

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*; *Blowback, 9/11, and Cover-Ups*; *Iraq, Blowback, Lies and Cover-ups*; *Lawyers & Judges—American Trojan Horses*

E-mail: stich@defraudingamerica.com Google.com search engine: "Rodney Stich"

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

August 11, 2005

Representative Curt Weldon
Rayburn House Office Building, Suite 2466
S. Capitol St. & Independence Ave., S.W.
Washington, DC 20515
Fax: 202-225-8137

Ref: Under Title 18 U.S.C. § 4, former government agent seeks to provide testimony and evidence relating to criminal conduct responsible for conditions enabling 9/11 hijackings to occur.

To Representative Weldon:

In response to your showing of courage relating to the 9/11 commission's withholding of information by Department of Defense personnel to act on information relating to hijacker, Mohammad Atta, I am offering to provide you with information, documentation, and testimony relating to matters that were primarily responsible for the conditions enabling terrorists to hijack four airliners on 9/11.

My Credentials

- I was a federal aviation safety investigator and inspector responsible for air safety at several airlines, and particularly the most senior program at the world's largest airline. I was given the assignment to correct the conditions responsible for the worst series of airline crashes in the nation's history at that time. In this position I discovered areas of misconduct, corruption, and even criminal activities that were directly related to a series of prior airline disasters, and many that would follow. During this period of time I made many reports on urgent changes that were needed to prevent continuation of certain preventable airline crashes—including hijackings.¹
- I acted in the role of an independent prosecutor. Because of the widespread nature of the misconduct, including that of higher FAA officials, and the standard cover-up in government offices, I used federal remedies in a creative manner to address these deadly conditions. I acted as an independent prosecutor for about six months, in an adversary hearing before an administrative law judge, subpoenaing people to testify. This hearing produced about 4,000 pages of hearing transcript that further showed the existence of deep-seated culture and misconduct that resulted in years of easily preventable airline disasters. During the hearing, three additional fatal airline crashes occurred, each one caused by the same problems that I had reported, for which I suffered harassment, and for which corrective actions had been unlawfully blocked.
- Sixty years in aviation, including Navy Patrol Plane commander in World War II; international airline captain for many years; author of numerous government reports on preventing airline disasters, including the urgent need for the known preventative measures to halt airline hijackings.

¹ Among the many reports I made addressing aviation safety problems and the related airline disasters were the reports I made of the need and the ease with which airline hijackings could be prevented. The reports of serious safety problems and safety violations (especially at United Airlines) were either destroyed—a criminal act—or given back to me (and other inspectors), with the comment that they make the FAA look bad when there is a crash. (Of course, the function of these FAA personnel were to act to prevent crashes, not to block the preventative measures by destroying reports.)

- Several highly detailed books² seeking to circumvent the blocks in the three branches of government, seeking to inform as many people as possible of these offenses, and motivate people to show some sign of national responsibility, forcing meaningful hearings.
- Over 3,000 radio and television appearances as expert, many of them repeat appearances, since 1978.

Need to Understand the *Primary Area of Blame for 9/11 Hijackings*

Either out of ignorance, or to shift attention from the corruption that I sought to expose for many years, the areas of blame for the hijackings have been shifted to the intelligence and law enforcement agencies. But they had no authority or responsibility for ordering the obvious preventative measures³ for airline hijackings. That responsibility was with the government's aviation safety offices, primarily the FAA and to a smaller extent, the National Transportation Safety Board.

If the area of primary blame had been honestly addressed, people in the government's aviation safety offices, vast areas of hardcore documented criminal misconduct would have surfaced. A long paper trail exists to prove this condition existed—and still exists.

That paper trail would show criminal misconduct by specific people holding key positions in government, and would expose the ugly misconduct with blowback consequences in a long series of catastrophic events, including those of 9/11. Among the visible symptoms of the FAA culture, showing the hostile environment that has prevented the federal government from meeting its aviation safety responsibilities, would be reports such as federal aviation safety inspectors had their reports destroyed or returned to the inspectors;⁴ various forms of harassing inspectors seeking to act on major safety problems and safety violations, that had already caused prior crashes to occur; unsafe and unlawful conditions covered up and the corporate violators protected; and much more. I can show a pattern, such as every safety recommendation that would have prevented prior and future crashes were ignored, including reports on preventing hijackings.

Support for These Serious Charges

- Among the many areas of support for my charges are the following:
 - Numerous government documents in my possession, including the 4,000-page transcript while I acted as independent prosecutor during my employment with the Federal Aviation Administration.
 - My position as a federal aviation safety inspector-investigator, authorized by law to make such determinations.
 - Confidence in my aviation safety abilities by FAA officials in Los Angeles, who asked me to take the assignment to correct the conditions responsible for the worst series of airline crashes in the nation's history at that time.
 - My extensive aviation background⁵
 - Many letters from members of Congress who admitted the gravity of my charges, and then refused to

² Informational books include one or more editions of *Unfriendly Skies*; *Defrauding America*; *Drugging America*; *Blowback, 9/11, and Cover-Ups*; *Iraq, Lies, Cover-Ups, and Consequences*

³ Among the preventative measures, which I stated in my many reports, were my recommendations on how to prevent the many worldwide airline hijackings. These measures included (a) removing the cockpit door keys from the flight attendants (which were probably the means of entry by terrorists in the 9/11 hijackings); (b) cockpit door to remain locked during the time that passengers are on the aircraft; (c) cameras showing pilots activities in the cabin; (d) elimination of bulky carry-on baggage; etc.

⁴ Returned reports were expected to be destroyed, with the admonition that such reports looked bad in the record when there was an airline crash (ignoring the responsibility to act on such reports so there wouldn't be crashes).

⁵ Aviation background included the following: Navy patrol plane commander in World War II; international airline captain after the war, flying almost every single propeller plane flown by the airlines, from the DC-3 up to the Lockheed Constellation and Boeing Stratocruiser; type-rated in several airline jet aircraft; numerous letters complimenting me on my aviation expertise and integrity; author of numerous highly detailed books on aviation safety and books on misconduct of key people in government offices; guest and expert appearances on over 3,000 radio and television shows since 1978, many being multiple appearances.

act.

- o Many letters from key people in aviation attesting to my expertise and credibility and support for my charges.
- o Other former FAA people who provided me information on similar misconduct that they discovered, and the retaliation they experienced when they attempted to perform their government aviation safety responsibilities.
- o Federal judges who admitted the gravity of my charges (until pressure by Justice Department lawyers caused them to suddenly reverse their position).
- o Numerous lawsuits that I filed in the federal courts seeking to report, under the federal crime reporting statute, the corruption in government offices. The initial federal actions sought to report the federal crimes in the government's aviation safety offices. Then, over a period of years, as other government agents provided me with additional information on corruption they had discovered, I sought to report the corrupt activities in Department of Justice offices and in the Central Intelligence Agency (which obviously affected their willingness to perform their intelligence and law enforcement duties).
- o A post-9/11 lawsuit that I filed in the U.S. district court at New York City,⁶ the judicial and Justice Department conduct of which were classic examples of obstruction of justice by federal judges and Justice Department lawyers, repeating their obstruction of justice conduct prior to 9/11.

Felony Complicity in Covering Up for Federal Crimes Related to 9/11

- My early attempts to halt the corruption in the government's aviation safety offices were to report the matters to members of Congress, some of who admitted the gravity of the charges, and then refused to act. Some stated the matters were not in their areas of responsibilities. (Try telling that to the people jumping out of the World Trade Center buildings to their deaths!)
- In accordance with two federal statutes, I sought to report the criminal activities to a federal judge under the mandatory responsibilities of the federal crime reporting statute (18 U.S.C. § 4). Another statute that supported my federal actions was Title 28 U.S.C. 1361,⁷ which gives any citizen the right to seek a federal court order requiring a federal official to perform his or her duty and halt unlawful conduct.
- The first three lawsuits⁸ attempted to report criminal conduct that I discovered in my official position that was related to a series of airline disasters. These were filed in the early 1980s. In two of the federal actions, federal district and appellate judges acknowledged the seriousness of my charges. In one instance, a court of appeals judge stated these charges were matters for Congress to *investigate*. That was correct, but the federal crime reporting statute required federal judges to *receive information* of a federal crime as part of their administrative duties, and that was what I was doing. Also, the judges had a

⁶ The federal action filed in New York City, primarily to report the documented criminal misconduct that made 9/11 possible (among other disasters and matters undermining national security), details of which are on the internet site at www.defraudingamerica.com, and more specifically at www.defraudingamerica.com/911_lawsuit_information.html.

⁷ 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.

⁸ *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.

duty under Title 28 U.S.C. § 1361. In every attempt to report these matters adversely affecting national security, they refused to receive the information. I went all the way up to the U.S. Supreme Court, which made the judges aware of the obstruction of justice by judges over whom they had supervisory responsibilities.

- In every instance, Justice Department lawyers filed motions to block me from presenting the information on criminal matters to the courts. These were felonies⁹ related to obstruction of justice.

Recent Pre and Post 9/11 Attempts to Report the Misconduct That Enabled 9/11 to Occur

- The last attempt, prior to 9/11, to report these matters to a federal court, under the federal crime reporting statute, was a filing in the U.S. district court at Reno, Nevada.¹⁰ That federal judge continued the practice of prior judges blocking me and a group of other former government agents from making the reports.
- The terrorist hijacking of four airliners on 9/11 provided an unprecedented opportunity to force exposure of the criminal activities that enabled terrorists to hijack four airliners. I filed a federal action in the U.S. district court in New York City, the record of which provides a classic example of the extent of felony obstruction of justice by Justice Department people and federal judges. In May 2004, I appeared in the court of appeals to give oral testimony related to the obstruction of justice by the lower court judge. The serious judicial obstruction of justice continued—protecting earlier judicial corruption.

Actions Taken to Block Exposure of Criminal Activities

- Many corrupt actions were taken to silence me, misusing government offices. These included:
 - o Repeatedly violating the federal crime reporting statute by federal judges refusing to receive my information and evidence, in clear violation of their administrative duties to receive the data.
 - o Federal court orders permanently barring me from filing any papers in any federal court—knowing that these orders blocked me from reporting the criminal and even subversive activities, that I was trying to report under the federal crime reporting statute.
 - o Sentencing me to federal prison for six months, at the age of 70, on a criminal contempt of court charge. The basis: I filed federal court papers seeking to report the criminal activities that I had initially discovered and as later reported to me by numerous other government agents, former drug smugglers, and former mafia figures. Judges had previously issued unlawful and unconstitutional orders barring me for the remainder of my life from filing any papers in federal courts.
 - o Ordering the seizure and liquidation of the \$10 million in assets, which funded my attempts to protect vital U.S. interests, openly violating federal laws and constitutional protections, converting me from a multi-millionaire to a state of poverty. And then charging me with criminal contempt of court for filing objections to the seizure of my life assets, on the basis that orders existed barring me from filing any papers in court. Today, I am a man without a country, stripped of every statutory and constitutional defense and protection, as a result of attempting to report criminal activities in government offices.
 - o Having a CIA-front law firm¹¹ file sham lawsuits against me, targeting the \$10 million in assets that funded my attempts to expose the criminal activities.

Covering Up for Other Contributing Causes Related to Intelligence Failures

- Among the evidence I sought to provide to the 9/11 commission was evidence of deep-seated corruption in the intelligence and law enforcement agencies. This misconduct would contribute to the failings in these agencies, and until these problems are addressed in public hearings, and corrective actions taken,

⁹ Obstruction of justice statutes: Title 18 USC §§ 2, 3, 4, 1503, 1505, 1510; and tampering with witness and retaliation against a witness, 1512, 1513.

¹⁰ U.S. district court, Reno, CV-N-00-152-ECR (PHA)

¹¹ Friedman Sloan and Ross, San Francisco, and their lawyers, members of the ACLU.

the problems remain, along with the consequences.

Cover-ups by 9/11 commission members.

The 9/11 commission refused to receive my evidence, refused to acknowledge the two declarations that I submitted, and refused to include this information in their report. That cover-up follows the standard pattern of shifting attention from the primary area of criminal blame and shifting the attention to lesser matters of failure to act.

Your Responsibilities under Title 18 U.S.C. § 4

Even though you exhibited courage by making reference to the 9/11 commission's failure to act more aggressively in relation to its knowledge of Mohammad Atta, you are now confronted with charges of criminal and even subversive offenses, made by a former government insider, and where you will be up against powerful forces in government. The consequences of this misconduct, on only one day, were 3,000 lives brutally destroyed, some of which occurred in your state.

In an attempt to meet my citizen and government obligation, in confronting the literal Trojan horse corruption in government offices, I lost my government position, lost my entire life assets of \$10 million, was twice imprisoned, and have been striped of all legal and statutory protections, while government power has been used to inflict grave harm upon me. All you are asked to do is to do what you are paid to do and as clearly spelled out in criminal statutes. Responsibility cannot be shifted to Department of Justice people.

Under the clear wording of the federal crime reporting statute, you, or any other federal officer, must provide a meaningful forum for me, and a number of other former agents,¹² to provide testimony and evidence relating to (a) pattern of corrupt activities in the certain segments of the government's aviation safety offices that have been involved with thousands of easily preventable deaths over several decades; (b) corrupt activities in the various offices of the Department of Justice and the Central Intelligence Agency (that go far beyond the events of 9/11; (c) the pattern of criminal cover-ups and criminal retaliation by federal judges that made them criminally complicit with the underlying criminal acts.

A reasonable response on your part, under Title 18 U.S.C. § 4, includes the following:

- Make a public disclosure of the charges made by responsible former government agent.
- Provide logistics and a forum for presenting testimony and evidence by me; and then by other former agents of the FAA, FBI, and others, in a manner that is public and not subject to the usual cover-up.

Sincerely,

Rodney F. Stich

cc: Internet sites, including www.defraudingamerica.com
DJ Donnelly Productions, Ltd.

¹² Former agents of the FBI, DEA, FAA, and other government offices.