

From the desk of Rodney Stich

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Representative John Mica, Chairman
House Transportation Subcommittee on Aviation
House of Representatives
Washington, DC 20515

Ref: Comments from former key FAA aviation safety agent

To Representative Mica,

The purpose of this letter is to continue making records of the number of people holding responsibilities for aviation safety that cover up for hardcore corruption associated with decades of preventable air disasters, including decades of preventable airliner hijackings, and to show the absolute impossibility of getting any reaction. This letter addresses the problems that enabled 19 hijackers to seize four airliners and kill 3,000 people. Key comments follow:

- My unusual aviation safety qualifications: As a federal air safety inspector with extraordinary qualifications,¹ the federal government gave me the assignment to correct the conditions causing the worst series of airline crashes in the nation's history. In this position I discovered deep-seated corruption in the Federal Aviation Administration related to a series of fatal airline crashes. One of these occurred in New York City, less than a mile from where the World Trade Center was later built. The same deep-seated culture of corruption in the FAA that made that and many other disasters possible played the same role in making possible the seizure of four airliners by 19 hijackers on 9-11.
- The primary blame for the conditions that enabled 19 hijackers to seize four airliners was definitely not an intelligence failure. Being forewarned of a terrorist act is at best, a combination of luck and expertise, and obviously secondary to known and easily implemented preventative measures. The "intelligence failure" excuse diverts attention from the primary misconduct that constitutes the blame for that tragedy, including those who covered up for the misconduct.
- The key points that must be considered to determine the blame—and taking corrective, actions which are not being taken—include:
 - There have been 40 years of fatal hijackings around the world, including in the United States.
 - The Federal Aviation Administration (FAA) for which you have oversight responsibilities, has the legal responsibility to order measures to prevent these hijackings.
 - Federal aviation safety agents, including me while I was with the FAA, reported the simple and inexpensive measures necessary to prevent these hijackings that could have been implemented with 24-hour notice.
 - The culture of corruption within FAA offices responsible for taking these preventative measures. This deep-seated problem has been repeatedly documented, showing the inability

of the federal government to carry out its air safety responsibilities. These include a culture of refusing to take corrective actions, ordering inspectors not to make reports of safety problems and safety violations, destroying reports when they were made, threatening and retaliating against inspectors when they attempted to exercise their air safety duties, and rewarding those who carry out this culture.

Obviously, this misconduct, for which I have documented evidence—having acted as an independent prosecutor while an FAA inspector—would explain why 3,000 people were killed on 9-11, why hundreds of others were killed in prior hijackings, why many others were killed in preventable airline crashes. It also explains why these cause and effect consequences will continue until someone has the courage and willingness to meet their responsibilities. Cover-up prevents these corrective measures.

Seeking to circumvent congressional and other cover-ups, I filed federal lawsuits² against the FAA and NTSB under the federal crime reporting statute³ and the statute⁴ providing to every citizen the right to seek a court order to force a federal official to perform his or here legal duty and to halt unlawful conduct.

Members of Congress who had a duty under their oversight responsibilities and under the federal crime reporting statute (18 U.S.C. § 4) have repeatedly refused to receive the evidence that I offered to them. Many deaths were made possible by their nonfeasance and felony obstruction of justice.

Federal judges repeatedly refused to receive the reports and evidence of criminal activities that I and my group of several dozen other former and present government agents⁵ had discovered. Federal judges *must receive* these reports as part of their administrative duties (not judicial decision making authority), as clearly spelled out in the federal crime reporting statute. The repeated refusal by federal judges—including the Justices of the U.S. Supreme Court--to receive this information were criminal acts under Title 18 U.S.C. §§ 2, 3, and 4.⁶ Other criminal statutes⁷ also made these judicial acts felonies.

It would surely be of interest to the families of those killed on 9-11 to know the measures taken to silence my attempts to report these matters. An examination of these facts will show the arrogant and felonious activities that blocked the reporting of the conditions responsible for the deaths on 9-11, next in line to the terrorist hijackers.

More information about the arrogance and corruption that continues to undermine national security and other major national issues can be found at: www.unfriendlyskies.com and www.defraudingamerica.com.

I will add this letter to the Internet sites to show the cover-ups are never ending in the three branches of government, and how this culture played a role in the deadly way of dying on 9-11.

Sincerely,

Rodney Stich

¹ Navy patrol plane commander in World War II, international airline captain after the war, one of the first pilots licensed by Japan and one of the first pilots flying for Japan Airlines, qualified in many types of airliner aircraft, the author of numerous books on air safety.

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 These were agents from the CIA, DEA, Customs, Secret Service, ONI, and others.

⁶ **Title 18 U.S.C. § 2. Principals.** (a) Whoever commits an offense against the United States or aids, abets, counsels, commands, induces or procures its commission, is punishable as a principal. (b) Whoever willfully causes an act to be done which if directly performed by him or another would be an offense against the United States, is punishable as a principal.

Title 18 U.S.C. § 3. Accessory after the fact. Whoever, knowing that an offense against the United States had been committed, receives, relieves, comforts or assists the offender in order to hinder or prevent his apprehension, trial or punishment, is an accessory after the fact.

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.

⁷ Obstruction of justice statutes: Title 18 USC §§ 1503, 1505, 1510; and tampering with witness and retaliation against a witness, 111, 1512, 1513.