

# From the desk of Rodney Stich

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*DEFRAUDING AMERICA-Encyclopedia of Secret Operations by the CIA, DEA, Other Covert Agencies*

*DRUGGING AMERICA-A Trojan Horse*

*UNFRIENDLY SKIES-History of Corruption and Air Tragedies*

*DISAVOW-A CIA Saga of Betrayal*

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Association of National Security Alumni

International Society of Air Safety Investigators (ISASI)

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Jim Morris, Editor

U.S. News and World Reports

1050 Thomas Jefferson Highway, NW

Washington, DC 20007

Hello Mr. Morris,

Enclosed are two of my books that may be of interest to you relative to aviation matters. As I mentioned on the phone, I was in naval aviation before Pearl Harbor as a radioman on PBY aircraft, and in 1943 I received my Navy wings as a commissioned officer when George Bush senior received his. He received his at Corpus Christi and I received mine at Pensacola. I became an instructor in advanced PBY flying as soon as I finished advanced training, and then became a Patrol Plane commander in Liberators and Privateers, all before the age of 22. I was an airline captain after the war, and one of the first pilots licensed by Japan, with pilot license of 170, obtained while piloting for Japan Airlines and helping start up the operation.

I went with the FAA, and had a key safety position at the most senior program at United, during a 20 years period when they had a great number of major airline crashes, and there were reasons for those crashes that have never been exposed. I sought to expose these problems, and became a self-appointed independent counsel conducting a four-month long hearing taking testimony and receiving evidence, something that had never before been done. This period of time and the evidence accumulated constituted the world=s worst aviation scandal with numerous crashes involved.

I left government out of frustration and as the crashes arising from the internal FAA problems continued, some catastrophic; I renewed my concern and undertook usual steps trying to expose the causative problems, which were far more than mere ignorance or laziness. I filed federal lawsuits in the late 1970s and early 1980s seeking to force the issue. The scandal was too big to be exposed, and resulted in one cover up after the other, which simply made the problems worse.

There are many problems existing today that have their roots in the culture within the FAA. The crashes are far less frequent despite these problems. The jets are easier to fly, they are far more reliable, the operating environment is less hostile, there are more people on the ground watching the aircraft so as to minimize the problems of crashing into the ground. But there are risks that everyone faces due to the politics of air safety. For instance:

- Virtually no one recognizes that Valuejet=s disaster arose from the revolving door syndrome and politics of air safety. FAA personnel in the FAA Western Region were constantly trying to incur favor with industry as FAA personnel sought high paying jobs with aviation companies upon

leaving government employment. The FAA decision not requiring smoke detectors and fire extinguishers in certain type of cargo compartments, Class D, as in the Valuejet aircraft, was done despite the fact that hazardous cargo is always being accidentally (and sometimes deliberately) put into these compartments, and on a world-wide basis, there are always fires developing. Very few people recognize this relationship.

- Elimination of the prior need for hard backups on the flight controls in the event all hydraulics fail. Over 1,000 people have already died from loss of control after all hydraulics failed, and other near-disasters occurred as all but one of the hydraulic systems failed.

There are other problems that can be raised. I will probably finish Volume Two of Unfriendly Skies as time permits, and cover the period from when Volume One (the third edition) of Unfriendly Skies left off.

My interests have branched out far beyond the aviation field, although I keep up with that area. I always start receiving phone calls the moment a crash occurs, such as the recent Concord crash, at which time I rely upon my vast hands-on aviation experience to address the possible causes and then eventually as more facts come out, the most probable cause.

There is so much hard-data that affects national interests that are never told. I am fortunate by having several dozen insiders during the past 15 years add to what I personally discovered about these matters. I have a high level of credibility and respect, and have taken on some very powerful interests in government. And suffered very badly as a result. My books have been considered twice for television series. I have had foreign television crews fly into the United States to film me on particular crashes.

If I can provide detailed insider information, please don't hesitate. I won't steer you into any far-out or implausible areas.

Sincerely,

Rodney Stich