TB: What about your helpers down in the desert, at Fort Zindemeuf in Desert Hot Springs? Where did that name originate, by the way?



### "RAINBOW' ROUND MY SHOULDER"

TJC on port wing of SS Maui's bridge, with brilliant rainbow behind him. Such effects were common aboard the ship when weather engineering operations were in progress. A specific type of operation conducted only in very high barometric pressure (1030mb or higher) was called "forced rain" in which precipitation would descend in a small, discrete area, accompanied by tiny rainbow. Phenomenon has been objectified on video tape.

### THE COSMOS SPEAKS San Pedro, California

TJC lightning photos like this one, from 1986 rain operations, are eagerly sought after by San Pedro residents. Beautifully framed enlargements now hang in San Pedro restaurants, medical and dental offices, business premises and homes. They were often shown on KABC Channel 7 weather segments by Dr. George Fischbeck, who kept a file on TJC starting in 1976.





“YOU’LL GET YOUR TAIL FRIED, TREV” So said the late Dr. James O. Woods when TJC began operating with the massive Magnum 144 clou- buster on the induction and control of lightning. Woods was ever-apprehensive about the 12 ft. long metal barrel waving on a building top at Point Fermin, California during lightning activity. TJC found lightning strike points to some degree controllable, by moving the Magnum 144. This snot of lightning hitting in San Pedro Bay, California, was taken in the early 1980’s, Magnum 144 looms in the right side of the frame. TJC states that vicinity of weather engineering gear is “:he safest place in town” since the energy producing :he lightning discharge drains away FROM the equipment into the area being charged. No TJC equipment has ever been hit by lighting, despite use in massive light- ning storms in southeast Asia and other places, where up to 90 lightning strokes a minute went on for hours at a time.

#### WILD NIGHT IN SAN PEDRO, CALIFORNIA

Four simultaneous lightning bolts crash into San Pedro Bay east of TJC’s home on Point Fermin on 14 August 1983. Large (8 inch diameter) multi-barrel cloudbuster appears lower right. Weather engineering devices of this kind were fed with atomized water from a fog nozzle. Turning them on full blast in unstable weather conditions, often produced “fireworks” like these. Most of the lightning strokes appeared east of the site where control units were placed. Until TJC began expe’iments there in early 1980’s, lighting was rare in San Pedro Bay.



#### DAZZLER

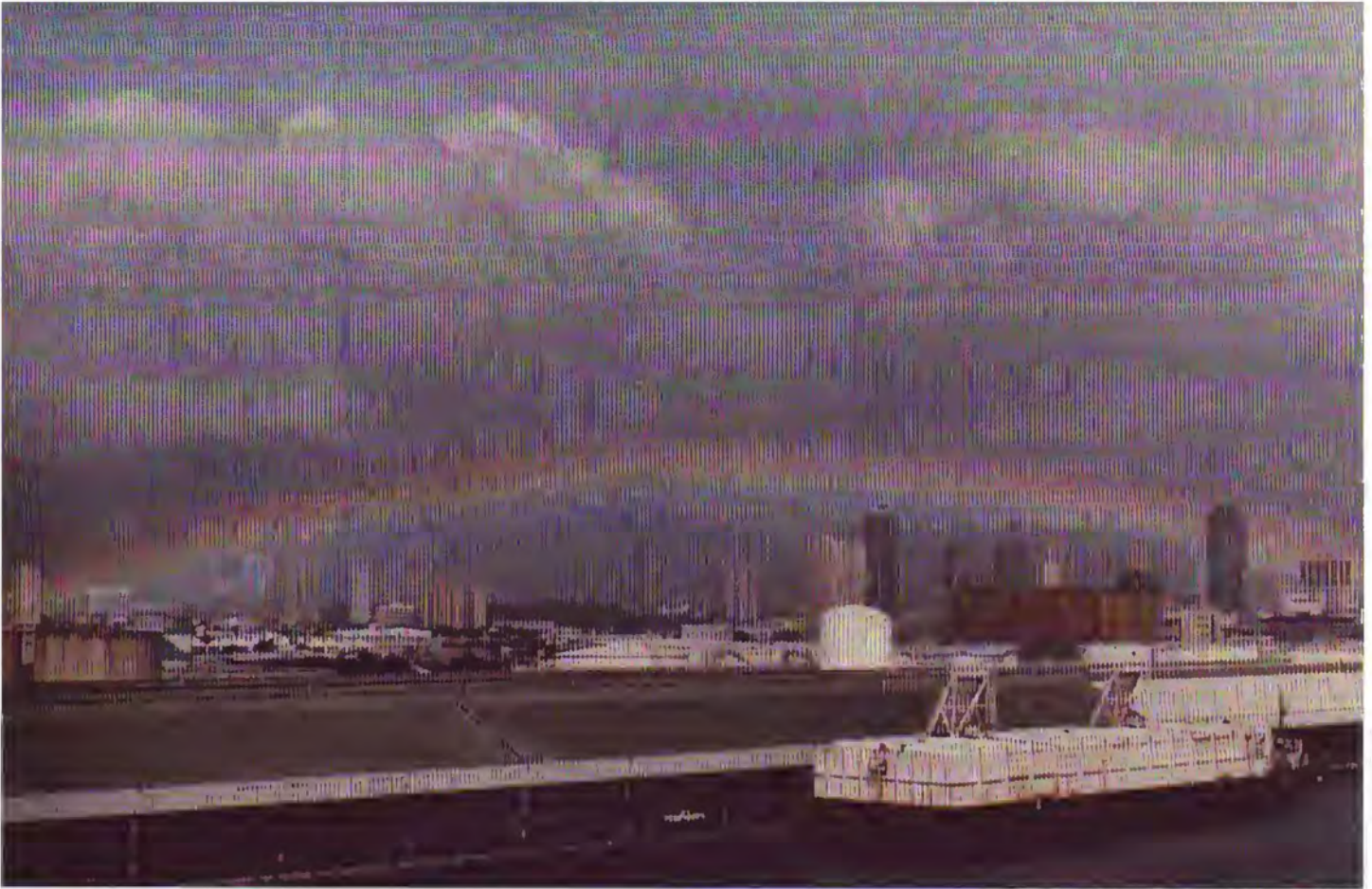
Single spectacular lightning bolt cracks into San Pedro Bay just off Los Angeles Harbor entrance in July of 1986, during Operation Pincer II. Majority of TJC’s lightning photos have the strikes at or near center of negative. Cabrillo Beach is in the foreground.





#### TERMITE SIGNATURE IN HAWAII

In upper frame, Termite weather gun is shown pulling down into the easterly flow of force that prevails on the east coast of Oahu in Hawaii. Steady, short, pulse-type blockings of the ether flow lead to primary potential rise, revealed by low cloudbank in upper shot, with developing HDB or Horizontal Dark Bar on underside. The dammed area of higher primary potential is then rapidly fed from behind, i.e. from the areas farther east, so extremely rapid buildup ensues, with fast accretion of moisture, leading to deluge locally as shown in lower shot. There is approximately 15 minutes between the two exposures.



#### SUCCESSFUL FLYING "H" TEST IN HONOLULU, 1987

Rain showers roll over the tops of the Pali mountains northeast of Honolulu and descend into the city via the valleys, Spectacular rainbow accompanies the action. Pali mountains are a good location to test weather engineering capabilities, as TJC explains in the Interview.



#### "TOWING" IN SINGAPORE, FEBRUARY 1988

Engineered cloud mass tacks on behind speedboat carrying Termite weather engineering unit. As mass is "towed" it acquires larger and larger charge. In tropical venues, towed mass always ends in deluges, TJC's Singapore associate. George Wuu, was shown how it was done, then delightedly did it on his own after TJC returned to the U.S.A. Immense weather reactions can be engineered in equatoria.

TJC: Fort Zinderneuf was the isolated Saharan fort in P.C. Wren's "BEAU GESTE." My chief associate down on the desert is the redoubtable Gino Segreti. His house, on a fair sized chunk of desert land, has an imposing, fort-like facade, and you can climb up ladders at each end of it and walk across about ten feet above the ground, looking over the parapet and down into the street. Irv Trent named it Fort Zinderneuf, because that is what it looked like. So it has become part of the legend, and Gino occasionally hoists the French *tricolore* over the ramparts. There is also a custom-made tile plate at tile gate that identifies "the Fort" as we affectionately call it.

TB: Where did you meet Segreti?

TJC: He was a quartermaster aboard the Maui. Somebody told him that there was a rainmaker aboard the ship, and the next thing I knew, this skinny little guy with one eye sauntered up to me in the wheelhouse and said: "So you're a rainmaker. Well, I've got some desert land I'd like some rain on sometime. What about it?" I asked him how much land he had, figuring he was an acreage owner, and when he said he had an acre and a quarter, I said to myself, "This guy is really going to school." And so it was.

TB: You taught him on the ship?

TJC: Yes, he was a great help. I found him to be possessed of a rare gift. This man has only one eye, with 30 percent vision in it, but he could see more of what was going on with the weather around him than anyone else I ever had on the ship. That is what it means not to have an armored eye segment. Within a week, he was *showing me* the difference between rain that was engineered and the natural, normal type of rain. He just took to it naturally and easily, and from Fort Zinderneuf, where we have kept a base for experimental work since I met him, we have done some incredible things.

TB: I think you mentioned him in the videotape you prepared for our 1990 BSRF Convention. He only has one arm. Isn't that the man?

TJC: Yes, Gino was involved in a nasty shipboard accident with a molasses hose, which resulted in the nerves in his right forearm being severed. So he has difficulty controlling that arm at times, but he is one of the greatest workers I have ever known. As Dr. Reich once said: "There is very rarely ever anything wrong with people who have real working power." Gino took disability retirement after the accident. He and his brother Anthony are golden guys who came from the very abyss of Pittsburg poverty.

TB: Anthony worked with you, too?

TJC: Yes, he was a former school principal with a master's degree, and totally honest and dedicated. He handled the Mark 7 Spider, the most powerful unit we had, up at Banning at 3200 feet altitude, during Clincher in 1990. The effects on nearby San Bernardino, on a direct magnetic west bearing, were staggering. Smog alerts came down by 68 percent under even 1989, the record until then. Anthony was a great friend of this work, and of the earth. I could not have done what I have without the Segreti brothers. They are family to me. Anthony's sudden death in 1993 shattered us all.

TB: I presume it is easy to engineer rain in Hawaii.

TJC: No, it is not always easy. Some of their droughts can be amazingly stubborn, on the fringe of the tropics. There are a couple of dozen microclimates in the islands, and there is hardly a time when there isn't a drought in Hawaii somewhere. Oahu is vulnerable to drought in particular, because of its whopping population on a little, lily pad island. I took Irv Trent down to Hawaii with me for a "working vacation" early in December 1987, when Oahu was in severe drought and about 60 percent deficient in its annual rainfall. Irv and I buzzed around in the old Chewie for a few days with some sewer pipes aloft, and that was the end of the Oahu drought. It was accompanied by all-night thunder and lightning, which is *exceedingly rare* in the islands.

TB: Peter Lindemann has also told me that you were Oahu's benefactor during Hurricane Iniki in 1992. Do you care to tell us about that, and what happened?

TJC: This may turn into another extended discourse like we got into on the gun cars, but I should begin at the beginning.

TB: By all means. Proceed.

TJC: During the years I was assigned to the SS MAUI, we had a number of experiences mitigating hurricanes between Hawaii and the mainland. A modern commercial ship like the MAUI does not take evasive action against hurricanes unless the threat is very direct, and this is rare on the Hawaii-California route. The ships run on tight schedules, and to divert is disruptive and expensive. Commodore Orcutt used to like to say "The Maui is never late" and it was his desire not to be late into Honolulu that led to our most dramatic hurricane experience.

TB: When was this?

TJC: I think it was in 1985. I would have to check my old logs. The essential aspect of our situation was that in the final part of our voyage from L.A. to Honolulu, we wound up in the northwest quadrant of a hurricane that was scheduled to clobber Oahu the next morning. The geometry of the situation put hurricane winds on our stern. There was nothing particularly threatening about this, but we would undoubtedly have to change course in the morning as the sea and swell came onto the vessel's quarter. Ships of the Maul class do not ride well in a quartering sea. The Commodore called me into his office and asked me if I could do anything about these winds. I told him I was certain I could, and he told me to get at it, if only for Honolulu's sake. They were already on full alert in Honolulu.

TB: Have you or other workers dealt with hurricanes before?

TJC: Yes, this was not the first time I had been successful on the Maui, and with Commodore Orcutt, in mitigating hurricanes. Dr. Dick Biasband, the well-known orgonomic psychiatrist, wrote several papers in the seventies, as I recall, dealing with his hurricane work. It's not new, if that's what you're getting at, but one cannot work steadily on this phase of things, for obvious reasons.

TB: Well, let's get back to the Maui in 1985.

TJC: At that time, I was using eight-inch diameter PVC tubes on the Maui, which were water-powered. These were just the ticket for the problem we faced. Tremendous things happen with such tubes when you place them PERPENDICULAR TO WIND FLOW, in a vigorous weather system—either a high or low pressure system. In a high pressure system, for example, if the wind flow is coming directly on the bow, the Perpendicular Method will generate vicious rain squalls ahead of the ship. There is a right and a wrong way to point the tubes, but I won't divulge that here. On the Maui, that night, I set them up amid howling winds from astern, and turned the water on full. Unless you lived through what followed, it would be hard to believe.

TB: Try me.

TJC: A series of very high etheric potential pulses perpendicular to the wind flow was set in train behind the Maui. On 3 centimetre radar you could see these spacing out astern, in clearly discernible bands. The oncoming hurri-

cane flow simply went for these high potential areas and what we call "backwashing" commenced. This is like an undertow at a beach, and its influence under the circumstances prevailing that night, was to exert a strongly retrograde or braking effect on the counter clockwise rotation of the winds in that system. *We were actually disrupting the ether flow that produced the winds*, and not dealing directly with the winds themselves. Our course and speed were ideal to initiate this action. What happened, in effect, and over a period of a few hours, was that one arm of the hurricane was taken out of function. Every hurricane must have two arms.

TB: What about the Alert in Honolulu?

TJC: The next morning, when the Navy sent out research planes to fix the position of the hurricane's eye, they couldn't even *find* the hurricane. The thing had collapsed overnight. I know that it sounds like a "sea story," but you have to recognize that an eminent personage like Commodore Orcutt will confirm that it happened.

TB: Things like this, with such high public value, should be the subject of comprehensive research, with proper funding and documentation.

TJC: Of course they should. But you aren't going to get that in a society whose knowledge barons would rather see Hurricane Andrew blow Florida inside out than admit that there is an ether—and through the ether, a lawful way to CONTROL such things. Let me mention here that Dr. Arthur Young, the inventor of the Bell helicopter, pointed to the feasibility of controlling basic natural forces decades ago, asserting in several learned papers that such control MUST be feasible, and describing why.

TB: I suppose such control must seem a fantasy to a scientist whose universe is etherless.

TJC: Such persons really cannot regard the control of basic natural forces any other way. No inference is intended that such people are malevolent, incompetent or stupid. Some of our most accomplished and brilliant scientists live in that etherless universe and resistance to the idea of the ether is behavioral rather than scientific. Behavioral regimens are held in place from the subconscious, as Dr. Wilhelm Reich so clearly laid out, and lock up the body no less than the mind, so that functioning has a significant neurotic component. That means above all, LIMITS. Such limits are powerful deterrents to human advancement, in my view, and are responsible for so much irrationality that is institutionalized, and considered politi-

cally correct.

TB: Ultimately, the neurotic structure turns murderous, according to Wilhelm Reich.

TJC: Certainly so. Dr. Reich himself was “murdered” without being knifed or shot. So was Dr. Ruth Drown. Dr. Rudolf Steiner was denounced in murderous terms from dozens of European pulpits. Dr. Albert Abrams — a Stanford University professor—was subjected to a murderous offensive by Big Medicine. New technical devices, new concepts and technology based on them, are pouring into this decadent world of ours, and it is only various forms of murder that keep this from benefiting mankind. And of course, millions of well-meaning devotees are waiting for the second coining of Christ—so that they can murder him again. We live in the most murderous age of all time, further darkened by perverted technology.

TB: So, anyway, let’s return to the background you are giving to what happened with Hurricane Iniki in September of 1992.

TJC: I wanted first to emphasize, that I have had direct personal experience influencing hurricanes and typhoons via etheric engineering. Others have such experience also, going back to Dr. Wilhelm Reich in the 1950’s. When alarms began sounding in Hawaii over (the approach of Iniki, I was following Iniki’s course via the radio facsimile unit that I have installed in my penthouse in northeastern Oahu —about 45 minutes by road and roughly due north of Honolulu.

TB: You were living there then?

TJC: Yes, pending sale of the place and prior to return to the mainland U.S.A. This radiofax information, and the barrage of weather information via TV, initially earmarked the island of Kauai—north and west of Oahu—for a direct hit. Emergency measures were initiated on Kauai, of course. As time progressed, Iniki shifted its course more to the east. NOAA’s computer-generated forecast maps showed the hurricane passing right between the two islands—with Oahu and Honolulu in the hurricane’s eastern semicircle.

TB: And you’re supplying an official government weather map showing the situation, so we can publish it with this?

TJC: Right This particular map was marked in the way you see by Captain Scott Abrams of the SS Maui—an old friend of 15 years or more and many times a shipmate. He

saved this map for me, on the offchance that I might not otherwise see it The Maui had just left Honolulu the previous day for Los Angeles, and with so many Honolulu people in the crew, interest in Iniki was intense. Families and loved ones were suddenly under direct threat as Iniki capriciously changed its course, to hit Honolulu with its 150 mph winds.

TB: 150 mph? That kind of wind would devastate Honolulu.

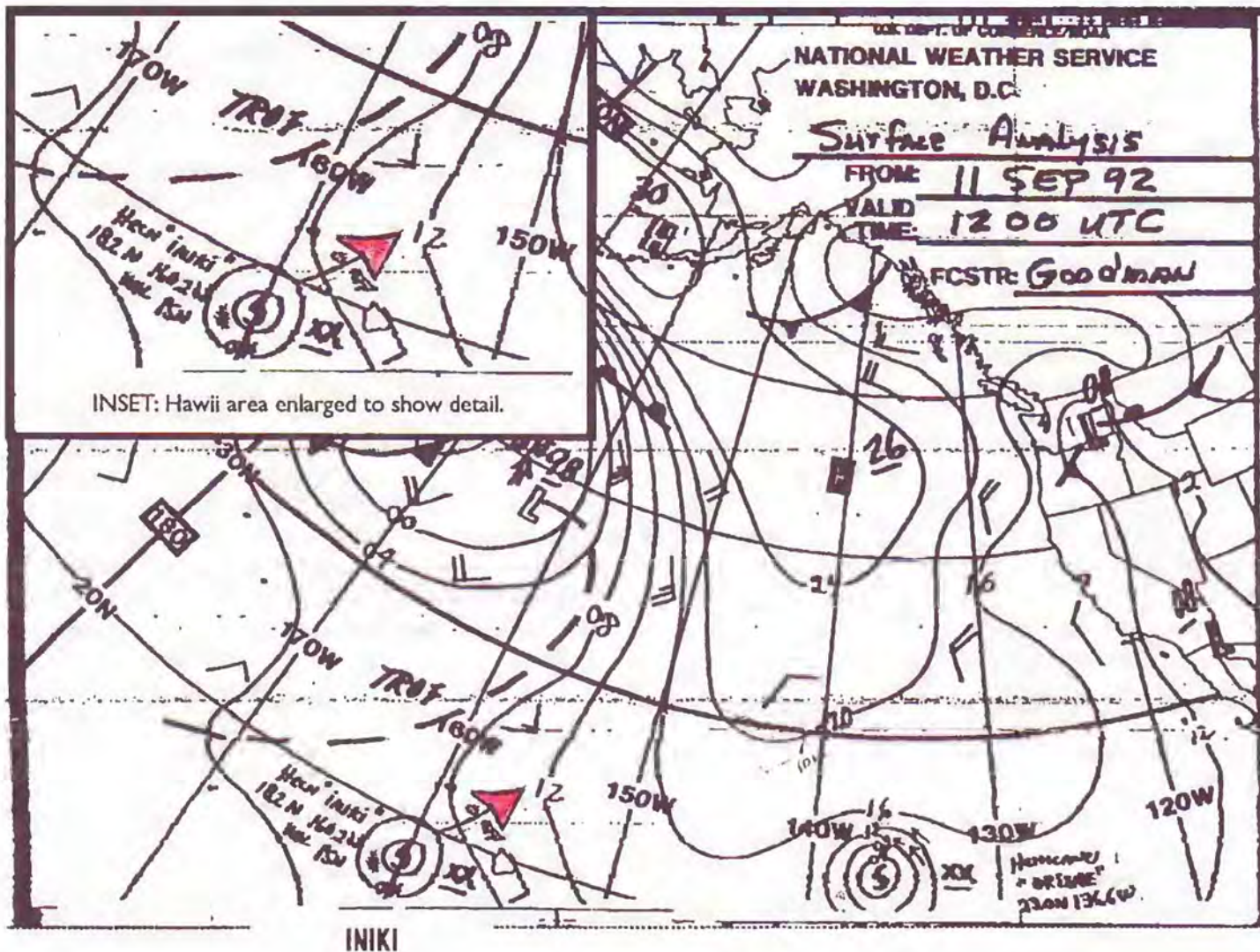
TJC: With 150 mph winds and a center pressure that went down to 937 millibars, Iniki was a *monster*. Honolulu is a tightly compacted area, wide open to the southerly quadrants, where Iniki was coming from. I think it’s fair to say that the catastrophe on the island of Kauai, which is sparsely populated compared with Oahu, would have been ten times worse had Iniki maintained its projected course, and hit Honolulu with similar impact There would have been two catastrophes. \$15-20 billion in damage could have resulted, dwarfing Hurricane Andrew in Florida. Hundreds, and perhaps thousands of lives could have been lost I could visualize the exposed Matson Lines container base on Sand Island, wide open to the southwest and south, being blasted into a ruin, with giant gantry cranes hurled into the harbor. The whole Hawaii economy would be convulsed. Everything loose in Honolulu would be lofted by those 150 mph winds and hurled around like shrapnel. Hundreds of thousands of high-rise windows would be blown into shards. Once Iniki shifted its course to threaten Oahu, I made my countering plans, while coastal evacuations were initiated throughout Oahu.

TB: Your plans involved influencing Iniki at a distance, I presume. From a distance that would be conventionally deemed impossible?

TJC: Yes. Fortunately, such limits were overcome by me years previously. With Iniki, I exploited experience gained in Singapore and Malaysia with Spiders. Iniki, like all hurricanes, was a huge etheric vortex, and it is this etheric vortex that spins the atmosphere. This type of etheric vortex is IMPLOSIVE, spiralling inward, with the lowest barometric reading at the center, or “eye.” The center wants to become a vacuum. This hurricane center is actually spinning ether at maximum potential. This draws voraciously on all nearby regions of lower etheric potential. The colossal suctional effects of any such system, are *etheric* in origin, but are translated into gross atmospheric happenings.

TB: How did you intend to deal with such vast natural





## The INIKI Drama 11 Sept 1992

CAPTAIN Scott Abrams of SS "Maui," on the morning of 11 September 1992, drew in the directional arrow from Hurricane INIKI that shows its projected direction. The hurricane's projected track left no doubt of heavy pending destruction for Oahu as well as Kauai, since the hurricane's projected course was clear through the channel between the two islands. The countermeasures taken by TJC, at that time resident in northeast Oahu, are described in the text. Captain Abrams, longtime friend and shipmate of TJC, retained this map on the offchance that it might be of historical interest. TJC's timely weather engineering measures spared the island of Oahu, and the city of Honolulu. The anomalous and unexpected change in Iniki's course, that spared Oahu massive damage, was noted aboard the Maui, then a days steaming northeast of Honolulu. This radio facsimile surface weather map originated with the National Weather Service in Washington D.C., and depicts eastern north Pacific surface weather at 2 AM Honolulu time, 11 September 1992. The inset at upper left of map is an enlargement of the Hawaii area to provide more detail.

forces?

TJC: I set up a high-speed Spider on my big deck in Punaluu, and operated it so that it would generate a continuous string of EXPLOSIVE vortices. Such vortices produce local reductions of etheric potential. *Such vortices would not normally appear in Nature under circumstances of a very low barometer*, with high etheric potential prevailing regionally. An engineered vortex of this kind however, actually becomes a *feed point* for a system like Iniki — toward which any such area of low potential is inevitably drawn under basic etheric flow laws.

TB: Your Spider is electrically powered, right?

TJC: Correct. The unit could also be operated manually in the event of power failure, although only for a limited time, based on human fatigue. As long as the power was available and the powerful little motor was turning the Spider, strings of explosive etheric vortices; would be generated and run south to Iniki's core. The north to south terrestrial etheric current, which usually is running by September, could only help this process.

TJC: Well, how could a string of vortices feeding Iniki's core produce any kind of diversion? That's something everyone will want to know.

TB: This harks back to what I have mentioned earlier in regard to engineered rain seldom, if ever, hitting the ship that is carrying the translator. The same tiling applies to a gun car, by the way, which encounters minimum rain on its own surface. In the case of the Iniki situation, the vortex string is feeding the core of the hurricane and initiates and sustains a steady drainage of etheric force into that core. This drainage then acts literally like a PIVOT, and will cause the high potential system to MOVE AWAY, as though rotating away on a rod. Years of experience on the Maui leave no doubt that even the most powerful etheric currents will RECOIL from a low potential device or region. I have initiated and visually observed, and confirmed with radar —literally thousands of times —that this pivoting action is a real-world function of etheric engineering. I have been gratified in recent years that BSRF's Peter Lindemann has absorbed this principle of weather engineering fully, has used it practically, and will bear witness to its validity.

TB: And what happened to Iniki?

TJC: Oahu is under full alert, evacuations accomplished and waiting on tenterhooks for the big blow.

TB: What happened?

TJC: NOTHING happened on Oahu. Iniki suddenly shifted its track toward the west, AS THOUGH STEERING AWAY FROM OAHU. This was exactly what the engineering was intended to do, on the basis of more than twenty years of weather engineering experience. Iniki's anomalous shift *totally defied computer predictions and mystified the meteorologists*. Newspapers and TV called it a "miracle," and religious people who had prayed felt that God had heard them. To each his own.

TB: And what did you think?

TJC: I thought how wonderful it would have been for those unfortunate people on Kauai if (lie orthodox world were not so rigid and unbending in regard to these tilings. Anything that does not come out of the university or corporate worlds is suffocated and suppressed. A Spider on Kauai, if set up in a little anti-hurricane base that probably could be organized for under \$1000, could have given Iniki yet another westward "bump" and sent it to dump its water load beneficially into the ocean somewhere. A horrible catastrophe could have been avoided for Kauai as it certainly was for Oahu.

TB: What about the Oahu people who felt that God had answered their prayers? Did He hear them and not the prayers of the Kauai people?

TJC: Throughout my weather engineering career, with all the good tilings I have done, unseen and unacknowledged, for thousands and even millions of people, I have always felt myself the instrumentality of a higher power. Call it Providence, call it what you will, I have always been driven by the motive of service to others. My whole team is similarly motivated. You cannot be on the team unless you are that way, which shows that I am surrounded by golden-hearted guys. We are not for sale.

TB: I take it that you never sought to claim any credit for the anomalous and life-saving swerve that Iniki took.

TJC: Good Lord, no. The only people qualified even to know about it are those who know something of my work and past activities —people like those who would be motivated to read this interview. The general public is not interested to know that you did Honolulu a mighty good turn. Their interest is in who is turning out for the Raiders next Thursday. The media would crucify you with ridicule. The best course is to work in silence, and just simply GET IT DONE. As I have said so often, only results count



#### PUNALUU BREW

Using a single, 8-inch diameter "Termite" weather engineering unit (foreground), TJC raises a formidable rain mass east of his home base on Oahu, Hawaii. The excitement of the primary force has been captured by the film. Life in action.



#### TERMITES IN THE TROPICS

##### PUNALUU, HAWAII

A Termite Square 8, (l), and Square 4 (r) operating to produce backing up of Bow of ether from the east, which is to the right of this photo. Central object is video camera for documentation. TJC's Hawaii base has ideal location right on shoreline of north-eastern Oahu, with 360 degree visibility.



#### PUNALUU BREW II

"Termite" unit, lower left, continues to excite and spread this offshore deluge near northeastern Oahu, Hawaii. Simple biogeometric device produces the effect by rhythmically opposing and accelerating the prevailing east to west etheric flow of this latitude and location. Result is elevation of primary potential due east of device, which becomes self-sustaining under primary continuum laws. Gross effect is deluging rain pillar from the accretion.



#### THE IMPATWORK IN HONOLULU

Spinning translator "Imp" on SS Maui's flying bridge roils cloudbank above the Pali, immediately north and east of Honolulu. Hawaiian area with its labile natural forces, has proved an ideal test and experimental site for etheric weather engineering.

TB: Judging from reports I get from Peter Lindemann and others, there seems to be a resurgence of interest recently in the basic weather engineering idea—the cruder variants that you used in your early years. There’s interest in rack units, the simplest of all, rather than in the geometric forms that you have applied to tapping into the ether. Are you aware of this new interest?

TJC: Oh yes. I think perhaps it is greater now than ever. Without number are the letters I get asking me to tell the writer “all about weather engineering.” The later, more recent interest has more substance, I believe. Such interest would, ideally, develop eventually into a simple, practical capacity to deal with this planet’s water shortages. The problem is political, rather than technical.

TB: Just how do you mean “political” there? It’s not a *party* matter at all, is it?

TJC: By political) I mean the pursuit of power in all its forms. Not just ruling power, but the various forms of control to which we are subject. Nobody can diligently use the crudest weather engineering devices—the rack units we have already described—without having at least *some* success. Even a person of feeble talent can make tilings happen in the atmosphere with rack units. The more an operator functions in this field, the more he learns from Steiner and others about basic natural forces, the more effective he will become. Now, if he seeks to shift his activities from amateur work into projects for which he gets paid, he arrives at political portals. To use such methods today is politically very risky—a major hazard to an elected official, for example, and to any senior bureaucrat also.

TB: You’re saying that using these methods would possibly undermine their power, through a loss of status or something similar.

TJC: In the case of an elected official, he would immediately become vulnerable to criticism, and to ridicule. His opposition would not miss such a chance, and we have already had real-world experience with that in Malaysia, where Melaka’s Chief Minister Rahim took terrific heat from opposing politicians. There aren’t many politicians in the world with Rahim’s courage. Senior bureaucrats are understandably reluctant to open themselves to political criticism or ridicule. This applies no matter what suffering, torment or loss the ordinary people may suffer on account of drought. In the corridors of power, the drought is preferred to using rack units to get rid of it. As I said earlier, *there is no real technical problem to raining wide areas*. The political problems, within the USA anyway, are in my

opinion insuperable and make the matter not worthy of pursuit.

TB: Has any governmental body ever approached you about doing such work in the U.S.?

TJC: At one time, I received inquiries from a minor official in the Bureau of Indian Affairs, seeking to get the technology deployed in the southwestern U.S. to assist drought-stricken reservation areas.

TB: What came of it?

TJC: The inquiring official was not in a position to deal in any way with the liability problem. The whole thing took him by surprise. He was thinking only of the practicability of deploying the technology. That is no problem at all. If the U.S. government assumed all liability in contract form—that is, in a written agreement for rain engineering—a program could readily be initiated. That was not forthcoming or remotely likely, so the Indians went on suffering. The technology stayed idle, and still is.

TB: Do you think there is any possibility of solving the liability problem?

TJC: None whatever in the U.S.A., in my opinion. In Australia, they have solved the problem by having all weather engineering contracts with the Federal government, which handles the liability problem appropriately. There are no private contracts, in other words, and the government takes on the liability. We are not equal to that rationale in the U.S.A, because of the negative politicization of virtually everything. The risk to the weather engineer becomes totally unacceptable, and that is why I abandoned all commercial work on rain in the U.S. I do not do it, and will not do it under the current liability threat

TB: Even the so-called “Great Drought” of a few years ago didn’t move things your way, did it?

TJC: I got perhaps eight or ten telephone calls from stricken rural areas that were draughted. People in deep, deep trouble who were willing to try anything. Their agony did not solve the liability problem. At that time, reputable people took the matter right into the White House, because of the difficulties of the Reagan administration in dealing with such a vast drought. There again, it proved preferable to those in control to have torment and distress run on indefinitely, rather than try something radically new that might solve the problem. The legal and political liabilities were too great

TB: But there's plenty of action for destruction, all the time.

TJC: Quite so. The same U.S.A, that had to let God solve its Great Drought in His own time, arranged in a twinkling to bust up the infrastructure of Iraq, and drive millions of people there into a prolonged nightmare of suffering and turmoil. The tyrant oppressing the Iraqis was left intact by the U.S.A. There was no legal problem that could not be solved there, but the Great Drought had America flummoxed and U.S. "high tech" was useless to get some rain down on the country. I think it is one more instance of our national need to look long, hard and rationally at the kind of corruption we have allowed to flourish.

TB: It is apparent that this kind of selective myopia, so to speak, hardly squares with globalism in all its forms.

TJC: You can see that kind of short-sightedness in connection with the water problems of this planet. They are staggering, absolutely daunting in their magnitude. The impact of pollution on planetary water is disastrous, right now. In Eastern Europe and the old Soviet Union areas, polluted water may render them totally dysfunctional no matter how many hundreds of billions Wall Street marshals to control their natural resources. My view is that we need the new approach of etheric engineering to access the billions of gallons of water that await our intelligent touch in the atmosphere.

TB: And it is your opinion that even something as simple as the rack units you have described for us, and shown in the illustrations, are sufficient to change things?

TJC: The simple rack unit, multiplied into large batteries that are strategically sited and intelligently operated, could favorably modify the water economy of this planet. This is especially true now that exquisite refinements of observation are available to guide the operation of such installations.

TB: You mean satellite surveillance and monitoring of the results?

TJC: Yes. Ready access to such information would conclusively prove, in short order, that the basic diversionary and damming capabilities of those units are exactly as I have described them. Therefore, such installations can be used in the here-now, so that a direct and successful attack is made on our planetary water problems. We have to find a way to make it profitable for the power blocs, however, otherwise it will not get attention. It's too inexpensive, too

simple.

TB: That situation would seem to parallel the smog and air pollution racket, as you have encountered it, and described it here. Big money gets invested *in the problem*, so that "fighting" it becomes a business and a real solution appears as a disaster to those investors. Am I right in this parallel?

TJC: I think you're right on. Water supplies for this planet can be cosmically acquired and cosmically ensured, so to speak, by lawfully using the ethers that rule the waters. That is what they are there for—to do what they are told. Weather engineering without chemicals or radiation is a marvelous quantum jump for mankind, and the water economy of the earth cries out for this kind of intervention.

TB: You're seeing things on a pretty wide canvas here, when you talk about the water economy of the earth.

TJC: You do not need much experience in weather engineering to begin thinking in continents. My experience with remote effects in local and regional operations does not allow me to think any other way. Our California rain operations affected six or more other states, always. Rain doesn't recognize political boundaries. I say little about these things in public because most reactions are irrational, and you will be accused of "playing God," a favorite flail used by little men to thrash at anyone who breaks out of their matchbox world.

TB: So you're in no doubt about the vast environmental changes that can be made by even the rack units.

TJC: No doubt at all. Since it is inexpensive and simple, someone will soon do it on a huge scale — perhaps someone with a talent for it. Nothing can prevent this. It is a cosmic tide that is on its way in.

TB: You weren't successful in getting a contract to deal with the California drought a few years back, were you? In 1990?

TJC: A proposal was made for a no-results-no-pay contract with California. There would be no front money, expense money or anything like that. They would either get a defined benefit, or pay nothing. But there was the legal prohibition on using unorthodox technology.

TB: Was that surmountable?

TJC: Let me say that it was not insurmountable, but it

threw such a huge burden on us that it was absurd. We would put up a \$2 million performance bond, to pay that much to California *if we failed to reach the rain targets mutually agreed upon.*

TB: But that's not a rational arrangement. Not if you were doing the job on a contingent basis, with no money up front, to boot.

TJC: Well, if you look for rationality in governments today, you are likely to be disappointed. California also would not assume the legal liability for the operation, which for us was absolutely essential in today's litigious society. That told me that California was afraid we could do something effective, and that the legal fallout would be beyond their capacity to handle. Certainly, we could not handle the legal liability. To make a big omelette, you must break a lot of eggs.

TB: So the use of the simplest level of weather engineering for rainmaking has been stymied by this kind of politico-legal problem. Is that true?

TJC: Yes, it is. There is no technical reason—in terms of weather engineering—why California could not be given five or six years of exceptional rainfall, using only rack units and nothing more advanced than that. Especially is this so since I uncovered certain etheric connections between Hawaii and California some years ago.

TB: You mean via your frequent ocean travels between Hawaii and California?

TJC: Not just the 300 ocean crossings, although they have revealed much. Once I began living for extended periods in Hawaii in 1988, many things clarified about the connections between Hawaii and California—in the sense of ether flows and related things. The “Hawaii Connection” or the “Pineapple Express” as we sometimes call it, makes it relatively easy to keep California green.

TB: There's something almost perverse about California suffering from chronic drought, when an effective means of removing those conditions has been developed in California, by a Californian. The blockages to relief and removal are legal and political, because governmental authorities cannot break out of traditional straitjacketing.

TJC: No question about that. What it reduces to, with the flummery and evasion swept away, is that California authorities in the relevant sphere, *would rather have the drought* than a solution that was beyond their own compre-

hension. They were in the irrational position of wanting to ignore results, and find refuge in any available legal obfuscation that would keep things as they were. Safety and security, for them, *lay in the drought.*

TB: There's a heavy mystical streak running all through this, as I see it.

TJC: Certainly it is mystical when you wish to evade both reality and relief from your problems. Anyone who has understood Dr. Reich's work soon ceases to be amazed or troubled by the frequency with which this kind of mystical evasion crops up in modern life. Anything to do with establishing the physical reality of the life force will dependably trigger the worst in man.

TB: You mentioned remote effects a while ago. You said you had experience with these. Can you tell me anything about this that would elaborate it somewhat, without getting into anything sensitive?

TJC: I would rather not deal with anything specific involving American events. I've already told you why. There have been plenty of such happenings since the earliest days of my work. We already covered the 1977 Santa Barbara fire incident. That's just a mini-example, because the remote effects were only 100 miles away. There are people in BSRF who know from first hand that we have hit targets in California from 2500 miles distant, with rain, and one could almost say it was easy. But I don't detail that stuff publicly.

TB: What about non-American events, where you can avoid the legal problems?

TJC: I can cite you one from recent times, readily verifiable. When we were in Melaka, in Malaysia, in July and August of 1991 on a rain engineering job, there was also a devastating drought on Taiwan. My senior Singapore financial associate, Mr. Jopie Ong, was very excited about the wide potential of the work, and started to make plans for us to go to Taiwan after we had finished in Malaysia. Red China also had a horrendous drought, with misery for millions. I had to discourage all this, *because I knew that Malaysian operations would probably wipe out both these other droughts in Taiwan and China.* Mr. Ong's front money would be wasted, setting up for them.

TB: Are you actually telling me that you could predict such mind-boggling remote effects?

TJC: I know it sounds preposterous, at first hearing. But

it is no more so than bouncing a radar beam off the moon. It's simply a question of etheric force that flows south to north over the northern hemisphere. This is the etheric trigger for the basic phenomena of summer. We were making strong etheric vortices in this flow, in Melaka, which translated right there into mini-typhoons at times, during the summer nights. From experience, I know that only a miniscule amount of the vortical activity generated with this gear appears at the actual operating site. The ether flow carries it far afield. Vortex strings develop that span 1500 miles easily, with rainy systems popping out as objective proofs "downstream" from the Spider units.

TB: And you estimated that these barometric lows, created I presume by the etheric vortices, would affect terrain north of you?

TJC: North and also over toward northeast, in a rough arc. That is due to the vortical activity being pushed eastward somewhat by the west to east etheric current that starts to dominate north of about 27 degrees north. The equipment in Melaka was operating almost on the equator, where there is plenty of ether — high density so to speak. We used high speed Spiders for the first time, they were effective, and I judged it inevitable that there would be effects — namely, rain — in China and Taiwan, and elsewhere.

TB: And that's what happened?

TJC: Yes indeed. Mr. Ong's plans were stillborn when the Taiwan drought was suddenly overpowered by torrential rains—after we were really swinging in Malaysia. China also got substantial relief, which was a considerable happening in view of the enormous misery there. Mr. Ong opined that if we had been able to get a contract first, I would have been "deified" in that part of China. But it is nothing unusual for me to benefit millions of people through my work, and receive no financial benefit, acknowledgement or thanks.

TB: Does that bother you?

TJC: Not really, because I have learned well enough from Dr. Steiner and Dr. Reich not to expect much along that line. One performs such deeds because karma has led one to them. They have their good effects. My good intentions endure for me in a positive way after I pass out of this life, so that I do not lose in any way other than financially, on this plane. And I am leaving soon anyway.

TB: That's not a very sound way to operate a business

venture.

TJC: I really have profound regrets in that connection. I would have liked my Singapore associates to have emerged from their association with me financially triumphant. I would have liked them to have had the personal victory of doing something in the world for the first time ever. Both of them are fine gentlemen with a fascination for things that are truly new, and making money was less important to either of them than being first—if you get what I mean.

TB: Yes, I do. It seems to me that tying something like etheric weather engineering to a commercial format must be extremely difficult—a sort of tightrope.

TJC: You need to be the square and the circle at the same time. The commercial aspect of it is definitely dirty in a spiritual sense, unless you find a highly motivated person like George Wnu who can handle commerce for you in a noble and selfless way. He could do that. Otherwise in dealing with political people and businessmen you feel as out of place as Adolf Hitler at a B'nai Brith dinner.

TB: But you had this idea, as your commercial motive, that you could finance other people's struggles. That drove you for many years, didn't it?

TJC: Yes, that is true. Irv Trent, my oldest associate, had the same idea. We were both mortified by the one-sided battles some people wage for truth and justice and also for New Knowledge. We hoped that weather engineering would one day become abundantly commercial, and we would proceed to give away the money. We aren't the kind of men who want to live in Beverly Hills with a six-car garage and something in every slot.

TB: Well, it didn't happen, and I suppose that we at BSRF missed out on some of it.

TJC: True enough. However, I learned from it all that while the high motivation was important to the progress and maintenance of the work, the goal may not have been acceptable to the Powers that guide mankind.

TB: How do you mean that?

TJC: Well, all these truth troops in the trenches have their karma. They are working out that karma. Suffering and endurance in the service of others are builders of spiritual strength and maturity. I have to think nowadays, that it was perhaps not cosmically approved that Irv and I—no matter how pure our altruism—should scramble other people's



### TJC AND TRUSTY PAL

With Magnum 144 looming behind them, TJC and close friend Irv Trent pose for this happy shot near the Integratron, built by the late George Van Tassel near Landers, California. In the high desert. The Integratron dome peeps beyond Trent's left shoulder. Telescoping rods seen here beside main barrel of this cloudbuster, provided a crude but effective radionic tuning for the whole assembly. Highly instructive time-lapse film was made of this unit's effects on local cloud and weather.



### NEW BABY

Irv Trent triumphant beside the newly completed "Hozah" cloudbuster in San Pedro. Unit was designed to sweep from horizon to horizon via zenith, and was part of development work leading to "Flying H" weather guns.



### "CALL ME DOCTOR"

"Call me doctor" says Irv Trent, left "It's the way I operate."\* Oldest and closest associate of TJC, Trent is retired aerospace industry technician. "After retirement" he says, "I decided to devote my life to watching TJC work." In 95 degree heat on the Banning Bench in California, they smile through their pain.

karma. *They* have to work it out.

TB: But what about education for children and things like that?

TJC: Same basic idea applies. Nobody is coming into the world for the first time as a child. We surge with sympathy for the poverty stricken, diseased and crippled child. We can hardly bear what we see. Nevertheless we must recognize, after the teachings of the great spiritual adepts, that everything is where it belongs and that includes the children who are in horrible circumstances. An occult perspective forces you to realize that we all get what we deserve. Yesterday's whites are today's blacks, so to speak, and those who deal out suffering and privation to others will inevitably return to Earth in a format containing those things for themselves. So if my golden dream of a great money pump for truth and justice did not come true, at least it was good while it lasted. The dream played a large role in keeping us all going.

TB: Well, to return to the long distance rain into China and Taiwan, doesn't that kind of tiling indicate an eventual need for international control? Regulation of some kind?

TJC: "Eventual" is the correct qualifying word there. Regulation will not come any time soon, as far as etheric weather engineering is concerned. When the number of amateur experimenters balloons up into the thousands, they and systematic professional workers will have to be regulated and strictly controlled. The Citizens Band on the radio is a good example—in a harmless format—of what the world faces.

TB: How so?

TJC: Just about every rule, courtesy and custom of radio use is violated on a prodigious scale in the Citizens Band. It is a madhouse resulting from placing sophisticated radio equipment in the hands of technical morons. Just think therefore, how much simpler a rack unit is than anything being used in the Citizens Band. A way into the etheric continuum. One percent of the unruly mob audible in the Citizens Band got loose with rack units and rudimentary knowledge, we could face a water catastrophe on this planet.

TB: And that has happened before, hasn't it?

TJC: Yes, every esoteric student knows that it was the misuse of cosmic power resident in the chemical ether that put Atlantis under. That put a stop to those developments

for the time being. The Gods don't worry much about time, it seems.

TB: Do you see anything similar to this building up in the next 50 years?

TJC: I would hope that general scientific recognition and acceptance of the ether would come into vogue within that time. Perhaps weather engineering, through its fascinating and intriguing aspects, will help establish the ether finally and formally, despite the severe functional problems that have to be solved.

TB: So you see amateur work continuing, expanding and perhaps sometimes generating heavy damage.

TJC: That's about right. You see, we only have *part* of this huge thing. We have hold of the fringe. I know that there is a procedure, a step in etheric engineering, that can cause the ether to release a water avalanche. California's famous rainmaker, Charles Mallory Hatfield, knew how to trip this mechanism chemically, and we put in a lot of physical and esoteric research to establish that. So the existence of such a trigger is undeniable. An amateur experimenter could find this out by accident or chance. Maybe it would not really be an accident.

TB: Now, what are you getting at there?

TJC: I spoke a little earlier about the water catastrophe that overwhelmed the Atlantean civilization. Corruption and all else went under. We live today in a world that has become so corrupt and decadent that many of us familiar with the worst of it consider the world irreversibly corrupt. So, one must entertain the idea of a water catastrophe to again clean the place up. I cannot personally see any other way to unseat this planet's hidden rulers, from whom world corruption is ultimately spread to all power centers.

TB: But you say, in effect, that international regulation cannot come ahead of general scientific acceptance of the ether and its technical accessibility.

TJC: That is right. Recognizing and accepting the ether, and all that it can do for civilization, makes it the master key to the human future—to authentic transformation. If humanity's tomorrows are to evolve beneficially out of our present mechanistic era, the ether must be admitted as the real power source behind the changes.

TB: A universal free power source is not going to sit well with those hidden rulers you spoke of just now.

TJC: That is true. But it is also true that the world cannot continue to function under more of the comprehensive misrule that has made the 20th century one of unprecedented tumult and suffering—all of it made worse by misused and rampant technology. The prevailing idea that we have to “burn fuel” needs to be technically kyboshed, and ash-canned, through etheric science and technology that will harness our civilization to the cosmic workwheel. What powers your heartbeat should also light your house. It’s there.

TB: And you feel it can be accessed and harnessed with appropriate effort?

1JC: Yes indeed. Such a project, such a plan, is intrinsically justified. Ask yourself let everyone reading this ask themselves: Why is it that we found billions to bash Iraq, and to bribe corrupt idiots who helped us do it, but we cannot find pin money to terminate oil’s prodigious misuse as a fuel? Oil is too valuable to be consumed as fuel.

TB: But you think that perhaps the simplest cloudbuster’s could get something like that started—by showing what the potential is and that the ether is a usable force?

1JC: The real possibility is there. Systematic satellite surveillance will show on a regional format, what I have labored for a decade to bring down to horizon distance. Once it is firmly documented, by this means, that literally billions of tons of water can be moved around intelligently, I think the etheric age will open to man’s technical enterprise. I do not say that this particular development will open in this way, but it is a possibility and very practical. Somebody may change the dimensions of everything however, by harnessing the motor force in the ether. Once some bright gent or lady <sup>^^</sup> *ashaft to turn with this spinning force*, earth life will pass into the most significant change since the dawn of time.

TB: A new worldview comes with all that.

TJC: For sure. Man must soon face the etheric world, the etheric presence, and form a new worldview that is correctly based on life force. His present worldview doesn’t include the faintest intimations of what life is, other than arcane chemical and biochemical happenings. The pulsation remains a technical mystery. Somehow, I have hopes and expectations that the humble rack unit, the simplest of all etheric engineering devices, may eventually draw scientific attention to this universal, etheric presence, with its clear potential to power a new kind of civilization.

TB: A while ago, you mentioned that certain people get some kind of relief or satisfaction out of accusing you of “playing God.” What about that? Perhaps you can add something to clarify how that arises.

TJC: It’s fairly common to be accused of playing God when you do weather engineering work. Where a person’s worldview includes only a primitive religious faith, based on the compulsive dogmas of organized religion, the idea that the rain engineer is entering God’s domain comes readily to that person’s mind. It’s a knee-jerk reaction, almost.

TB: But the etheric world doesn’t exist for such people, does it?

TJC: The situation is the same as primitive people bolting from an aircraft, or seeing their first automobile. I have often said to civilized people with the “playing God” apprehensions about weather engineering, that the Creator put the whole thing here, including the laws that undergird and govern it. He put *me* here with Ilie mentality and the destiny to do these things in the service of Life. People who have that “playing God” hangup *are only afraid of what this work stirs inside them*. They can readily pass over, or even applaud, truly monstrous crimes by men who indeed play God by initiating wars.

TB: Like who?

TJC: A recent prominent example would be George Bush. To use the power—the temporal power—of public office to slaughter hundreds of thousands of innocents is playing God. The people who worry and sweat about my playing God with the cloudbuster have nothing to say about the misuse of high technology in Desert Mirage—or whatever that criminal venture was called.

TB: But there is a certain god-like power inevitably associated with controlling the weather. You can’t deny that.

TJC: I’m aware of that. Having engineered lightning and rain and made the wind roar around the mountains, I know all about the heady, intoxicating aspects of this. But I also have known the bitter chill of thousands of nights on rooftops and on the flying bridge of a ship, when it was all disappointment and suffering. I remember the hundreds of freezing desert dawns when I first began reaching for the ether. That balances out and cools down the exhilarations of later successes and discoveries. The way to them all has been long and hard.

TB: Well, I've read enough of Wilhelm Reich to know that what you have done, and are doing still, generates tremendous anxiety in a neurotic person.

TJC: No question about that. People of a Biblical bent should also remember Christ's admonition: "Know ye not that ye are Gods?" That's what we humans are —embryo Gods. We are temporarily confined to this earthly vale to unfold our powers through education and experience, and misdeeds shape us in much the same way as good deeds, but via the component of pain.

TB: Earlier on you mentioned your very first cloud-buster operations with Dr. Jim Woods, who has passed from this life. I presume he played a considerable role in your early work.

IJC: Quite right. Jim and I were a harmonious working combination for many years. Our long, basic involvement with UFO phenomena, photographing these things in infrared directly from the invisible state, paved the way for the break-in to weather engineering work later on. I have already dealt with some of the things that happened, and dear old "Jimbo" as we used to call him, was a tremendously effective partner. The operating rapport built up between us from 1957 onward was something golden, even beyond our unforgettable friendship. Jim was sensitive, ingenious, capable and courageous — and he had the driving power of a Sherman tank. I am profoundly in his debt, I loved him dearly, and I never cease to miss him.

TB: For some years now you have had a financial relationship with George Wu of Singapore, who is also a BSRF member. You have indicated that his assistance was also decisive in its own time. Is that so?

TJC: Indeed it is so. By 1988, I had been engaged in practical weather engineering work for 20 years — ever since Jim Woods and I used the cloudbuster to attract UFOs for infrared photography *in situ*. Prior to that, there had been 11 years of UFO photographic work. I could see by 1988 that my approaching 'golden years' would be anything but golden if I kept soaking my professional earnings — from both literary and maritime careers — into empirical research. In short, I had to "cut it out"

TB: You financed it all yourself?

TJC: Most of it, yes. Irv and Ethel Trent would always tide me over with financial help when I hit rocky periods, sympathetically sending me money and unsympathetically insisting that I "get back to work." By "work" they meant

the weather work. The late Marion Ver Hoven, a BSRF member from Meade Layne's startup days, also helped me mightily on several occasions. We remained close friends until her passing at 93 back in 1991. Jim Woods shared expenses on the earlier work, of course, up to about 1970. But by and large, I had to hack it all myself and by 1988 I had decided to cut it back to hobby status, and to mount no more regional projects — which chew you up both financially and physically.

TB: Enter George Wu, I presume.

TJC: Enter George Wu, the young multimillionaire from Singapore.

TB: How did you meet him or awaken his interest in weather engineering?

TJC: Through a mutual friend, the late Frank Der Yuen of Honolulu, an internationally respected aeronautical engineer and consultant. Frank and I had been associated in business in the 1950's in North Hollywood, California. He was Harvard and M.I.T. man with a lifelong fascination for innovation. The Jetway/ airport loading bridges iBat now allow passengers to cross from terminal to airliner in all weathers were originally designed by him, and later built by Lockheed. In fact, it was Lockheed's need for his on-site consulting aid in Burbank that caused him to bring me in to help handle his other business. We remained close friends ever after, until he passed away about 5 years ago. He kept a little video library of ongoing weather engineering work at his home in Honolulu. He enjoyed exposing selected people to this glimpse of the future.

TB: And George Wu saw the video?

TJC: Yes, and it hit him as though a mine had gone off under him. He took a copy back to Singapore and watched it over and over, sharing it with his lovely wife, Daisy. This lady, whom I never met, intuitively caught the full impact of weather engineering, and what might be done for the world with it. She urged George to get in touch with me, and to try and invest in weather engineering as something very worthwhile. She was brutally murdered on a Singapore beach shortly afterward, not far from George's office.

TB: Murdered? In Singapore? I thought that place was pretty much crime free.

TJC: That is true. And the Singapore government has set an example to the world in crushing crime. In this case however, the murder of a respectable, law-abiding wife and

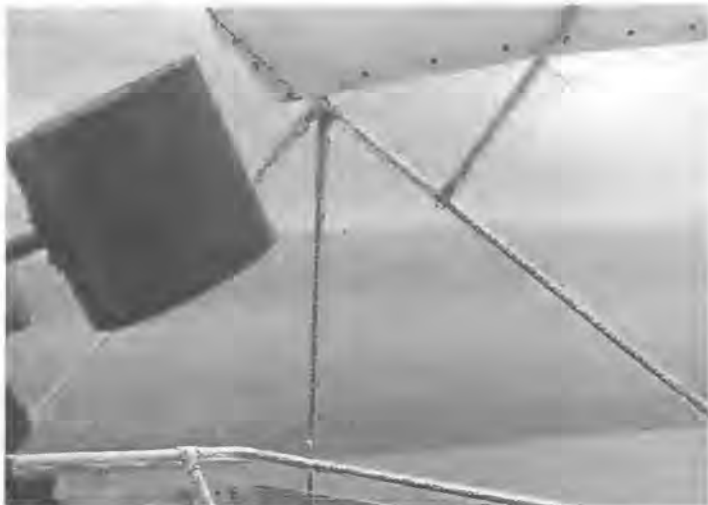


### SQUALLY SEAS

TJC on port wing of SS Maui's bridge as engineered squall drives rain into the ocean abeam of the ship. A sport aboard the Maui was to engineer deluges on to other Matson ships passing on the opposite track, while the Maui sailed dry. A "Grand Slam" was to deluge a passing vessel while it was holding fire and boat drill, with all hands on deck.

### OPERATION BREAKTHROUGH 1989

During die anti-smog operation Breakthrough in July 1989, offshore use of power boatwas attempted to support shore units. Southern California's offshore waters proved too rough for efficient use of the Termite unitTJC is adjusting here. "I reject the use of any vessel under 10,000 tons," he says.



### OPERATION TANGO, SINGAPORE 1988

Rain in the Singapore dry season looms menacingly beyond power boat used by7]C and Singapore pal George Wuu. A single east to west thrust sufficed with the Termite Square 8 unit shown, to raise about 300 square kilometers of unforecast rain, which engulfed Singapore and southern Malaysia. BSRF Journal covered Tango in its Issue of September-October 1989, which included official radar maps showing documentation ofTango action. In his haste to get boat away from path of this rain mass, George Wuu took a shortcut between two islands againstTJC's warning.The boat went on a shcai and they took the full force of their own creation.



**ROIUNG THE CLOUDS IN SINGAPORE, FEBRUARY 1983**

Clouds billow wildly ahead of speed-boat carrying rotating "Termite" device, the upper of the two cylinders mounted on this speedboat The Termite proved highly effective under maritime mobile conditions in Singapore. As George Wu (r) drives the boat full throttle, the agitation of the clouds is captured by this "moving still" photo.



**SINGAPORE TERMITE**

Not all Singapore termites are in the local woodwork. A 13-incher rotating here on George Wu's penthouse lanai, winds in heavy haze and moisture from over the Malacca Strait. All such units utilize "Golden Section" dimensions, the same proportions and ratios in which Nature carries out its grand designs.



### “BREWING IT UP” IN SINGAPORE

Using a single “Skimmer” device, this rain mass was raised over the Malacca Strait south of Singapore, by T|C on 24 May 1991. Operating from George Wu’s penthouse lanai on the southerly shore of Singapore Island, the “Skimmer” produced this dense rain accretion from fair weather conditions, in about 30 minutes.

The “Skimmer” consists of two concentric metal cones with an apex angle of 135 degrees. The 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 chemical ether. Where the blockage is raised and temporarily “held” by the rotating “Skimmer,” very high etheric potential develops. This is largely caused by the massive planetary flow piling into the blockage from the south. Dark, horizontal striations in this photo outpicture the blocked flow from the south.

Atmospheric water vapor is strongly attracted to the high etheric potential. Entire system is eventually elevated to “lumination” or discharge potential, whereupon rain descends — often copiously in the tropics. T|C states that equatorial, marine locales like Singapore readily provide decisive proof of the ether’s physical existence. Engineered atmospheric effects are much more rapidly and vividly obtained in such tropical regions, than in temperate locales. The shore of Sumatra in Indonesia shows on the horizon at the left of this photo.



mother went unsolved and unpunished. That exacerbated a truly horrible crime. George carried her admonition to see me in the very front of his mind, for obvious reasons, when he came to California early in 1988. And I very nearly declined to see him.

TB: What? Why?

TJC: I had just—or so I thought—put weather engineering to bed after being sucked dry financially with it for decades. For many years I have turned down most requests from people who want to meet me because I have to do all the giving in such encounters. I get sucked dry in a different way. So when George called me I was about to turn him down until he mentioned Frank Der Yuen. Frank had literally died in George's arms when they were boarding an airliner—on one of Frank's Jetway bridges—in Ontario, California. So on this account, I agreed to go to his hotel and have a chat—thinking that an hour and a cup of tea would suffice.

TB: And it didn't?

TJC: Noway. Five hours later, I was full of tea but we were still talking. From that day on we were destined to be lifelong friends. I went to Singapore a couple of months later and showed him how to engineer rain himself. After I came back to the U.S. he tried a mobile Termite unit on his Mercedes convertible and triggered off a deluge that half-drowned him and his younger son, Franklin, right in the car. Later on, he took the Termite out on a boat, the way I showed him, and flooded Singapore island and his own factory at Loyang with another unforecast downpour. He was then "hooked" on weather engineering.

TB: BSRF ran an account of TANGO, your July 1988 Singapore rain operation.

TJC: That's right. We proved in 10 dry season days that this difficult and expensive gap in Singapore's water supply could be bridged by engineered rainfall. We could not get the Singapore water authorities interested however. The whole happening clearly bamboozled the technical officials we approached. One such dry season interview took place during a deluge, with the bureaucrat taking repeated apprehensive glances out the streaming window.

TB: So George Wu supplied the finance that has kept you going since 1988.

TJC: Yes. The funds he provided kept the maritime experiments going, paid for the out-of-pocket costs of our

desert base, subsidized video production and underwrote two successful projects that proved how effective we could be against smog in southern California—or anywhere else for that matter.

TB: You say two anti-smog projects. I thought it was three.

TJC: There could be some confusion there. 1987's VICTOR was also a smog project, but it was in the pre-Wuu era, so to speak. Then, in 1989, we ran two separate projects in a single smog season—Projects Breakthrough and Checker—for a 29 percent seasonal drop in Alert-Days. This was a considerable feat, and produced the then all time record low seasonal smog in southern California.

TB: And then CLINCHER came in 1990?

TJC: Yes, that was our most successful weather engineering operation ever, and it produced a staggering 24 percent drop in Alert Days even from the record breaking 1989. That year 1990 was the lowest smog year of all time. The people of southern California owe that beneficial outcome to George Wu of Singapore. I couldn't have personally financed the 14 stations that made it possible. George Wu has been magnificent since day one.

TB: And smog rose the following year, 1991, by 12 percent as you said earlier?

TJC: Yes, 12 percent.

TB: That certainly works a hardship on the Air Quality Management District claims that tougher regulations are leading to less smog.

TJC: Of course it does, and it exposes those claims for what they are, bureaucratic obfuscation. They have a wild, unprogrammed, major element to deal with in their statistical projections, which is the presence—or absence—of our weather engineering activity. If we run a smog reduction project, the smog is drastically reduced. If we stay out, smog goes up. Those are the statistical facts since 1987, when we mounted our first anti-smog project. The exciting, recent years would never have happened without George Wu.

TB: Somebody mentioned to me that you had a mentor or sponsor many years ago who put this weather control idea in your head. What about that?

TJC: The story is true. When I first came to the U.S.A, for permanent residence in 1952, the U.S. government enforced its immigration laws. The idea was that rootless, shiftless, impoverished people should not pour into the U.S. as they do today, swamping welfare and similar programs, and balkanizing America. You had to be able to prove to the American government that you would not become a public charge. If you were not substantial financially, that meant you had to have a sponsor—a citizen who would guarantee that you would not become a public charge.

TB: That is certainly not the case today. It's as though we have no borders.

TJC: Correct. America is being balkanized as a matter of public policy. Anyway, the late Howard B. Morrow, known affectionately as Spud Morrow, became my millionaire sponsor and enabled me to come to America. He was old enough to be my Dad, and we had just that kind of relationship. We remained dear friends until his death a few years ago. Back in the 1950\*s and 60's we used to go on camping trips together. Often he would say in our numerous campfire chats, that someday, man would be able to CONTROL THE WEATHER. When I recited the same kneejerk objections to weather control that I have heard thousands of times since, he would talk on as though he had not heard me. Through die years, this odd conviction of Spud's lived on in me before I ever became involved with the cloudbuster. We talked about it many, many times. He put the idea in my mind, you see, like a seed.

TB: And it took root when the cloudbuster came along.

TJC: Certainly it did, but you see, the ground had been prepared. All through the years of experimentation with weadier control, I had the fascinated and lively interest of Spud Morrow, who had broached the essential idea to me so long before. He was exultant and delighted by my successes, even when summer rain operations in California one year, raised the humidity so high that he was forced to jettison about \$600 worth of custom candy. He was a master candy maker, among other achievements. This beloved gentleman decisively changed my life, and he boldly envisioned weather engineering long before my involvement. My life contains numerous instances like this, of higher guidance that precludes mere chance, and ensured that I got to do what I came here to do.

TB: I'd like to ask you about what might be done, here and now and in today's world, with weather engineering IF the financial, political and legal constraints we have dis-

cussed throughout this interview, were not present. What about that?

TJC: Essentially, you are postulating *CIVILIZATION* on our planet, in contrast to the earth's currently entrenched *ANTICIVILIZATION*. I have devoted my life to overcoming the latter, by trying to midwife a tremendous *CIVILIZING* influence for tomorrow's world. Engineering and controlling the weather, and therefore climate, will be a central element of true *CIVILIZATION*. These things do not belong in today's world, as practical experience has proved. They are not a part of this current *ANTICIVILIZATION*. True *CIVILIZATION* will be a transformation for mankind, greater by far than all previous progress combined. The crucial first step toward this change lies in recognizing our current *ANTICIVILIZATION* for what it is. We need to recognize the existence of this world's parasitical elites and the moral and spiritual bankruptcy that is their signature. America's financial bankruptcy is another signature, a translation of moral bankruptcy into a physical-financial format.

TB: Modern technology doesn't impress you as civilization, then?

TJC: Dr. Wilhelm Reich summarized the essentials when he said that science and technology haven't been yet. Of course, modern technology is a wonderful thing compared with the past, but the mode of its use and control is something else — something un-wonderful. Our *ANTICIVILIZATION* is replete with technological trappings and toys, and these gewgaws blind the earth's people to recognition of the most significant single fact of contemporary earth life—which is that mankind is ruled by unelected parasitical elites. Technology cannot deliver even its present full potential because of world financial parasitism. Examples of this abound. America could easily and quickly house every American handsomely, but technology or no technology, MILLIONS are homeless and rotting in the streets. America has the technology to provide health care for everyone, just as we now do to people in the military—where it is done without question. Our compulsively wicked, usurious money system, which is the most grotesque aspect of our *ANTICIVILIZATION*, simply blocks mastery of America's health care problems — blocks a solution that is technologically feasible now. I could cite similar examples ad infinitum. Most humans are enslaved under *our ANTICIVILIZATION* but don't recognize their predicament.

TB: You are saying, then, unless I misunderstand, that we are being rationed only small increments of technology,

and liberation and freedom are not coming with or through technology.

TJC: That is true. The application of technology to government control and surveillance of all of us for example, is an anticivilizational misuse of technology. Such control cannot be seen as liberation, other than by a moron or by servants of the elites who are behind it all. American liberties have been progressively circumscribed in the past few decades. *Technology is allowing the government to take every citizen by the throat. The Nazis had no such control of their people.* Destructive and dishonest bureaucrats and politicians are the hands and feet of the parasitic Money Power in America. That is how everything oppressive and retrograde is engineered into place. Nobody in the media discusses this, or any aspect of it. We have *ANTICIVILIZATION*^ which is running mankind downhill.

TB: Do you see any exception at all to that situation?

TJC: Only Singapore, in my view. Singapore has a government that is both honest and effective, and which deals out objective justice. Singapore is organized to help enterprising citizens create values for their fellows. In the U.S. today, we have all this back-to-front, Corrupt, ineffective government that increasingly must back everything it does with force. And our producers of values are being savaged. No wonder they rubbish Singapore—a model of solvency—in the U.S. press.

TB: Let's deal with a hypothetical situation then, where we will assume we have what you would call authentic civilization, rather than the current counterfeit. Would you then be willing or able to tackle the vast and terrible drought in Africa, for example? Could something effective be done?

TJC: Certainly it could. While this may sound extravagant, when set against the vastness and entrenchment of the African drought, that drought will still respond to the intelligent application of the relevant natural laws—etheric laws.

TB: Well, I would think that the existence of the drought is due to natural laws also. Isn't that so?

TJC: Quite so. Before I get into that, I think we should take it as given that the *total content of modern science and conventional technology is incapable of doing anything effective in this continental African tragedy.* So much for the technology over which everyone is becoming slack-jawed and pop-eyed. Drought has modern technology flummoxed. The

entire drought problem must be seen with ETHERIC considerations uppermost, and the right measures of etheric engineering brought to bear.

TB: OK, let's start with your etheric assessment of how droughts get established.

TJC: Earlier on, I dealt with some of this, I think in discussing the gun cars. Anyway, droughts build up when etheric force becomes minimal in any given area. The ether becomes thinned out and stretched, for reasons too involved to get into here. The ether, in this extremely attenuated condition of a force that is gossamer-subtle to begin with, cannot subject the regional atmosphere to normal, balanced cycling. The earth "breathes" chemical ether in and out daily, just as we humans breathe. When the ether in a given region of the earth becomes thinned out, the earth's breathing in that region becomes extremely shallow, and all life processes diminish as a result. The etheric potentials become locked within a very narrow range, instead of fluctuating over a wide range. The ether then cannot properly administer the PULSE OF LIFE to the atmosphere. The ether under these pathological conditions, cannot rise to the potential that will produce healthy etheric DISCHARGE, essential to rain. The low density, thinned-out ether, means reduced water in the regional atmosphere as the most striking consequence of all this.

TB: I take it that this process becomes chronic in a drought

TJC: Not only chronic, but SELF-REINFORCING. Life will always retreat from such stasis, and it does so in the human organism when ether is shut out of the musculature by armoring, as Dr. Reich demonstrated in his clinical findings. Dr. Reich also referred in his papers on weather control to ATMOSPHERIC ARMORING—likening it to conditions clinically found in humans in his brilliant original research.

TB: One cannot go far in this without Dr. Reich's life and work entering discussions, or so it seems.

TJC: He permeates all this. He is the beloved grand-daddy of it all. *ANTICIVILIZATION* threw him in jail and burned his books. See what I mean? So anyway, the retreat that Life makes from stasis produces the phenomena of desertification. That is an ongoing, worldwide problem and you see it at its peak in Africa. In terms of conventional knowledge, you see not only the desert advancing, but the whole hydrological cycle being aborted. The regional water economy tails into disarray. Since water is the natural home

of chemical ether, you can see how direct the connection is. Drought is an atmospheric pathology, functionally akin to the “drying up” that occurs in human cancer patients. There’s Dr. Reich again.

TB: But a drought is a year-round thing, for the most part, isn’t it?

TJC: That is a prime characteristic of a major drought. The pathological condition overrides the seasonal changes, just as it overrides the daily earth-breathing process. The result is that there is only a feeble “rainy season” or no rainy season at all. This process can then advance, as in Africa, to where not just the daily and seasonal cycles are overridden, but the overriding continues for years. This is self-reinforcement with a vengeance. Life hardly has the strength then, even to retreat, and animals fall and die in their tracks.

TB: OK, let’s say that you, in our postulated world, minus obstructive lawyers and corrupt politicians, receive a \$10 million unconditional grant. The South Africans will put ships and aircraft at your disposal. You can go anywhere you wish in Africa and all the governments will assist you. In short, *CIVILIZATION* has become established. What would you do to take the offensive against Africa’s drought?

TJC: With resources like that, I would be like a beggar come into a vast inheritance. Tills is all off the top of my head, but I would probably commission helicopters as weather gunships right away. The construction and installation of some chains of rack-type cloudbusters, as described earlier on and shown in some of our photographs, would also have high priority. Financially, this would involve chicken-feed funds. However, it would get movement going fairly rapidly, and start the process of breaking up the stasis.

TB: Where would you install these rack-type cloudbusters?

TJC: Actual dispositions would depend on the time of the year that we launched the project, and also on the geographic distribution of the worst-droughted areas. The official meteorological people in South Africa would have all that classical information. You must recognize that I am only giving die roughest of outlines, and it could not be otherwise at present I am really “winging it” here.

TB: OK. First some strategically located chains of simple cloudbusters.

TJC: Yes, simple because you would place them on farmlands and other places where there was at least some water, probably on the fringe of droughted areas. Such equipment could be monitored and adjusted as required, by farm people, and would not require skilled technicians. The main thing would be to get into action soonest and simplest. They would be a basic start in turning things around.

TB: Then what?

TJC: Well, *CIVILIZATION* would have some ships available, so we could rapidly organize waterborne equipment—similar to that employed on the Maui~ and start the ships making weather engineering runs off both the west and east coasts of Africa. By using destroyers or similar fast craft, and dedicating these to the weather engineering task, I would expect spectacular changes to begin occurring as we got the ether moving from west to the east in the temperate latitudes of Africa, and from east to west in the tropical and subtropical areas.

TB: You discussed the use of gun cars in drought reversal earlier on. What about using those in Africa?

TJC: In South Africa, they have many fine highways, and that means—again with such resources—teams of gun cars running at high speed and disrupting the stasis in the ether over huge areas. I would strategically site a large complement of Spider vortex generators, and use these in coordination with the gun cars, and in coastal regions in coordination with the ships. Ordinary vehicles, or military vehicles, could be quickly converted into gun cars and used anywhere in Africa where there were long stretches of highways, strategic to rain engineering. What you were going to do would very much depend on the time of year, and ideally, you would want to go into this at the start of the rainy season. We might not have that luxury’, of course.

TB: Anything else?

TJC: Well, you said we were in a *CIVILIZATION* for this, so there would be helicopters available. These we would promptly convert into aerial gun ships. I think I would give top priority to this, and have them in action inside a week. Projector tubes could be attached to the landing skid struts in just a few minutes, and you would have a *weather modification device of tremendous potency and flexibility*. For me, it would be a sublime luxury to put these helicopters on ideal headings and run them at 50-80 knots over-the-ground speed at low altitude. That would break up etheric stasis and move the atmosphere in the direction



## DEALING WITH DROUGHT ON A LARGE SCALE

### TJC's PROPOSED WEAPON

This Jetaire Torqueless Helicopter is fitted in this sketch with two "Bull-45" resonant projector pipes, two additional pipes being presumed fitted on the starboard landing skid. Many additional such tubes could be carried if desired, as the units are light in weight with minimal wind resistance, no moving parts and no power requirements. TJC's idea is that helicopter could be precisely aligned with regional ether flows, and operated directly into those flows. The result, based on 13 years of maritime work with the ether, would be the regional disruption of the etheric stasis that is behind all droughts. Once the etheric stasis is disrupted, normal etheric functions return and the atmosphere again receives the pulse of life from the ether. Potential value of such helicopter weather-gun ships is discussed in the text.

HELICOPTERS for etheric rain engineering were used for the first time in history, in Malaysia in 1998. These operations were highly successful. Pioneer helicopter rain operations in CHINA in 1999, were also successful.

of normal activity. Thousands of square miles could be influenced very quickly. I have always felt that a helicopter would eclipse in efficiency and effects anything that could be done with a gun car on a surface highway, or anything that could be done with a ship on the ocean surface. Helicopter gunships should be the ultimate means of drought reversal engineering at today's technical levels. There are other things that might be done, but in connection with Africa's drought I think that a valid analogy can be drawn with therapy in medicine. I am thinking of Dr. Rudolf Steiner's indications here, given in his medical lectures.

TB: What did he say that stuck in your mind, in this connection to drought?

TJC: Dr. Steiner emphasized that the art of therapy included the physician knowing how to administer to the sick patient, a decisive *impulse* back toward health. He did not visualize or depict this as stuffing some coarse allopathic compound down the patient's gullet, or squirting it into his bloodstream, but rather, as something much subtler. The use perhaps of a specific plant substance, in a highly attenuated dose, or in a tea. Something similar to that. The sick organism reacts to this decisive positive impulse by beginning its return to normalcy, which is a self-regulating process that does not require constant physician intervention. My opinion is that droughts react similarly to a sick person getting that correct impulse. Once you can trigger off those all-important differences in etheric potential, the atmosphere will begin to move and usually, the reversal of a drought by correct etheric engineering is characterized less by deluges than by soil, soaking, gentle rains. In Africa of course, that might not ensue because their normal rain tends to come down with the buckets still around it, so to speak.

TB: Have you and your group actually broken any droughts in recent times?

TJC: We have, and in a major way, but not in operations that were filed or notified in advance. As I have indicated all along in this interview, the legal situation is untenable in the U.S.A. We have also on occasion conducted simple and brief experiments on droughts, rather than mounting huge projects like the CLINCHER anti-smog operation with its 14 stations. In each case, these simple experiments and tests, sometimes carried out with a single station and a single operator, unraveled entrenched droughts. These were droughts that computer forecasts had sentenced the public to endure for months to come. On at least one occasion, in California some years back this drought

reversal was an extreme embarrassment to officialdom, but it certainly delighted the public. In northern California they went in less than three weeks in March, from water rationing to wading. Dams that were dangerously low were soon valving off their surpluses, so that billions of tons of rainwater went whizzing out into the ocean. These were not big projects however, just experimental activity that involved only minor facilities.

TB: And I suppose it was this success with small-scale operations that made you think about Rudolf Steiner's indications concerning successful medical therapy. Is that true?

TJC: Yes, it is. I have also described how Irv Trent and I put an end to a quite severe drought on the island of Oahu in Hawaii, some years back. It was early in December 1987. This also was a very small-scale experimental probing of the problem, that produced a solution. These simple experiments were not something like PINCER II for example, the 1986 July rain operation that I filed with NOAA's weather modification office in advance. In PINCER II, I laid out in an engineering drawing what I was going to do, and then made it happen. In the Hawaii operation, we were testing what extended and specialized use of a gun car might produce, performing the same procedure for days on end rather than making a simple pass or two. Our actions were exceedingly modest, the results quite vast, since Oahu went from the verge of water rationing to a normal rainfall total in the space of a single week. This operation produced all-night lightning, a total rarity in Hawaii. Because it was a simple experimental probing, and not a planned operation with an anticipated outcome, I didn't file that one with the government. I don't believe they are at all interested anyway, and people in the NOAA weather modification office have told me not to bother filing on etheric weather engineering operations.

TB: Then why do you file?

TJC: I like to use government forms and procedures as a means of proving that advance notification of operations was given, along with their targets and goals. As in the CLINCHER smog operation for example. Of course it is pretty pointless to try and file on every experimental activity you mount, such as that Oahu drought in Hawaii.

TB: Were there any other, similar things like this that you could cite, even in sketchy outline?

TJC: Well, there is what I refer to as THE SANTA BARBARA STORY. I was involved twice in the salvation

of that city from fires, in 1977 and 1990. These incidents involved decisively changing wind and humidity conditions when the city was under threat. My 1990 blessing of Santa Barbara came about when installing a Spider there for the CLINCHER operation. That produced a spectacular and fire-killing rise in humidity overnight.

TB: But those were not drought operations, right?

IJC: No, I am merely citing them as a prelude to other events, very much concerned with drought. When I addressed a citizens' group there in the early summer of 1990, about their drought, I spoke as somebody who had already done Santa Barbara two monumental good turns. I suppose the public has already forgotten that Santa Barbara in 1990 had the worst and most stubborn drought in the U.S.A. They had water rationing, Drought Police and ruin of their paradise staring them in the face. There was a program afoot to bring water into Santa Barbara from the Pacific northwest, in tank ships, no less. A multimillion dollar desalinization plant proposal added an awkward political dimension with its potential for graft. The Santa Barbara people were in such desperate straits they even called ME up there for a conference. So you know from that how bad things were.

TB: What happened?

TJC: I told the citizens' group that called me in, that it was quite feasible to change things decisively. I would need some time to produce a turnaround and restoration of regional normalcy, especially if damage was to be avoided. They would need a citizens' nonprofit corporation, to sponsor the operation. I recommended that they should stuff its board with retired eminent judges and lawyers, who abound in Santa Barbara, as a means of proofing themselves against lawsuits. That's the way the legal system works.

TB: You apprised them of the hazards, then?

IJC: I stressed to them, that if they were going to resurrect and rejuvenate Santa Barbara, along with that laudable result they had to expect to be attacked legally by people who would claim they had been "hurt." I would act as an independent consultant to the citizens' nonprofit corporation. My Singapore angel, George Wu, actually agreed to finance the operation. *This meant that the citizens corporation would not have to come up with any front money whatsoever.* But their corporation had to assume all liability and the fee was \$1 million for returning Santa Barbara to its pristine loveliness, no-results-no-pay, within 12 months. Subse-

quently, (they would have five years of consulting services on a *gratis* basis, and we would oversee the installation of facilities for regional wind control. This would permanently protect against the kind of fires that I had intervened against in 1977 and 1990, which threatened Santa Barbara's existence in both cases.

TB: And they didn't go for THAT?

IJC: No, we did not get a contract with the citizens' group. I believe the local lawyer in the group got cold feet. They know what people are like. The group itself was not sufficiently financial or influential to prevail against the orthodoxies in the Santa Barbara situation. The city's population of super-rich men and women sat on (their wallets. The City authorities ended up getting involved in desalinization as a solution to their difficulties. THE SANTA BARBARA STORY can only be told in full detail after my death. BSRF's Peter Lindemann, who knows the whole nine yards, will tell the entire tale one of these days.

TB: What happened? Can you tell us anything at all about it?

IJC: I can give you the historically verifiable facts. Santa Barbara's drought and water problems disappeared not long after we failed to get a contract. We were really unlucky on that one. Their Gibraltar Dam went from dust-dry to 2 million gallons a minute over the spillway after two direct hits with ten inches of rain, or more, from each of those hits. The dam received the heaviest rain totals in the whole region. Very strange. Santa Barbara has had abundant rain since, and has about 34 years water supply stored as of the time of this interview. Their main reservoir, Lake Cachuma, is at full capacity today. It was a wondrous turnaround.

TB: An Act of God?

IJC: What else?

TB: What about the desalinization plant?

IJC: They built it, but probably today wonder why. They are definitely now eating the bonds involved. That is what Acts of God can sometimes do in such situations.

TB: Any other drought experiences you care to talk about?

TJC: Not at this time. I am sure your readers will appreciate why common sense enjoins silence, much and all as

I would personally like to describe some of these adventures. Considering the entire drought thing overall, I will say that countless millions of people have been benefited and blessed by my work, and that of my loyal comrades, whose sacrifices have been considerable.

TB: But you have not benefited monetarily, have you?

TJC: Quite the reverse. We have become rich in other ways. Our treasures however, are laid up away from moths and rust, where thieves cannot break through and steal. We did what needed to be done, and what was possible for us. I like to think that it has high intrinsic value as a BEGINNING, and not much more than that. Although it has taken much longer, some of the characteristics of Kitty Hawk abide in our pioneering, in my view. Financial recompense on this earth was never fundamentally in our format, or this would have been abandoned at least 15 years ago. We benefit in the afterlife for whatever we have done out of pure motivation, and the afterlife, of course, cannot be avoided. Those things carry a higher degree of certitude for me than anything in embodied life here on earth.

TB: Do you have any regrets?

TJC: One, I guess. I regret that some of my veteran comrades are facing old age in penurious straits, after extended sacrificial service in improving life for others. I would not have been able to do what I have without these selfless people, and I hope that something can eventually be done to make their final days comfortable. This is a major concern of mine.

TB: Do you still have George Wu's financial help?

TJC: No, unfortunately. About two years ago, he suffered some crippling losses in business matters unrelated to weather engineering. He was compelled to shorten sail — to revamp his business dispositions and apply his genius to restoration of his former position. He is not only an altruist and a visionary, but also a practical man. He had stretched himself intolerably thin, especially in helping others. He had to stand down from participation in weather engineering for the time being, but we remain very close. I think that if a viable weather engineering client or opportunity came to him volitionally, he would be unable to resist return to the wars. He is fascinated in his depths by weather engineering.

TB: You don't regret your own heavy financial investment in it all? Over the years it must have been a small fortune.

TJC: I don't regret those expenditures at all, now, although I did have misgivings earlier in life as the financial drag went on and on. I must have earned professionally, and then invested in this work, something approximating \$300,000. I don't like even to try adding it up. However, I absolutely would not trade the enormous expansion of consciousness that resulted, for the 300 grand, if someone could make such an offer. I would not trade the great adventure that it has all been, the golden friendships into which it led me, or the satisfaction that has come from engineering the weather. In my experience, nothing compares with the thrill of doing something for the first time in the life of the Earth. Gold cannot buy you that kind of sublime joy.

TB: What about acceptance?

TJC: Eventually, that will come, although I will be gone from the earth by then. I have only contempt for the academic mafia of today, and do not need their approval. You must remember that when the Wright Brothers accomplished what had defeated the great universities, the American press refused to print the story of their first flight. They were ridiculed in the newspapers. The Wrights were fully accepted in America only after they went to France and wiped up the Paris skies with the best that European minds could produce.

TB: And they came back to glory, right?

TJC: Correct. The President of the U.S. wanted to see them then. Hundreds of others followed the path the Wrights broke, and created the vulgarized miracle of modern air transportation. Every time you get on an airliner though, it is Wilbur Wright that sits in the seat next to you. The results of his work are his eternal acceptance. The newspapers who ridiculed him have turned into dust, their know-it-all editors forgotten.

TB: Well, your motto has always been "Only results count" Right?

TJC: Right. There will be permanent results from my work, and from that of the late Dr. Wilhelm Reich. We must never fail to acknowledge the debt we owe to that gentleman. The permanent results that will come will be beneficial to all mankind. We are on our way to technical mastery of etheric force and to its technological employment. No power on earth can stop this.

TB: Although I suppose it is all now in the past for you, I cannot resist asking you something here about UFOs.



Pursuing that was how you got into weather engineering. You are known internationally for your pioneering in the UFO field, which preceded your weather work. Especially are you known for having demonstrated photographically with infrared film, nearly 40 years ago, that an invisible physical stratum of substance and action does exist, which is of significant technical value in penetrating the UFO mystery. Then, in recent years, you have done all this video work demonstrating the presence and accessibility of the ethers. This is why I ask now about the UFOs. Do you have any interest, today, in the UFO thing?

TJC: None—other than to marvel at how the essential is continually evaded. The essential, as I'm sure you and most Borderlanders are aware, is that etheric force and the existence of the ethers, constitute the technical core of the UFO mystery. A valid theory, consistent with what has been observed since World War II, cannot be formulated without that technical core. Elucidation of the subject calls for more honesty than is generally available today, in an age where even eminent men sell out.

TB: Tire ethers are the master key to the UFO thing, as you see it today?

TJC: If the ethers are not admitted to the UFO scenario, you cannot avoid finishing up—one way or another—with mystical obfuscation. Even the strict “nuts and bolts” people fall prey to mysticism eventually—while deeming themselves objective. Wilhelm Reich cast more light on the origin and rooting of mysticism—and on its consequences in destroying human happiness and progress—than any other scientist. His reward was death in prison and government incineration of his books.

TB: And what about the role of the government in the UFO thing overall?

TJC: The government has continually compounded all the mental and moral felonies involved in the UFO thing—the transgressions of honesty that characterize the subject. The government has injected disinformation wholesale, into a field that was already becoming dishonest without government intervention or influence.

TB: So we have a Tower of Babel, so to speak.

TJC: Right. Not just a Tower of Babel, but a tower of what Wilhelm Reich would have termed “neurotic babble.” Since Kenneth Arnold’s time, it is truly shocking how falsehood has become institutionalized in the UFO field. Under the Law of Opposites, which only a few people seem

to comprehend, honesty shows only sporadically and briefly amid such institutionalized falsehood. My opinion is that the government’s secret dalliances in the UFO field have produced, over the decades, not enlightenment, advancement and emancipation, but disastrous mistakes and involvements. The government itself is now morally debilitated.

TB: Are you referring here, in any sense, to the alleged government involvements with extraterrestrials? The so-called “Greys” and similar humanoids?

TJC: I am willing to say only this, concerning those particular matters: any cosmic confidence men arriving here from “space” and offering to trade technology for whatever they wanted from Earth, would have no trouble flummoxing the destructive and dishonest people who rule us. That includes eminent scientists who rushed to secure from ET sources, in secret and out of public sight, tilings that they had not earned through their own integrated thinking and effort. Whatever commerce has been set up with ET’s has grossly disadvantaged America, since we have descended in four decades from world preeminence and solvency to national bankruptcy, technology or no technology. I would mistrust any ET guidance or technical expertise that could not steer us around the demise of our machine tool industry, for example.

TB: The politicians who oversaw that particular disaster, weren’t able to avert it, no matter who was providing technical advice. Is that what you mean?

TJC: Quite so. My original occult teacher, Dr. Franklin Thomas, emphasized repeatedly *how difficult it is to throw off malevolent forces once you act to put yourself in their toils*. This applies to life’s transactions at every level, from loansharking to diplomacy. I never forgot Frank’s teaching. My opinion is that only total honesty, from the top down, will favor extrication from any ET despotism. I do not see that kind of liberating honesty coming any time soon.

TB: How do you mean that?

TJC: The matter reduces itself to correspondences, the subtle but influential relationships between things.

TB: Can you elaborate that?

TJC: Yes, I can, but perhaps not too rapidly, since we are dealing with something that is readily misunderstood. I always seek to stay with practical things, and preferably

with things that I have experienced and lived through. Historical writing and studies have occupied me for decades as part of my professional life. Nobody, but nobody, will ever be able to write an authentic history of events subsequent to World War II, because of the colossal volume of misinformation and disinformation disseminated by governments. All manner of political, commercial, media and legal barriers have been erected to block any emergence of historical honesty.

TB: How does this relate to the UFO thing?

TJC: That is where and how correspondences begin to rule things. If you so direct your life, as an individual, that you perpetually tell lies and practice deceit on your fellow citizens, you will eventually be drawn—or driven—into the underworld. Your associates will eventually all be crooks and liars like yourself, because of their correspondences with your life-style. You will be at war with the law-abiding world. You will not belong there, and you will be able to function in it only through deception. In the terminology of occultism, you will be treading the Left Hand Path.

TB: I am not sure I quite get your drift yet.

TJC: I started where I did, with this, to introduce the idea that government deceit got into high gear during World War II. Now it has permeated national and international life. Such a governing organism cannot possibly have rational commerce with what I call the civilization of the universe. That civilization, possessing technical mastery of the ethers, has to be based on total honesty—the supreme protection for everyone. Only honest, integrated thinking and rational, businesslike handling of its bounty, can produce and sustain a really high civilization.

TB: Well we certainly don't have that here on Earth.

TJC: No indeed. Our civilization is like a diseased version of the civilization of the universe. Occasionally, we catch glimpses of prosperity and happiness, like a physician who sees healthy tissue begin to appear through a septic condition. For us on earth, it is never more than a glimpse of true civilization.

TB: And does it seem to you that we lose our grip on what little civilization we have, very readily?

TJC: Quite so. If it suits the purposes of the parasitical elites who rule us, we ignobly punch through that paper-thin veil between science and savagery, at the drop of a hat. Mighty expeditions are conjured out of nothing. Massive

bribes are paid to forge phoney alliances. We can put to death a couple of hundred thousand people we don't know—and who have not harmed us—with about as much ethical turmoil as we get from peeling an apple. This is civilization?

TB: So our correspondence therefore cannot be with the civilization of the universe, as you term it, but only with something considerably less—something like ourselves.

TJC: Yes. Like us, but more advanced technically, and undoubtedly more degenerate morally and ethically even than humans are. They would want to work in secret and would have highly developed methods of draining us, and running our top people around like cockroaches. Total honesty protects against that, and dishonesty invites it.

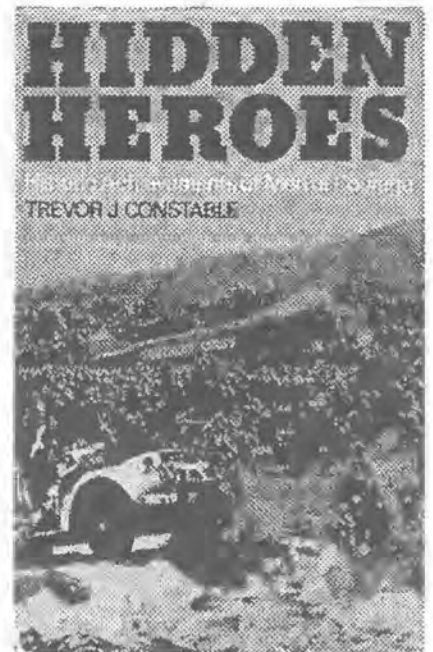
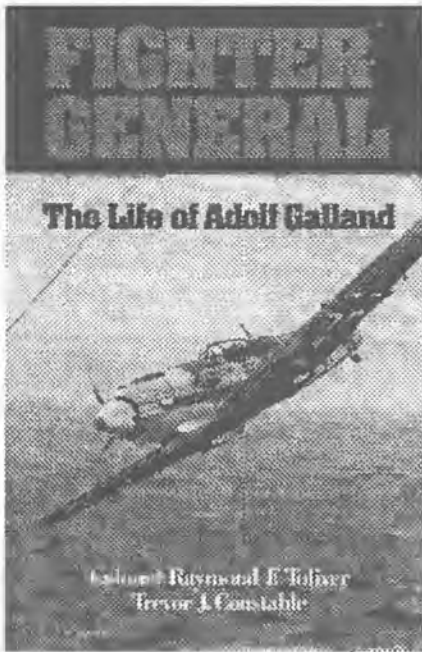
TB: And that is how you would evaluate all this stuff that is circulating about the so-called "Greys" and so on?

TJC: Yes, and it's just an opinion, after all. But you wanted some insight into my present-day views on the UFO thing. An aberrant organism like our government, and virtually all the governments of Earth, can only have contact and commerce with its own kind. That is why everything connected with the UFOs and the government takes place in darkness. This is the boldest of all signatures. I am amazed that so few people can discern this vital correspondence between what you really are and how that determines who your associates are. *It has nothing to do with what you think you are, or purport to be.* Earth has in place an anticivilization, and therefore we can attract from "space" only those personalities whose interests lie in reinforcing anticivilization, with all its hoaxes and frauds and Life-negative institutions.

TB: What about entities who might hail from what you call the civilization of the universe.

TJC: There is no correspondence whatever between such personalities and our rulers—not just the elected ones, but the unelected ones as well. There is correspondence only with those earth people who are totally honest and whose thinking is accordingly integrated to see earth's anticivilization for what it is. Such people are already serving the civilization of the universe. They already have that correspondence. Their honesty eliminates any expectation of something for nothing.

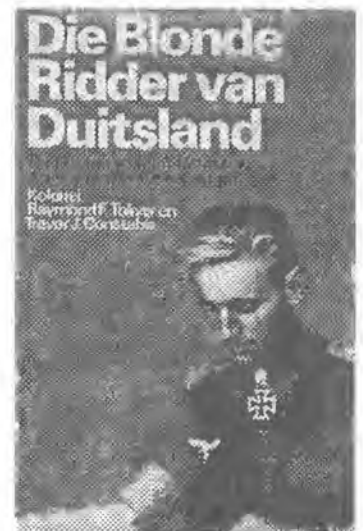
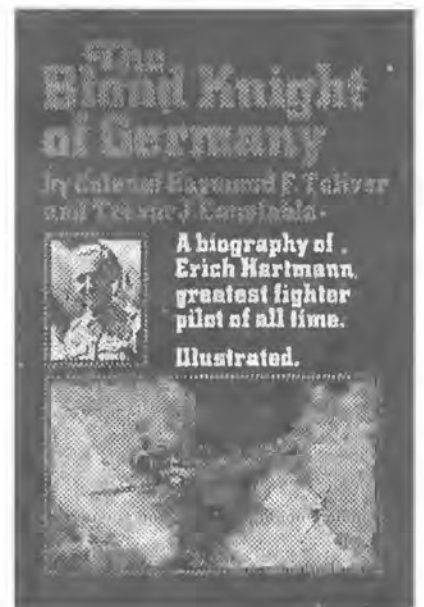
TB: I take it you don't see landings by any such advanced entities.

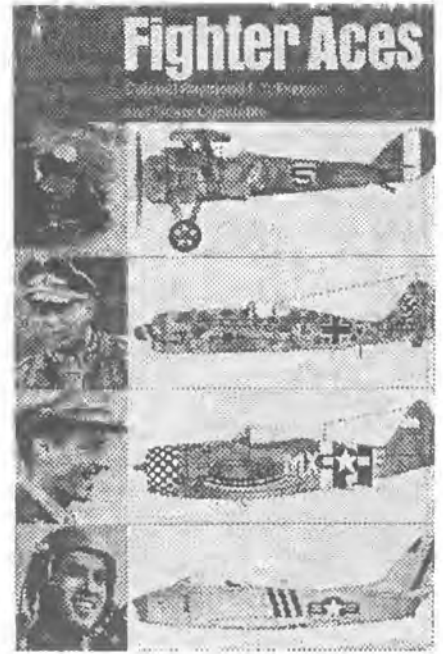
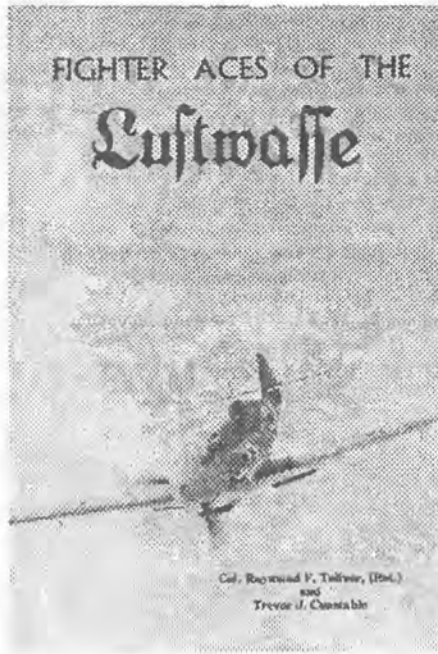


Some of Trevor J. Constable's aviation histories.



TREVOR JAMES CONSTABLE — AUTHOR, 1990





**TJC — THE AVIATION HISTORIAN**

Cloudbusters and ships far away, TJC signs autographs in Tustin, California at gathering of aviation history buffs. Back to camera is 11 year-old Sharon Fitzgerald, already an accomplished pilot, and also aTJC fan. He arranged for her to receive a specially autographed copy of his biography of Erich Hartmann, greatest fighter ace of all time, directly from the legendary German ace of aces.

### THE AVIATION HISTORIAN II

TJC with Mary Tully, the former Lady Kingsford-Smith, widow of Sir Charles Kingsford-Smith, Australia's most revered pioneer airman. Occasion was the 50th anniversary of Kingsford-Smith's epic aerial conquest of the Pacific in May, 1928. Scene here is Oakland International Airport, which was no more than open, rabbit-ridden fields when "Smithy" took off in his Fokker tri-motor for Brisbane, Australia. TJC featured the pioneer flight in his book "Hidden Heroes."



### THE STUKA PILOT

TJC shares a moment here with former Colonel Hans-Ulrich Ruedel, author of the International best seller "Stuka Pilot". Ruedel's experiences piloting the famous Stuka dive-bomber in WWII, included "busting" over 600 Soviet tanks. Repeatedly shot down and wounded, he returned again and again to the shambles. His bravery was such that a special decoration had to be struck for him, that was awarded to no other German combatant. The Toliver-Constable team sought to recover for Ruedel, the flying log books taken from him at the surrender.



### TJC WITH "HONEST JOHN"

#### Noted American Fighter Ace

Colonel Walker M. "Bud" Mahurin, seen here enjoying a moment with TJC, shot down 24 enemy aircraft in WWII and Korea. He also fell into Communist hands in Korea after being forced down. Mahurin is not only a highly regarded ace, he wrote an acclaimed book "Honest John," recounting his experiences in Red captivity. The ace is a long-time friend of the Toliver-Constable team.

### TJCTHE INTERNATIONAL AUTHOR

Trevor James Constable (left) confers with General Adolf Galland, Germany's WWII General of the Fighter Pilots. Constable's aviation histories are widely read and translated around the world. Galland is Germany's most famous WWII aviation figure. The two men have been close friends for 30 years. Constable and co-author Colonel Ray Toliver wrote *FIGHTER GENERAL*, official biography of the famous German flyer and leader, as well as numerous other successful aviation books.



### "ACE OF ACES" WITH HIS BIOGRAPHER — TJC

Trevor Constable (left) in Bonn, Germany, with Colonel Erich Hartmann, the greatest fighter pilot of all time with 352 aerial victories in WWII. Seen here in 1966. TJC and Hartmann collaborated in the preparation of Hartmann's official biography, written by TJC and his literary partner, Colonel Raymond F. Toliver USAF Ret. TJC and Hartmann and his family became firm friends and remained so until Hartmann's death at 71 in September of 1993. Published in the U.S. by Doubleday as "The Blond Knight of Germany," the book was translated into German and sold as "Holt Hartmann vom Himmel!" The German book went through 56 hardback printings and over 350,000 copies, one of the most successful trade books in German history. The Hartmann biography, one of four aviation histories by the Toliver/Constable team, was translated into many languages and sold worldwide. Hartmann was imprisoned in the Soviet Union for ten and a half years after World War II.

### ACES OF ACES AND HIS BIOGRAPHERS

TJC (right) watches the seated Erich Hartmann of Germany sign autographs for pilots passing out of special training program at Luke AFB in Arizona in 1969. At left is Colonel Raymond F. Toliver, TJC's literary partner. Colonel Hartmann downed 352 Allied aircraft in WWII, the all-time world record in combat flying. Hartmann died in September 1993.



#### AIR GENERAL

TJC and General Jimmy Doolittle In Long Beach in 1987. America's illustrious WWII air general graciously agreed to write an introduction to TJC's biography of Germany's General Adolf Galland. Aviation history on top of all his other interests has kept Constable hopping through his own long career.



#### REFIGHTING THE BATTLE OF BRITAIN

TJC's international standing as an aviation historian has earned him wide respect in the elite fraternity of ace fighter pilots. Here he shares a moment with the famous RAF ace of the Battle of Britain. Wing Commander Robert Stanford-Tuck. Tuck had 30 victories over the Luftwaffe in WWII. Both Tuck and TJC served in the British Merchant Navy as young men. Tuck bolted the sea to join the RAF. Tuck passed away in 1989.



LITERARYTEAM  
Toliver and Constable

Colonel Raymond F.Toliver USAF Ret. seen here with TJC in 1993, served out a full and distinguished career in the USAF. His commands included die 20di USAF Tactical Fighter Bomber Wing In the U.K. after WWII. From this station, he was the first Allied officer to extend the hand of friendship to the defeated fighter pilots of the Luftwaffe — with literary results that are now history.

Toliver was a pioneer test pilot at Wright-Patterson Field, and he has flown over 225 different types of aircraft — something that staggers even veteran airmen. At the Pentagon he served as one of General Curtis LeMay's briefing officers. In later social gatherings, aware that TJC was a professional marine radio officer, General LeMay several times expressed a wish to meet Ray Toliver's literary partner. LeMay was a skilled "Ham" operator. The Constable-LeMay meeting did not eventuate until 1990, during Operation Clincher.

Colonel Toliver's historical activities include not only the string of classic aviation books with TJC, but also 25 years as official historian for the American Fighter Aces Association. Their partnership has been entirely on a handshake. Says TJC of Ray Toliver: "A totally honest and unshakably honorable gentleman. My partnership with him has been for me one of life's greatest privileges."

STRATEGIC ALLIANCE

TJC (L) with the late General Curtis LeMay USAF Ret, at the general's Riverside, California home. August 1990. During Operation Clincher TJC desperately needed a site In Riverside to operate from. General LeMay, the former Chief of Staff of the USAF and creator of the Strategic Air Command, allowed his patio to be used as a Spider site. He arranged two additional Riverside sites as well, which allowed smog to be reduced by 11 percent under the 1989 season for an all-time low. Grasping the awesome importance of TJC's technology, the General planned on exploring the use of Spiders on USAF bases for fog reduction. General LeMay was also a fan of TJC's aviation histories.





TJC: No. The task of redeeming the earth will not, in my view, take place in any such fashion. Any individual who of his own volition, and through his own convictions and rational work, produces values for his fellows, and thereby serves Life, is already in the process of vanquishing anticivilization.

TB: Perhaps this is part of the reason why people doing that kind of work, like yourself, for example, seem to have such a hard way to go.

TJC: The history of science and invention clearly shows that every liberating advance has a protracted and difficult birth. For each invention or process that becomes accepted, there are probably ten that are suppressed, by destructive money despots and bureaucratic value vampires. Nikola Tesla's life was a bell-to-bell struggle to get his life-enhancing inventions into use, against the despotism of people like J.P. Morgan—typical of the world's parasitical elites. Inventing was easy for Tesla. Civilizing inventions simply poured out of the man. The rest of life was a merciless grind for him, against the earth's parasitic controllers.

TB: And Tesla wasn't the only one, right?

TJC: His predicament was typical of what value-creating innovators have faced all through history. There are actually human beings still living, today, who were walking the earth when the Wright Brothers were denounced as frauds in the American press, right after Kitty Hawk. Think of Dr. Royal Rife, Ruth B. Drown, Wilhelm Reich, Albert Abrams, Philo Farnsworth, Edwin Armstrong and on into the hundreds of great ones who were systematically shafted and drained. So it goes, and it will continue until honesty is enthroned. No one from outer space or any other dimension can bring us honesty. Honesty is here, now, unutilized. We have to harness the presently latent power of honesty to overcome and vanish this anticivilization. Until we do, we will be living pathologically.

TB: Since earliest UFO days however, there has always been this deep and wide yearning for contact with exalted beings, who will bail us out. You're aware of that, and have written about it,

TJC: Well, I understand that yearning, in view of the travails and turmoil that surround us on earth. It's probably just as well though, that our President doesn't meet any high representative of the civilization of the universe.

TB: Why so? What do you think would happen?

TJC: I think that probably the President would be vanished in such a presence, under the law of opposites. He would simply disappear.

TB: So much for UFOs and the expectations so widely held. What are your expectations for the development of etheric weather engineering?

TJC: My intention is to continue working with it as long as I can. I hope to get a contract to eradicate smog and modify climate in the Las Vegas area—some time between now and 1995.

TB: What are the prospects for such a contract?

TJC: About 50-50. No better than that. The need in Las Vegas for drastic reduction of air pollution is increasing, along with the Las Vegas Valley regional population. About 6,000 new residents a month are pouring in there at present, and this means a steady rise in air pollution.

TB: What do you suppose you might be able to do about that with etheric weather engineering?

TJC: I am convinced that great things could be done for Las Vegas. Many beneficial things are feasible. I ran a pilot program there in January 1994 to explore basic possibilities. The project was called Operation Clarity—for smog clearance—and I registered it in advance with NOAA.

TB: Was Operation Clarity successful?

TJC: We were very effective against smog, on the one hand, and the operational approach necessary to clear the air, also raised the regional temperatures by about 10 degrees Fahrenheit. The normal overnight low in January in Las Vegas is about 33 degrees, but during the Clarity project those lows went above 40 degrees Fahrenheit, for weeks on end. The balmy days and pleasant nights were locally characterized in Vegas as "spring in January." For the thousands of tourists and visitors, it made their January visit absolutely delightful. The entrainment of regional temperatures with my smog clearance operations confirmed my earlier theories about what could happen in the Las Vegas area.

TB: I assume that you used the same techniques as in the successful Clincher program for southern California in 1990.

TJC: Not so. Cities and regions are like human beings—they are as different as they are alike. Las Vegas has a *winter*

smog season, whereas in L.A. the smog season is a summer phenomenon. Both regions have smog year-round mind you, but the periods of most severe pollution are termed the "season?"

TB: Well, what did you have to do in Vegas differently from southern California?

TJC: Las Vegas metro sits in the bottom of a bowl of desert, surrounded by mountains. The peculiar character and appearance of Las Vegas smog are due, in my considered opinion, to the contracted chemical ether of the winter months, sitting tightly in the very bottom of this bowl, like water sits in the bottom of a wash basin. When the earth breathes out its chemical ether after dawn, in Las Vegas, the exhalation is poor in the bottom of the bowl, leading to the formation of an atmospheric inversion, or lid, over the metro area.

TB: And that confines pollutants that would otherwise disperse. Am I right?

TJC: Right you are. The concentrated chemical ether in the bowl is also partially responsible for the cold local temperatures, in my opinion. Chemical ether is cold and contractive in its function and influence.

TB: So what is the etheric engineering answer to that problem?

TJC: You must create strings of EXPLOSIVE vortices from the bottom of the bowl, to aid the natural expansion. When I did this, and worked operations up to four stations, the smog that was overpowering the place at New Year, was soon overcome and the regime of "Spring in January" established, to endure until we finished around 21 January.

TB: You intimated to me when we talked in January, that you had found some unique aspects to Las Vegas smog.

TJC: Yes, there are components to it that are probably unique to Vegas in all the world, but they take us way out into esoteric things.

TB: For instance?

TJC: You have countless thousands of tightly bunched hotel rooms in Las Vegas, and in peak periods like New Year, every room is occupied. The auras of all these people—boozing, smoking and dissipating—unite into a massive etheric miasma that is right on the borderline of physical tangibility. In dawn's first light and shortly thereafter, you

can see this miasma *actually come out of the ground* with the exhalation of the chemical ether, You don't need clairvoyance for this physical happening, but you need knowledge of the ethers to understand where it comes from and why. My opinion is that being "sticky" like the human ether body, this massive miasma acts like a binder for atmospheric pollutants.

TB: Have you ever seen anything like this before?

TJC: I have observed the peculiar bonding that exists between population centers and their air pollution, in many parts of the world. Los Angeles pollution, for example, blown offshore by a Santa Ana half-gale, maintains its cohesion 40-50 miles offshore, and can be both seen and smelt. The pollution does *not* dissipate, and goes back ashore when the wind no longer blows offshore. The same thing happens in San Francisco. You can see from an aircraft how city air pollution can be blown offshore by an easterly wind, yet remain in an essentially intact mass far out over the ocean. The phenomenon resembles a mighty barrage balloon that is tethered on long cables. With air pollution, the "cables" are the etheric threads—the old Hawaii kahuna's called them the *aka* threads—that tie this miasma to the people who produced it. Exhaust gases and other aeriform material become membered into it.

TB: Where else have you seen similar things?

TJC: In Honolulu, their smog gets blown out of sight, and out of mind, down to the southwest, by northeast or easterly tradewinds. This is not as vivid as the California instances, but is just as valid an example. Keelung and Kaohsiung on Taiwan show the same characteristics, there being no smog controls involved. I have seen similar phenomena of air pollution bonding, in Tokyo-Yokohama, Bombay, Singapore, and in Auckland, New Zealand. I have no doubt that it is identifiable worldwide, but it is not an officially understood or accepted aspect of air pollution.

TB: It would seem fair to say then, that when you observed this remarkable phenomenon in Las Vegas, you were prepared for it.

TJC: Yes. I think the casual observer would classify it as ground haze. Driving around in it after dawn would convince you that it wasn't the same thing that wafts around country hedgerows at that time of day. It's pretty foul stuff.

TB: How did this phenomenon respond or react to your engineering procedures?

TJC: The engineered removal of the inversion “lid” over metro Las Vegas, resulted in the rapid dispersal of the miasma, so that it was not a factor at all after the New Year period, when about 200,000 visitors inundated the hotels. I suspect that it is largely responsible for the anomalously elevated, early morning carbon monoxide readings at the East Charleston air pollution monitoring station. That station is due east of Las Vegas metro, which is the lateral direction in which the chemical ether moves as it expands out of the earth. They get these high readings at East Charleston *before breakfast*, so to speak, and are spending over \$100,000 to find out why.

TB: You mentioned that there were additional benefits to be expected in Las Vegas from using etheric weather engineering. Did you mean beyond warmer winter temperatures and smog mastery?

TJC: Yes. I would also expect that in summer, the judicious use of weather engineering could *reduce* average summer temperatures by at least 10 degrees Fahrenheit, in the Las Vegas region. We have been able to do this reliably in the Coachella Valley near Palm Springs, California. In Las Vegas, a properly funded and established project would lead to the saving of enormous amounts of electric power—megawatts now being imported—and bring down to pleasant tolerability the searing summer temperatures of Las Vegas.

TB: As I understand it, the Vegas image is being changed from honky tonk to family destination resort.

TJC: That’s right. So you see that if summer temperatures stayed around the 100-105 degree mark, families would enjoy themselves much more. Just as they enjoyed our little “Spring in January” gift in 1994.

TB: What about rainfall?

TJC: My expectation is that the modest rainfall of Las Vegas, about 8 inches a year, could be doubled fairly easily, with great benefit to the region. This would be an adjunctive program to the smog control venture, but the whole scenario would bring enormous benefits to Las Vegas: smog controlled, warmer winters, cooler summers, direct easing of their water problems.

TB: I take it that you have interest from Las Vegas in all this?

TJC: My associate in Las Vegas is well connected to top level people. Nevada maintains a healthy *animus* towards

Washington DC. The hordes of destructive bureaucrats it is unleashing on America are viewed sourly. Washington’s environmental gestapo is already attempting to give Governor Bob Miller of Nevada a bad time on air pollution. There’s interest in what we can do, but understandable apprehensions about its unorthodoxy. We are at pains to point out that there is nothing unorthodox about clear skies, and that only results count. The way to deal with the environmental gestapo is to knock all the air pollution readings down into the range that they consider acceptable. Fully funded, we can do that readily.

TB: You are speaking here also, again, about doing these tilings without compliance burdens on industry, business or the public at large. Is that right?

TJC: Yes, correct. Vegas smog peaks in the wintertime, when the region’s hire as a desert playground is greatest. To eliminate the smog scourge cannot fail to help business, and there is no compliance burden. But we are looking beyond that, to what is surely coining from Washington to America’s cities.

TB: You mean Federal regulation and so on?

TJC: Yes, there can be no doubt that the best way to deal with air pollution is prophylactically, inexpensively and immediately, without waiting for all that Stalinist coercion. After Las Vegas gets rid of its smog using our services, I would expect chicken-hearted politicians everywhere to rush to get in on it. This rush will become a stampede when it sinks into these people that they are not going to be able to clean up their air with Establishment methods, *without being driven billions of dollars into debt*. —which is why the financial hierarchy has funded and boosted environmentalism from day number one.

TB: You have already mentioned that the “clean air” fetish is one of the scheduled replacements for the old Pentagon racket, the “Russians are coming” idea.

TJC: High finance organized and energized the Frankenstein of Soviet Russia, and stole hundreds of billions of dollars for decades via the “defense” rackets. When ready, they cut the power to Frankenstein, who collapsed in a twinkling. Now we have this new Frankenstein, environmental cleanup. I don’t think that the power structure anticipated that “clean air” would come into the world via anyone like me, or via anything as crude as a Spider. They envisioned Marxist controls, and massive, protracted expenditures — all the latter being sheeted home to the taxpayers.

TB: Do you expect to have any obstructions from the power controllers?

TJC: I have dilated at some length on past destructive actions taken to maintain control of our anticivilization. *The power people are able to function only dishonestly.* They must bleed the Life-giver, and appropriate the values he produces. If they should choose to murder me, I would regret that, but my murder is THEIR problem, not mine. The Spider is simple. A kid can build and operate one. Soon, the basic idea will be vastly improved. Variants will appear that are smaller and yet more powerful in influencing the atmosphere. No power on this earth can prevent the eventual unfolding of science and technology based upon the physical reality of the ethers and their technical accessibility. Men and women who are both wise and honest, regardless of their age, will support these developments. True civilization is coming.

TB: Would it take long to establish the facilities you need in the Las Vegas Valley?

TJC: Everything we need to go into action there is already tuned up and in storage at Fort Zindemeuf, ready to be trucked four hours to Vegas. The construction people and others have assured me that they can provide operating sites virtually wherever we want them. All we need now is a well integrated, properly-financed business organization to handle contractual and financial things. George Wuu may return to the scene, if his other commitments permit. Financial arrangements will fall into place in due course. I personally see Las Vegas as relatively easy to do, and not remotely comparable for difficulty with southern California.

TB: Well, you managed to set up and service 14 stations in southern California in 1991 for your Operation Clincher. Vegas has to be a smaller operation than that

TJC: Heavens, yes. Smaller by far, and totally manageable. In Clincher, we were spread out over four huge counties in the worst-polluted region in America. Our budget was minuscule — relative to the task. Yet we prevailed and produced the all-time lowest smog year in southern California. Given the technical improvements and experience gained in the interim, I would expect Las Vegas smog to be annihilated. My intention is to put sufficient equipment in there so that nothing is left to chance. The small size of the Vegas Valley is a real plus for us. After all, you can see the entire region just by getting out of your car on the slope near Henderson, just southeast of Las Vegas metro. I look forward to tackling this task, and

my reaction to the spirit of enterprise and freedom in southern Nevada is extremely positive. I am leaving Hawaii and moving there as you know.

TB: What about the short term, though?

TJC: The short term is overhung by a more difficult problem even than successful commercialization. I refer to the diminished capacity in recent years, on the part of the ether, to respond and react in a normal way.

TB: Now, by “normal,” I assume you mean in the way you found the ether to react, routinely, in your earlier experience. Does that convey the right meaning?

TJC: Exactly right. All through my early experience, I found the chemical ether tractable. That is how I was able to obtain all that time lapse video tape showing etheric functions translated into ponderable weather reactions. From the early shooter-type devices, we progressed into the various types of rotating geometric devices that have been discussed earlier on in this interview. I went step by step, and never had any problem in getting etheric reaction — until the past two years or so.

TB: And then you found things changing?

TJC: Very much so. By the time the 1990's rolled around, I had been dealing with the etheric continuum in weather engineering for well over 20 years. You must also remember that during Lours of sea duty, I was working on this virtually every day. This not only built operating acumen, but accustomed me to continuum reactions. I came to know what to expect. I could predict what was going to happen. When the chemical ether became less tractable, I was rapidly aware of this major change.

TB: To what do you attribute the change, and how has it affected your operations?

TJC: My opinion, and I emphasize that it is only an opinion at this stage, is that in recent years the ether has become stressed, or stretched. The ether now responds weakly to the informational input from the various geometric devices. Even in the maritime work, with the ship's velocity aiding me, I still had to work a lot harder to get the ether to respond in recent years than had been the case all through prior years.

TB: In the *Journal of Borderland Research*^ I recall that we published a report from you, at sea off California, describing the radar propagation anomalies accompanying a

strong northern California quake. Do you see any connection to earthquakes in all this?

TJC: I believe, but of course I cannot prove, that there are severe problems originating in the etheric body of the earth. The stress and intractability of the ether that I have reported from practical experience, bespeak a planetary problem of some magnitude, that might well lead to severe, fracture quakes. The enormous rise in the number of detectable quakes in the Palm Springs, California region—which includes our base at

FortZindemeuf—exemplifies what I mean. I think that in 1992-93 these detectable quakes rose about sixfold to more than 6,000 such tremors a month, according to CalTech.

TB: You see this as having an etheric origin then?

TJC: Well, if you weigh in your judgement only mechanical seismic forces and volcanism, you are missing a major and crucial element in the whole scenario: the etheric body of the earth. This force matrix is what gives the earth life, just as the presence of our etheric body differentiates us from the chairs we are sitting on. We should remember that all heating of the human body requires the participation of the etheric double. The same thing applies with this planet

TB: I'm not sure I quite see what you're driving at

TJC: If you sustain an injury, the etheric double immediately begins operating to set right what is wrong. This is absolutely and totally non-volitional on our part. The ether body IS. The same thing is true of the earth, as a living organism, which has been heavily abused by its uncomprehending human inhabitants. Etheric forces operate to

**We just received word from Trevor Constable who shares with us some incredible information obtained at sea aboard the SS Maui:**  
"We have been coming in at low speed from Honolulu to L.A. 22-26 April 92. We were struck by the enormous rash of radar anomalies in the two days attending the Northern California quake and its aftermath. We had ghosts and bogies and anomalous reflections all over both our radars, 3 cm and 10 cm. This shows yet again that an earthquake is accompanied by, and is perhaps wholly due to, a severe etheric disturbance. To me, it seems that the ether becomes extremely rarified and expanded over its normal states, throughout the 24 hour day. Not alone the radar anomalies suggested this, but also the ongoing work I have been pushing forward aboard here with a very promising new weather engineering device. I had become accustomed after several weeks work to the etheric normal, so to speak. Suddenly, as we approached the Pacific coast of the U.S., the ether became so thinned out, so stretched as it were, that no elastic responses were forthcoming. I was attempting to determine the reason for the bottom dropping out of the device's response from the ethers, when the radio announcement came of the heavy quake near Eureka, California."  
TJC, 26 APR 92

bring the physical structure into proper relationship with the etheric force matrix, not only in the individual injured man, but also in the injured Earth. This infers crustal adjustments. Etheric force is needed for this, and I think that is probably why we have this current problem of diminished etheric response in weather engineering.

TB: This must present you with many difficulties.

TJC: It does, indeed. Air pollution reduction is more lightly impacted than rain engineering—the latter being much more dependent on normal chemical ether levels. I have abandoned new development for the time being, because valid practical testing cannot be done. In a situation like this, you don't know and cannot find out whether or not a new translational device is practical. So you have to leave it all be.

TB: How will you know when normalcy returns to these etheric flows and forces?

TJC: At the time of this interview, I am living in Hawaii, 50 feet from the ocean. I have been there on and off since 1988. There are several ways in which rain can be engineered on virtually any day—when the etheric continuum is normal. So I check these dependable techniques periodically, to see if their potency has returned. And I also keep an eye cocked at the whole cast of the sky. In Hawaii, it is not too healthy.

TB: In what respect?

TJC: We often have this "white sky" phenomenon, for which I have heard a number of mechanical explanations—none of them very convincing. This white sky has come upon the scene coevally with the ether's diminished response to our engineering work. After dawn and before sundown, there is almost no blue in the sky. One sees only a glaring white, instead of the classic displays for which Hawaii is famous.

TB: What about the tourists and the sunsets?

TJC: Well, they go out on the hotel balconies to hoist a couple of cocktails and watch the famous golden sunset. That is not what they get. They are bathed in this eerie white brilliance, as though they were on the set of an old Bela Lugosi movie. It is a weird scenario. People find it quite disturbing.

TB: You feel that it is tied up with this reduced function of the ether?

TJC: I believe that it is highly likely. I have seen it in all latitudes from Hawaii to Seattle. I have been able to diminish the white sky somewhat by coupling Peter Lindemann's *Spacecrafter* unit to Spiders and other devices. The phenomenon soon returns however, when this practice is halted.

TB: As it happens, we have an opportunity here to discuss the terrible 1993 floods in the American Midwest states. These conditions seemed to me to settle in like a drought in reverse. Instead of no water there was an endless surfeit of water. What can you say about these conditions from the etheric weather engineering point of view?

TJC: Your evaluation of the situation as a drought in reverse is quite correct, as I see things. Extremely high, regional concentrations of chemical ether produce such conditions, when normal continuum movement is for some reason diminished. I have mentioned earlier my conviction that the functioning of the chemical ether is heavily disturbed, with complex consequences for our planet. These include unusually violent weather, for which the chemical ether is the engine.

TB: You don't see those rains as a chain of random events, then.

TJC: No. Natural law is at work. Under the law of etheric potential, high potential regions attract energy from adjacent regions of lower potential. This results in the constant attainment of lumination potential or discharge potential over the same large areas, as in the Midwest. This translates into heavy rainfall cycles. The breaks in the cycles are the outpicturing of the relaxation, tension and charge phases of the etheric cycle, which culminates with discharge. The biophysics of the etheric cycle were laid out for us by Wilhelm Reich, in the books and papers that the government saw fit to burn, some 50 years ago.

TB: Correct me if I am wrong, but isn't this the same kind of self-reinforcement phenomenon that you described in connection with the African drought? Except that it is reverse?

TJC: Right on. The computerized printouts of rain returns on radar during this disastrous period, showed the rain constantly appearing in pretty much the same areas. The normal drift of such rainy systems toward (the north and east in spring and summer appeared to me as sharply reduced. Sort of a wet stagnancy. Jetstream derangements enhanced this phenomenon of the chemical ether con-

stantly cycling itself, in place. Colossal disasters like this illustrate the one-sidedness of mechanistic meteorology.

TB: How do you mean "one-sided," in that connection?

TJC: The posture of the meteorological community is PASSIVE. Under that kind of scientific and technical regime, the public is supposed to just stand there and TAKE whatever nature hands out. There is absolutely no consciousness of doing something about the weather, to get control of it and use engineering principles to do so. The very idea is condemned out of hand. In fact, weather control is the greatest scientific and technical opportunity in the history of mankind, since the realization of such control is so close.

TB: This harks back to what you were saying about technology not being all that it is cracked up to be.

TJC: Technology already controls the weather, mini-style, with air conditioning. An air conditioned stadium or huge building, is an example of small scale weather control using engineering principles for the purpose. Everyone can grasp, accept and benefit from that. When it comes to the atmosphere over a huge region however, a new kind of engineering is required, born of a new kind of thinking. To this, the dragooned mechanistic mentality cannot advance, because the engineering use of the life force is involved. Young men and women are taught in the university that there is no ether, and no life force. Nothing makes their hearts beat, or makes all living things pulsate. They are taught the Michelson-Morley myth. These lies are driven into the subconscious as part of university programs to render these radiant young people "objective." This is supposed to prevent their becoming mystical.

TB: And that doesn't happen.

TJC: No indeed. Brilliant, capable and learned meteorologists sit with all this exquisite apparatus that tells them with such precision what is present in the Midwest rain and flood disaster, but *without any impulse or capability toward controlling the weather*. Either they just wait for signs of a break, or pray for the stricken and for the rain to cease. I cannot believe that these people don't sometimes feel embarrassed and frustrated by their own passivity amid such ruin.

TB: I asked you what you would do, with a free hand, about the African drought. So let me ask you what you feel could have been done to alleviate the situation in the Midwest in 1993. Once again, let's assume we have civili-

zation instead of anticivilization.

TJC: I would have taken advantage of my experience. Way back in the early 1970's, we were operating these huge, waterpowered rack units at Thousand Palms, California. Photographs of these installations appear with this interview. Way back then, we found that such installations could influence dramatically the circumpolar vortex, and national weather along with it.

TB: What's the circumpolar vortex?

TJC: It's a skirt of powerful winds that barrels along the general line of the Canadian border, and is a major influence on climate. We found that using 100 or more water-grounded tubes, we could pull that skirt of winds all the way down to southern California. About two thirds of the USA was affected by the consequences of this.

TB: And you would have done something similar to diminish the Midwest rains?

TJC: I mentioned experiences of 20 years ago to illustrate the tremendous reach and modification power that the simplest cloudbuster units can exert. They can be used, in a different format, to cause the ether to EXPAND, over a large region. They can be used to induce a tendency to drought, in other words. Many would-be cloudbuster operators in the past, who were insufficiently aware of what was involved in terms of biophysics, were stunned to find themselves reinforcing droughts rather than bringing rain. Such an expansive tendency in the ether however, was what was required in the middle west in 1993. Such installations can also break down blockages to normal windflow patterns, which would have been really significant in the Midwest, in relieving that situation.

TB: And I suppose the simplicity of those installations would be a plus in such circumstances. Am I right?

TJC: Absolutely right. Such countermeasures would be inexpensive, quick and effective. Not too swift cosmetically, mind you, but that doesn't count in such a situation. Action and results are needed, as contrasted with hundreds of meteorologists gawking at computer screens, incapable of much other than letting it all happen.

TB: Would there be anything else you would have used?

TJC: Yes, but specifics I would avoid describing here. I just suggested the use of large, old-time rack units to show that something of high value is feasible in the here-now.

That leaves out the destructive orientation of our anticivilization, and the kneejerk opposition that would come against any such effort to help those suffering millions in the Midwest.

TB: The main point you're making is that something effective could have been done in the Midwest.

TJC: Certainly so. As a general principle of weather engineering, it is easier to expand the ether than to cause contraction. Too much rain can be just about as destructive as a drought. We had an inquiry many years ago from the government of Guyana, in South America, in that respect. They have terrific rains there, and felt that if the rains could be diminished in any way, they could avoid constructing numerous, huge and expensive concrete ditches to duct the water away from their sugar crops.

TB: What happened to all that?

TJC: We made a proposal, involving very modest costs, to find out as a practical matter, in Guyana, if we could lessen their rainfall under those equatorial conditions. They were interested and intrigued, but it was the old story of their just not having enough old-fashioned moxie. They had to send our proposal to a world-famous climatologist, sitting on the broad end of his back in one of our universities. They needed his opinion, his reassurance that they would not somehow look ridiculous, or be criticized for trying something new.

TB: And what happened?

TJC: The climatologist kyboshed the whole thing via a scathing, condemnatory letter. The government of Guyana thereupon dropped the idea. The same thing also happened, in reverse, in the USA and in the Midwest — strangely enough.

TB: In reverse? Do you mean in the Great Drought of a few years back?

TJC: Yes, the Midwest then was paralyzed by drought, instead of rain. Barge traffic was stalled, with barges stuck in the mud. The Mississippi was a trickle. There were millions of acres of ruined crops, and misery unlimited in about 20 parched states. A shocking shambles.

TB: Was a way opened for you to overcome that drought, or what?

TJC: I don't like to sound negative, but I know what you

# ABNORMAL WEATHER PATTERN— PORTENT FOR THE WINTER?

**F**ORECASTERS ARE studying this autumn's weather—the craziest the country has seen in years—and wondering if the coming winter is going to be anything like it.

Autumn in the U. S. tends to be mostly cool and dry, but this year the nation's weather pattern has run counter to the trend of the past decade.

Usually, the eastern half of the United States enjoys colder and drier weather than does the western portion. This year, it was just the opposite.

In the West, as early as September, snow storms dropped temperatures far below normal—sometimes below zero.

On the country's southern border, hurricanes from the Gulf of Mexico and tropical storms from the Gulf of California crashed into the Southwest, flood-

ing areas of Texas, Oklahoma and New Mexico that had been parched by drought.

In the East, normal autumn weather did not arrive until November—after tropical storms had shrouded the Atlantic Seaboard with torrents of rain, muggy temperatures and widespread fog.

The storms flooded streets, destroyed property and took lives. Temperatures soared as high as 14 degrees warmer than usual. On October 31, New York City reported a record high of 86 degrees.

What caused this freakish autumn weather? Jerome Namias, chief of the National Weather Service's Extended Forecast Division, has concluded that the probable cause was a mysterious body of warm water in the North Pacific Ocean. Here, the water in an area 24

million miles square has been ranging from 1 to 3 degrees warmer than the rest of the North Pacific. Says Mr. Namias:

"When you have colder water lying just west of warmer water, you get a greater than normal temperature contrast in the overlying air. This increases air movement."

The movement spawns storms, which collide with prevailing air currents—or planetary waves—some 10,000 feet in the atmosphere. The currents, which are the main causes for U. S. weather, sweep across the North Pacific into Alaska, Canada and the mainland U. S.

Usually, when these currents strike the warm air in the North Pacific, they are beat so that colder weather is dumped into the eastern half of the country. But this year, the currents swept down the Pacific Coast, then up across the Rocky Mountains toward the Great Lakes.

Shift in temperature. As a result, while the East sweltered in heat, the temperature in Big Piney, Wyo., fell to 15 degrees below zero. In mid-October, Flagstaff, Ariz., got 11 inches of snow—heaviest October fall in half a century—and the temperature dropped to 6 degrees, making it for a day the coldest spot in the country.

In the East, a series of storms pounded the coast, from late summer into autumn. First, tropical storm Doria raked its way from North Carolina to Connecticut. Then in early October, hurricane Ginger cut a 70-mile swath through North Carolina, Virginia and Maryland.

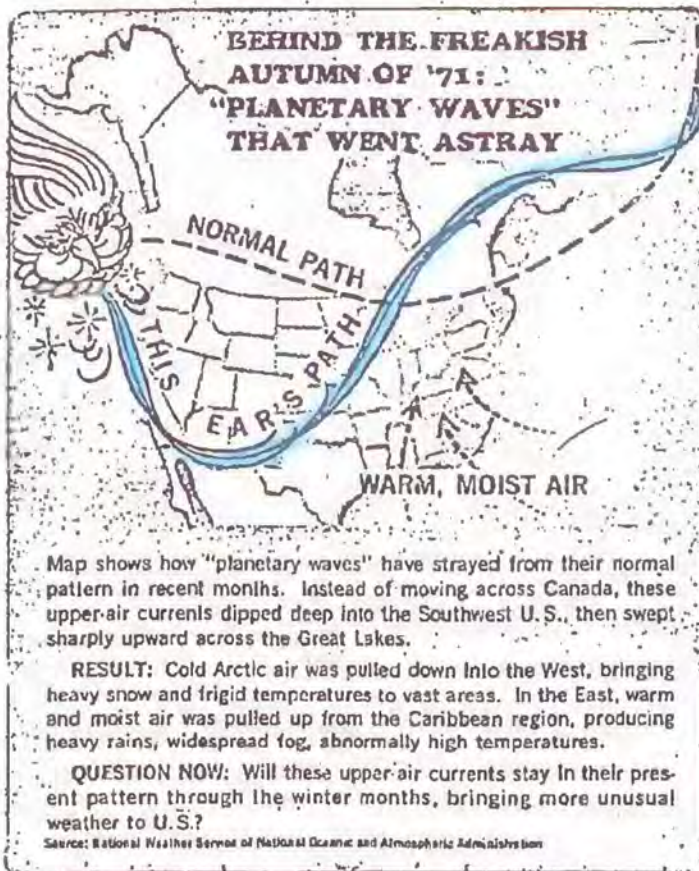
In the Gulf of Mexico, another hurricane—Fern—slammed into Texas and helped end a drought that had been deepening in the Southwest. The Nueces River Valley, near Corpus Christi, had 26 inches of rain within 48 hours.

Says Robert Orton, National Weather Service climatologist in Austin: "The drought is over, in effect."

In Florida, a serious water shortage has been eased, but Lake Okeechobee still is 2 feet below normal.

Looking ahead. Will the coming winter bring more crazy weather? Meteorologists say it is too early to tell. During the past 10 years, winters have been colder in the East than in the West.

"I would love to tell you what the winter is going to be like," says Mr. Namias. "But we have to let the patterns settle. It is not a foregone conclusion that the winter will resemble the autumn." (ENB)



U. S. NEWS & WORLD REPORT, Nov. 22, 1971

## CIRCUMPOLAR VORTEX

This U.S. News and World Report article from 22 November 1971, illustrates with a National Weather Service sketch, the freakish weather that occurred nationally in the fall of 1971. During this period, Trevor Constable was actively operating a pioneer weather modification installation in southern California, the success of which is well documented in his September 1971 Operation KOOLER. In the interview TJC refers to this period as illustrating the kind of weather influences that can be exerted by the crudest of all weather modification devices, the "rack unit". After KOOLER his group operated their simple-but-potent installation into the northerly quadrants, with results as described in the above, third party report. The National Weather Service sketch shows the circumpolar winds descending to the southern California interior, where the pioneers were based. The effects died away when the installation was deactivated. Constable has suggested that large, simple installations of this kind could be used, at minimal cost, to break up effectively the kind of locked-in atmospheric patterns that wrecked the American Midwest states in 1993. He describes this as "a 100 percent improvement on just sitting there and taking what Nature hands out."



run up against if you go out and try and “sell” this thing. Whoever is in trouble must come to us, must invite our participation. George Wu and I follow that rule even if it means that we never see a contract. The desire to alleviate human misery is nevertheless very powerful, especially in idealists. Professor Dr. Antony Sutton, the internationally known economist and author, is a friend of mine who is convinced of the value of weather engineering. Seeing the devastation of the Midwest drought, he wanted to do something about it. Although I warned him of the hazards, he used his contacts to get a preliminary proposal right into the Reagan White House. Tony felt he had to try, on account of the millions of Americans who were suffering so severely.

TB: And they turned him down?

TJC: Like an empty glass. So, the Midwest was left to muddle through, and weather engineering was again evaded in the typical style of our anticivilization.

TB: Hard on the heels of the desperate flooding of the Midwest, came the terrible October and November 1993 fires in southern California. That’s right hi your old stomping ground. Let me ask you if there was anything that could have been done, with weather engineering, to lessen or perhaps even prevent that horrible disaster,

TJC: I happened to be in southern California at the time, and I was able to assist considerably, despite our not having available the equipment that is particularly effective in dealing with the notorious Santa Ana winds. I was in the process of refurbishing Spider-type equipment at our desert base, when the first firestorm hit California on the night of the 28th of October 1993. By an abominable stroke of bad luck, the unit we had recently installed out on the coast above Los Angeles Harbor, had suffered a motor burnout. This unit could have been very effective in containing the Santa Ana winds over most of southern California.

TB: Were you able to get the unit near the ocean repaired?

TJC: I took a newly overhauled motor in there from the desert on Friday morning, amid the high octane pessimism of weather forecasters that the Santa Ana winds would return that night, Friday 29th of October. Another night like the one that wiped out 700 homes would have been the most massive catastrophe in California history. I got the coastal unit into operation and by 4 pm things were obviously changing in favor of cooler and calmer weather.

The media kept hammering on the imminent Santa Ana winds undl 11 pm that night, *but absolutely nothing happened*. The TV and newspapers the next day were expressing dumbfoundment that the Santa Ana winds had NOT come on the Friday night, despite the conviction that the winds *would* come, based upon solid meteorological evidence and forecasting experience. I saw the classical maps and charts and we should have had Santa Ana winds —no doubt about it.

TB: And you claim that your Spider unit at L.A. Harbor was responsible for aborting those winds?

TJC: Certainly it was responsible. I assured many people in the area, who knew me and my work, that there would not be any Santa Ana winds that night. The L.A. operator will also confirm those facts, if required.

TB: Can you describe the operating principle involved? Is it permissible for you to describe what you did?

TJC: You can operate a Spider two ways: explosively and implisively. I have given you descriptions of this earlier on, in describing how Hurricane Iniki was diverted away from Honolulu in Hawaii, sparing that metro center from catastrophic damage. In the southern California scenario, operating the harbor Spider explosively created a mildly rotating region of low etheric potential —lower than the potential impelling the Santa Ana winds. The artificial, engineered vortex, under the law of etheric potential (in which ether flows from low potential to higher potential), fed its force directly into tire etheric flow pushing the Santa Ana winds. So there were no winds that night, as I had forecast. Everyone was amazed that the winds did not come, except me.

TB: But then, on the following Tuesday—that would be the 2nd of November 1993—the Malibu holocaust did a number on that region in your same area. Why didn’t your equipment stop that?

TJC: I had the L.A. Harbor unit in operation overnight Monday, in view of forecast Santa Ana conditions. I was returning to Hawaii Tuesday afternoon. When I left the L.A. Harbor area around noon, the place was in a flat calm, and these conditions prevailed by direct observation all the way south to Laguna, about 30 crow-fly miles away. There were no Santa Ana winds at that time. The Harbor Spider was left in full function. When I got over to L.A. International Airport there was a flat calm there, but from the TWA Ambassador Club I had a direct line of sight to the Malibu fire. There was absolutely no Santa Ana wind

present, but local winds generated by the fires themselves, were shooting out of the burning canyons. I could observe typical 20-25 knot conditions on the surface as we took off from L.A. International and flew right past the burning area. Strangely enough, the smoke was going straight up in a huge billow, undisturbed by any lateral wind motion, further evidence that a tight leash had been placed on the vicious Santa Ana winds.

TB: Then you feel you contributed to the lessening of that horrific firestorm period?

TJC: I certainly believe so, based on more than twenty-years of both stopping and aborting Santa Ana winds. On the Friday night in particular, when the Laguna area was so heavily stricken and so open to total devastation, I think a second night of Santa Ana gales would have wiped out the Laguna region. I was glad to be able to help in the way I did.

TB: And Malibu?

TJC: As I said, the Santa Ana winds were nicely contained that Tuesday morning, but when those filthy swine deliberately ignited that fire, the rising superheated air created its own canyon gales with all the consequent tragedy.

TB: But as I understand it, the Spider is not actually intended to deal with high winds, is it?

TJC: No, it is not. What is required in southern California to deal with those Santa Ana winds are simple emplacements of old time rack units — already described and illustrated herein. These wind control batteries require little or no maintenance, and can be instantaneously activated when a Santa Ana wind is forecast — or if such a wind should suddenly develop.

TB: I take it you have had abundant experience in doing this kind of thing.

TJC: Dealing with the Santa Ana winds was the very first weather engineering work that I ever attempted, twenty-five years ago. I never had a failure with it because the principle is so simple, so direct and so effective. You simply turn on the atomized water feed, and aim the tubes directly DOWNWIND. Within a short time, the wind will die.

TB: And your approach would be to permanently establish such installations, to be operated on command?

TJC: That's the sane way to do it, which is why you will

never see it done by the California authorities. There is no place in this world, in my lengthy experience, where so much axegrinding goes on as in California's government bureaucracies. There are perhaps eight or ten prime places in southern California where such installations could be erected for a total cost of about \$100,000. They would cost about \$10,000 each, average. Under the direct control of rangers, fire control people and other responsible state employees, such installations would control the Santa Ana winds — period. The entire southern part of California could be completely held immune from Santa Ana wind damage. All these lost billions and miseries the people have experienced just simply never needed to be.

TB: Isn't there any hope that something might be done — after this 1993 holocaust in southern California — in making such installations?

TJC: I tried it many times with the authorities. Ordinary people do not realize that there is a real ESTABLISHMENT in fire fighting in California. I think the annual budget is over \$80 million these days. For a lot of companies, the ruinous fires in southern California were a financial bonanza, with all the high tech firefighting equipment involved. I learned long ago that the fire fighting establishment likes things the way they are, and kyboshing the Santa Ana winds is looked on with disfavor, as well as with the usual incomprehension.

TB: Are we seeing anticivilization in all this, again?

TJC: You've got it right. The plain truth is that there are people in authority — value-devouring parasites — *who would rather see southern California burn to the ground than have the Santa Ana winds stopped by a method that goes to the roots of their own lives.* They would rather have the fires, in other words, than be forced to look at life processes, and forced to accept them as the Santa Ana winds faded into zephyrs while they watched. I have stopped those winds more times than I have fingers and toes, so I speak from real-world experience.

TB: I would like to try and get some technical points, made earlier in this interview, clarified and amplified, if possible. You mentioned that the motion of the SS Maui across the surface of the sea acted "like a multiplier." This also came up again in our discussion of the gun cars. Can you elaborate on this "velocity factor" in a way that might assist further understanding of how it all works?

TJC: Velocity works like a pure number. *How* it all works will take many years to elucidate, to confirm and codify into



**FIRST 4 BLUEBELLY BAZOOKAS AT HATFIELD FLAT,  
SAN DIEGO COUNTY, CALIFORNIA**

Experimental setup using etheric energy accumulators coupled with resonant sections of PVC pipe. Bluebellies develop no emissions of ether until "sky potential" or level of etheric charge in direction of aim rose above charge potential of bluebelly chamber. At that point, bluebelly section would emit primary force or ether via the white tube section, raising the sky potential still further until lumination point, or discharge, took place.



**BLUEBELLY BATTERY**

10 "Bluebelly" Bazookas sited on Hatfield Flat near San Diego in 1984 Brewer operation. Hatfield Flat units as shown here, resulted in heavy rains at the Flat, which filled the Bluebell/ sections with water, taking units out of action. Prior to that, lightning was held SE. of Hatfield Flat in Mexico for several hours in steady charge-discharge cycle. Bluebellies are still in use "somewhere in California."\*

**COMMANDING VIEW**

TJC with part of large installation of waterless, ungrounded Bazooka-type units at Hatfield Flat, near San Diego, Calif., in July of 1984. Operation Brewer that month, produced all-time record humidities in San Diego County, with more than 30 such new records established for the month. Bazookas proved that they could bring in unprecedented moisture from the Gulf of California, virtually on a line of sight from 1200-foot high Hatfield Flat.





#### WATER GUNS AT FORT ZINDERNEUF 1986

TJC here adjusts typical water-powered etheric projectors, set up in pairs, at Fort Zindemeuf in Desert Hot Springs, California. Etheric "feed" is provided by atomizing nozzles in grounded end of tubes. Effects of such installations, according to TJC are mainly many miles distant from operating site, and visible only on satellite loop sequences from NOAA.



#### LOADED, CIRCA 1985

Four of TJC's early-type "Bluebelly" projectors nestle in frames inside his vintage Barracuda. 4-6 additional Bluebellies could be stuffed into the space beside the driver by taking out the right front seat. Redesigned racks put 8 in the space occupied by the 4 Bluebellies seen here. More were carried on top in a special rack. On one occasion, discussed in the Interview, 17 Bluebellies were hauled in the 1968 vehicle. By 1994, effective etheric projectors had shrunk to five percent of the volume and mass seen here.

### MARK 2 SPIDER

This Mark 2 Spider is a special variant designed by Lou Matta, with infinite adjustment on the cone mounting angles. This Mark 2 is installed on the Banning Bench between greater Los Angeles and the lower desert— a very effective anti-smog site, Fruit trees in this winter picture were invariably savaged by local birds, until the Spider was Installed. Birds then gave the area a wide berth.



### MARK IV SPIDER

Many of these units were used in 1990 in Operation Clincher, to produce Southern California's all-time record low year for smog. The simplest conceivable generator of etheric vortices is the Mark II, which is even more primitive than this. Early tests were run at Ft Zinderneuf in Desert Hot Springs, California, where this Mark IV was photographed,



### MARK 10 SPIDER

Ten rotating Golden Section cones were the essential elements in this Mark 10 Spider aboard the Maui. Called a "basketball," the glass sphere seen in the center was actually a high vacuum drawn in a Singapore physics lab. Indications from use of vacuum in weather engineering gear, point to its being a source of "unlimited etheric power" according to TJC.



#### CONVERSATION PIECE

San Pedro residents endured years of puzzlement at gun-like contrivance atop TJC's apartment (here) and later, his house, on Point Fermin. This is Magnum 144, water powered.



#### LATTER DAY CLOUD BUSTER VARIANT. NORTHERN CALIFORNIA

This special variant of the cloudbuster, designed by a friend of TJC to explore addition of vortex technique to CLB operation, produced stunning surprise in its first experimental use. In 1989, a dry winter and droughted spring portended serious, crisis type drought and water rationing in northern Calif. One month's trial in March, in a test operation near San Francisco resulted in total kybosh of drought conditions. Numerous dams were filled to overflowing. Results were obtained in the teeth of comprehensive computer-based predictions of devastating 1989 northern California summer drought it never happened, and says TJC, "it never should."

something generally acceptable. I would also emphasize that what I have done will never be deemed valid within the mechanistic disciplines of today. That does not bother me, because etheric functions are largely incompatible with a mechanistic universe. The latter concept may still hold sway, but it is doomed.

TB: Well, in borderland science we know that we are entering an epoch of shifting paradigms. Revolution is brewing everywhere. The mechanistic bedrock is not as stable and certain today as it was fifty years back. Given all that. I'd still like to get you on record regarding the significance of over-the-ocean movement in using the equipment you have developed.

TJC: OK, let's consider the Spider-type etheric vortex generators, since they are the most recent development for us. Back in the January-February 1989 issue of the *Journal of Borderland Research* there appeared some mighty interesting vortex theories from Pat and Gael Flanagan. This work described the geometry of the "Root 2 ellipse" and its significance in vortex theory. At the level where we are working, we have not had the resources to develop Spiders that will produce an ellipsoid pattern *in fixed base use*. A suitably-designed CAM would be very effective, but it means a redesigned device. That is an ideal. However, in using Spiders on shipboard, their motion across the surface of the ocean combined with their steady rotation, causes them to produce—roughly and approximately—chains of ellipsoid patterns in the ether. I am of the opinion that this is mainly responsible for the greater effectiveness of the shipborne Spider, vis-a-vis stationary units, in engineering rain.

TB: We can and are including the relevant Flanagan material on the following page.

TJC: Well and good. That will help clarify things considerably, the ship moves not only over the sea surface, but also through the ether, and the ether itself is in constant motion. Not much imagination is needed to discern that these relative velocities—of the ship, and of the ether itself—have a great deal to do with how much torque, or twisting influence, is imparted to the etheric continuum. A vortex is a twisting system. Etheric vortices, involving flows of ether from two different directions, which superimpose to establish these etheric vortices, produce the natural implosive systems that we call typhoons, as well as all lesser systems of the same basic type. When the second etheric flow necessary to natural vortex formation is not in the correct strength or in a favorable angular relationship, a Spider type device can become a substitute source of

etheric vortical activity—more or less independently of the barometric pressure.

TB: You're saying, then, that the direction of the ship's motion and the direction of the etheric continuum's flow, can stimulate or discourage vortex formation according to the way they interact or intersect. Am I saying that correctly?

TJC: Basically, yes. Much of this could be quite rapidly elucidated, and much better understood, if a suitable vessel were dedicated to the task, so that vessel direction and speed could be controlled at all times. That, of course, with continuous satellite surveillance and other goodies.

TB: Not much chance of that I guess.

TJC: No. We have scores and scores of idle American ships that could be assigned to something like this, with prodigious benefits to the environment and to all mankind. BUT, work like tills helps and serves mankind. Our government is primarily interested in supporting and financing technological things that kill and maim people and make a chosen few wealthy in the process. That and propping up corrupt foreign regimes and serving as an enforcer for the interests of high finance. Were a fast ship available for this research into mobile vortex generation, tremendous meteorological effects and etheric responses would then be feasible. I have just scratched the surface.

TB: You never had control of the Maui's course and speed in your work, did you?

TJC: No, never. What I have developed and shown has been achieved with the vessel tied to its commercial route and schedule. This has presented me with chronic difficulties and awkward, unfavorable geometry most of the time. As I have mentioned, that made an engineer out of me. There are other significant variables involved also, that we know about but with which we have not been able to come fully to grips.

TB: Such as?

TJC: Time of day, time of the month, latitude, season and barometric pressure are some of them. These are factors which influence the DENSITY of the ether in any given situation, and etheric density significantly influences the ability of a Spider unit to generate etheric vortices.

TB: How so?

In our research, we have been looking at another possibility for the perfect vortex reaction chamber. If we look at the formulas for the hyperbola and the ellipse we find that they are exactly the same except for the sign in between the x and y portions.

In the case of the hyperbola, the figure is open and the ends of the lines never touch each other. In the case of the ellipse we have a closed curve which when rotated about the axis will yield a ellipsoidal container.

We reasoned that the best container for a vortex would be the mathematical compliment or inverse to the hyperbola. A type of ellipsoid.

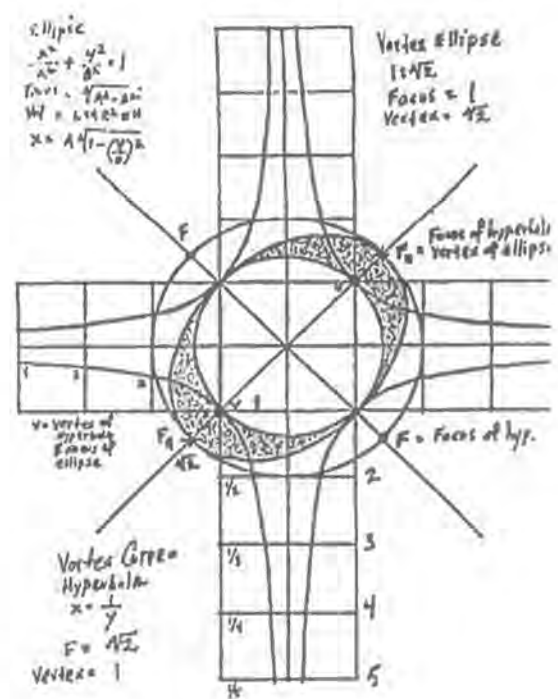
The question became one of discovering the exact mathematical inverse to the the hyperbola. However, as the water vortex curve is a square hyperbola, the first thought is that the inverse is a circle which is the cross section of a sphere. This shape turned out to be a very poor container for a vortex, as a matter of fact it was the worst container for generating a perfect vortex.

We went back to the drawing board and finally derived the exact inverse form. This form is an ellipse that has points that are exactly tangent to the significant points on the hyperbola. As we can see in the next diagram, we have an ellipse shape which is superimposed on the square hyperbola. The outline of the ellipse is shaded so that it can be easily seen.

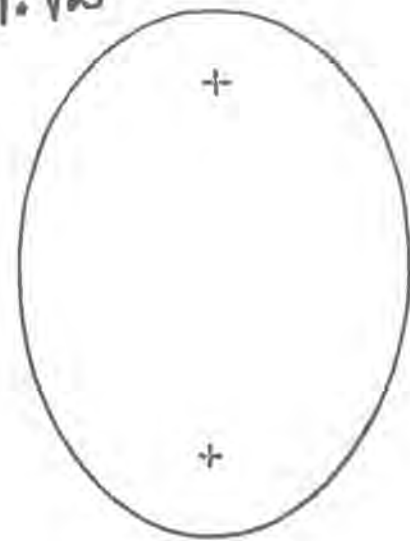
This ellipse is indeed the exact compliment to the square hyperbola. The vertex of the hyperbola is the focus of the ellipse, and the focus of the hyperbola is the vertex of the ellipse. The vertexes of the diagonal hyperbolas are just touching the narrow sides of the ellipse. The length to width ratio of this ellipse is one to the square root of two. We can call this ellipse a root two ellipse.

Ellipse =  

$$\frac{x^2}{A^2} + \frac{y^2}{B^2} = 1$$



$1 : \sqrt{2}$



Root 2 ellipse



TJC: To put it as simply and directly as possible, the denser the ether, the easier it is to induce the implosive etheric vortices that produce, or massively increase, rainfall. When there is a lot of ether, it is much easier to entrain it into vortices with the biomechanical Spider in its present form.

TB: The barometer, then, is a sort of inverse indicator of etheric density. Do I have that right?

TJC: Quite right. The higher the barometric pressure, the lower the etheric density or potential. The ether is thinned out when the barometer is high, which is the main reason that you rarely see rain in high pressure. Lowering of the chemical ether's density results in the atmosphere falling down on the earth to produce a high barometer. A concentration of ether, by contrast, repels the atmosphere to produce a low barometer. That's a simplistic sketch of things as I have found them.

TB: And that is the reason that you decided, in your maritime work, to engineer rain only when the barometer was high. You wanted to demonstrate the ether's role by making it produce something that would be considered impossible or highly unlikely by official science. Is that right?

TJC: Correct. Etheric vortex generators of various types allow you to induce implosive etheric activity even in low etheric potential or density. This is especially true when you have motion to help you describe ellipsoidal shapes in the ether. I felt that consistently producing rain with a high barometer, over a period of years, would drive the point home.

TB: You have done that on the videotape that BSRF has released, perhaps six or seven times, in different scenarios, as I recall.

TJC: Yes, that's right, and there are dozens of other sequences in my video files showing the same thing. This required constant effort over many years, but it is in the world now, and I have taken some satisfaction in demonstrating this significant factor about the ether. Establishment science can produce no such effects by conventional methods, despite enormous resources and pipelines to the Federal treasury.

TB: Now, if a high barometer equates with low etheric potential or density, is the reverse true? Does a low barometer mean that more ether is present?

TJC: In my practical experience, yes indeed. There is a vivid contrast between our engineering operations in low barometric pressure and those when the barometer is high. Experience is the teacher here. In a low barometric situation, Spider devices can trigger off colossal falls of rain, as well as tornado-type disturbances. Their effects and influence over weather hundreds and thousands of miles distant border on the incredible—even for me. That's another story, however, and I would not want to get into citing specific instances.

TB: You have reported some of these activities anyway, in the *Journal of Borderland Research*,

TJC: Yes, some with advance Federal filings. I also told you about some of the long distance consequences of our operation in Malaysia in 1991. My work has taken place in many different venues: southern California, Southeast Asia, northern California, Hawaii, Utah, Arizona, on the high seas, and on the highways in the USA and abroad. All this now covers some 25 years, and you only realize what you have learned when you get into a discussion—like this—a civilized encounter minus media clones trying to drown it all in ridicule.

TB: Of course you always have the case-hardened skeptic who would claim that it “would have rained anyway.” You have no doubt encountered plenty of that sort of skepticism.

TJC: The tiling is that in low pressure, rain is indeed likely or even probable. What happens however, when Spider-type devices are employed in such conditions is that some named percentage likelihood of rain dramatically becomes one hundred percent. And we see stunned TV weathermen reporting completely wild weather events, and not just the showers they forecast. The Spiders, in my opinion, are the most powerful rain enhancers yet devised, as well as a dependable and environmentally pure fix for urban air pollution.

TB: Although you confined your shipboard work in later years exclusively to generating rain in high pressure, did you work at all with low pressure systems at sea? Or didn't you bother with the lows?

TJC: I hardly bothered at all to *videotape* any work with lows, because it would have no evidential worth against the “it would have rained anyway,” knee-jerk objection. When I did work with low pressure systems however, there were some mind-boggling scenarios brought about, that on occasion would cover hundreds of square miles around the

ship, verified by radar.

TB: Then I assume that these were not normal radar displays.

TJC: No, they were something quite different. In some 14 years aboard the SS Maui, operating and servicing the two radars, I got to know what was normal rainfall on radar, and what engineered rainfall looked like by contrast. Rain returns on radar that are due to Spider or other intervention, fall into geometric patterns, sometimes 50 nautical miles long or more, and they remain in the same relationship for hours on end, despite the surface weather, and vessel movement. Seeing is believing with this kind of thing. Seeing these things repeatedly and over a period of a decade and a half, becomes knowing.

TB: Was there any particular or special characteristic pattern that appeared?

TJC: More than anything else, the inability of the engineered rain to FALL ON THE VESSEL showed itself literally thousands of times.

TB: To what do you attribute that?

TJC: Within each of my devices, from the earliest types to the most recent, there is always a feed point, a region of LOW ETHERIC POTENTIAL. The device simply couples this geometrically into the etheric continuum in various ways, with or without rotational motion supplied by a small motor. The ether then bleeds out of the designed region of low etheric potential, usually in pulses, and into the continuum. There it creates a RISE in etheric potential at a place or on a bearing dependent upon your engineering. Once this remote elevation of etheric potential appears, the feed from your translator accelerates and pushes up the etheric potential at the remote point until ELIMINATION or discharge occurs. This equates, bioenergetically, with the sexual orgasm. Usually this lumination or discharge means rain, of course, but you can also have what we have come to call a dry orgasm, where the discharge potential is not high enough to produce rain—usually in desert locales, for example.

TB: A dry orgasm? That sounds like Dr. Wilhelm Reich again.

TJC: Right on. But let's complete what I was saying about the engineered rain not coming on the ship. The etheric flows from the shipborne translator to the remote point or points, absolutely preclude any flow TOWARD the ship.

The impression of being surrounded by a force field in certain of these scenarios, is very strong and is remarked upon even by total laymen who see it happening. That is why, in thousands upon thousands of instances, aboard the Maui we watched rain barriers engineered across our bow open up clear in the "Moses Effect," with us sailing through unrain! We also saw in thousands of instances, rain going down both sides of the vessel's course line and never coining near the ship. We watched accretions of rain anomalously pivot and swivel away when they should have engulfed us according to the plots made on the vessel's collision avoidance system.

TB: It seems to me, and no doubt most people would agree, that you have had more than your share of frustrating experiences in seeking to get the basic business of weather engineering into the world.

TJC: You are right in that I am quite sure that I would have died off frustration a long time ago, had it not been for Dr. Wilhelm Reich, and what he discovered and made clear about armored man—the real culprit in blocking progress toward life-giving and life-enhancing conceptions.

TB: By this, I assume you mean the overall *behavioral* response to what you have been doing.

TJC: Yes. Once you realize that you are up against something *structural* in this irrational opposition to what is radically new and truly revolutionary—and understand the unchangeability of that structure—then you cease to be frustrated. Two things become starkly clear to you. First, you are going to lose out any time you seek to approach rationally a system that is rooted in irrationalism, even though it is the norm in society, and most people are not aware of this because they are total immersed in irrationalism since babyhood. Secondly, you direct all your energies and strength to getting the firmest possible hold of the new ways. Once we have the ability to do with facility what we now do with difficulty, weather engineering will make a huge contribution to a new order in the world—not just the political domination and control of people that is the goal of current political leaders.

TB: So you have found in practical life that Dr. Wilhelm Reich's guidance was valuable. Is that true for you?

TJC: I think that earlier on I emphasized how vital his work is for this coming period of transition, as the mechanistic world order goes through an inevitable transformation. Irrational conduct is already the norm, and it cannot do other than become worse. Reich's formulations and



#### FREEZER BEACH, CALIFORNIA

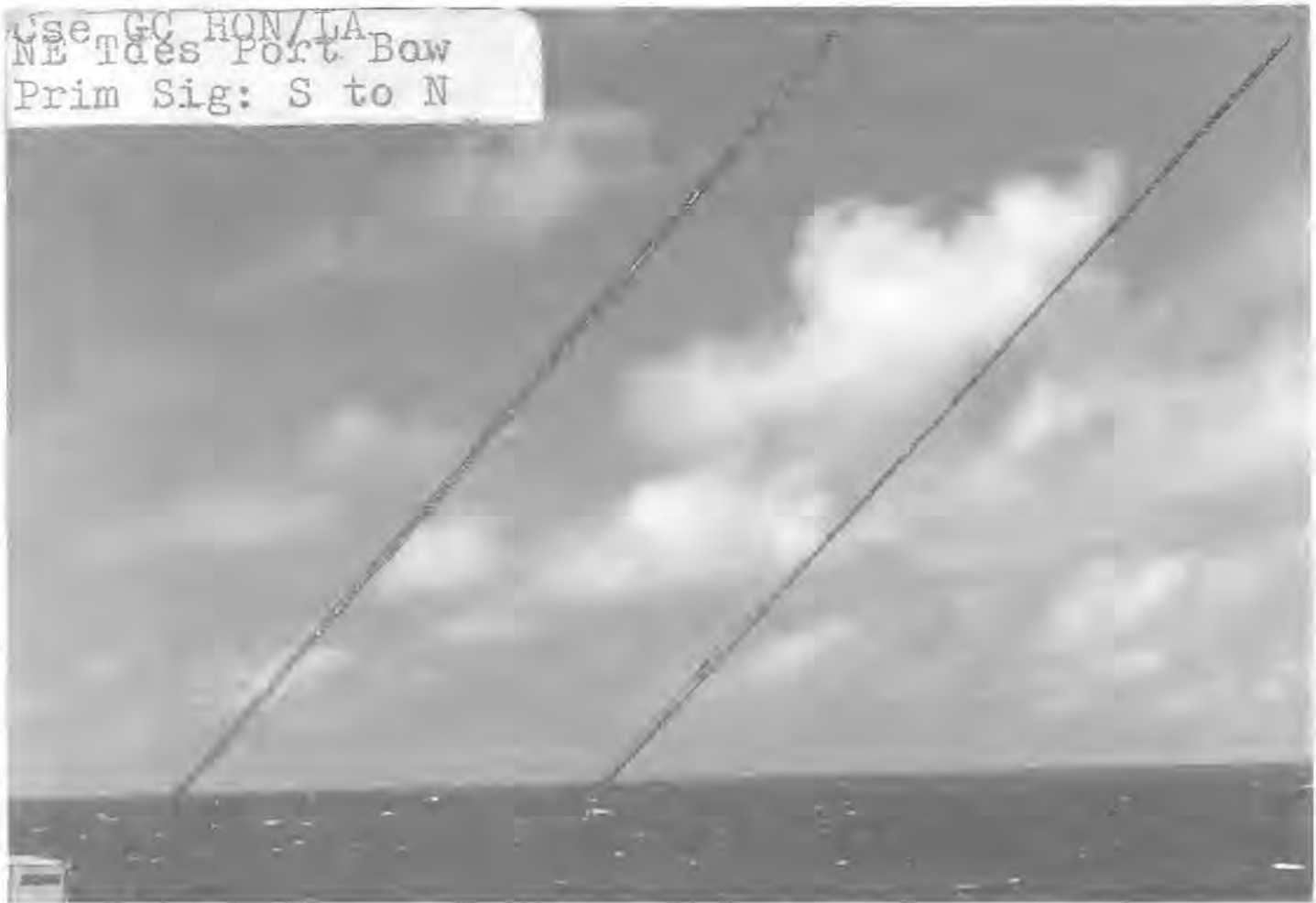
in sunny California, Cabrillo Beach is normally usable year round, but not on this January weekend In 1978. Enure beach and adjoining isthmus to the LA. breakwater is buried under a mantle of hail. Photo was taken from T|C's operations deck on Point Fermin.

#### TROPICAL TEST BED

Nine floors up with panoramic sea and sky access, blgeo-metric weather engineering devices are shown under test at Punaluu. Hawaii in 1988. Tropical conditions and labile atmosphere aid technical developments.



Use GC HON/LA  
NE Trades Port Bow  
Prim Sig: S to N



#### ORIGINAL TJC OBSERVATION

Slanted clouds like those shown here "leaning" into the wind, are given their distinctive shaping by the motions and influence of large etheric flows in the atmosphere. In this case, with the camera facing west, what TJC calls the "signature" of the ether appears in the south to north slope of the clouds. The surface wind is a N.E. trade (r. to l. across photo) which should tumble the clouds randomly. The angle of the "signature" is about 47 degrees, or twice the declination of the earth. Thousands of hours observing the signature allowed TJC to determine accurately the direction of regional etheric flows. Veteran deck officers in large numbers became convinced of this simple flow indication — immune to influence by the wind — after it was pointed out to them and the proper explanation given. The "Spinning Wave" or *kreiselwelle* first described by Wilhelm Reich, shapes the rear edge of the cloud during its charge phase, the loses its shaping effect on the forward edge of the clouds during its discharge phase. TJC holds that meteorology cannot move into true weather control until the existence and multiple influences of the chemical ether are understood.



#### INSERTION SHOCK, AUGUST 84

Sequence of four photographs covering 31 minutes in the noon hour, show direct effects of two M.T. Bazooka units (one appears at lower r.) on tranquil regional weather. At 12.29 PM scene is normal and steady weather regime. By 12:40 PM, cloud mass across horizon has become ragged, and obvious contraction is occurring. By 12:55 PM cloud is roiled and significantly changed. By 1:01 PM. cloud scenario is transformed from half hour previously. M.T. Bazooka used no water, and was a simple arrangement of geometric components using basic discoveries of Dr. Wilhelm Reich.



clinical findings are pearls of practical wisdom for anyone who is going to work in the service of the New. If I were setting up a course, for example, to train weather engineers, the central emphasis would be on understanding social pathology, because it is social pathology that is the main foe of these new tilings that are a-borning. You cannot function in the great task of redeeming the Earth unless you have a grasp of this. After you have such a grasp, *then* you can realize what is involved in making the ether do the tricks you want, via geometric forms, or cloudbusters, *and what the consequences are going to be from the body social*, so to speak.

TB: Those consequences are evidently as significant as what happens in the atmosphere, unless I misunderstand what you have just said.

TJC: Right on. You can see from my career that it is a lot easier to wipe out the California drought—any time they have one—than to evoke a rational, functional response from the people and their government. A response that would permit an unconventional approach to solve the problem, is beyond current feasibility, because in the final analysis everyone prefers the drought to the discomfort evoked by something rooted in bioenergetic reality. The world is not yet ready for weather engineering. That's the long and short of it.

TB: Do I detect some shades of Dr. Ruth B. Drown in that concept?

TJC: Weil, being as close to her as I was in her final years, I took fully to heart—as a lesson—that humans in general only get from the cosmos what they have the right to, as a result of earning that right. A wide example of that, Tom, would be readily understood by most people interested in borderland science generally, in another connection. Health, for example. If you have studied herbology, homeopathy, radionics and kindred healing modalities, you have thereby earned the right to these exquisite facets of the healing arts. Your position is radically different then, to the poor soul who is set upon by medical doctors who ply him with synthetic nostrums without the faintest idea of their effects—usually resulting in the afflicted person becoming sicker than ever.

TB: You mentioned setting up a course to train weather engineers. Do you have any intention of doing that? Or is it likely?

TJC: I don't think so! Not in my lifetime, anyway. There are two main problems with that idea. First of all, there is

no market for their skills, so there is no source of funding for any such training course. Such a course would have to have a kind of valid business basis. That's a practical matter. Less practical, but equally influential in making a training course feasible, is that peculiar status of weather engineering today—as I carry it out

TB: What are you driving at with the term “peculiar status”?

TJC: I mean that weather engineering operations up until now remain very much like a performing art—something not reducible to role, fixed procedures, such as carburetor overhaul or computer operating. Of course, one can become familiar with basic procedures such as we have described earlier—and physically shown to some degree in the accompanying photos—that is essential stuff. So also can students be apprised of social pathology and its pernicious influences. Some practices can be taught that work with a fairly high degree of certainty. Further and crucial development can only come from intense and steady performance of real-world operations, and this aspect of it remains art for now.

TB: Art! I have always felt that art is the basis of etheric sciences. How do you see art fitting in with weather engineering work?

TJC: Successful weather engineering operations require development of a high level of acumen—an intuitive sense of what is required in a given operation at a given stage.

TB: Why is that necessary? Or what makes that necessary?

TJC: What makes acumen necessary is the ceaseless dynamism of the etheric continuum. This is something wholly at war with mechanistic fixity, and with our own makeup or structure as products of a relentlessly mechanistic culture. For someone like myself it takes a lifetime of practical, functional work in this field to overcome this cultural encumbrance. Younger people of newer generations will find it easier, of course. For someone like myself born 7 years after the end of the First World War, engineering the weather has always been something like making love to an hysterical woman—as Groucho Marx might have expressed it

TB: The feminists will no doubt knock you for that

TJC: Well, so be it. But I have often put it that way when I have found onlookers and neophytes visibly perplexed by

the non-repeatability of yesterday's successful procedures. Such things as just when to reverse direction of rotating translators, when to withdraw draw tubes from water grounding, when to change procedures, and so on, pass over into art. So it is indeed an art with an engineering basis, that engineering itself being of an entirely new character.

TB: Is there some limit on that process? I mean how far can you go on intuition, so to speak?

TJC: I am not aware —yet—of any limits in that respect. On the contrary, each passing year develops the necessary faculty further. I think in the Goethean sense, a weather engineering operator forms in himself a new organ of perception. He does this by virtue of understanding a heretofore unsuspected aspect of natural law, or of Nature itself. This is a long way, of course, from regular discursive science with its total dependence upon the intellect and blotting out or suppression of the intuition. Dr. Drown always presented intuition as "inner teaching" when I was taking lectures from her on the Qabala.

TB: That's opening something else, to cite the Qabala at this point. You insist and have gone a long way to demonstrate objectively, that the weather is a geometric event, and not just dead air masses in motion and other mechanical modalities. And the Qabala is entirely mathematical in its approach to creation.

TJC: Yes. To creation seen and unseen. Geometry is mathematics, and the Qabala is very much like a slide rule of the mind. I am quite certain that the Drown "rates" or bioenergetic frequencies, will prove to be the means by which weather engineering in due time is made into something acceptably mathematical—although it will be a newer and younger generation that will make all this their own. I wish that I had been able to do more, but I had to do and could do, only that which was feasible and realistic for me.

TB: And that was showing the ether actually working in Nature?

TJC: Yes, although I didn't get that idea all at once. The whole thing evolved functionally. As I have mentioned earlier, working on shipboard with this approach allowed me to demonstrate etheric workings as they directly affect the atmosphere and the weather—and to do this at horizon distance repeatably and in a fashion not previously achieved. But the hard, practical world of finance was always breathing down my neck. So with a living to make, and the work itself to sustain financially, I just did not have the time and

capacity free from these demands, to do more than I have. Much and all, of course, as I would have liked to do.

TB: I'd like to know what else you would have most liked to do, had time and resources permitted.

TJC: That would be to invest some time and effort in tuning the devices we use, and doing this via radionic instruments such as Ruth Drown's, which wire you right into the Cosmos with those magnificent numbers of hers. Tilings will be done by (that means, in a not-too-distant tomorrow, that will be astounding in terms of effects, and astounding also in terms of their simplicity. Of course, the cones and various other shapes we use and juxtapose, are themselves timed structures that the ether "sees" and reacts to and reacts with. I have been repeatedly struck by the kinship between these cones and the conical tuning posts used by Dr. Drown in her celebrated Ziismeter—a special unit she designed for working with the mineral kingdom—detecting, evaluating and analyzing. So there is a way to go, and a place to start, for anyone who is, perhaps, karmically driven to do this kind of work.

TB: A new frontier?

TJC: Conventionally speaking, yes, but these things have been on the earth before, so they aren't "new" in an absolute sense. And we have been well over this frontier before, in my view, back in Atlantean times.

TB: And that all ended with a water catastrophe.

TJC: You can see how close we are to that even now, when one man or a small group of men using very primitive equipment, can produce deluges through a form of atmospheric engineering. This is using something that is in its baby stages and yet we have the capacity under the right conditions to induce heavy rains. The mini-typhoons in Melaka in the summer of 1991 were an object lesson in how powerful this apparatus can be. The spin-off from the celebrated CLINCHER smog operation in 1990, was the wettest spring in 60 years in the Pacific Northwest—due to the migration of vortex strings from our 14 stations operating against smog in southern California.

TB: This could be misused, couldn't it?

TJC: Well, it was in Atlantis, and the gods found it necessary to clean that place up. If what we have today were carried forward in such a way that mischievous, dangerous and emotionally sick souls could use it push-button fashion, it would probably happen again. This is a



culture based upon destruction, which is why it goes plowing time after time into explosive substance. And why it finds unlimited resources to develop even further the artifices of mass murder. Given our emotional and political corruption, I think it is a good thing for mankind that weather engineering is not available to them. I have often remarked that as long as I have something that helps mankind, the culture from which I have sprung will not assist me or promote any such development. If I were able to hurt people and inflict misery on them, then the government would give me so much money I would have to climb over it to get into bed.

TB: There is no end to what needs to be done, is there?

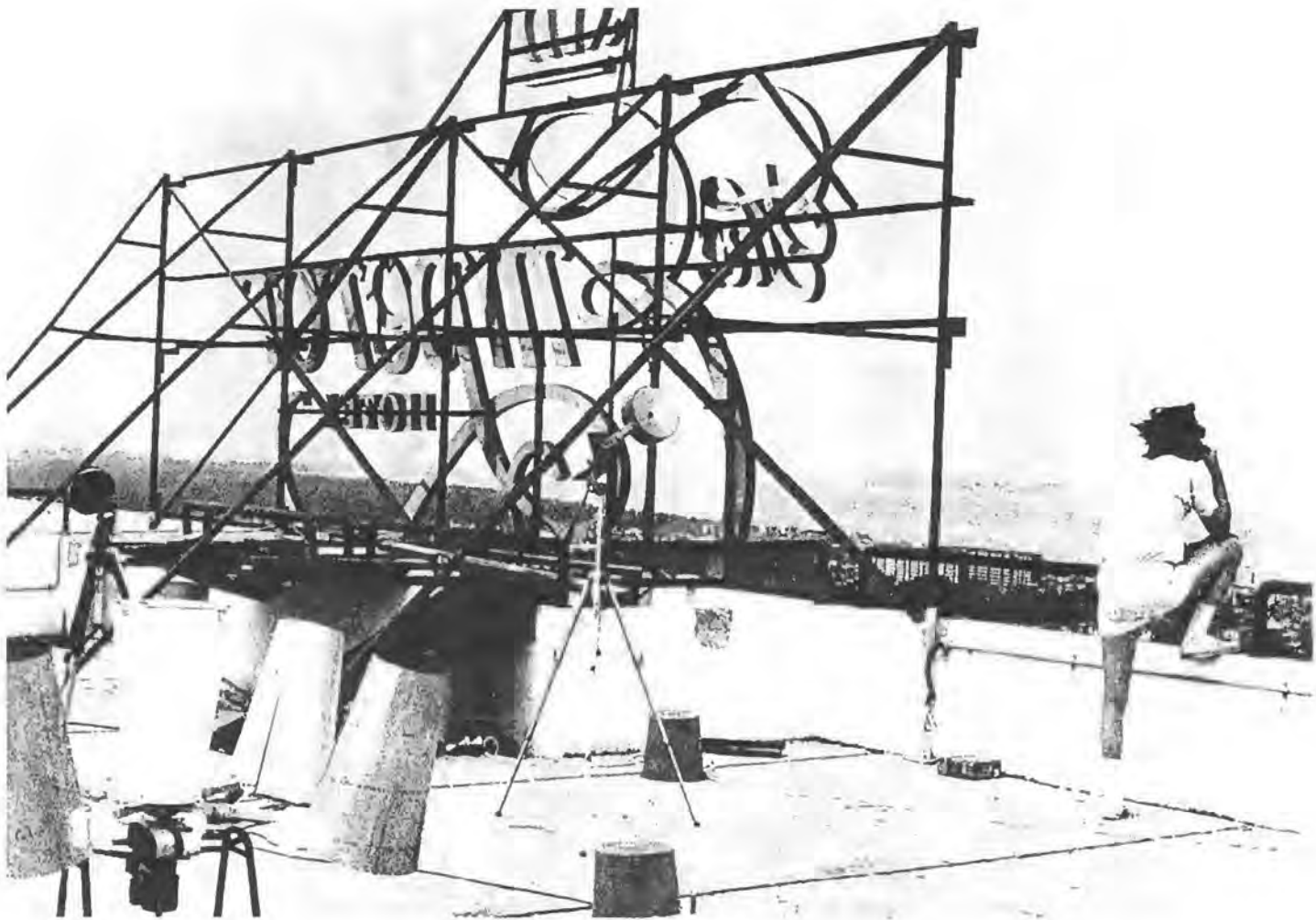
TJC: No end. I am happy to have had this opportunity to describe the beginning I have made for weather engineering, or that part of the beginning that fell to my lot in this lifetime. I hope that young people, in particular, will bear in mind that frontiers are where you find them. When I was a boy, I dreamed of a life of adventure, sailing a trading schooner through the East Indies, making love to native girls. My real-world life of adventure put me on a different kind of ship, and I made love to Mother Nature.

*The Beginning!*



**OFFICER COMMANDING,  
FORT ZINDERNEUF**

TJC's close friend and trusty aide Gino Segreti, is seen here "holding up" a pair of whirling geometric translators at Fort Zinderneuf in Desert Hot Springs, California. Segreti met TJC while serving as a quartermaster aboard SS Maul, and became "hooked" on weather engineering at that time. Segreti and TJC have maintained a research facility at Segreti's place since 1985. A worker of phenomenal energy, Segreti's motto is "Get it done!"



PENSIVE PETER

BSRF's Peter Lindemann surveys the panorama over the Melaka Strait from the top of the Emperor hotel in downtown Melaka, Malaysia, during Operation Pioneer. Lindemann was TJC's assistant, and part of the installation shows in the foreground. 32-story height and long horizon available from the hotel top made it a perfect weather engineering base. 38 measurable rains fell in 57 operational days, for a total of 322 mm of dry season rain.

TRENT ON THE WRONG END

Irv Trent, who claimed he would make a career out of watching TJC work, winds up here on the wrong end of a shovel at 1000 Palms oasis in 1972. TJC is still operating the same Barracuda fastback car more than 20 years later.





#### THUNDERHEAD TO ORDER

Gur. Car "C" with Irv Trent driving, underneath a thunderhead in the San Gabriel foothills in the Los Angeles Basin area. Long Beach Freeway provides a long and almost completely straight south to north run, from the ocean to this foothill area. Thunderheads like the one shown can be ballooned up from zero by gun car running length of freeway from south to north. "When you watch it happening, from the car, and you do it over and over, all doubt dissolves" says T.J.C.

# Violent Thunderstorms

12 FRIDAY, AUGUST 9, 1991

Pathbreaking New Technology Suppressed

HOME

## Rain-making

### Company to tell its story

### Malaysia Hires an American Rainmaker



TAN SRI RAHIM

Some roads are closed due to flooding.

### STORMS THRASH SAN DIEGO

### 4-6 inches of rain

TUESD

Law: Rain makers using safe method

### Rain fails to bring cheer to Malaccans

Lightning storm ca  
**Dahu soake** & Homes

NATION

Blacked Out

# Rain-making firm tells how it's done

8 WEDNESDAY, AUGUST 14, 1991

HOME NEWS

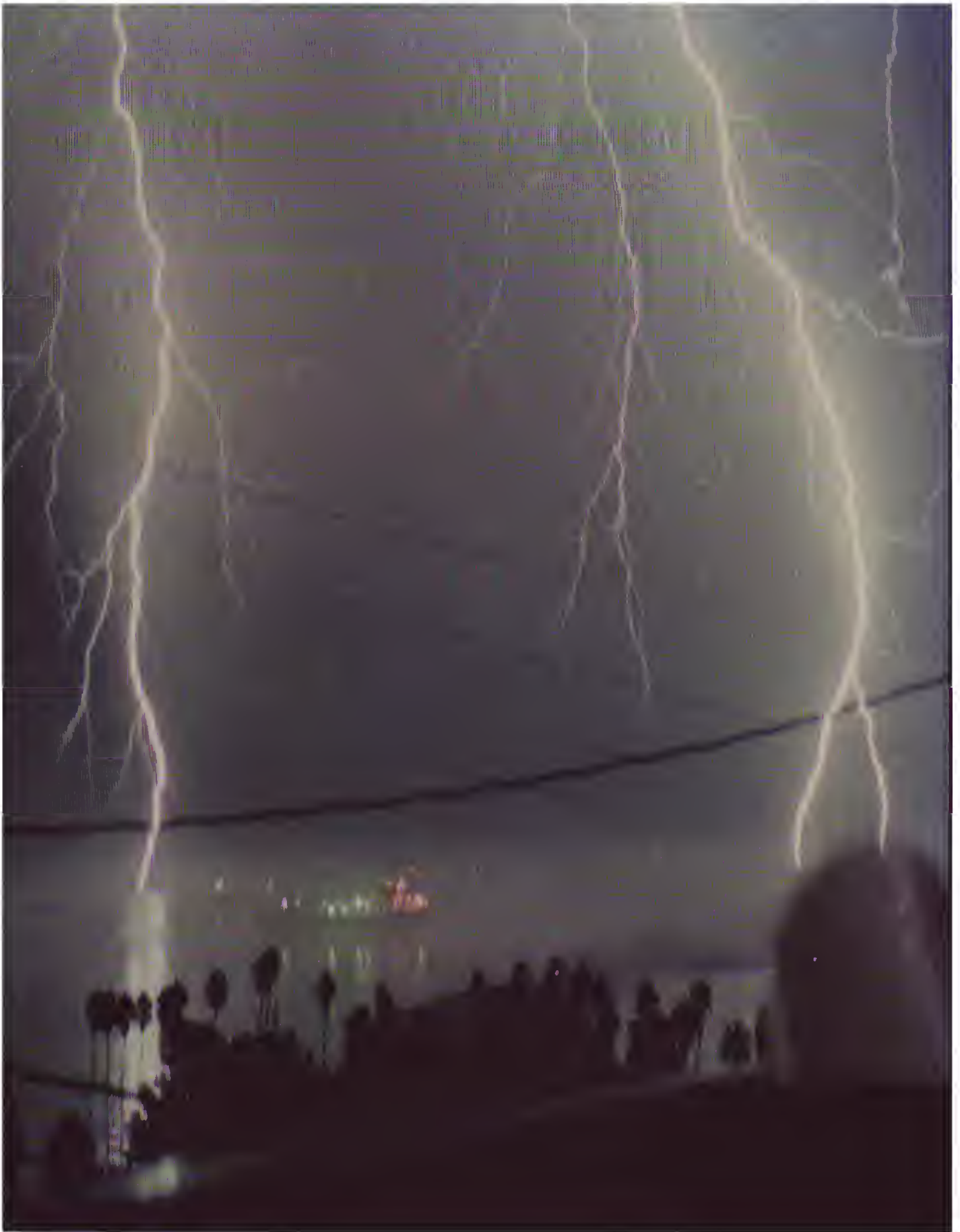
Thunderstorms Hit Mountains

THE STAR THURSDAY August 22, 1991

# HI-TECH BOMOH GOES TO WORK

# Rain roars back





Rear Cover Image

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