

From the desk of Rodney Stich

P.O. Box 5, Alamo, CA 94507; phone: 925-944-1930; FAX 925-295-1203

Author of *Defrauding America*, *Drugging America*, *Unfriendly Skies*

Member

Association Former Intelligence Officers (AFIO)

Association of National Security Alumni

International Society of Air Safety Investigators (ISASI)

Lawyers Pilots Bar Association (LPBA)

Former FAA air safety investigator

Former airline captain and Navy pilot

E-mail: stich@defraudingamerica.com

Google.com search engine: "Rodney Stich"

Web sites: www.defraudingamerica.com www.unfriendlyskies.com www.druggingamerica.com

www.ombudsmen.org

September 12, 2002

Jim Dwyer, Article Writer

New York Times

229 West 43rd Street

New York, NY 10036-3959

Ref: Comments on your article of September 11, 2002, relating to absence of public investigation into events of September 11, 2001.

To Mr. Dwyer,

The following are a few comments to make on your article of September 11, 2002, appearing in the New York Times regarding the absence of any public investigation into why 19 hijackers were able to seize four airliners.

- Based upon my many years of experience in sophisticated aviation safety matters, my many sources in government that provides me information, the government records that I have caused to be made, and the details in my books, I make the following comments relating to the reasons that 19 hijackers were able to seize four airliners, which may explain why there hasn't been a public investigation. September 11 was a disaster that occurred because of serious problems in the government's air safety agencies. Being forewarned of a hijacking upon an airliner is strictly secondary to obviously required preventative measures, the importance of which arose from 40 years of fatal hijackings, and the need for which was reported by me and other federal aviation safety inspectors. The primary blame for not taking the easy and inexpensive preventative measures lies beyond simple stupidity in these government air safety entities.
- I discovered these serious problems while I was an federal air safety inspector, and particularly after the federal government gave me the assignment to correct the conditions causing the worse series of airline crashes in the nation's history at that time. One of these was the world's worst air disaster that occurred in New York City, a mile from where the World Trade Center was later built. The same internal FAA problems that played key roles in that (and many subsequent airline crashes) made possible the success of 19 hijackers on September 11, 2001, with some further misconduct added. More information on these matters can be found at the Internet sites listed here, and especially www.defraudingamerica.com.
- Because of the heavy loss of life in these airline crashes, especially in my immediate area of federal air safety responsibilities, I sought to circumvent the many blocks in government preventing the exposure and correction of these matters by going to a federal grand jury, by publishing books, and by filing federal lawsuits, including the authority of the federal crime reporting statute, Title 18 U.S.C. § 4.¹ The latest attempt to report these federal offenses to a federal court was with the

¹ Title 18 U.S.C. § 4. Misprision of felony. Whoever, having knowledge of the actual commission of a felony cognizable by a

submission of a lawsuit for filing to the U.S. district court in New York City, the filing of which was blocked. A copy of that lawsuit can be found ant the Internet site. What makes these matters even worse is the documented pattern of judicial activities intended to block my reporting of the corrupt and arrogant conditions that made possible the deaths of nearly 3,000 people in New York City, and those were only one day's déjà vu consequences. This flies in the face of Bush's comments about how good we are!

- I warned members of Congress after that earlier New York City air tragedy, and after a number of others, that cover-ups would be followed by worsening conditions. How true that has been. Now, so many people are criminally implicated, including sharing blame in the 9-11 deaths, that no none dares to expose these matters.
- Just as prior cover-ups of these matters made possible the events of September 11, the present cover-ups will continue the long series of déjà vu air tragedies and terrorist successes that I have observed during the past 40 years. What surprised me at one time were the cover-ups by much of the broadcast and print media, which of course shares a blame for the events of September 11. Because of this pattern, I would presume you will do likewise. However, this letter makes a record that I can use to show those who were informed of these serious charges and who continued the cover-ups.

Sincerely,

Rodney Stich

cc: Flyers with further information on the blame for 3,000 deaths.

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.