

I, Rodney F. Stich, Aviation Operations Specialist, National Flight Inspection Division, submit the following to John V. Graziano, Chief, Compliance and Security Staff, FAX Aeronautical Center. This statement and attachments is submitted upon your request that I give certain statement and opinions concerning the serious matters we discussed. My understanding is that these statements and opinions will be forwarded to the Administrator via appropriate channels.

I have stated strong opinions in certain areas to convey the seriousness with which I view the problems. Far more can be said of the conditions effecting the Federal Aviation Agency and aviation safety, but sufficient Information is given here, wherein an honest evaluation will show the grave nature of conditions that NOW exist, and the need for immediate major corrective actions. The ludicrous lack of credibility in key positions is shown.

The areas that you requested I cover were:

1. What are the areas which you conclude from the records demonstrate the validity of your charges?
2. What remedial actions do you propose?
3. Since my arrival at the Oklahoma City Academy, what actions have I taken concerning my charges against the Western Region?

Of necessity, the answers must be relatively brief for such a vast area. My experiences have shown many areas of the Federal Aviation Agency, as it pertains to air carrier operations, that are in serious need of immediate corrective actions and which are jeopardizing the lives of the air travelers. The Salt Lake City and New York City DC-8 disasters are good examples. Many of the problems have already been identified and proven in my safety grievance.

To show the urgency of the problem, I have referred to certain tangible areas in the attachment, which shows grave misconduct and the existence of certain dangerous conditions.

My primary initial complaint was of grave misconduct within the Western legion, reflecting, ofcourse, upon the Washington management that allowed those conditions to exist. These conditions would, and did affect the lives of air travelers.

Conditions that arose during and after the hearing showed the misconduct and gravity of the problems to be far worse and more widespread that I dared to believe initially, as reflected by the attachment.

Government arrogance, in isolated but key areas, virtual criminal misconduct with obvious deaths of subsequent victims, is suggested by the attachment. No one can deny that here is shown a major government scandal that directly affected the lives of air travelers.

I hesitate to submit this material because of certain very shabby past incidents that occurred when a false interest was indicated. I was asked to submit material that was only desired to be used against me. In one example, a lengthy document that described virtually every weakness that was to be associated with the Salt Lake City disaster was called a "diatribe" by the FAA hearing officer (William G. Jennings). I fear his attitude reflects those of others in key Agency positions that seriously affects aviation safety.

The validity of my original charges are well proven by the safety grievance data that I submitted upon an unwilling Federal Aviation Agency. The actions of a "self acquittal" group have not changed the obvious existence of unsafe and

illegal practices. It has, however, shown that far graver disregard of proper conduct exists and that virtually no behavior is too low, regardless of the price in blood that would obviously be paid.

Besides the considerable proof of grave conditions that I submitted into the Safety Hearing, we now have the subsequent period following the hearing, one of the darkest periods in air carrier history, to further prove the validity of my warnings and consequences of ignoring the obvious conditions. The Salt Lake City tragedy is especially indicative of the conditions that I proved to exist and which were deliberately ignored.

The Salt Lake City accident was a terrible tragedy. If it *had* to occur, it couldn't have been at a more appropriate time to illustrate the close association between the shocking conditions within the Federal Aviation Agency and subsequent air carrier disasters. This relationship has existed for some time and is even referred to in the Washington evaluation report known as exhibit 160. That Salt Lake City tragedy, and the conditions that preceded it, shows the "suave" external shell of the FAA hiding a tragic attitude.

This shocking condition can be changed if we recognize the state of affairs. Meaningless self-praise would stop us before we get started. Examine the attachment, a small part of the FAA story, and the brutality is obvious.

Recognizing the gravity of certain misconduct and taking the immediate removal actions is obviously necessary. Unless this is done, the Agency\*s position continues to be one of condoning deadly misconduct, and in some cases actually rewarding people for such actions.

Besides the areas of misconduct to be dealt with, a massive change in attitudes must occur which allows compliance with the existing FAA safety directive.

With something other than "lip service," great strides can and must be taken to improve air carrier safety, FAA effectiveness and proper conduct within the Agency.

Certain actions must be taken regarding the serious harm that my family and I have suffered since FAA management warned that I and they would be hurt; and were. Much of the harm is permanent due to these actions and cannot be undone any more than the two Bennett daughters who perished in the Salt Lake City accident can be brought back to life by finally recognizing the problems that were deliberately ignored prior to the disaster.

Of immediate concern to me is my forced suspension from my proper job function and placement into an area that is not of my choosing. Immediate actions are necessary to correct the defamation used by Western Region management conduct.

The family loss, the huge financial loss cannot be corrected. This is one of the prices for the past FAA misconduct. The one consolation is that others have paid far more than I for the existing conditions.

These described corrective actions are only general. The specific and necessary corrective actions would of course be submitted, if requested.

I was asked what I had done since arriving in Oklahoma City to correct the charges against the Western Region. Numerous preparatory steps have been taken due to the dire needs and the savings of lives that are being so recklessly endangered. None have been taken as yet into the final initiation stage but this must be done shortly if correction cannot be obtained within the Agency.

I had prepared a letter to the Utah Bar Association to find aviation minded and experienced attorney to evaluate a possible legal action that I may have against certain individuals who had conducted themselves with serious harm to me.

I have contacted an attorney group who has an aviation interest, for their views on possible libel and slander actions and any other assistance they may suggest or offer.

A final decision as to what route to follow has not yet been made. As in the past, I hope that the corrective actions can be made internally. The Agency's past performance does not offer much encouragement.

I hope the Agency recognizes what harm has arisen from/its past conduct, the serious plight that now exists and will allow the massive corrective actions to be taken.

I attest to the accuracy of this statement as prepared with my signature and given the 8th day of August, 1966 at Oklahoma City, Oklahoma..

Rodney F. Stich

Witness

John V. Graziano