

## From the desk of Rodney Stich

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October 21, 2003

Thomas H. Kean, Chairman  
National Commission on Terrorist Attacks Upon the United States  
% GSA Agency Liaison Division  
701 D Street, SW, Room 7120  
Washington, DC 20407

Ref: Evidence showing the relationship between sequestered corruption in government’s aviation safety offices, the coverup of such federal offenses, and the history of deadly consequences—including the catastrophic events of September 11, 2001.

To Thomas Kean:

In light of your prior coverup, the only purpose of this letter is to continue making a record of the corruption that enabled the events of 9-11 to occur, and those people whose coverups over the years have enabled many catastrophic events to happen—the latest and most publicized were the hijackings of four airliners on September 11, 2001. The coverups by you and your commission continues the pattern that I have documented for the past 30 years.

I am attaching to this letter a notice of appeal that I submitted for filing to the U.S. district court for the Southern District of New York. That notice of appeal highlights a few of the federal crimes that constitute a far greater blame for the success of the hijackers on September 11, 2001, than the diversionary “intelligence failures” that you and your commission are pursuing. At best, focusing on “intelligence failures” shows a lack of understanding,<sup>1</sup> and at worse, the usual coverup when politically sensitive matters are involved.

My unusual experiences during sixty years in aviation—military, airlines, and federal government,<sup>2</sup> qualifies me to make these statements. The Notice of Appeal, and the underlying federal filing,<sup>3</sup> should mandate an immediate honest investigation into these charges. But to do so would expose widespread corruption in government that surpasses anything ever revealed to the people.

The contents of the underlying court filing and the notice of appeal reveals the existence of deep-seated corruption within the government’s aviation safety offices, the felony coverups of these crimes, and the resulting consequences of such coverups.

It is ironic that one of the world’s worst air disasters that occurred many years ago was caused or enabled to occur by the same underlying corruption that enabled the catastrophic disasters of September 11, 2001. That earlier aviation disaster involved a United Airlines DC-8 that crashed into Brooklyn about a mile from where the World Trade Center was later built, and it was the world’s worst air disaster at that time. That crash, and a number of others, caused the federal government to give me the assignment to correct the conditions responsible for the worst series of aviation crashes in the nation’s history.

The same deep-seated corruption that enabled that early New York City aviation disaster to occur, which I documented as a federal agent, also enabled the events of 9-11. And in between these two catastrophic

aviation disasters were many more, also due to the same underlying corruption.

This relationship shows the consequences of cowardly and felonious coverups, the type in which this commission is now involved. It has cost me heavily to try to report, expose, and correct this arrogance and corruption. The least you can do is to start carrying out your moral and legal responsibilities as head of the 9-11 commission—or as a citizen—and I doubt will ever occur.

Sincerely,

Rodney Stich

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<sup>1</sup> Primary defense responsibility against 50 years of hijackings are with the government's aviation safety offices—which are riddled with misconduct. A defense against two or more hijackers on being told of their plans is ludicrous, and more so when known and urgently needed preventative measures are criminally blocked from being implemented.

<sup>2</sup> My background and official government position provides unprecedented credentials for making such charges, which are further proven by government documents and other records in my possession. These include 60 years in aviation, starting as a navy patrol plane commander in World War II, an international airline captain with several airlines, government safety agent who was given the assignment to correct the conditions resulting in the worst series of airline crashes in the nation's history, author of numerous books, and guest and expert on over 3,000 radio and television shows since 1978 in the U.S. Canada, and Europe.

<sup>3</sup> Case number 03 CV 7405.