

April 22, 2024

Mr. Michael Duheme,
Commissioner of the Royal Canadian Mounted Police (RCMP)
RCMP National Headquarters
Headquarters Building
73 Leikin Drive
Ottawa ON K1A 0R2

Dear Mr. Duheme,

My name is Dan Fournier, an independent investigative journalist¹ based in the province of Quebec.

Firstly, I would like to congratulate you on your appointment as the Commissioner of the RCMP.

I am writing this Open Letter to you which outlines some **key concerns** that are the result of a four part series I have just concluded and published called **Special Investigation: Geoengineering & Weather Modification in Canada**² which spans over 300 pages in length and is the result of hundreds of hours of meticulous and exhaustive research. This is a topic that is of great concern to Canadians.

Reasons for communicating with you by means of an Open Letter are outlined in Part 4 of my series (published April 22, 2024)³ on my Substack (the location where all of my articles are published).

As it is part of the raison d'être (purpose), mandate, and role of the RCMP to provide for the safety and security of the public along with enforcing laws and investigating crimes⁴, and that part of your departmental plan for 2024-2025 involves countering foreign actor activity threats posed in Canada⁵, I would like to bring to your attention certain activities related to geoengineering and weather modification that have taken place in Canada for which I have

1 Dan Fournier – About, <https://fournier.substack.com/about>

2 Special Investigation: Geoengineering & Weather Modification in Canada, Part 1, <https://fournier.substack.com/p/special-investigation-geoengineering>

3 See sections '4.4.2 Call for a Formal Investigations' and '4.5 Open Letters to Canadian Law Enforcement (RCMP & Sûreté du Québec) & Security Services (CSIS) Calling for Formal Inquiries/Investigations' from Part 4 of my series (published April 22, 2024 on my Substack at <https://fournier.substack.com>)

4 RCMP – Raison d'être, mandate and role, and operating context, <https://rcmp.ca/en/corporate-information/publications-and-manuals/2024-25-departmental-plan/raison-detre-mandate-and-role-and-operating-context>

5 RCMP's 2024-25 Departmental plan at a glance, <https://rcmp.ca/en/corporate-information/publications-and-manuals/2024-25-departmental-plan>

concluded pose serious threats to our nation, its natural environment, and to its diverse living populations.

One in particular involves aircraft spraying operations that took place over several regions⁶ in the province of Quebec from April 15, 2009 until late November, 2021 as revealed from a Access to Information Request (ATI)⁷ released by Transport Canada⁸. The release package redacted the *purpose* of the flights, the *substances* used in the sprayings, and the *company* which conducted them. I have made media requests to both Transport Canada (TC) and Environment and Climate Change Canada (ECCC) to obtain information about these, but they have not been forthcoming – which remains a major concern to residents of the province of Quebec living in these regions.

I have also written an open letter to the Sûreté du Québec (SQ)⁹ in this regard for a possible investigation, but feel it imperative that you also consider the same given the lack of transparency of who has been involved in these spraying operations. In other words, the company involved in these operations could be from a province outside of Quebec, or from a foreign country for all we know. At the moment, we still do not know who is responsible. Possible coordination between the RCMP and the SQ regarding this matter should be at least considered to get to the bottom of it and bring transparency to the public.

In the Overall Conclusion¹⁰ of my investigative series, I have concluded that there exist evidence showing that there is a coordinated, multi-nation effort that has been taking place for well over a decade¹¹ by the United Nations' IPCC (Intergovernmental Panel on Climate Change)¹² which consists of utilising the commercial airline industry to intentionally disperse harmful metals¹³ and

6 https://substackcdn.com/image/fetch/w_1456,c_limit,f_webp,q_auto:good,fl_progressive:steep/https%3A%2F%2Fsubstack-post-media.s3.amazonaws.com%2Fpublic%2Fimages%2Fe14ff177-f49c-440a-be10-d9449e3fd1b9_1241x642.jpeg

7 See section '3.1 Transparency surrounding Geoengineering Activities in Canada & the U.S. - Access to Information (ATI) Request to Transport Canada, <https://fournier.substack.com/i/138255188/access-to-information-ati-request-to-transport-canada>

8 ATI request (Request Number: A-2022-00373), https://www.geoengineeringfreecanada.com/files/ugd/0dc79a_df9d234e69e34f0ab56ab7bacf7b41a0.pdf

9 See section '4.5.3 Open Letter to the Sûreté du Québec' from Part 4 of my series (published April 22, 2024 on my Substack at <https://fournier.substack.com>)

10 See section '4.4.1 Overall Conclusion' from Part 4 of my series (published April 22, 2024 on my Substack at <https://fournier.substack.com>)

11 See the ICAO (a United Nations agency) Colloquium on Aviation and Climate Change, <https://www.icao.int/Meetings/EnvironmentalColloquium/Pages/2010-Colloquium.aspx>

12 About the IPCC The Intergovernmental Panel on Climate Change (IPCC), <https://www.ipcc.ch/about/>

13 ClimateViewer.com's Metals Detected in Jet Exhaust, <https://climateviewer.com/images/infographics/Metals-Detected-In-Jet-Exhaust.png>

chemicals into our atmosphere under the justification of mitigating, scientifically questionable¹⁴, climate change.

As a matter of fact, their efforts to attempt to cool the atmosphere¹⁵ (via contrail cirrus – *this means artificial clouds created by aircraft exhaust*) has actually, by their own words¹⁶, rendered a net warming effect that is 1.5 times greater than CO2 emissions emitted by commercial aviation.

Moreover, and put simply, it can be easily verified and confirmed that there exists *intent* with regards to wanting to produce these (inherently toxic, metal-heavy) artificial contrail cirrus clouds, as evidenced in the aforementioned presentation from 2021 and the 2023 briefing paper.

Through this Open Letter, I am thus **asking whether the RCMP would consider opening formal inquiries or investigations about the matters listed in this letter so as to verify, first-hand, whether illegal and/or unauthorised activities concerned with geoengineering and weather modification have been occurring and are still taking place which may be causing injurious impacts to our natural environment, water supplies, and to the human Canadian population.**

I remain at your disposal for any assistance and relevant evidence and documentation you may require should you decide to pursue these, and very much look forward to your timely reply which I will gladly append to Part 4 of my series¹⁷. I sincerely appreciate your time and consideration in this matter.

Thankfully and Respectfully,

Dan Fournier, Sherbrooke, Quebec
<https://fournier.substack.com/about>
dfournier@protonmail.com

P.S.: This letter has been sent both via email to rcmp.hqmediarelations-dgrelationsmedias.grc@rcmp-grc.gc.ca as well as in hard copy form to the address inscribed at the top of this letter via Registered Mail with Canada Post.

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- 14 The Climate Intelligence Foundation (Clintel) – Documentary film ‘Climate: The Movie (The Cold Truth)’ (published in March of 2024), <https://www.youtube.com/watch?v=zmfRG8-RHEI>
 - 15 Royal Aeronautical Society (RaeS) presentation ‘RAeS Conference Report, Mitigating the climate impact of non-CO2 Aviation’s low-hanging fruit, 23 / 24 March 2021’, <http://goldfinger.utias.utoronto.ca/IWACC5/IWACC7/Green.pdf>
 - 16 Royal Aeronautical Society (RaeS)’a April 2023 Briefing Paper ‘CONTRAILS AND CONTRAIL MANAGEMENT, Greener by Design Specialist Group’, <https://www.aerosociety.com/media/20657/contrails-and-contrail-management-briefing-paper.pdf>
 - 17 Note: for added transparency, the section ‘4.5.5 Addenda: Responses & Actions to these Open Letters’ from Part 4 of my series is the area to which replies of my Open Letters will be shared to the public.