Basis For Congressional Investigation Relating To Factors That Encouraged and Insured the Success of the Four Groups Of Hijackers On September 11, 2001.

(Preliminary Draft)

The blame for the successful hijackings of four airliners by terrorists on September 11, 2001, falls in three basic areas, only one of which have been addressed. These are:

- The hijackers. They have, obviously, been identified. Questions remain as to who financed their activities.
- The government personnel and government agencies/entities that had a duty to order actions that would have prevented hijackers from taking control of an airliner, who knew of the problems from prior hijackings, some of which had been fatal; who were told by federal air safety inspectors of the problems, the simple and inexpensive preventative measures, and who refused to perform their duties under a corrupt environment. These would include the NTSB, Justice Department personnel, and some members of Congress, each of whom would act vigorously to prevent the exposure of these matters. (These matters are detailed in the books, third edition of *Unfriendly Skies*, and then in part in *Defrauding America* and *Drugging America*.)
- The government personnel who hindered other government personnel from acting against the source of funding for terrorist cells. (These matters are detailed in *Drugging America*, and include sections showing how New York City mayor David Dinkins and Justice Department prosecutors blocked the investigations into the drug money sources of terrorist cells in Jersey City and New York, and falsely charged a dedicated U.S. Customs officer with criminally violating the civil rights of a suspected drug trafficker. The following year, in 1993, one of these terrorist cells whose drug money source had been targeted, bombed the World Trade Center.

Personnel Qualified To Speak On the Second and Third Issues

One of many personnel qualified to speak and provide evidence of the culture of misconduct within the U.S. government that addresses the second and third issues is former federal air safety inspector Rodney Stich.* He documented widespread areas of misconduct within the FAA (and other government entities)* where misconduct prevented carrying out the federal government's air safety functions, causing or making possible numerous airline crashes, including fatal hijackings.

Type Of Evidence That He Has

As a former federal air safety inspector, responsible for air safety over the most senior program at the world's largest airline, while that airline was experiencing more airline crashes than all the other U.S. airlines combined, he documented and obtained documents prepared by other federal air safety agents revealing a deep-seated pattern of misconduct within the FAA, that was covered up by the NTSB, the Justice Department, and many members of Congress. These documents, and his testimony, would include:

- Reports of numerous major air safety problems and air safety violations, criminal falsification of government required air safety records to cover up for the air safety problems and air safety violations. These safety problems include, for instance:
    - Refusal of an airline to perform the legally required training and check of the flight crews, and then falsifying records to indicate these major requirements had been accomplished and the crew's competency found satisfactory. This practice was associated with years of fatal airline crashes, including the PRIOR aviation disaster experienced by New York City, which was the world's worst air disaster at that time.
    - Anything-goes competency standards at a major and politically powerful airline while experiencing 20 years of related air disasters. Refusal of FAA management to act, and preventing federal air safety inspectors from performing their important safety functions.
    - Refusal of an airline to provide corrective training of pilots and flight engineers who federal air safety inspectors reported as dangerously unqualified or with dangerous flying techniques. FAA management blocked inspectors from taking corrective actions, retaliated against those who tried to take corrective actions, destroyed official government reports documenting these matters.

- Refusal of FAA management to act on major air safety problems associated with prior air disasters, including for instance:
  - High sink rate approaches resulting in airline mishaps. In one case, 43 people were cremated alive after Rodney Stich reported a particular captain as having a dangerous high sink rate technique, requiring corrective training that FAA management blocked. In another instance, FAA inspector Stich was suspended from his air safety duties after reporting a senior airline captain as having a dangerous high sink rate approach technique. (Reports are available.
  - Dangerous lack of knowledge by flight engineers resulting from the standard "anything goes" culture among the company check airmen. Among the tragedies arising from this were the 43 deaths at Salt Lake City and 100-plus deaths in ma Boeing 727 taking off from Los Angeles. (Official reports are available.)
  - Danger of pilots descending below safe altitudes. Reported by Stich, with recommended corrective actions, blocked by FAA management, while two major air disasters occurred during this same period.
  - High altitude jet upsets, reported by FAA inspector Stich, with recommended preventative measures, and followed by orders not to take corrective actions.
  - Danger and deaths resulting from absence of backup powered flight instruments, resulting in total loss of flight instruments during the occasional total electrical failure (which always occurred in visual conditions). The FAA refused to order corrective actions (backup-powered attitude indicator) until in that same area over 100 people were killed during takeoff from Los Angeles when a total electrical failure occurred.
  - Danger and deaths arising from refusal to comply with strongly worded emergency evacuation training. That airline was providing the emergency evacuation training of its flight crews only every three years when the strongly worded FAA regulations required the training to be done every year. The airline falsified its safety records to imply that the training had been done, when in reality the training had not been done. Inspector Stich reported this dangerous situation, and no action was taken except to criticize Stich for making the reports. During a hearing where Stich acted as an independent prosecutor, reporting this matter while FAA management sought to ignore it, 43 people were killed in a Salt Lake City crash. The NTSB accident report reported the poor performance of the flight crew in evacuating the passengers, but omitted reference to the official reports by FAA inspectors showing that the airline falsified the training records to cover up for these matters.
  - Official reports relating to the danger of bombs on airliners. Stich and other federal air safety agents reported the danger of bombs being placed on board aircraft and measures to minimize the danger.
  - Danger and repeated deaths arising from hijackings. Reports of danger of hijackings with recommended preventative measures that were east to accomplish and which had their urgency highlighted by frequent success hijackings, some of which were associated with high fatality figures.
  - More can be listed.
- **Results & Consequences From Deep-Seated Corrupt Culture In FAA**
  - Prevents the federal government from meetings its air safety responsibilities.
  - Prevents federal air safety inspectors from performing their air safety duties.
  - Forces the continuation of unsafe and illegal and criminal practices.
  - Causes or allows to occur air disasters and deaths, including 40 years of hijackings, some of which were fatal, and the most recent, the four aviation tragedies on September 11, 2001.

- FAA misconduct insured the success of the September 11 hijackers, and brought about incalculable harm to the lives of the American people (that would not have occurred if the internal FAA corruption did not exist).

FAA Culture That Subverted Federal Government's Air Safety Responsibilities

Some of the problems faced by federal air safety inspectors, that prevented the federal government from carrying out its air safety responsibilities, and which repeatedly resulted in major airline crashes and deaths, include the following documented examples:

- Refusal of FAA management to act on reports of federal air safety agents who report the problems and the required corrective actions.
- Adverse reaction of FAA management when federal air safety agents attempt to carry out their air safety functions.
- Warnings by FAA management to federal air safety agents not to report air safety problems or violations, despite the major impact and the involvement of the problems and violations in a continuing series of fatal airline crashes.
- Removal of air safety agents from areas where known unsafe or illegal practices exist.

Evidence Of This Crash and Death-Related Corruption

Former federal air safety inspector has a huge amount of documentation, and can testify, concerning these matters. This supporting evidence would be found in:

- Individual FAA reports in his possession describing the air safety problems and violations.
- Transcript (4,000 pages) of an FAA hearing forced upon the FAA by inspector Rodney Stich, acting in the role of an independent prosecutor, presenting testimony and hard evidence showing the existence of corrupt and even criminal acts by FAA personnel. During the four-months of that hearing, two major crashes occurred that were in Stich's area of federal air safety responsibilities and which were caused by the very same safety problems and safety violations documented in FAA records and covered up by FAA personnel. (The cover-up went from the local and regional offices, including the legal counsel, up to and including the Administrator of the FAA.)
- Details in the third edition of *Unfriendly Skies*, a book written by former FAA inspector Rodney Stich, in an attempt to circumvent the cover-up of this misconduct, to inform the public, and seek to motivate enough people to show outrage over the deaths caused by misconduct of corrupt government personnel. The book describes major air disasters occurring after Stich left the federal government, but which were due to the deeply entrenched FAA culture.
- Further details on web site, www.unfriendlyskies.com.
- Other former FAA inspectors who encountered obstructionist activities by FAA management.
- Testimony by former federal air safety inspector Rodney Stich, followed by other former FAA personnel who had the courage and intelligence to voice objection to the corrupt FAA culture.

Consequences Of the Present Post-September 11 Cover-Up

For 40 years, Stich had been warning of the consequences of cover-up of these matters, and his deju vu warnings have been repeatedly proven true by worsening air disasters. The same will now occur.

Suggested Format For Courageous and Honest Investigation

- Announce the purpose of the investigation; to determine why the governrment agencies that had the responsibilities, the authority, and the means, to prevent hijackers from taking over aircraft, did not perform their duties, and why they failed to do so. (No one at the grass roots level has the documentation and information to provide evidence in this area, better than Stich. Despite his wealth, he devoted much of his life to a David versus Goliath fight to expose the corruption in government responsible for so many tragedies.)
- Have Stich provide testimony to questions relating to the matters stated here (in a hearing open to the public).
- Provide for an examination of thousands of pages of evidence that he has (and provide some type of compensation to him to offset his costs.)

- Recognize that no single document can reveal and prove the existence of the deep-seated crash-related corruption within the FAA, and the cover-ups by government checks and balances such as the NTSB political board members and by Justice Department personnel.

Other Areas To Bring In At A Later Stage

- The actions taken by the NTSB Board members to cover up for the FAA corruption, which made possible many air tragedies.
- The actions taken by Justice Department personnel to cover-up for these matters; their prosecution of Stich when he attempted to report these crimes to a federal court (under the authority of the federal crime report statute, Title 18 USC Section 4).
- The obstructionist and retaliatory acts taken by federal judges, all of which are documented in court records and described in part in the third edition of *Unfriendly Skies* and on the web site, www.defraudingamerica.com.

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