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October 29, 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: Comparison between so-called “intelligence failures” in the blame for 9-11, and the coverups by those “investigating” the worst terrorist catastrophe suffered by the United States.

To Commission Chairman Thomas Kean:

Several aspects to those who divert the attention from the ongoing series of corrupt acts and coverups—responsible for the catastrophic 9-11 disasters. These include:

- The primary blame for the successful hijackings of four airliners—as I brought to your attention several times—was the deep-seated corruption by certain people in the government’s aviation safety offices. These ongoing deadly problems can’t be found by examining records. This information can only be found by going to those very few insiders who risked their careers in seeking to halt the deadly consequences of the arrogance and corruption within these offices.
- Your focus on “intelligence failures” and delay by the FAA in alert air defense command is either lack of understanding of the real issues, or a deliberate diversionary tactic that I have seen for years starting while I was a federal agent.
- Consider this contradiction: You and your commission are investigating whether there were failures to recognize terrorist threats or failure to act on them, in determining the primary blame for 9-11. Compare that relatively innocent focus on the following felonious conduct: Federal aviation safety insiders offer to provide you with hardcore information that caused the conditions to exist that enabled (and probably encouraged) 19 hijackers to seize four airliners. That former agent has recorded years of deju vu airline disasters with documented corruption and coverups. You know the deadly and even catastrophic consequences of this relationship, you surely know that the consequences will continue until a full blown exposure and corrective actions are taken. Yet, you continue the pattern of coverups. So, who has a great moral and legal—and maybe criminal—blame for the events of 9-11 and those that will continue as they have for many decades? I would say those who continue the coverups—knowing that 3,000 died from prior coverups—have a greater blame than anyone they are “investigating.”
- Put another way, apply reverse logic to the 3,000 deaths, to determine what events, what moral and criminal misconduct encouraged, enabled, an estimated 19 hijackers to seize four airliners, killing 3,000 people, and setting off a chain of events with other catastrophic consequences.

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This is an offer to provide insider information addressing the *primary* blame for the success of 19 hijackers seizing four airliners on September 11, 2001. Part of this information was obtained by me while I was a federal aviation safety agent. In support of this offer I provide the following highlights, along with a copy of a February 6, 2003, letter that I sent to Justice William Rehnquist and several other people, concerning this matter:

- I am considered a top aviation safety expert, with over 60 years of sophisticated aviation experience,¹ who held a key aviation safety position in the Federal Aviation Administration (FAA). During my official duties for the federal government I was given the assignment to correct the conditions causing the worse series of aviation disasters in the nation's history. One of those crashes was the world worst at that time, occurring in Brooklyn, New York. The same deep-seated misconduct that made that New York City disaster and many others possible is the same deep-seated misconduct that caused conditions to exist that enabled 19 hijackers to seize four airliners on September 11, 2001. This is the primary reason, the primary blame, for the success of the 19 hijackers on 9-11, and is so riddled with peripheral corruption that this information will never be revealed if left to government "investigations."
- The misconduct that I documented resulted in many preventable and foreseeable major airline crashes, which I documented in federal and other records.
- The felony acts taken to block my reporting of these crimes to a federal official, and the felony retaliation against a former federal agent and witness—major crimes against the United States—which played key roles in the 3,000 deaths on 9-11 (and others).
- In an attempt to force changes enabling the federal government to meet its aviation safety responsibilities, I did the following:
 - As a federal aviation safety agent, I reported the documented corruption to the administrator of the Federal Aviation Administration.
 - As a federal aviation safety agent, I reporting the corruption to various offices in the U.S. Department of Justice.
 - As a federal aviation safety agent, I circumvented the cover-ups by appearing before a federal grand jury in Denver, Colorado. With Department of Justice blocking, this appearance was non-productive.
 - As a federal aviation safety agent, I notified members of congress, who sympathized and admitted the gravity of my charges and then did nothing. (i.e., obstruction of justice.)

Refusing to work in such a corrupt environment, I left the FAA. The deep-seated misconduct continued, as did the expected crashes. Reports from FAA inspectors still within the FAA confirmed that no meaningful changes had occurred. Realizing I had a responsibility, and having evidence of the hardcore corruption, I then took other steps seeking to expose this deep-seated misconduct and force changes, which would greatly reduce the number of crashes and also remove the obstacles to the federal government's failure to meet its aviation safety responsibilities. I did the following:

- Published the first in a series of books detailing and documenting the misconduct, appearing as guest and expert on hundreds of radio and television shows, and giving lectures. These activities were funded by my real estate investments.
- Filed federal lawsuits² in Ninth Circuit courts under the federal crimes reporting statute (18 U.S.C. § 4);³ and under the statute guaranteeing to any citizen the right to federal court access seeking a court order requiring a government official to perform a legally required duty and to halt unlawful conduct. (28 U.S.C. § 1361)⁴ These lawsuits were against the Federal Aviation Administration on the basis of the federal corruption that I and other federal agents had discovered, and against the National Transportation Safety Board for its cover-up of the federal offenses occurring within the

FAA.

- Federal judges admitted the seriousness of my charges. However, Justice Department lawyers quickly moved to dismiss my federal filings, claiming I had no standing. Under the federal crime reporting statute it doesn't take "standing" to report federal crimes; it is a federal felony for failure to make such report, and countless numbers of people have been sent to federal prison for failure to make reports of a federal crime. As a citizen I had "standing" to seek a court order requiring federal officials to perform a mandatory duty and to halt unlawful conduct, both of which had resulted and continues to result in preventable aviation disasters—such as those that occurred on September 11, 2001. In each case, the federal judges blocked the reporting of these crimes by dismissing each of the federal filings. These dismissals, by obstructing justice, caused the corruption that I and other federal agents had discovered to continue, and as we all expected, crashes and deaths resulting, and continue to occur.⁵
- Over a period of years, due to my public exposure via books and radio-television appearances, dozens of other government agents contacted me with information and documentation on other areas of corruption⁶ in government offices. Our efforts to report these crimes were also blocked, including by Ninth Circuit federal judges.
- Exercising my responsibilities as a citizen and under the federal crime reporting statute, I again sought to report these additional areas of criminal activities, in addition to what I continued to discover in the government's aviation safety offices. What happened then is another subject that I would at this time choose to avoid discussing. But the matters constituted major crimes that continue to adversely affect national security and the lives of many people. However, these areas are briefly covered in the attached copy of a letter that I sent on February 6, 2003, to Chief Justice William Rehnquist and others. Obviously, we have a serious matter here that not only touches upon the deaths of 3,000 people on September 11, but many other tragedies and those that have yet to occur.
- Because of the great harm inflicted upon matters of major national interests, including national security, and related deaths, I continue these efforts to this day. Included in these efforts is a lawsuit that I submitted to the U.S. district court at New York City on August 8, 2002. The intent of that filing was to report the criminal activities that are primarily responsible for the conditions that enabled 19 hijackers to seize four airliners. The filing fees were paid, and the papers met the legal requirement to be filed. To this day, the papers have not been filed, which (a) violates the federal rules for filing such papers; (b) constitute a knowing obstruction of justice protecting the criminal activities that I and other government agents had discovered; (c) prevent the relatives of the 3,000 victims to see the guilty punished for their wrongful conduct and prevents them from addressing the primary source of blame and liability; (d) continues in effect the years of corruption and consequences that will as surely result in further tragedies just as the prior cover-ups made the 3,000 deaths on 9-11 possible. U.S. District Judge Michael Murasey had refused to respond to these matters and has become implicated in whatever federal offenses arise from these obstruction of justice tactics.

It is my belief that you have an obligation to receive this information and supporting documentation. It is also my belief—based on years of cover-ups—that you and other members of the commission will block this information from ever being made known to the public.

I'm now 80 years old and spent years fighting this corruption, encountering cover-ups after cover-ups, showing the sorry state of affairs in today's government. This letter will appear on Internet sites.

Sincerely,

Rodney Stich

- A series of cover-ups (i.e., obstruction of justice) made possible the continuation of aviation disasters—including the one-day’s events of 9-11. The present series of cover-ups will continue this sequence. Without an exposure and major corrective actions, the deep-seated conditions will continue, as will the consequences.
- The misconduct of which I speak meets the legal definition of corruption, federal criminal acts,
- As a federal aviation safety agent I documented this corruption and made a record of the evidence and also the charges. These include:
 - Numerous reports as a federal aviation safety agent.

¹ Navy patrol plane commander in World War II, airline captain in worldwide operations after the war, author of numerous books on aviation safety, and guest on over 3,000 radio and television shows concerning these matters.

² *Stich v. United States, et al.*, 554 F.2d 1070 (9th Cir.) (table), *cert. denied*, 434 U.S. 920 (1977)(addressed hard-core air safety misconduct, violations of federal air safety laws, threats against government inspectors not to report safety violations and misconduct); *Stich v. National Transportation Safety Board*, 685 F.2d 446 (9th Cir.)(table), *cert. denied*, 459 U.S. 861 (1982))(addressed repeated criminal falsification of official airline accident reports, omitting highly sensitive air safety misconduct, making possible repeated crashes from the same sequestered problems); Amicus curiae brief filed on July 17, 1975, in the Paris DC-10 multi-district litigation, *Flanagan v. McDonnell Douglas Corporation and United States of America*, Civil Action 74-808-PH, MDL 172, Central District California.)(addressing the long standing FAA misconduct, of which the cover-up of the DC-10 cargo door problem was one of repeated instances of tragedy related misconduct); U.S. v. Department of Justice, District of Columbia, Nos. 86-2523, 87-2214, and other actions filed by Stich seeking to expose and correct the powerful and covert air disaster misconduct.

³ Title 18 U.S.C. § 4. Misprision of felony. Whoever, having knowledge of the actual commission of a felony cognizable by a court of the United States, conceals and does not as soon as possible make known the same to some judge or other person in civil or military authority under the United States, shall be fined under this title or imprisoned not more than three years, or both.

⁴ Title 28 U.S.C. § 1361. Action to compel an officer of the United States to perform his duty. The district courts shall have original jurisdiction of any action in the nature of mandamus to compel an officer or employee of the United States or any agency thereof to perform a duty owed to the plaintiff.

⁵ The frequency of airline crashes today are far less frequent than when I was given the assignment to correct the problems. However, this reduction in the number of crashes is more due to on-ground and in-aircraft safeguards. The basic problems in the most critical area of the government’s aviation safety offices still exists, being why the obvious, simple, and inexpensive preventative measures were not taken as required by law.

⁶ Among the dozens of courageous present and former government agents who contacted me during the past 18 years have been agents of the FBI, CIA, DEA, Customs, INS and other federal and state agencies. The information and documentation that they have provided me shows that the *secondary* blame for the success of the 19 hijackers was far more than an intelligence failure in certain government agencies. Rather, a level of corruption that remains unaddressed and which will remain until there is a full-blown investigation (which will never occur). However, the information I acquired shows a degree of criminality and subversive misconduct implicating people in key government positions.