

Chapter 6

Francophonie fly-by-wire – Sidley murder for hire USAA tontine kickback dead passengers to unwitting agent 1005316 (Earlier character development, see http://captainsherlock.com/Chapter_25.html)



<http://www.tourmagazine.fr/photo/1407553-1865867.jpg?v=1243919658><http://www.moonbattery.com/obamas-ayers-dohrn.jpg>
<http://www.thevancouverite.com/pictures/david-emerson-province.jpg>



<http://www.canadainternational.gc.ca/washington/assets/images/credentials.jpg>
<http://papundits.files.wordpress.com/2009/04/6a00d83451af9f69e201156f1a75c9970c-500wi.jpg>

Flying Circus at Alert Facility Minot AFB, harked back to mid afternoon on 11 September, 2001; President Bush held book upside down to signal extreme emergency. Threat of widebody jet downed prior to June 10 when Senator Dorgan of North Dakota chairs his Aviation Subcommittee. Sidley working with Airbus and WTO to take control of civil aircraft industry. Airbus hired Weatherwoman Dohrn as criminal mentor through Swinehood law firm [Sidley Austin](#) from 1984 to 1988. Dohrn taught Michelle Obama. MO trained Barry Soetoro in 1989 from Harvard Law School. Abel Danger warned evidence of planes targeted by Airborne Internet. Clipper Hamish, Skymaster and Covert warns ACARS messages of system failures will indicate autopilot disengaged. Sable Clipper message francophone diversions including murder of Nicole Brown and Ron Goldman night before Clintons before prosecutor in "Whitewater". Zulu Queen to Odinga's gay prince 'laissez le bon temps rouler' . Teen Angel marked KILL order time. News of target over Atlantic switched to alternate law. Clipper Hamish: Fly by wire links Virtual Pentagon and AF 447 computers to break up fuselage with high Gs. Thales QRS11 triax patent from Hillary and Giroir at BEI. Airbus D&O liability insurance

structured by Sheila Sundvall at Dearborn. She serviced wrongful death defendants in re AA flight 965 for Cali drug cartel. USAA tontine insurance on passengers. Swinehood using [Cisco 7500 routers](#) linked to Sidley Weatherwoman in White House. Kickback dead passenger life insurance to US military including unwitting agent 1005316. Nuke may be next for 25 million dead. Check in e-mail." Mystery? No Mystery at allCS

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As the members of the Flying Circus chatted quietly in the Alert Facility at Minot AFB, their minds were collectively racing wondering why Jackson and Moose would pick such a strange location for the briefing. Chips was reminded by Hoss that although a B52 had left MAFB laden with Nukes with a presumed destination of Iran, cooler heads at the 4 star level of the AF had that bomber diverted into Barksdale AFB, Louisiana. Our Man Chips replied with a reminder "Hey Hoss, who exactly was it who told Ed Schultz at KFGO on 9-11 where the president was located?" As Hoss chewed on that one he became silent as he harked back to mid afternoon on 11 September, 2001.

"The 3 major networks, all privately owned and all sold out to foreign money, had been wondering where President Bush was since his LKP...last known position of Sarasota, Florida. Peter Jennings, the Canadian anchor for one of the 3 dishonest networks, was babbling about how the President should be visible and provide leadership. What a dumb idea from Peter. Being visible or at a known location is a key ingredient in getting whacked, just ask Sidley Austin or anyone familiar with Cook County, Illinois and the 'Outfit', but alas I digress. So offended by Jennings' ranting, Chips had called the studio line at KFGO in Fargo ND to point out that they, KFGO, could scoop ABC, CBS and NBC by announcing that the President was enroute to Offutt AFB, Nebraska. The person at KFGO politely hung up. Less than 5 minutes later the major media announced that the President was on the ground at Barksdale AFB, Louisiana, where he was changing aircraft from AF1 to the E4B Flying Command Post. The second call to KFGO was more appreciated and the station asked me how I knew he had been heading to Offutt. I responded that in a time of war the Flying Command Post would have on board the President or his designee to direct the military response. I also took the time to explain that the fastest way for the USAF to get the President on AF1 was to have the E4B launch from Offutt AFB, Nebraska and fly directly towards Sarasota, Florida, the launch point of AF1. Then as AF1 would be routed directly towards Offutt, the two 747 jets could meet at an 'equal time point' which was determined by drawing a straight line from Offutt to Sarasota. That line would have an ETP about 30 miles southeast of Memphis. From that point a circular search at expanding ranges would find the nearest suitable airport was Barksdale AFB as they had ample ramp space, long enough runways, and nuclear qualified USAF security. KFGO was also told it was simple military logic and that had Peter Jennings understood security matters, or had his network had an informed military advisor, this would have been understood by Jennings, of Canada, the same Canada whose MDA, Tomoye and Carlyle Canada appears to have been busy launching the 9/11 attack from outside the reach of RICO."

"Chips, you must be goofy. You just suggested a widebody jet will be downed prior to 10 June, 2009. Do you understand that if that comes to pass you will be a person of interest as it pertains to LEO?"

"Actually Skymaster recall that I am a LEO. And this LEO has been telling DOJ, FBI, CIA and DOD what will happen going back to 11 December of 2006 when I suggested that the delightful trio of threats deployed aboard illegally modified Boeings could result in some hull losses in the then not too distant future. Recall also that Boeing and ALPA both expressed, in writing, that they considered my opinions as an indication that I was 'troubled'. When I did not silence myself they attempted to send me to Dr. Elliott the shill shrink in Los Angeles who does the dirty work for Continental, United, Northwest, Delta and the rest of the big airlines in America. However, the truth will never be silenced, delayed perhaps, but never silenced. And regarding the next hull loss incident I believe it will be a 'non-Boeing' jet this time. Further, I am aware that Fish has warned the FAA and his Congressional representatives in Washington DC that "if a widebody hull loss occurs after my warning....." so Fish has sent out the Clipper alert below suggesting that this next hull loss will be a non-Boeing widebody flown by alternate law ".

"Clipper Fish - Fly-by-wire and Airbus Laws Flights are managed digitally, from the source (the sidestick or yoke movements) to the control surfaces movement in system called Fly-by-wire. 5 computers on board, 3 primary and 2 secondary read the pilot movements, interpret them, and it sends a modified signal (from the original one) to the control surfaces. Airbus was the first one using fully fly-by-wire (A320 were the first) and they created a set of laws that would govern this system. There are 4 laws: normal law, alternate law, direct law and mechanical back-up depending on the degradation of the airplane. Bad guys can switch target from Normal Law - controlling 3 axis (pitch, roll and yaw) balancing the aircraft and interpreting the sidestick movements to Alternate Law i.e. same control as the normal law, but without protections to allow a targeted plane to be destroyed by "direct law-like" movements of control surfaces same as digital sidestick movements to break up fuselage with high Gs. Assume they will put SMACSONIC bomb in the triple hydraulic system failure to ensure total loss of non-Boeing widebody hull and minimize evidence of mid-air sabotage."

Hoss perked up his ears as he had flown widebodies at his previous employer. "Chips, when you say 'non-Boeing' widebody can you be more specific?"

"Hoss, if I were to be specific I might alarm some folks needlessly. However, by simple math we know that few Lockheed or Douglas widebodies are operating so that reduces the field of options, as opposed to Field of Dreams, down to Antonov, Ilyushin or Airbus. Now, of those three, which do you think operates over deep water carrying passengers?"



"Yea, I get it Chips. The Antonov and Ilyushins are old, noisy gas hogs reduced to flying cargo and mostly within the former-Soviet states or Africa. If it is going to be a passenger jet over deep water, and I consider that deep water a foot stomper Chips, it most likely will be an Airbus product. So reviewing the Airbus widebodies we have A300, A310, A330, A340 and A380, any guess which one might come up with the unlucky number?"

"Hoss, do you refer to a specific number that is unlucky like 13 or do refer to which of the 5 Airbus widebodies might be involved?"

"Both" responded Hoss as he pushed his straw cowboy hat back on his sweating brow.



"Hoss, you drive a hard bargain. Let's start with unlucky numbers. 13 would be everybody's guess so I think the PFers who have their annual Bilderberg meeting at this time every year might try to cover their tracks and select a lucky number like 7. If we

review some of the other 'hit' airliners, many have 7 in their flight numbers..." as Chips was interrupted a second time, this time by Buck, he sipped on a GWB that his son Stone had just cracked open for his Dad. <http://www.youtube.com/watch?v=N-vYuV3OmhE>

"Chips, where do you come up with this stuff? Name a single flight that has blown up that had a 7 in the flight number."

"Fair question, Buck. I come up with this by observing history. Here, off the top of my head, are some unlucky flights with 7 in their numbers. United 533, Korean 007, American 77, United 175, Adam Air 574, Kenya Airways 507, Colgan 3407, Agar 23 and the next aircraft to go down. If the pilots speaking at Senator Dorgan's Hearing were to opine in a prescient manner they might suggest the next hull loss will be a non-Boeing, widebody with a 7 in the call sign, operated by Thales Flight Guidance software corrupted with Ku technology provided by Emerson's corporate owner Carlyle Canada and the Desmarais. Further we can assume it will be a major international airline sporting red, white and blue colors....." as he was now being interrupted by his son Stone, Chips took another healthy pull on his Grolsch Wide Body, or GWB, not to be confused with a fighter pilot from Texas like GWB or Chips himself who was born in Ft Worth on 2 Oct 1949 and held the world's record for low jet-to-jet air refueling which can be viewed by watching the movie 'Captain Sherlock Solves 9/11' at www.captainsherlock.com

"Dad, please tell us which major international airlines sport those colors, not that I'd don't believe you. After all, you know I listen to all your interviews on KTKK radio, AM 630 in Salt Lake, such as the one you may, or may not, be doing on 2 June, 2009 with Host Jack Stogwell of Moab, Utah." www.k-talk.com

"Well, what's painted on the outside of a flying vessel is not always a truthful indication of who operates it. For instance, when Ollie North and Richard Secord were hauling things in and out of the mid-East they would use 'false flag' paint jobs just like those used on 9/11 when Boeing drones were painted to look like UA175 and AA11. However, because the next hit will be using a passenger flight instead of a drone, some likely nominees would be Delta, British Airways, Air France or Aeroflot as they all have red, white and blue paint jobs."

As he was preparing to finish his lecture, the clock struck 0500 and the room was called to attention. "Room rise, Mr. Vice-President and Madam Vice President arriving". As the active duty division commander had called the room to attention, Jackson was quick to correct him.

"Ladies and gentlemen, remain seated. Moose and I are neither official vice-presidents at this point any more than Chips' vice-presidential Limo is an official vice-presidential limo. We are all players in AMALGAM Trident, Broken Cup so let's get to work". To his left a stunning Moose looked more like a hockey mom than a goalie who'd willingly engage, defeat and emasculate any threat to her net.



"Fellow Americans, across our varied ethnic, age, regional, gender and political selves we share one passion. All of us in this room from the Farsi, Urdu, Arabic and English speaking Sable to the Navy, Marine, Air Force, Church and Airbus speaking Chips are committed to defending our nation, our constitutional republic form of government and our nation's sovereignty from the recent and ongoing attacks from within and without led by the evil triumvirate who endeavor to destroy America. During the early 70's when Bernadine and Bill Ayers were encouraging Airbus to dismantle iconic businesses such as Boeing and GM little did they know that what comes around, goes around....". Jackson was interrupted by an incoming Clipper Call from Hamish at the Vancouver remote.

"Mr. Vice-President, I think you just had a senior moment, you mentioned Boeing and GM, I believe you meant Boeing and GE. GE is the world's leading producer of thrust or hot air and interestingly enough the world's leading producer of fluff in that they participated in the movies "United 93" and "Flight 93". As you know GE is in a conflict of interest as they have many high paid consultants who they have compromised financially and" as Hamish was droning on and on about the corrupt businesses involved in 9/11 Chips engaged his Canadian counterpart thusly, in a laconic and articulate fashion.

"Stuff a sock in it Hamish, Jackson knows more about American aircraft than you it appears and when he mentioned GM he was alluding to the Allison engine part of GM. Allison has provided the T56 engine to thousands of military and civil turboprops including the C130 Hercules family, the P3 Orion family, the little known AC46K that according to Wikipedia was planned but never built, and the P2T Neptune that 3 of us in this room have flown out of Grey Bull, Wyoming, which of course is Jackson's home state. Please let Mr. Vice President have the floor."

As Jackson whipped his bull neck around, clinching his teeth, he responded "Thanks

Chips but no offense from the Canadian thinker, his areas of expertise are different from mine at Halliburton and Washington or yours at the airlines or the military flying units of USMC, USN and USAF in which you flew without incident for so many years regardless of what the dipshit from ALPA named Peter J. put in writing in the Fargo Forum on 3-5-07 resulting in your wrongful termination from Northwest Airlines where you had served in an unblemished 29 year career. Hamish, no offense....but that's once, capeche?" As Jackson clinched his teeth Hamish realized he was officially done asking questions of the Minot end of the trilateral briefing spanning Vancouver-Minot-Arcola/Estevan, Saskatchewan. As he retook his seat Hamish also got a disapproving glare from Rico Gambolino, his handler in British Columbia. And of course British Columbia is the home of MDA and Cascade Aerospace of Abbotsford who colluded to provide the Emerson-Sidley aircraft developed during the 70s for benefit of those who would attempt to topple America on 11 September, 2001. As Jackson was about to summarize, he heard an IM tone from the front row and as Chips silenced his clipper, he saw 3 immediate messages come in from Hamish, Skymaster and 'Agent Covert' remoting of a newspaper office in Washington DC. Jackson could read in Chips' body language that perhaps a recess was in order.

"Clipper Hamish, Skymaster and Covert – Have alerted Mueller: Target will transmit ACARS messages of system failures indicating autopilot disengaged and the fly by wire system changed to alternate law. FAA and Queen Hornet lesbians 8(a) contractors will use Aerosat Airborne Internet and en route aircraft nearby for communications "mesh". They will use backdoor into Airline Operational Control to simulate inflight weather reports and monitor engine and aircraft information to the ground while terrified passengers monitor their own murders on the Internet, cell phones, and live television. These are sick people – Mau Mau Zombies in the MindBox. Backhauled snuff films on the Ku band. Signals will be relayed via Aerosat to Canada Steamship Lines and ChiCom. CAI, AeroEquity, Carlyle Canada and Wellesley Dykes in the funding partnerships with Boston's PAR Capital Management. CAI hired David Emerson to backdoor airborne internet through YVRR, Hornet's Justice Prisoner and Alien Transportation System (ConAir) and Jane Garvey at MIT; she was boss of FAA on 9/11 and former director of Logan International Airport where they cleared Atta for attack"

"OK Flying Circus, let's take a 10 minute break for cold drinks or coffee as Chips updates Moose and I and when we come back I will tell you a joke containing the words Emerson and boobs, take 10". As the majority rose to their feet to wet their whistles, Skymaster apologized to Chips for sending an IM in the middle of a briefing.

"Skymaster, no apology owed or accepted. It wasn't just you, let's go brief the VPs" responded Chips as Jackson held open a door to a bedroom at the Minot Alert Facility. As the foursome entered the room a TSgt from the Wyoming ANG provided security and blocked the door, sniped the room, and turned a loud vibrator on.

The TSgt apologized to Moose saying "Sorry mam, this harmonic disrupts listening devices operating on the KU band of frequencies. As you know the KU band has been deployed on modern airliners ostensibly to allow in flight interactive entertainment and

emailing or Skyping. However, it is a double edged sword...." to which Jackson quipped "Sort of like the double-breasted mattress thrasher named Kelly Flynn who was stationed here as a B52 pilot until her off duty liaison with an enlisted man ended her career....and a 4-star who had to respond to the violation." As Jackson gave that sideways sneer that drives his enemies crazy Chips addressed the others in the room.

"Jackson and Moose, we may have to hustle through the remainder the briefing and at some point invoke 'brevity'. My Clipper just took 4 messages from Agent Covert remoting out of a Washington Newspaper office, Skymaster's TM from the back row, a research fellow, Nano who has a reminder concerning 2 engine aircraft over water and their susceptibility to dual engine failures and Hamish at Broken Cup west with an update on Emerson. Here are nutshells of the 4 messages:

"From Agent Covert in Washington, it appears that Queen Hornet is trying to transform FBI and she, ABC, suggests that is why SWAN-E has not responded. From Skymaster, a real time update that KBDI was set to transmit a premiere of a TV show '9/11 Press for Truth' when their signal suddenly went dark. From Nano in California this reminder regarding the susceptibility of 2 engine aircraft from 'vanishing due to disc failure':

"Subject: Fwd: GE disc failure, 2 June 2008 Check this out. Happened to an AA 767 last Friday. The disc went through the aircraft into the OTHER engine. I'm not sure whether you will have heard about this as it appears to have been hushed up over the weekend. On Friday during a ground run at LAX, GE CF6 in the number one position let go on an American Airlines 767. Two taxiways were closed while bits of disc were retrieved. Attached are some photos, one of which shows half a disc sticking out of an engine. In fact, the disc belongs to the other engine - it's passed through the centre wing box and embedded itself. Undoubtedly, this would have brought down the aircraft had this happened in service. The rear fuselage and port inboard flaps were toasted as combustor exit gases escaped and hit the airframe, which has to have been written off. Interestingly, photos of it were uploaded onto various websites on Friday evening. As of this morning almost all of them have gone, including any of the aircraft as a whole. This obviously has some pretty serious implications for twin-engined aircraft."

Hamish at Broken Cup west has added that within 56 minutes he will have precise information that ties MDA, AeroSat and others to the KU antenna issues known to exist on Boeing and Airbus jets....." as Chips was summarizing, a loud klaxon went off and the 'scramble' lights flashed. Over the PA system, the Base Operations dispatcher announced "Senator Dorgan and party has just landed aboard NODAK 01 and is taxiing to Alert, arrival time 3 minutes, disregard scramble lights".

"Chips, let's tighten this up before Dorgan arrives. You know he is hosting an Senate Aviation Safety Hearing in Washington on 10 June, will you be in CONUS at that time? Question 2 if the answer is no, can you arrange to make the answer yes?"

"Jackson, if the Senate Aviation Safety Hearing is truly interested in getting the Truth I can arrange to make the meeting. However, we may not have that much time. Another

member of our Flying Circus, Fish, has twice warned Washington that the blood would be on their hands if a wide-body airliner would be lost in a manner consistent with the persistent warnings of career pilots with flawless aviation careers in both military and civil aviation. Fish flew P3s for the Navy and B777s for United. I flew F4s and F16s here in North Dakota and DC10s for Northwest. However, Fish, myself, Newton and Covey have all been scheduled to see a shill shrink in LA, Dr. Elliott, when our warnings are too precise or too critical of the mismanaged airlines, there fore, in summary, if called to testify I will. But hear me now and believe me later, if a widebody jet, with red, white and blue paint, is lost over deep water at night in the vicinity of a meteorological hazard area, the questions coming from Le Monde, Wall Street Journal, the Mid-East International papers and the Canadian National Post are going to be impossible for Washington to deflect or cover with spin, capeche?"

"Chips, would you brief Senator Dorgan here in the Kelly Flynn bedroom when he arrives....." but before Chips could answer the voice of the Divison Commander was heard on the PA at 0533 saying "Senator Dorgan, Senator Conrad, Congressman Pomeroy and Congresswoman Bachmann arriving, room, attention". Moose and Jackson looked at Chips as if to say "Showtime". Chips smiled as he harked back to thinking of the only real fighter Ace of the Viet Nam war, Randy Cunningham of VF-96 whose squadron call sign was Showtime 112. Showtime was also the registered name of Chips' prize British White Bull and many British White cattle have Avalon Showtime in their pedigrees, or for short, AF Showtime, not to be confused with Air France Showtime which may occur prior to June 10.

Lt. Randy 'Duke' Cunningham and his RIO, Lt. (jg.) Willie 'Irish' Driscoll, aboard VF-96's F-4 Phantom, call-sign "Showtime 112", make a 500 knot pass below the level of the deck of the USS Constellation, following the pair's first air victory over North Vietnam, January 19, 1972. They became the US Navy's only Aces of the war. "Irish and I came into the break smoking at 500 knots, below the level of the flight deck. I could see thousands of men watching from the catwalks. I made a six-G break turn with 90° angle of bank. We landed after one of my best passes of the cruise." - Commander Randy 'Duke' Cunningham

Each print of "Phantom Showtime" is authenticated by legendary US Navy Ace Commander Randy Cunningham and his RIO, Commander Willie Driscoll and notice Duke using the verb 'smoking' which may or may not refer to 'Smoke' the ANG F4 pilot who holds the world record for low altitude, jet to jet air refueling, 200 feet AGL at Bozeman, Montana. Fight's on.



As the TSgt from the Wyoming ANG [WANG?] exited to show the Congressional staffers and the General into the Kelly Flynn intimate briefing room, Moose asked "Chips, didn't you once have a Bull named AF Showtime?"

"Yes mam Moose, I did"

"What did the AF stand for, Al Franken or Air France?"

"Good guesses regarding the sorry state of the US Senate and what happens next in aviation, however AF stood for Avalon Farm, the 161 acre cattle ranch my family lost to a corrupt Chapter 20 filing in Minnesota Bankruptcy Court presided over by Judge D. D. O'Connor."

"Easy Chips, first of all there isn't a Chapter 20 and accusing Judges of corruption is dicey".

"Well then dice me up all you want, if the foo shits, wear it. And a Chapter 20 is an inside joke amongst bankruptcy attorneys for a C13 that gets converted to a C7 so the lead bank doesn't take a hit and all the little banks do" responded an energized Chips.

"Calm down Chips, you're tongue tied. You said foo shits and I think you mean shoe fits" suggested the radiant hockey mom.

"You say tomato, I say tomoto, but if these PFers want to play baseball with me, I'll shove the bat up their ass".

As the two senators and two congresspersons came into the Kelly Flynn debriefing

room accompanied by the Division Commander, Jackson signaled for the WANG TSgt to block the door and start the vibrator.

"Senators Dorgan and Conrad, I believe you worked with Chips on a project in 2004 which expunged a Wing Commander from the 119th Fighter Wing. Congressman Pomeroy, I believe you remember Chips also from your meeting at the corner of the red and gold concourses of the Minneapolis airport, near Chilis Restaurant and a short distance from the Senator Larry Craig memorial foot tapping stall on the Mezzanine portion of the main terminal. Congressman Bachmann, welcome to the big leagues. Chips, I as your Abel Danger Boss, now invoke brevity, bullet statements only as the Congressional Staffs have to be aboard the Airbus Business Jet taking your sister back to DC in 40 minutes. Chips, your time starts now".

"Byron, Kent, Earl and Michelle. This briefing is classified 'no shit'. On 11 December, 2006 Abel Danger relayed a sensitive and specific message to NWA, ALPA, DOD and FBI regarding illegally modified Boeing jets. Here are some bullet formed updates, and via my Clipper I am asking Skymaster, here on my left, to allow Hamish Watson to listen in at Broken Cup west in Vancouver. Bullets follow:

1- Boeing coerced into illegal modifications at Cascade Aerospace, Abbotsford BC so illegal activity accomplished outside reach of RICO

2- MDA, Carlyle Canada, Sidley Austin and a cyber spook draft dodger enabled the KU control of AA11, 77 and UA175, 93 as well as their droned replacements

3- Gen Maurice Baril tricked Gen Henry Shelton into turning over command of US Air Space to Canada for a 30 hour window. During this window, practiced only once on June 1 and 2, 2001 [AMALGAM Virgo, Tyndall AFB, Florida] and on 9/11 at a time around 0940 a drone flying object flew through the window of Captain Gerald DeConto, USNA '79, and killed him as he tried to defeat the launch vehicle which appears to be a Raytheon A3 modified at Loveland/Ft Collins, Colorado.

4- Earlier that morning, Captain Chic Burlingame, USNA '71 was murdered over the Atlantic when his AA77 was vaporized after having been replaced by the drone.

5- In June 2006 Boeing paid USDOJ \$615M to shutdown an investigation including 'illegal modifications and export' of Boeing jets with military hardware installed.

6- On 11 December, 2006 Abel Danger suggests ALPA and the airlines 'stand down all commercial flights' to enable removal of BUAP/QRS11. No reference was made to the SMACsonic insulation as we didn't want to cause fear during the Christmas peak travel season.

7- 1 Jan 07 Adam Air 574 is vaporized over DEEP WATER in Indonesia.

8- On 2-13-07 I sent Robert Swan Mueller III, Director, FBI a brief and specific letter

including "Adam Air 574 will not be last hull loss".

9- On 5-5-07 Kenya Airways 507 is brought down in similar fashion over terrain than prohibited any rescue or retrieval for days.

10- On 4-29-09 Abel Danger sends an 'Easter Egg to Eric' at USDOJ alerting DOJ that they receive a stronger message before Independence Day, 2009.

11- On 10 June, 2009, Senator Dorgan will be listening to career airline pilots discuss safety at an Aviation Subcommittee Hearing. A speaker who is hoping to appear is Fish, who is outside in the briefing room. He has twice warned Washington Government officials that "if a widebody hull loss occurs and the FAA, DOJ, FBI and SEC have done nothing, there will be difficult questions to answer. I concur with his opinion. Between Fish and myself we have over 80 years of flying and 50,000 accident free, incident free, violation free, failure free and FEAR free flying. Fear of the Lord is the beginning of Wisdom.

"Chips, on behalf of myself and my two colleagues from North Dakota as well as Congressman Bachmann from Minnesota I am asking you and Fish to speak on 10 June."

"Byron, we will discuss it with you later but one of us will be there for sure. If a widebody jet in red, white and blue livery goes down over deep water between now and then, we will both be available, I pray that doesn't happen".

Jackson signaled an end to the private meeting in the Kelly Flynn Memorial bedroom at alert, and the 8 principals and the WANG TSgt rejoined the group. As the Division Commander was opening his part of the briefing, Chips' Clipper Squirt Gun took a FLASH PRIORITY MESSAGE from Agent Covert remoted out of the back of the AC46K parked on the Alert Christmas Tree....the signature got his attention more than the Flash Priority. It was signed Agent Covert-QB. As Chips hustled out to the AC46K he asked Skymaster and Stone to assist in his absence and mentioned the word FLASH.

As he stepped into the dark passenger bay of the Curtiss transport, QB and TW had rather sober looks. "The shit's hitting the fan Chips, Le Monde and Gatineau both indicate a deep water event towards the end of the month or early next. Jam is working it, Sable authenticates it based on careless whispers in Arabic and Farsi; she thinks it is disinfo to cover the usual suspects. She thinks the real assassins speak French and will attack a French jet over deep water. Look at these messages snagged by Sable's friends in Turkey and Iran and real close to the White House at 1455 Pennsylvania Avenue, NW Suite 400 Washington, DC 20004 Tel: 202-289-8800 info@mconnellinternational.com"

"Sable Clipper: I know the sister who does speak French of someone who doesn't and the husband of someone who was on the plane who had exposed some of Clinton's dirty deals with Iraqgate and Ba'ath Party arms dealers in the French American Foundation. The French assassins made sure she was killed----like much of the Clinton's AK and SS

security detail. Barbara Olsen who died on Flight 77 was a sharp and delving critic of Hillary Clinton -- her husband Ted Olsen lied about speaking to her twice on the phone from Flight 77 One of the White House security agents Hillary did not like was transferred by the French-speaking US Marshal boss to Oklahoma City a week before they blew up the Federal offices in the Murrah Building. Also the Francophonie – French speakers - arranged the murder of Nicole Brown and Ron Goldman the night before the Clintons went before the special prosecutor in the "Whitewater" investigation. Those murders were head fakes to distract media from more important case involving White House .. More recently we have DR-DR-DR Zulu Queen to Odinga's gay prince, laissez le bon temps rouler <http://www.youtube.com/watch?v=c6eVVKFHu0>”

"Prince indicates subservient to a King or Queen, and I understand DR-DR-DR, but what does the French mean QB?"

Before QB could answer, TW took over as a Clipper monitor FLASH came in from Hamish. TW and Hamish blurted out "Let the Good Times Roll".

At that moment the sound of Thunder erupted as the lights at Minot AFB flickered 3 times and went to black. Inside the Alert Facility the Division Commander took the stage in the emergency lit Alert Facility.

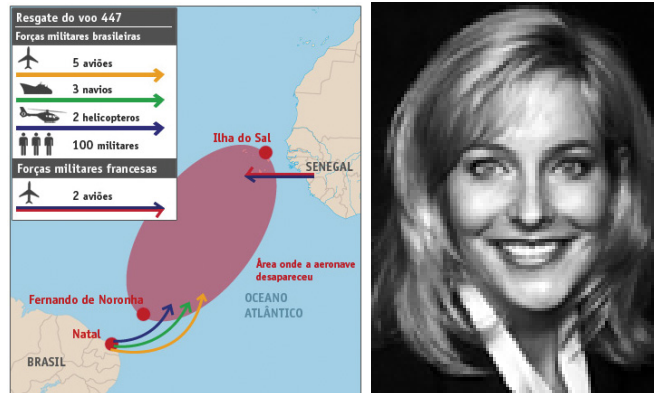
"The Command Post of the BW suggests an unknown electrical event. Perhaps this is a harbinger of things to come as a widebody hull loss is anticipated prior to June 10 and Chips has opined it will likely be "a French dog that will not bark" meaning a Poodle, or Airbus, that will be pulverized before it can send a complete ACARS annunciation of failures occurring after a total electrical failure. The thunder we heard was from Roughrider and Teen Angel who were sent back to orbit over head with Raid 69. Command Post relays that Roughrider is responding to an 'unknown rider' coming south from the Canadian Forces Base in Cold Lake, Edmonton, and I don't mean Winnipeg. Montana and Duluth are launching F16s, Roughrider is closest to intercept." As the Division Commander was interrupted by Jackson, Jackson ordered "Kill Octopus". As the Division Commander relayed the order to Minot Skybird on 311.0 UHF, in the front of the F4D Roughrider was saying 'talk to me Teen Angel'".

"Nose high, high aspect, super, flight of two, 3 up 1 down, standby to snap at 20 miles, VsubC 1.8, push it up".

As Roughrider clasped his oxygen mask into place he had the jet unloaded and in max blower. At 20 miles the VsubC was at 2.8 and a 3 g pull to launch was smoothly applied in the Sweet Talkin' Woman, F4D 66-7478, which someday will be a static display at the Happy Hooligans Aircraft Park in Fargo, ND.

"Minot Skybird to Roughrider on Guard, Jackson orders KILL, repeat Jackson orders KILL".

As Teen Angel marked the KILL order time on the tape, Roughrider said "Fox 1, break, Fox1, Splash one, reattack". As 4 afterburning engines engaged each other from 180 out, the burning wreckage of one of the two offenders fluttered to the prairie below just as a clipper from Hamish came in of a francophone target over the Atlantic being switched to alternate law ...



<http://veja.abril.com.br/imagem/mapa-resgate-voo-447-air-france.jpg>
http://www.whoswholegal.com/img/temp/sundvall_s.jpg

“Clipper Hamish: Top priority. Intercepted francophone hack of comms to Dearborn Street Sidley Women, Pelosi Cisco CUD and USAA agents in Phoenix. They have fly by wire links between Virtual Pentagon and AF 447 computers. Plane being flown to break up fuselage with sharp dives to generate high Gs. Fly by wire Gs through Thales QRS11 triax patent from Hillary and Giroir at BEI. Ku band GyroChips overriding ADIRUs—air data inertial reference unit. MindBox is adjusting USAA tontine insurance on pilot crew and passengers in real time. Airbus D&O liability insurance structured by Sheila Sundvall at Dearborn. Sundvall serviced defendants in personal injury and wrongful death lawsuits arising out of United Airlines flight 232 in Sioux City, Iowa; American Eagle flight 4184 in Roselawn, Indiana; American Eagle flight 3379 in Morrisville, North Carolina; American Airlines flight 965 in Cali, Colombia; Garuda Indonesia flight 421 in Indonesia; and Lion Air flight 538 in Indonesia. Swinehood is using USAA three hubs with ATM at backbone to place bets. They blew KPMG away to deploy approximately 1,200 Catalyst 5000 LAN switches, 75+ LightStream 1010 ATM campus switches, 50+ Cisco 7500 routers and Cisco-Emerson PKI with the Sidley Weatherwoman in the White House. Kickbacks dead passenger life insurance flow back to US military including unwitting agent 1005316. Nuke may be next. Check in e-mail. Out”

<http://www.youtube.com/watch?v=bFl-I5HoySc&feature=fvhl>

Mystery? Not to Captain Sherlock. Note the 'appearance' of a Northwest A320 at 35 seconds and the term 'explosion' at 2 minutes. No Mystery at all.....CS