

From the desk of Rodney Stich

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April 13, 2008

Senator John D. Rockefeller

Senate Subcommittee on Aviation Operations Safety and Security

Fax: 202-224-7665

Ref: Former Key FAA operational FAA inspector-investigator¹ charges that present FAA's publicized problems are only the tip of far graver problems, enabling a continuation of preventable air disasters

To Senator Rockefeller:

To make a continuing record of charges sent to members of Congress about the culture and deep-seated misconduct in the Federal Aviation Administration (FAA), and the ripple effects in certain specific prior airline disasters, I send this fax to you and other members of the Senate Subcommittee on Aviation Operations Safety and Security. The information is based partly upon what I initially discovered during my professional duties as an FAA operational safety inspector-investigator:

- In court filings, and in an administrative proceeding during which I acted similar to an independent prosecutor, I have charged certain FAA segments, and personnel, with misconduct that enabled to occur certain specific airline disasters, several of which occurred in my immediate area of federal air safety responsibilities.
- My background makes me highly qualified to make the statements in this communication.²
- The FAA maintenance whistleblowers whose recent charges of FAA management blocking the implementation of actions for safety problems and safety violations, is only the tip of the iceberg.
- I have charged certain segments of the FAA with corrupt acts associated with certain specific airline disasters. These charges have been made in federal lawsuits³ under the authority and requirements of two particular federal statutes,⁴ in countless numbers of letters sent to members of Congress, including members of this committee, and in books that I have written seeking to circumvent the obstruction of justice cover-ups.
- In an attempt to circumvent the universal cover-ups of the long-standing and deadly culture in certain segments of the FAA, I wrote two highly detailed and documented books: *Unfriendly Skies: 20th & 21st Centuries*, and *Blowback, 9/11, and Cover-Ups*.
- The hijacking of four airliners on 9/11 were simply one-day's ripple effects from the documented corruption in the FAA. Remember: (a) the group responsible for ordering the known preventative measures for the 50 years of global airline hijackings is the FAA; (b) the 9/11 Commission and members of Congress very

¹ I was a Navy patrol plane commander in World War II; an international airline captain for many years, and while in FAA, I was given the assignment to correct the conditions that at that time were responsible for the worst series of airline disasters in the nation's history. I have written many books on the subject and appeared as guest on over 3,000 radio and TV shows since 1978.

² Former Navy Patrol Plane Commander in World War II; international airline captain for many years; key FAA air carrier operations inspector-investigator; air safety investigator; author of 15 different books; and guest on over 3,000 radio and TV shows. My background is at www.defraudingamerica.com/stich_bio.html.

³ One post-9/11 lawsuit was filed in the U.S. District Court in Manhattan, and blocked by former U.S. District Judge Michael Mukasey for 13 months. Mukasey finally filed the lawsuit seeking to report the federal crimes in the FAA that would also have an enabling effect upon the 9/11 hijackings. Only after letters were sent to every member of the U.S. Supreme Court advising the Justices of the latest obstruction of justice by federal judges, over whom they had supervisory responsibilities, did Mukasey allow the lawsuit to be filed. In clear violation of the federal crime reporting statute (Title 18 U.S.C. § 4), and numerous due process protections, Mukasey immediately dismissed the action in which I sought to report the federal crimes associated with a series of specific airline disasters. That action constituted obstruction of justice.

⁴ Federal crime reporting statute, Title 18 U.S.C. § 4 and Title 28 U.S.C. § 1361.

carefully avoided that area of obvious blame, for several reasons that I make obvious in the books I cited, and oddly enough, in a book called *Crimes of the FBI-DOJ, and the Mafia*.

- For 40 years I've been documenting the type of corruption being reported in the present FAA offices, and much worse.
 - As a key FAA safety inspector, and acting similar to an independent prosecutor, I conduct hearings, subpoenaed witnesses, and obtained additional documents showing that major airline crashes resulted from the corruption, similar, but much worse, than what is now being reported. During these hearings, three additional fatal airline disasters occurred, each one caused by the same safety problems, or safety violations, that I had repeatedly reported, for which official reports were destroyed, and I suffered harassment and retaliation.
 - The hearings were a standard cover-up. The 4000-page hearing transcript, the testimony, and the government documents, proved my charges that specific fatal airline crashes occurred due to the problems I charged to exist.
 - The ripple effects from what I originally discovered and documented continue to result in preventable airline disasters. The details and documentation of this relationship can be found in the books I wrote, *Unfriendly Skies: 20th & 21st Centuries*, and *Blowback, 9/11, and Cover-Ups*. Your names are probably in them, as well as at the following websites: www.defraudingamerica.com, and www.unfriendlyskies.com.
 - A big fuss has been made of the present FAA problems, while ignoring the deadly consequences of them in other areas.
 - Based upon 50 years of experience, you and every member of this committee will continue the cover-up, which is a crime, and which will enable to continue the tragic and sometimes deadly consequences. You will all become enablers in the continuing series of air disasters that are ripple effects from the documented corruption
 - Fortunately for all of you, media people cover-up, and the public's apathy, will protect you from the consequences.
 - This letter to you will be posted along with many other letters to members of Congress, and the consequences of their obstruction of justice at www.defraidomgamerica.com/letter_list_congress.html.

Sincerely,

Rodney Stich

cc: Barbara Boxer, fax 202-224-0454 (repeatedly informed over the years.
John Kerry, fax 202-224-8525
Byron Dorgan, fax 202-224-1193
Bill Nelson, fax 202-224-2183
Kay Hutchison, fax 202-224-0776
Hillary Clinton, fax 202-228-0282
Barack Obama, fax 202-228-4260; 309-736-1233
John McCain, fax 202-228-2862