

# From the desk of Rodney Stich

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May 5, 2008

Mary E. Peters, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Ref: Former FAA inspector's charges of corruption related to specific airline disasters

To Mary Peters:

Recognizing from past history that it is an exercise in futility to offer evidence of specific corruption related to specific airline disasters to people responsible to act, I do this primarily to make a record. There is always the chance that someday, someone with a little courage, will act. Also, it helps make a record showing people the extent of the cover-ups that have aided and abetted some of the nation's worst air disasters.

My discoveries started years ago, as an FAA operations inspector, I was asked to take the assignment to correct the conditions responsible for the worst series of airline disasters in the nation's history, at that time. I discovered a culture that still exists in certain key segments of the FAA involving arrogance and corruption, that enabled to occur several specific airline disasters. That culture, and the unrecognized ripple effects, continued over the years, and still exists—along with the continued list of related air disasters.

The corrupt culture was so extensive in the FAA, and the cover-ups, that making reports, or attempting to act as federal safety inspectors are authorized to act, were blocked. The gravity of the continuing crashes caused me to take a number of unprecedented actions seeking. Among these actions were the following:

- I acted similar to an independent prosecutor. I conduct weeks of hearings (during which three more fatal airline crashes occurred, each one due to the same safety problems and safety violations—some criminal, that I had reported in writing during my official duties, and for which not only were no actions taken, but I suffered retaliation. The 4000-page hearing transcript is in my possession, along with the standard cover-up by the hearing officer, William Jennings, a member of the FAA Administrator's staff.
- I appeared before a federal grand jury in an attempt to circumvent the cover-ups by the FAA, NTSB, members of Congress, and FBI-DOJ officials.
- My many letters to members of Congress included replies admitting the gravity of my charges, but then stated the problems were not in their areas of responsibilities. Tell that to some of the victims of the documented arrogance and corruption—or their next of kin.

Refusing to work under such corrupt conditions, I left the FAA and continued my efforts as a private citizen, while a member of the Society of Air Safety Investigators. These efforts included, for instance:

- I filed federal actions against the FAA under the federal crime reporting statute,<sup>1</sup> and Title 28 USC §

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<sup>1</sup> 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 not more than \$500 or imprisoned not more than three years, or both."

1361. Initially, federal judges admitted the gravity of my charges, but upon motions by Department of Justice lawyers, and on the argument this was a matter for Congress, federal judges refused to receive my evidence of federal crimes associated with several specific airline disasters. They joined the obstruction of justice crowd. Copies of the lawsuits are in the books and at [www.defraudingamerica.com](http://www.defraudingamerica.com).

- I wrote highly detailed and documented books revealing the corruption that enabled certain specific airline disasters to occur, including several occurring in my immediate area of federal air safety responsibilities. The first one being the first edition of *Unfriendly Skies* in 1978 (the latest being *Unfriendly Skies: 20<sup>th</sup> & 21<sup>st</sup> Centuries*).
- I appeared as guest and expert on hundreds of radio and TV shows, which number over 3,000 since 1978. I then became the target of Department of Justice personnel and people who assisted them in seeking to prevent me from continuing my exposure activities. I then paid a heavy price for my “foolish” efforts.

Although airline crashes are far less frequent today than in those days, the same culture still exists, and the ripple effects of it occasionally enables to occur major airline disasters. The ripple effects are never recognized. Recent great aviation disasters resulting from this ripple effect, aided and abetted by cover-ups, are detailed in *Unfriendly Skies: 20<sup>th</sup> & 21<sup>st</sup> Centuries*, and *Blowback, 9/11, and Cover-Ups*.

Obviously, corruption and cover-ups like this affecting the aviation community does not occur in a vacuum. Thanks to the dozens of other former government agents who provided me insider information about these other areas of corruption, I detail and document them. The list of books is at [www.defraudingamerica.com/list\\_of\\_books.html](http://www.defraudingamerica.com/list_of_books.html). The combination of these books show a literal secret government and many of the areas in which the American people are traumatized and harmed.

I am highly qualified to make such statements. My aviation career started in World War II as a Navy Patrol Plane Commander, continued after the war as an international airline captain, a key hands-on FAA air carrier operations inspector exposing the most glaring area of major safety violations, combined with criminal falsification of government required records, and the many years thereafter in sophisticated aviation.

My documented charges of corruption are associated with more airline crashes and deaths than anyone appearing before Congress. Yet, damn the consequences, and damn the public, cover-up is the national culture. Copy of this letter will join the many others found at [www.defraudingamerica.com](http://www.defraudingamerica.com). That site has numerous pages showing some of the crashes, deaths, and funeral processions arising from the combination corruption and cover-up, followed by [www.unfriendlyskies.com](http://www.unfriendlyskies.com). Lucky for all those implicated in one way or another, the American public is too lazy to either read about these matters or act upon them.

Sincerely,

Rodney Stich

cc to previous parties involved in cover-ups:  
Senator Harry Reid.  
Senator Jay Rockefeller

