THE AERIAL INTENT TOOL

A Plain-Language Guide for Scoring Pilot Intent from Flight Data

For use by attorneys, investigators, courts, juries, and the public

THE RULE OF THUMB

Three visits | At least 1 mile off the normal path | Any visit below 1,000 feet

= Intent proven beyond a reasonable doubt

This tool scores pilot intent from zero to one hundred. Zero means innocent flight. One hundred means a proven conspiracy. Every score in between maps to a specific legal conclusion.

This tool works like a tax table. Look up each variable. Add up the scores. Find your verdict.

No prior documents required. Fully self-contained.

For educational and legal reference use only. Not legal advice. All examples are generic. No real persons or locations are identified.

HOW TO USE THIS TOOL

This tool helps you figure out whether a pilot intended to fly over a specific person's home or workplace — or whether it could have been random chance.

It uses a scoring system. Each fact about a flight has a point value. You add up the points. Then you look up what that total means.

Step 1	**Gather the flight data.** You need: GPS coordinates of where the pilot flew, altitude readings, how many times they returned to the same location, how far off their normal path they went, and how they behaved during each pass. This information is available from public flight radar websites, airport records, and FAA databases.
Step 2	**Go through each of the 12 groups in this tool.** Each group covers one type of evidence — like altitude, number of visits, or whether the pilots knew each other. Find the row in each group that best matches what the flight data shows. Write down the score for that row.
Step 3	**Add up all the scores.** Total all the numbers you wrote down. If the total goes above 100, treat it as 100. The score does not go below zero even if some entries give negative numbers — those negative scores just reduce the total.
Step 4	**Look up your total on the Score Table.** The Score Table on the next page shows what each score range means in plain English and in legal terms.
Step 5	**Read the result.** A score of zero means the flight was innocent. A score of 59 or above means intent has been proven beyond a reasonable doubt. A score of 90 or above means there is a coordinated conspiracy.

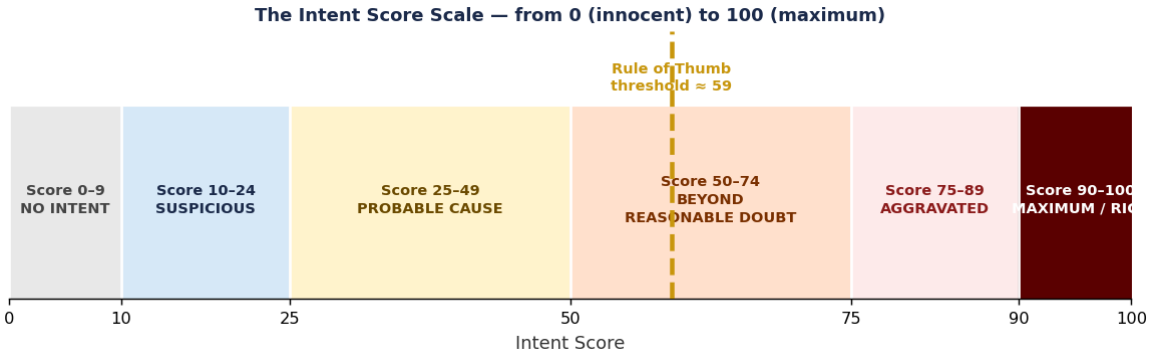
IMPORTANT: This tool works for both sides.

A pilot with an innocent explanation scores zero or close to zero. For example, a pilot who was hired by the homeowner to do aerial photography gets a negative score in the relationship group, which lowers their total. A score of zero does not mean we failed to find guilt. It means the evidence does not support intent.

THE SCORE TABLE — WHAT YOUR TOTAL MEANS

Once you have added up all your scores, find your total in the table below.

Score Range	Verdict	What It Means	What You Can Do
0–9	**NO INTENT**	No evidence of intentional targeting. Innocent flight.	No legal action from flight data alone. Innocent flight.
10–24	**SUSPICIOUS**	Some signals present. Not enough alone. Document and monitor.	Document everything. Consider filing a formal complaint.
25–49	**PROBABLE CAUSE**	Enough to open a civil case or request an investigation.	Civil lawsuit is supportable. Request a formal investigation.
50–74	**BEYOND REASONABLE DOUBT**	Full civil and criminal action is supported by the evidence.	Full civil and criminal action. Report to law enforcement and an attorney.
75–89	**AGGRAVATED**	Enhanced charges. All defenses fail. Maximum civil damages.	Enhanced charges. All defenses fail. Maximum civil damages apply.
90–100	**MAXIMUM / RICO**	Organized conspiracy. Federal racketeering. Every charge applies simultaneously.	Federal RICO charges. Organized conspiracy. Every applicable charge at once.



The intent spectrum. Green = no intent. Blue = suspicious. Yellow = probable cause. Orange = beyond reasonable doubt. Red = aggravated. Dark red = maximum.

THE RULE OF THUMB — THE SIMPLEST STANDARD

You do not always need to calculate a full score. If the three conditions below are all true at the same time, intent is already proven beyond a reasonable doubt.

Condition 1

Condition 2

Condition 3

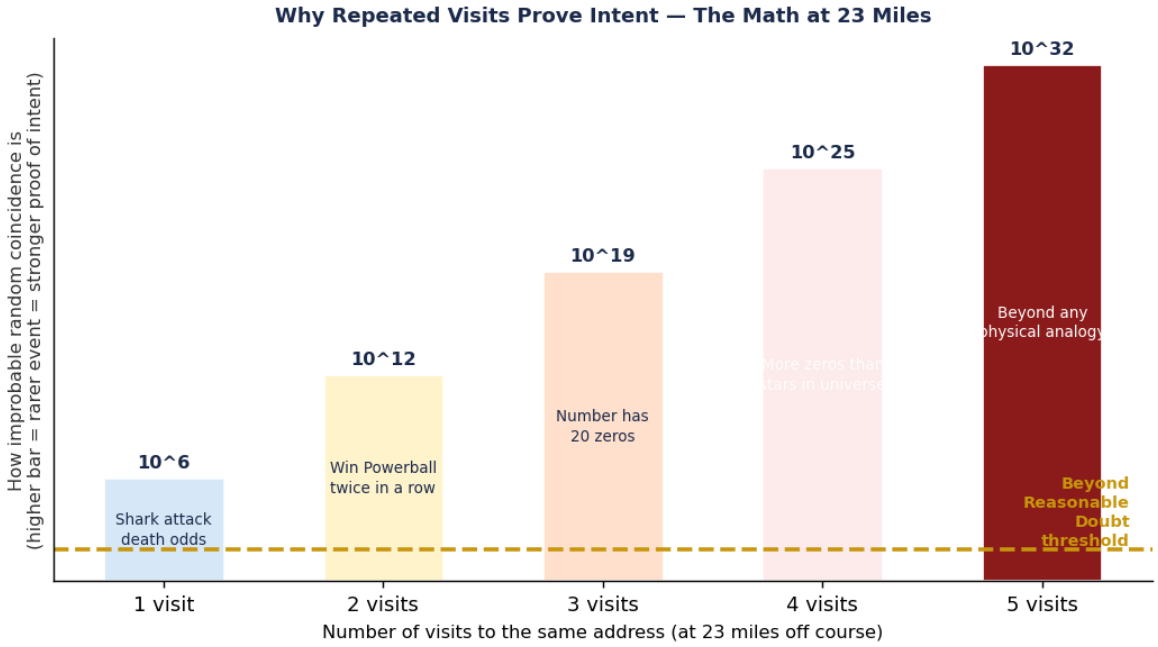
ALL THREE TOGETHER = INTENT PROVEN BEYOND A REASONABLE DOUBT

Why these three conditions?

Why 3 visits? At the closest distance in this tool (1 mile), the chance of three random visits is 1 in 190 billion. That is about 30,000 times less likely than winning the Powerball jackpot. At greater distances it is even more rare. Three is the number where randomness becomes statistically impossible under any reasonable standard.

Why 1 mile off course? Pilots can drift up to about half a mile due to wind or instrument error. At 1 mile off course, the deviation is clearly intentional. It is well beyond anything weather or equipment can explain.

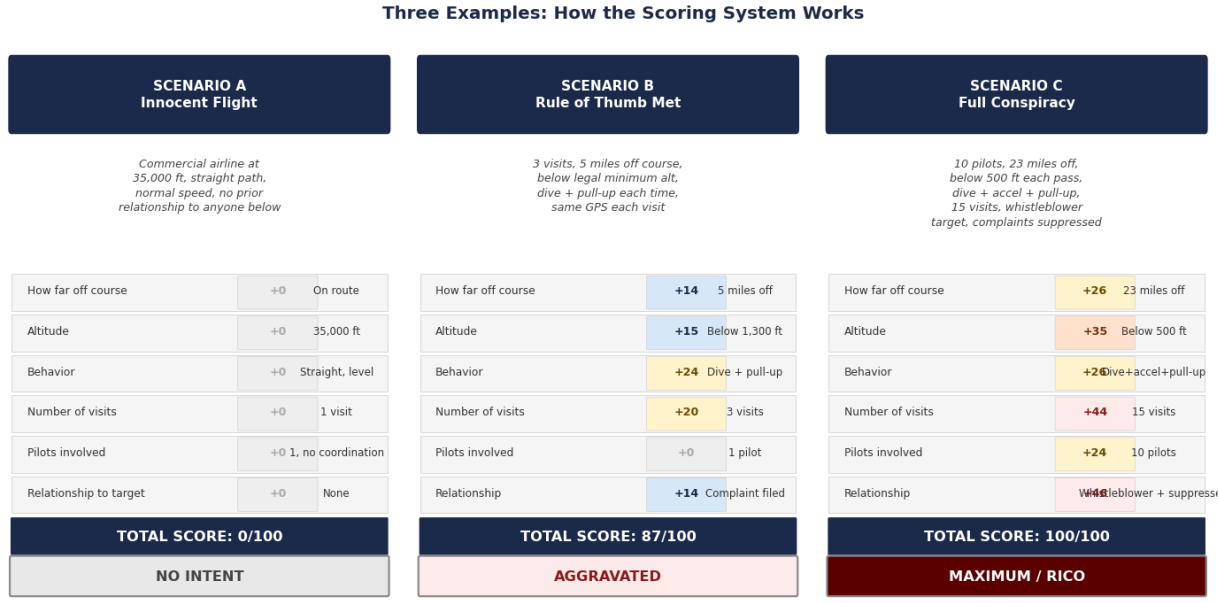
Why below 1,000 feet? Federal law requires pilots to stay at least 1,000 feet above the highest object nearby. In the Rocklin CA area, that means 1300 feet above ground (1,000 ft + the 300-ft height of the tallest nearby objects). Below 1,000 feet, an aircraft is close enough that a mechanical failure could destroy the structure below. At that altitude, the aircraft becomes an imminent deadly weapon under federal law. The pilot pulling up at the end proves they were in full control the entire time.



The math at 23 miles off course. Each bar shows how improbable it is that the visits were random. By visit 3, the number has 20 zeros.

THREE EXAMPLES — FROM INNOCENT TO MAXIMUM

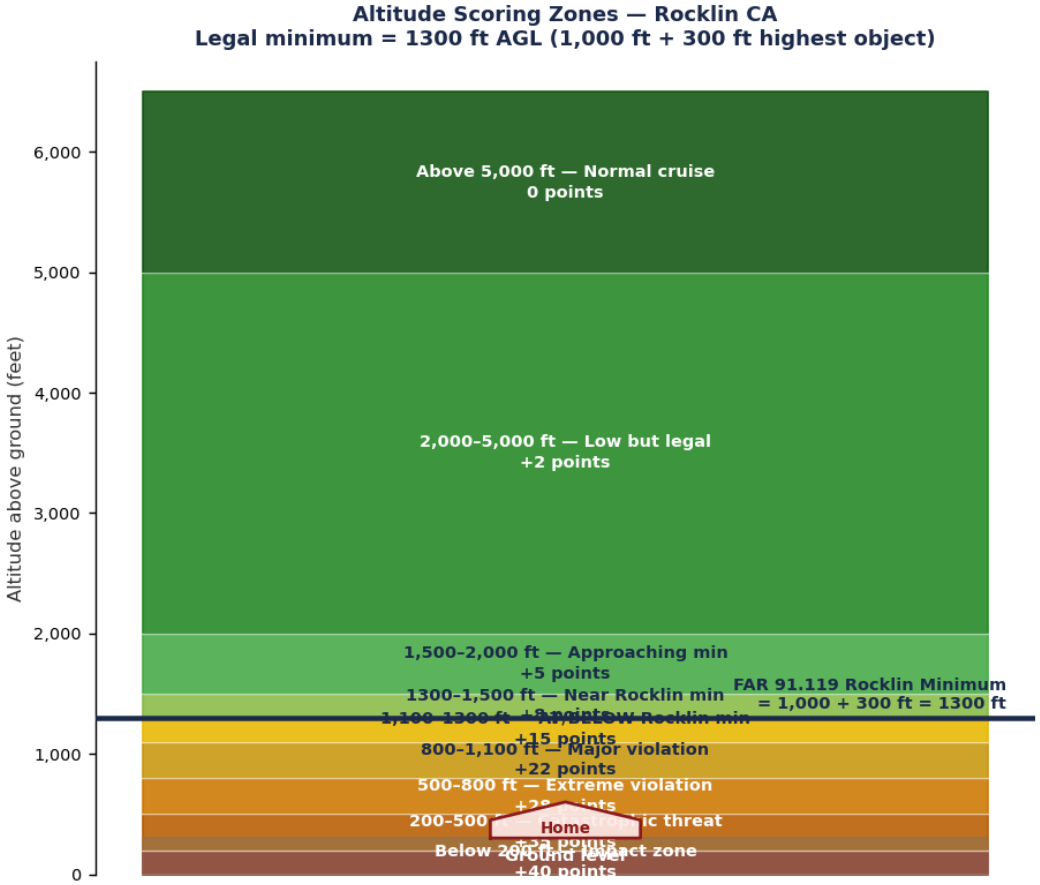
The three examples below show how the scoring works in practice.



Left: An innocent commercial flight scores zero. Center: The Rule of Thumb is met and exceeded, scoring 87. Right: A full conspiracy scores 100.

ALTITUDE GUIDE — HOW LOW IS TOO LOW

How low a pilot flies is one of the most important factors in this tool. The lower they fly, the more dangerous the aircraft is to anyone below it. The diagram below shows the scoring zones for the Rocklin CA area.



Rocklin CA altitude zones. The legal minimum is 1300 feet above ground (1,000 ft required by federal law + 300 ft for the tallest nearby objects). Every foot below that minimum is a federal violation and increases the score.

QUICK LOOKUP — COMMON SCENARIOS AT A GLANCE

This table covers the most common situations. Find the row that best matches what happened and read the verdict.

Scenario	Score	Main Variables	Verdict
Commercial flight, cruise altitude, straight path, no relationship	**0**	A1+B1+C1+D1	**NO INTENT**
1 visit, 1 mile off course, legal altitude, no relationship	**10**	A4+B2+D1	**SUSPICIOUS**
2 visits, 5 miles off, near legal minimum altitude	**36**	A5+B4+D2	**PROBABLE CAUSE**
3 visits, 1 mile off, below Rocklin minimum alt (Rule of Thumb)	**59**	A4+B5+C3+D3+F2	**BEYOND REASONABLE DOUBT**
3 visits, 5 miles off, dive+pull-up, below min, complaint filed	**87**	A5+B5+C7+D3+K4	**AGGRAVATED**
5+ pilots, 23 miles off, below 500 ft, whistleblower target, complaints suppressed, same hangar 10+ yrs	**100**	A8+B8+C9+D5+E4+J6+K5+I4	**MAXIMUM / RICO**
Pilot was hired by target, single visit on legal route, unmodified aircraft, different region from other pilots	**0**	A1+B2+D1+K0+L0+J0	**NO INTENT**

Note on negative scores: Some situations reduce the total score. For example, if the pilot was professionally hired by the homeowner, that is a –15 innocence signal. Negative scores never take the total below zero.

THE 12 SCORING GROUPS — COMPLETE REFERENCE

Use these tables to find the exact score for each piece of evidence. Pick the one row in each group that best matches the situation. You do not have to use all 12 groups — only the ones that apply.

> **Green scores** (negative numbers) are innocence signals. They reduce the total score. **Red scores** (positive numbers) increase the total score. **Gray scores** of zero are neutral — they do not change the total.

GROUP A: HOW FAR OFF COURSE

How many miles did the pilot fly away from their normal or straight path to reach the location?

Code	Score	Variable	Plain-Language Explanation
A1	+0	**On their normal path**	The pilot stayed on their regular route. No deviation at all. Zero points.
A2	+3	**Less than half a mile off**	A tiny drift. Could be wind or a small navigation correction. Very low weight.
A3	+6	**Half a mile to 1 mile off**	Getting noticeable. Still within what weather or instruments might cause, but worth noting.
A4	+10	**1 to 2 miles off course**	Clearly beyond normal navigation error. The pilot chose this direction.
A5	+14	**2 to 5 miles off course**	A major detour. The chance of this being random is less than 1 in 50,000 per flight.
A6	+18	**5 to 10 miles off course**	Extreme detour. Less than 1 in 500,000 chance per flight this was random.
A7	+22	**10 to 20 miles off course**	The pilot flew a long way off their path. Less than 1 in 2 million chance this was random.
A8	+26	**20 to 30 miles off course**	A massive detour. One visit alone is almost as rare as a shark attack death.
A9	+30	**More than 30 miles off course**	A single visit here is statistically rarer than winning a major lottery. Intent is clear.

GROUP B: HOW LOW THEY FLEW

Federal law (FAR 91.119) requires pilots to stay at least 1,000 feet above the highest object nearby. In the Rocklin CA area, the highest objects are about 300 feet tall, making the legal minimum 1300 feet above ground. Flying below that minimum is a federal violation and makes the aircraft a more immediate threat.

Code	Score	Variable	Plain-Language Explanation
B1	+0	**Above 5,000 feet**	Normal cruising altitude. No concern from altitude alone.
B2	+2	**2,000 to 5,000 feet**	Low but still legal everywhere. Slight attention warranted if combined with other factors.
B3	+5	**1,500 to 2,000 feet**	Approaching the legal minimum. Worth noting.
B4	+8	**Within 200 feet of the 1300-ft minimum**	Getting close to the line. Awareness of the legal limit is implied.
B5	+15	**At or below the 1300-ft Rocklin minimum**	This is a federal FAR violation. Below 1300 feet, the aircraft is in the danger zone above the target.
B6	+22	**800 to 1,100 feet above ground**	Well below the Rocklin legal minimum. The aircraft is now an imminent threat to anything below it.
B7	+28	**500 to 800 feet above ground**	Extremely low. At this height, a crash would destroy the structure below.
B8	+35	**200 to 500 feet above ground**	Catastrophically low. The aircraft is close enough to cause complete destruction if it loses control.
B9	+40	**Below 200 feet above ground**	This is essentially impact altitude. The pull-up maneuver required to avoid the structure proves the pilot was fully in control throughout.

GROUP C: WHAT THE PILOT DID WHILE FLYING

A pilot's flight path can be broken into six measurable things at every moment: time, left-right position, altitude, forward position, speed, and acceleration. When all of these point toward the same ground location at the same time, that is not an accident. It requires conscious control.

Code	Score	Variable	Plain-Language Explanation
C1	+0	**Flew straight and level**	Normal flight. No suspicious behavior. Zero points.
C2	+5	**Small turn toward the location**	A minor heading change toward the target. Low weight alone but adds up with other factors.
C3	+8	**Flew directly to the location after deviating**	After leaving their normal path, the pilot flew a straight line to the target. This is called a beeline.
C4	+10	**Circled once over the location**	One orbit. The pilot chose to stay above the target rather than pass through.

Code	Score	Variable	Plain-Language Explanation
C5	+16	**Circled more than once**	Multiple orbits. The pilot deliberately hovered over the location. This is not accidental.
C6	+18	**Dove toward the location**	Descended toward the target while flying toward it. All six flight variables are now pointing at the same spot.
C7	+24	**Dove toward the location, then pulled up**	The pull-up at the end proves the pilot was in full control the whole time. An accidental dive does not end with a precise pull-up.
C8	+20	**Sped up while flying toward the location**	Active acceleration toward the target. The pilot pushed the throttle forward while heading at the location.
C9	+26	**Dove, sped up, and pulled up (all three)**	Maximum behavioral score. All six measurable flight variables were simultaneously directed at the target. This is the clearest possible physical signal of intent.
C10	+12	**Took a different path each time but always arrived at the same place**	If the paths differ but the destination is always the same, the destination is what was chosen — not the path. This eliminates the excuse of habit or routine.

GROUP D: HOW MANY TIMES THEY RETURNED

Each time a pilot returns to the same GPS location, the chance that all of those visits were random shrinks dramatically. The math works like this: if the chance of one random visit is 1 in 3 million, the chance of two random visits is 1 in 9 trillion. By three visits, the number has 20 zeros.

Code	Score	Variable	Plain-Language Explanation
D1	+0	**One visit only**	A single visit. Intent is possible but a pattern has not yet formed.
D2	+8	**Two visits**	A pattern is starting. At distances over 10 miles, two visits already proves intent beyond a reasonable doubt.
D3	+20	**Three visits**	THE RULE OF THUMB THRESHOLD. Three visits at 1 mile or more off course proves intent beyond a reasonable doubt at any distance.
D4	+26	**Four or five visits**	Well beyond the threshold. The probability of randomness is effectively zero.
D5	+32	**Six to ten visits**	A sustained campaign. Criminal stalking is fully established.
D6	+38	**Eleven to twenty visits**	An extensive campaign. Every available legal remedy applies.
D7	+44	**More than twenty visits**	Daily or near-daily targeting. The highest visit-count score. Maximum exposure under stalking and RICO laws.

GROUP E: HOW MANY PILOTS WERE INVOLVED

When more than one pilot targets the same location, the math gets even more powerful. The chance that two pilots independently and randomly both chose the same specific address is about 1 in 9 trillion on their first visits. That number is not a coincidence. It is coordination.

Code	Score	Variable	Plain-Language Explanation
E1	+0	**One pilot, no known coordination**	Individual conduct only. Conspiracy is not yet established.
E2	+10	**Two pilots, same airport**	Two pilots at the same airport targeting the same location. The probability of coincidence is already trillions to one.
E3	+18	**Three or four pilots, same airport**	The probability of independent random coincidence has more zeros than a lottery jackpot.
E4	+24	**Five or more pilots, same airport**	The probability exceeds the number of stars in the known universe. A coordinated enterprise is the only explanation.
E5	+28	**Pilots from two different airports**	Coordination across airports means the network is broader than one local group.
E6	+34	**Pilots from three or more airports**	A multi-location network. This is the structure of an organized enterprise under federal law.
E7	+20	**Aircraft parked near each other**	Physical proximity of the aircraft makes coordination easy and likely.
E8	+26	**Government pilots involved**	Government employees using government vehicles to target civilians triggers color of law violations and oath violations.
E9	+30	**Mix of government and private pilots**	A mixed enterprise is the most serious structure. It spans both public and private law violations simultaneously.
E10	+36	**Organized group with a known prior criminal conviction**	If any organizer has a prior conviction linked to organized crime, that conviction is itself evidence of a pattern of racketeering under federal law.

GROUP F: HOW SPECIFIC THE TARGET WAS

Random pilots do not repeatedly return to a specific home or workplace. The more specific the GPS coordinates that keep getting visited, the clearer it is that the person below was chosen — not the location.

Code	Score	Variable	Plain-Language Explanation
F1	+0	**General area, no specific address**	No specific target identifiable from the flight data alone.

Code	Score	Variable	Plain-Language Explanation
F2	**+6**	**Same home address, repeated visits**	The pilot returned to the same residential GPS coordinates more than once.
F3	**+8**	**Same workplace address, repeated**	The pilot also targeted the person at work. Location is secondary — the person is the target.
F4	**+10**	**Both home and work were targeted**	When a pilot tracks someone to multiple locations, the target is clearly the person, not a place.
F5	**+14**	**Target lives in an echo chamber valley**	A valley that amplifies sound makes every low-altitude pass far louder and more frightening. Selecting such a location maximizes the terror per pass.
F6	**+16**	**Flights increased after a complaint was filed**	The harassment got worse after the target reported it. This directly links the conduct to retaliation for the complaint.
F7	**+20**	**Target is a documented whistleblower**	The target reported government misconduct through proper legal channels. Targeting them for that is a federal violation of whistleblower protection laws.

GROUP G: SPEED AND ACCELERATION

Speed and acceleration are independent measures of intent. Pushing the throttle forward while diving toward a location is a deliberate physical act. It is not caused by wind or mechanical malfunction.

Code	Score	Variable	Plain-Language Explanation
G1	**+0**	**Normal cruise speed, no change**	No speed-based signal of intent.
G2	**+4**	**Speeding up while overhead**	The pilot actively accelerated. This is a deliberate throttle action.
G3	**+8**	**High-speed pass over 250 knots**	A fast pass is aggressive and frightening regardless of altitude.
G4	**+14**	**Fighter jet speed, over 400 knots**	Military-class speed over a residential area. The noise alone constitutes a threat.
G5	**+6**	**Slowing down over the location**	Deliberately slowing to observe or linger. Surveillance behavior.
G6	**+10**	**Speeding up while descending**	Acceleration during a dive. All measurable flight variables pointing at the target simultaneously.

GROUP H: SIZE AND TYPE OF AIRCRAFT

The bigger and faster an aircraft, the more destructive it is if it strikes a structure. Size also tells us about institutional access — only people with government or military connections can fly fighter jets.

Code	Score	Variable	Plain-Language Explanation
H1	+0	**Small private aircraft under 3,000 lbs**	Lowest threat by size. Still dangerous at low altitudes.
H2	+4	**Medium helicopter**	Standard government or commercial helicopter. Significant threat at low altitude.
H3	+8	**Large or double-rotor helicopter**	Much heavier. Greater destructive potential at low altitude.
H4	+12	**Business jet or medium plane**	High speed and significant kinetic energy if it were to strike a structure.
H5	+16	**Jumbo-jet-sized aircraft**	A low-altitude pass by a jumbo-sized aircraft could destroy an entire neighborhood if control was lost.
H6	+20	**Military fighter or attack aircraft**	Military aircraft. Weapons systems may be present. This triggers the Posse Comitatus Act, which prohibits using military assets against civilians on U.S. soil.
H7	+10	**Multiple different types used in the same campaign**	Using different types of aircraft across visits shows organized institutional access — not one person acting alone.

GROUP I: WHETHER COMPLAINTS WERE INVESTIGATED

When someone reports this behavior and the government does nothing, that failure matters. It can make the behavior worse by signaling there are no consequences. And in some cases, the failure to investigate is itself part of the cover-up.

Code	Score	Variable	Plain-Language Explanation
I1	+0	**Complaint was properly investigated and resolved**	The system worked. No obstruction.
I2	+8	**Complaint was filed but ignored**	The agency received the report and did nothing. Negligent failure to protect.
I3	+14	**Complaint was minimized or buried**	Someone chose to make the complaint disappear. Active obstruction begins here.
I4	+20	**Multiple complaints, all suppressed**	A pattern of suppression. This is itself a federal offense when done intentionally.

Code	Score	Variable	Plain-Language Explanation
I5	**+26**	**The behavior got worse after the complaint**	After the complaint was filed, the flights increased or became more aggressive. This proves the perpetrator knew about the complaint and saw no reason to stop.
I6	**+30**	**Investigators refused to look at the evidence**	Deliberately avoiding evidence is not negligence. It is willful blindness, which the law treats the same as knowledge.
I7	**+34**	**Multiple agencies coordinated to suppress the complaint**	When more than one agency works together to bury a complaint, that coordination is itself a criminal conspiracy under federal law.

GROUP J: WHETHER THE PILOTS KNEW EACH OTHER

For two or more pilots to agree to target the same person, they need to know each other. The closer their connection — same airport, same hangar, same community, years of shared space — the more likely it is they communicated about this target. This group can also reduce the score when pilots had no plausible way to know each other.

Code	Score	Variable	Plain-Language Explanation
J0	**-10**	**Pilots from completely unconnected regions**	REDUCES SCORE. Pilots with no plausible connection are less likely to have coordinated. This is an innocence signal.
J1	**+0**	**No known shared airport or community**	Neutral. No information either way.
J2	**+5**	**Same general aviation community or flight school**	They likely know each other through shared instructors or events.
J3	**+10**	**Same home airport, different areas**	Same airport means shared fuel stops, maintenance staff, and community events.
J4	**+16**	**Same tarmac or parking area**	Daily visual contact with each other's aircraft. Hard not to know your neighbors.
J5	**+22**	**Same hangar or hangar complex**	They share a physical space. Daily contact. Regular conversation almost certain.
J6	**+28**	**Same hangar for 5 to 10 years**	Years of shared space. They know each other's routines, conflicts, and grievances.
J7	**+34**	**Same hangar for 10 to 20 or more years**	Twenty years of daily proximity. The idea that these pilots did not know each other, or did not discuss this target, strains common sense beyond any reasonable limit.
J8	**+28**	**Documented communications between them**	Text messages, radio calls, or social media posts discussing the target or the flights. Circumstantial becomes direct.
J9	**+36**	**Communications plus shared tarmac plus a known grievance**	The full combination: they talked, they worked side by side, and they had a reason. Meeting of minds is established.
J10	**+40**	**An organized group was directing the targeting**	A formal or informal group coordinated multiple pilots against one person. This is an enterprise under federal racketeering law.

GROUP K: PRIOR RELATIONSHIP BETWEEN THE PILOT AND THE TARGET

Did the pilot already know the person they kept flying over? If so, why? A prior relationship can cut both ways. It can explain innocent overflights — or it can establish a motive for everything that followed.

Code	Score	Variable	Plain-Language Explanation
K0	**-15**	**The pilot was hired by the target**	REDUCES SCORE SIGNIFICANTLY. The pilot had a legitimate professional reason to be at those coordinates. This is the strongest innocence signal in this group.
K1	**-8**	**They knew each other socially, no conflict**	REDUCES SCORE. A friendly relationship without any known dispute is an innocence modifier, though extreme behavior still scores high from other groups.
K2	**+0**	**No prior relationship**	Strangers. Neutral. Other groups determine the score.
K3	**+8**	**Same employer or institution**	A shared workplace or agency creates context. The pilot would know who the target is and what they do.
K4	**+14**	**The target filed a complaint against the pilot**	The target reported this pilot or their agency for misconduct. Every flight after that complaint date is presumed to be retaliation.
K5	**+20**	**The target is a whistleblower against the pilot's agency**	The target reported institutional misconduct. Federal whistleblower protection laws directly apply. This is the clearest possible retaliation motive.
K6	**+18**	**The pilot is under investigation by the target**	The target is an investigator or official looking into the pilot. Flying over their home is textbook witness intimidation.
K7	**+22**	**The pilot is a party in a legal case the target is involved in**	The target has legal power over the pilot. Intimidating them is a separate federal crime under 18 U.S.C. section 1512.
K8	**+26**	**The pilot sent hostile messages to the target before or during the flights**	Written or electronic threats combine with the flight data to paint a complete picture of an intentional campaign.
K9	**+30**	**The pilot's prior conduct toward this target was confirmed by an authority**	A prior complaint was investigated and the pilot was found to have acted wrongly. Prior confirmed conduct eliminates every remaining innocent explanation.
K10	**+36**	**All of the above: complaint, investigation, confirmed history, and threats**	The complete motive profile. Every element of motive, opportunity, and prior conduct is simultaneously established before a single flight variable is even scored.

GROUP L: WHETHER THE AIRCRAFT WAS BUILT OR MODIFIED FOR SURVEILLANCE OR THREATS

Some aircraft are modified or purpose-built to watch people or deliver threats. A plane equipped with cameras, thermal sensors, or tracking systems was built to be used that way. When that plane is pointed at a private citizen without a warrant or lawful authority, the design of the plane is itself evidence of what was intended.

Code	Score	Variable	Plain-Language Explanation
L0	**-5**	**Unmodified recreational aircraft**	REDUCES SCORE SLIGHTLY. A basic plane with no special equipment provides no surveillance or threat capability. Small innocence signal.
L1	**+0**	**Standard commercial or charter aircraft**	Baseline. Neutral.
L2	**+6**	**Aircraft with cameras of unknown purpose**	Cameras capable of ground surveillance. Even if purpose is not confirmed, the capability exists.
L3	**+10**	**Confirmed surveillance camera systems on board**	The aircraft was confirmed to carry surveillance equipment. Any overflight of a home without a warrant is now also a potential Fourth Amendment violation.
L4	**+14**	**Thermal or infrared imaging on board**	Thermal cameras can detect people inside a home without entering it. The U.S. Supreme Court ruled in Kyllo v. United States (2001) that using thermal imaging on a home without a warrant is an unconstitutional search.
L5	**+18**	**Communications intercept equipment on board**	Equipment that can listen to private communications. Using it against a civilian without a warrant is a federal wiretapping crime under 18 U.S.C. section 2511.
L6	**+22**	**Active ground tracking system deployed**	The aircraft was actively following a specific person on the ground. This converts a threatening pass into a pursuit, and satisfies stalking elements through capability alone.
L7	**+28**	**Unmarked government aircraft with surveillance equipment**	A government aircraft operating without identifying markings while conducting surveillance. The concealment of government identity is evidence the pilot knew the conduct was unauthorized.
L8	**+32**	**Military aircraft with weapons systems, used against a civilian**	Military aircraft with weapons deployed over a civilian's home. The Posse Comitatus Act prohibits this. Even if weapons are not fired, their presence makes every low pass an implicit weapons threat.
L9	**+36**	**Aircraft was modified specifically for this targeting**	The aircraft was prepared before the flights began. Premeditation is established by the modification itself — the decision to target this person was made before the first flight.
L10	**+40**	**Purpose-built surveillance or threat platform**	The aircraft was designed from the ground up to do exactly what it did. The design is the clearest possible statement of intent. Maximum score in this group.

FULL CALCULATION WALKTHROUGH

Here is a full worked example using all 12 groups. The situation: a government pilot with a grudge against a whistleblower flew 23 miles off course, below 500 feet, doing a dive and pull-up, ten times, while sharing a hangar with two other pilots who joined in, and the whistleblower's complaints were ignored by two agencies.

Group	Group Name	Variable Selected	Score
A	How Far Off Course	A8 — 20 to 30 miles off course	**+26**
B	How Low They Flew	B8 — 200 to 500 feet above ground	**+35**
C	What the Pilot Did	C9 — Dove, sped up, and pulled up	**+26**
D	How Many Times They Returned	D6 — 11 to 20 visits	**+38**
E	How Many Pilots Were Involved	E3 — 3 to 4 pilots, same airport	**+18**
F	How Specific the Target Was	F7 — Target is a documented whistleblower	**+20**
G	Speed and Acceleration	G6 — Sped up while descending	**+10**
H	Size and Type of Aircraft	H2 — Medium government helicopter	**+4**
I	Whether Complaints Were Investigated	I7 — Multiple agencies suppressed complaints	**+34**
J	Whether the Pilots Knew Each Other	J6 — Same hangar for 5 to 10 years	**+28**
K	Prior Relationship to Target	K5 — Target is a documented whistleblower against pilot's agency	**+20**
L	Whether Aircraft Was Modified	L7 — Unmarked government aircraft with surveillance equipment	**+28**
		TOTAL (raw: 287, capped at 100)	**100**

Result: Score 100/100 — MAXIMUM / RICO

The raw score of 287 tells us every major factor is present — and each one is near its maximum value. The score is capped at 100 because the scale goes to 100, but the raw number shows how far beyond the maximum this situation goes. Every charge — stalking, threatening with a deadly weapon, whistleblower retaliation, color of law violations, and federal racketeering — applies simultaneously.

GLOSSARY — PLAIN-LANGUAGE DEFINITIONS

Beyond a reasonable doubt

The highest legal standard of proof. It means the evidence is so strong that no reasonable person could doubt that the conduct was intentional. This is the standard used in criminal cases.

Color of law

When a government employee uses their official position or government resources to do something unconstitutional or illegal. For example, a government pilot using a government helicopter to terrorize a private citizen is acting under color of law.

Divebomb

When a pilot descends steeply toward a ground target while maintaining heading toward it. In this tool, a divebomb followed by a pull-up is scored highest because the pull-up proves the pilot was in full control the entire time.

FAR 91.119

Federal Aviation Regulation 91.119. The federal rule that sets the minimum altitude a pilot must maintain over populated areas. Violation is a federal offense.

GPS coordinates

The precise location on Earth described by latitude and longitude numbers. Flight radar systems record these automatically for every aircraft. They are the factual foundation for this entire tool.

Intent

The decision to do something on purpose. In law, intent is what separates an accident from a crime. This tool scores the evidence for or against intentional targeting.

Posse Comitatus Act

A federal law that prohibits using military forces against civilians on U.S. soil. Using a military aircraft to harass a private citizen violates this law.

Probable cause

Enough evidence to make it more likely than not that something happened. This is the standard needed to make a civil claim or open a formal investigation.

RICO

The Racketeer Influenced and Corrupt Organizations Act. A federal law that allows prosecution of organized criminal enterprises. When multiple people coordinate to commit crimes — like several pilots

targeting the same person together — RICO charges can apply. Victims can also sue under civil RICO and receive three times their actual damages.

Rule of Thumb

The simplified standard in this tool: three visits, one mile minimum off course, and at least one visit below 1,000 feet above the location. When all three are true, intent is proven beyond a reasonable doubt.

Stalking

Under federal law (18 U.S.C. section 2261A), stalking means a pattern of conduct directed at a specific person that causes them to reasonably fear for their safety. Repeated aerial passes at low altitude over a person's home satisfies every element of this definition.

Whistleblower

A person who reports illegal or unethical conduct to the proper authorities. Federal law protects whistleblowers from retaliation. If a pilot targets someone because that person filed a report, that is protected activity, and the targeting is retaliation.

LEGAL REFERENCE SUMMARY

The following federal laws apply to the conduct this tool describes. Each law listed here can apply independently. When the score is high, multiple laws apply at the same time.

Law / Case	What It Covers	Consequence
FAR 91.119	Federal minimum altitude rule. Violation is a federal offense per pass.	FAA enforcement. Certificate suspension or revocation.
18 U.S.C. § 2261A	Federal stalking statute. A pattern of conduct causing reasonable fear of death or serious injury.	Up to 5 years. More if weapons are involved.
18 U.S.C. § 242	Deprivation of rights under color of law by a government employee.	Up to 10 years. Up to life if death results.
18 U.S.C. § 241	Conspiracy against constitutional rights by two or more persons.	Up to 10 years per conspirator.
18 U.S.C. § 1512	Witness tampering. Intimidating a witness, victim, or informant.	Up to 30 years if serious bodily injury results.
18 U.S.C. § 1513	Retaliation against a witness or informant.	Up to 30 years if serious bodily injury results.
18 U.S.C. § 1961–1964	RICO. Organized criminal enterprise with a pattern of racketeering activity.	Up to 20 years per count. Civil treble damages plus attorney fees.
18 U.S.C. § 1346	Honest services fraud. Government employees misusing their position for personal purposes.	Up to 20 years.
18 U.S.C. § 1385	Posse Comitatus Act. Using military assets against civilians on U.S. soil.	Up to 2 years plus court martial if military.
18 U.S.C. § 641	Misappropriation of government property. Using government aircraft for unauthorized purposes.	Up to 10 years.
Kyllo v. United States (2001)	U.S. Supreme Court: Using thermal imaging on a home without a warrant is an unconstitutional search under the Fourth Amendment.	Civil liability. Evidence suppression. Section 1983 claim.
42 U.S.C. § 1983	Civil rights claim against government employees for constitutional violations.	Civil damages. Punitive damages. Attorney fees under 42 U.S.C. § 1988.

ONE-PAGE SCORING SHEET — PRINT AND FILL IN

Use this sheet to calculate a score for a specific situation. Circle or write in the score that applies for each group. Add them up at the bottom.

Group	What It Measures	Variable Chosen	Score
A	How Far Off Course	_____	_____
B	How Low They Flew	_____	_____
C	What the Pilot Did While Flying	_____	_____
D	How Many Times They Returned	_____	_____
E	How Many Pilots Were Involved	_____	_____
F	How Specific the Target Was	_____	_____
G	Speed and Acceleration	_____	_____
H	Size and Type of Aircraft	_____	_____
I	Whether Complaints Were Investigated	_____	_____
J	Whether the Pilots Knew Each Other	_____	_____
K	Prior Relationship Between the Pilot and the Target	_____	_____
L	Whether the Aircraft Was Built or Modified for Surveillance or Threats	_____	_____
		TOTAL (add all scores, cap at 100)	_____

Look up your total in the Score Table on page 3. Scores below zero floor to zero. Scores above 100 are reported as 100, but note the raw total separately — a raw score well above 100 shows that every major factor was present at once.

IMPORTANT NOTES

This tool is not legal advice. It is an educational reference. If you believe you are the victim of the conduct described here, consult a licensed attorney in your jurisdiction.

This tool works for both accusers and defendants. If a pilot has an innocent explanation — they were hired by the homeowner, they were flying a different route for a legitimate reason, they were responding to an emergency — the scoring system will reflect that. Innocent conduct produces a score near zero.

Flight data is public. The GPS coordinates, altitude, speed, and tail fin numbers of most aircraft are available through public flight radar websites. This data is the factual foundation for any scoring calculation.

The Rocklin altitude figures are location-specific. The 1300-foot minimum altitude figure in this tool applies to the Rocklin CA area, which has highest objects of approximately 300 feet. For other locations, add 1,000 feet to the height of the tallest object within 2,000 feet of the aircraft's horizontal position to find the local legal minimum.

All examples in this tool are fictional. No real persons, aircraft registrations, airport identifiers, or specific locations are referenced. The tool is designed to be universally applicable to any aerial vehicle case anywhere.

The scoring system is a starting point, not a final verdict. A high score is strong evidence of intent. It is not a conviction. Courts weigh all available evidence. This tool organizes flight data evidence in a way that helps courts, juries, attorneys, and investigators understand what the numbers mean.