

## Collision Avoidance Ends USAF Tanker Competition

ICAO passports point Chips to red blood, white flash and blue streak  
(Earlier character development, see [http://captainsherlock.com/Chapter\\_25.html](http://captainsherlock.com/Chapter_25.html) )



*Fish went missing in Chicago and now Hamish had not been heard from in Canada. Clippers tell story of exogenous agents disengaging Air France 447 autopilot to shake off tail and collect debt from AXA and others after crash. ICAO passports point Chips to clues of DOGS THAT DIDN'T BARK where supposedly legitimate leaders in FAA and USDOJ [<http://captainsherlock.com/Olympic-Debt/malpki.wmv>] ignore warnings and recommendations from the National Transportation Safety Board and real story crash of Colgan Air Flight 3407 in Buffalo. ICAO has developed camouflage scenarios to simulate mid-air collisions and trigger fatal deconflict maneuvers. ADuc agents have noted white flash lit up the night sky just past Natal where Blue Streak spilled Red blood into deepest part of the ocean. Loan sharks smelled blood. Psycho-Sarko spins TCAS-pitot fairy tale as Marines prepared to engage and defeat the Blue Steak of Treason. Murder for hire in serial aviation hit parade of Unlucky 7. Information keeps rolling in from Concerned Citizens of America while a 'dog and pony show' involving FAA Babbitt and the FBI stonewalls 9-11 and the AF 447 story plays on in the Senate hearings a week later, on 17 June, 2009.*

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"Awaiting your input....." and then silence was all that was left of a message that came early the morning of 6-11-2009 on Chip's cel phone ending in 1910. As his son drove the Roadmaster he checked his Clipper and saw the message was simulcast to both phones at the same time and from the same unknown number: 905-988-3XXX. As the concern was showing on his face his son asked him what the trouble was.

"Stone, I got three words of a message from Hamish and then the line went dead. He had called from a 905 area code which is an area code I am not familiar with. Stone pulled out his Clipper IPod and determined it appeared to be Ontario, Canada.

Chips immediately returned a call to the number but the phone rang 5 times then an unrecognized woman's voice indicated the party was unavailable and to please leave a message which Chips didn't do knowing that that's just what they'd expect him to do. His idea was asymmetric to that and he dialed Gadget Bent with the RCMP. That number also went unanswered and to a message machine. Just as LEOs south of the 49th go to Dunkin' Donuts it appeared to him that Gadget, north of the 49th, must be out to a Tim Horton's. He next dialed Rico Gambolino in the Vancouver area. Paydirt.

"Rico speaking" was welcome to the ears of Chips.

"Rico, Chips, I just got a partial message from Hamish and then the line went dead. He had dialed both my cel and my Clipper from 905-988-3XXX. Can you tell me for sure where that number rings, my son suggests Ontario?"

"Your son is close, it's just off the east end of Lake Huron in that spit of Ontario that is across the water from Western New York and east of Windsor, the sister city to Detroit, but I just got a related email pic and text from Marquis d'Cartier. He received it from a Canadian friend who works for Northrup Grumman. It appears, at least internally, they realize that the McCain supported UAT [unmanned aerial tanker] competition just died alongside 228 innocent victims of Air France 447; standby, I'll email you on your Clipper. Voila, it's gone."



*"45 years ago this 1961 B52H lost its tail in turbulence over New Mexico, yet flew for 4 hours and landed safely at Blytheville AFB, Arkansas. As of 1 June, 2009, the US Tanker Competition between [Air France 447] Airbus and Boeing is officially over, regardless of any gratuity paid to McCain or others. Sign that Pierre, 2205 CDT, 13 June, 2009."*

Thinking back to the 351W and 351C engines produced by Ford for the early Mustangs Chips had his mind dialed into Windsor and Cleveland. "Thanks Rico, please email Gadget and let him know that at 0707 EDT on the 11th Hamish's last known position was at the location where that phone is installed, assuming it was not a cel number.

Please have Gadget and Vani continue to try and locate Hamish and I will do likewise from down here in the colonies. Chips out."

As Stone drove the 1996 LT1 Roadmaster into the Titan Farm Machinery lot he saw his 1996 ST PW LT1 Fleetwood Limo, which would have to suffice as his 1995 Presidential Limo, was still on a decoy mission to Washington DC. The Pennsylvania Troopers, the Park Police and the 'boys in black' had been frustrated on the early morning of 10 June, 2009 when they attempted to prevent Chips from arriving in DC to testify at Senator Dorgan's Aviation Safety Hearing at 1430 on The Hill. As Stone pulled up next to the Limo, Chips smiled as he looked at Minnesota plates 262 AZY knowing that the rear plate on the other black limo was the same. In aviation, limousines or sleuth work standardization is important. Stone let his dad get out and then headed to their farm while Chips and the ally went for a 'ride downtown' to Roberts St in Fargo, cultural center of North America. As the Ally drove, Chips relayed clipper message from agent on current research for series of articles going into Washington DC Examiner.

*"Covert clipper: Have found FAA still ignoring warnings and recommendations from the National Transportation Safety Board (NTSB) and real story behind fatal crash of Colgan Air Flight 3407 in Buffalo. ICAO has developed camouflage scenarios to simulate mid-air collisions and trigger fatal deconflict maneuvers. They are firing and/or trashing highly qualified and experienced pilots, some of whom were forced out of the cockpit in retaliation for reporting their concerns or medically grounded on trumped-up psychiatric grounds in retaliation. No pilots called to testify before the Senate subcommittee. Newly appointed FAA Administrator Randy Babbitt told senators that his agency is upgrading training standards for pilots and plans to require all commercial carriers to have ASAP programs in place. But Babbitt also defended the FAA's past treatment of whistleblowers. "I am convinced the FAA took appropriate action," even though he knows of charge off scams by lenders' trusts working with ICAO insiders in Montreal."*

*"Chips to chips clipper memo: There were two arms trade investigators and 9 Chinese steel executives. As a 23000 pilot with 3750 hours of PIC on airbus jets I assure you any experienced pilot could fly it with no airspeed indicators at all.....simply pitch and power.....zero the VSI and use whatever MANUAL power setting necessary to maintain an acceptable pitch angle....I'd suggest 3 degrees of pitch, zero vsi, and whatever power it takes to maintain it....this ain't rocket science and the Airbus CEO is correct, but they need a scapegoat so all the pitot booms get replaced costing millions and the murderers in the global cabal keep making insurance money when their coffee fund runs low. Reinsurance is a wonderful thing for the globalists and their equipment finance experts but a little hard on airline passengers."*

*"Clinton Rubin agent clipper. [Sidley Austin LLP](#) has equipment finance experts. They handle Bombardier and UT Finance. They do event arbitrage for equity and loan participants in US aircraft debt financing transactions. They co-mingle lessors, lessees, lenders, borrowers, manufacturers and bond insurer on aircraft lease securitization with Aircastle Advisor, Ambac Assurance, Bombardier, Dubai Aerospace Enterprise and UT*

*Finance. Rory Kelleher served predatory lenders in recent bankruptcies of Delta Air Lines and FLYi. Sidley New York partner Paul Risko handles aircraft finance for debt and equity investors, liquidity providers, guarantors and lessee; same as Sildey's senior counsel at firm's New York office, Dennis Bekemeyer. Sidley women and NYV partners celebrated diversity in debt. We see ICAO racketeering for United Nations and Global Guardian control of aircraft and aerospace [space shuttle] industries. They squeeze debt repayments by terrifying carriers, pilots, crew and passengers. Stop with extreme prejudice. QH out"*

Chips and the ally parked on the east end of the block, up against the curb, facing south. Chips took out his cel phone and rolled down the right front window of the Limo and pressed 888#. About 4 minutes later a slender woman in her late 50's came to the Limo and got in the middle right door. As the Ally drove the Limo towards north Fargo Chips and the lady discussed church issues and local personalities like the Fat Man on 1100 AM, The Patriot, prior to arriving at the Fargo Air Museum where a yellow DC3 emblazoned 'Duggy' sat parked to the north of the Museum.

As the 3 of them waited they saw a Red Jeep heading east on 19th Ave N. and the Jeep parked along side the Limo and a stunning red head executed a Jeep to Limo transfer of herself. As the four of them took out note pads and pens the woman from the Courthouse suggested they had a busy week ahead. "We are reminded by Gerald Fitzpatrick in Chicago that the Swinehood had their lovefest in New York on Monday, 15th of June. Our mole at Sidley confirms those attending and when last heard from Hamish and Marquis d'Cartier had indicated they'd be crashing the [rsvp@sidley.com](mailto:rsvp@sidley.com) event. That is now an open question as Hamish has gone silent for the last 72 hours. We also wish to be present in Hillsboro, North Dakota on Wednesday, the 17th, as aviation enthusiasts, aircraft lenders and some interesting pilots will visit that Bean and Brat Fly-In for cover just as the Global Guardians use International Airshows to cover their meetings just prior to or following significant aviation insurance transactions like the recent Air France 447...."



Chips interrupted with "...and watch for spin from France, FAA, IFALPA etc. as they try to take the investigation sideways as usual. Sounds like the pilots at Air France would like to suspend A330 and A340 flying until at least 2 of the 3 pitot booms on each Big Bus can be replaced. The Air France incident is similar to the supposed pitot tube icing of Colgan 3407. Note in Barbara Hollingsworth's article the FAA issued on the Bombardier Model DHC-8 series that warned of "erroneous/misleading altitude and airspeed information" from pitot static probes, devices .... measure airspeed. Any focus on the pitot booms hides the real weakness, the vertical stabilizer and rudder, a vastly more expensive 'fix'. Expect Europe to point the finger at Northrup-Grumman ADIRUs as that is a US component, just like in the targeted Boeings there was a French item from Thales in the Boeing Uninterruptible Autopilot that was driving not only the drones and decoys of 9/11 but also provided exogenous rudder signals to American 587 on November 12, 2001, the A300 in Miami in 1999 and perhaps the October 31st hit on Egypt 990. Keep in mind that in the case of TWA 800 we may have experienced a trio of drones in that military pilot eyewitnesses saw the Navy launched high-low lookdown AIM strike the wreckage of the target drone just as the drone target struck TWA 800 on the boundary of the ALTREV. These Global Guardians must have realized they'd victimized Boeing too often as the last two downings have involved a Bombardier and an Airbus. Strange that Randy Babbitt failed to mention that two years ago an Airworthiness Directive the FAA issued on the Bombardier Model DHC-8 series that warned of "erroneous/misleading altitude and airspeed information" from pitot static

probes, devices that measure airspeed." Randy Babbitt, of course, has not been a line pilot for over 20 years and does not speak for the airline pilots around the globe who have their gluteus maximus strapped into the pilots seats in the cockpit, not to be confused with the 'flight deck". Whereas Babbitt and FAA think 2 years is tolerable regarding airspeed indicator faults I believe that the Air France pilots have already told Air France exactly what day they will refuse flying assignments to A330 or A340 airliners with the bad probes. I will go out on a limb and suggest by June 15th the pitot tubes will be replaced or the A330 and A340 jets will be parked."

*"Air France switches to new plane speed sensors. Air France has replaced the air speed sensors on its entire fleet of Airbus A330 and A340 long-haul aircraft, a pilots' union official said Monday. The company had been under pressure from pilots who feared the devices could be linked to the crash of Flight 447 In the deep waters of the mid-Atlantic, a Dutch ship towing a high-tech, U.S. Navy listening device was to began trolling Mond."*

"These Global Guardians have now used induced or asymmetrical icing, or both, in the Wellstone hit, the Colgan hit and AF 447. When Wellstone's BE100 went down due to asymmetrical icing, the preceding Beech Queen Air operated by Bemidji Airlines and the trailing BE200 King Air carrying Norm Coleman landed without incidents minutes before and after Wellstone's crash to the same runway and in the same weather. One Wellstone wing was iced up, one was clean. With Colgan 3407 the preceding flights had no trouble with icing nor did those following. In the case of Air France 447 other flight transitted this airspace on 1 June, 2009 without incident. One crew from a Comet Air flight reported seeing a brilliant white flash that extend vertical and downward that appeared for 6 seconds which introduces a question about whether Air France 447 was "in a thunderstorm" as they were plainly visible for 6 seconds. Keep in mind that exogenous inputs can and have been applied to rudders and ailerons, and they can similarly disable electric components, for instance, interrupting electrical current to pitot tubes which would allow them to ice up and provide erroneous airspeed information. Please hand me the ACARS from AF447 Roughrider."

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A I R   F R A N C E   A C A R S                               01/06/
Liste Des Evenements ACARS                                   16:
28 / 256                                                    ***** 30

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MATERIEL : AV FGZCP REG DATES du: 120509 au: 0106
??OT ENT : ATA/PH: (TA: A330)

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ATA/PH	Typ	Sel	Libelle succinct du message	Date	Novo
27 23/06	WRN	WN0906010210	272302006F/CTL RUD TRV LIM FAULT	09-06-01	AF 447
22 83/06	WRN	WN0906010210	228301106FLAG ON F/O PFD	09-06-01	AF 447
22 83/06	WRN	WN0906010210	2283001006FLAG ON CAPT PFD	09-06-01	AF 447
34 43/06	WRN	WN0906010210	344300506NAV TCAS FAULT	09-06-01	AF 447
22 30/06	WRN	WN0906010210	223002506AUTO FLT A/THR OFF	09-06-01	AF 447
22 83/06	WRN	WN0906010210	228301206FLAG ON F/O PFD	09-06-01	AF 447
22 83/06	WRN	WN0906010210	228300206FLAG ON CAPT PFD	09-06-01	AF 447
27 91/06	WRN	WN0906010210	279100506F/CTL ALTN LAW	09-06-01	AF 447
22 62/06	WRN	WN0906010210	226201006AUTO FLT	09-06-01	AF 447
22 10/06	WRN	WN0906010210	221002006AUTO FLT AP OFF	09-06-01	AF 447
38 31/06	FLR	FRO905312245	38310006VSC X2,,,,,,LAV CONF	09-05-31	AF 447
38 31/06	WRN	WN0905312245	383100506MAINTENANCE STATUS	09-05-31	AF 447
/				09-05-31	AF 444
/	PFR	DEN013/	090531201300MAY310?522003P	09-05-31	AF 444

PF2/3=Fin PF4/5=Pag.avion PF6/7/8/9=Pagination X=consult. PF12=Edition

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A I R   F R A N C E   A C A R S                               01/06/
Liste Des Evenements ACARS                                   16:
29 / 256                                                    ***** 30

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MATERIEL : AV FGZCP REG DATES du: 120509 au: 0106
??OT ENT : ATA/PH: (TA: A330)

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ATA/PH	Typ	Sel	Libelle succinct du message	Date	Novo
21 31/06	WRN	WN0906010214	213100206ADVISORY	09-06-01	AF 447
22 83/06	FLR	FRO906010213	22833406AFS 1,,,,,,FMGEC1(1C	09-06-01	AF 447
34 10/06	WRN	WN0906010214	341036006MAINTENANCE STATUS	09-06-01	AF 447
27 90/06	WRN	WN0906010213	279004006F/CTL SEC 1 FAULT	09-06-01	AF 447
27 90/06	WRN	WN0906010213	279002506F/CTL PRIM 1 FAULT	09-06-01	AF 447
34 12/06	FLR	FRO906010211	34123406IR2 1,EFC51X,IR1,IR3,	09-06-01	AF 447
34 22/06	FLR	FRO906010211	34220006ISIS 1,,,,,,ISIS(22FN	09-06-01	AF 447
34 10/06	WRN	WN0906010212	341040006NAV ADR DISAGREE	09-06-01	AF 447
34 12/06	WRN	WN0906010211	341201106FLAG ON F/O PFD	09-06-01	AF 447
34 12/06	WRN	WN0906010211	341200106FLAG ON CAPT PFD	09-06-01	AF 447
27 93/06	FLR	FRO906010210	27933406EFC51 X2,EFC52X,,,,,FC	09-06-01	AF 447
34 11/06	FLR	FRO906010210	34111506EFC52 1,EFC51,AFS,,,,,P	09-06-01	AF 447
27 90/06	WRN	WN0906010210	279045006MAINTENANCE STATUS	09-06-01	AF 447
27 90/06	WRN	WN0906010210	279045506MAINTENANCE STATUS	09-06-01	AF 447

PF2/3=Fin PF4/5=Pag.avion PF6/7/8/9=Pagination X=consult. PF12=Edition

As Roughrider passed out 3 copies of the ACARS messages from AF447 an unmarked white Crown Vic drove slowly passed the Air Museum. Roughrider and Caffrey followed the patrol car with their eyes as the Courthouse lady and Chips scanned the ACARS message transmitted just prior to the end of Air France Flight 447. As Chips reread the ACARS his mind went back to funerals he had attended of fallen military men over the course of his adulthood including his attendance at the Arlington services of both Karl Waldron and his own father. He recalled the photo of a young man accepting the US Flag from a Marine Officer after the service for the young boy's father. He became more resolute as he recalled the stoic behavior of the young Marine's son and compared it to the disrespect to the Flag of the United States of America shown by the Alien Occupant and his mentor Bill Ayers.



[An indication of EXTREMIS in Aviation Safety, Presidential Seal upside down.jpg](#)

As Chips read aloud the ACARS report he spoke to Caffrey, Roughrider and the Court woman. "These Global Guardians keep going back to the same playbook and in this case it is once too often. I direct your attention to Line Items 1, 4, and 8. The first automated message from the stricken AF447 is RUD TRVL LIM when indicates an event in the Rudder Travel Limiter, this is significant in that the apparent condition where the travel of the rudder became 'unlimited' is underscored by the biggest piece of the A330 found was the vertical stabilizer which was both attached to the rudder and violently removed from the A330. While others can opine in a contrary manner I would remind you and Abel Danger of not just the Miami A300 or American 587 but also United 585 in Colorado Springs and the USAir 427 near Pittsburgh were 4 "hull losses" where uncommanded inputs [ exogenous? ] caused the rudder to invert the aircraft close to the ground or cause the aircraft to become a "rudderless" ship just like the United States is with "he who has no birth certificate" temporarily in the White House. The Global Guardian inspired hits often occur close to the dates of major international Air Shows so they influence aircraft orders. In late June, 2001, having seen the Amalgam Virgo dress rehearsal for 9/11 aircraft buyers were aware that Boeings could be droned and remotely steered using MacDonald Detwiler, Jeppesen and Pegasus technologies. Now in 2009 the shoe is on the other foot as orders for Airbus will undoubtedly be affected by the separation of the vertical stabilizer of AF 447. Here follows thoughts of Chief Executive of Air France, Pierre-Henri Gourgeon and Chips. Tit for tat. Pisser."

*"It is my understanding that on AF 447 one airspeed indicator indicated 80 knots and at that speed full deflection of the rudder "WOULD NOT BE LIMITED" which is critical as a full deflection of the rudder at cruise mach would overstress, and violently remove, the vertical stabilizer." The airspeed shows 80 knots momentarily which tells the rudder computers that full deflection is ok. Not good at M82. In severe turb and ice. "Hamish clipper: Emerson and Sidley Austin helped CAI execute 'charge-off' fraud. Lenders to recover debts from insurance claims filed after transponder signals triggered deconflict maneuvers and ripped tail off 447. Traffic alert and Collision Avoidance System (or*

TCAS) presented a false threat of *mid-air collision* (MAC). Scams set up by *Airborne Collision Avoidance System* mandated by Maurice Strong at UN and *International Civil Aviation Organization* in Montreal. Check 34 43/06 WRN WN0906010210 344300506NAV TCAS FAULT. Pay attention to ACARS msg traffic from 447 line items 1, 4 and 8. See RUD TRVL LIM, TCAS, ALTN LAW. Remember at least one airspeed instrument indicated 80 knots while cruising at .82. This allowed FULL RUDDER DISPLACEMENT. They knew captain was in the crew rest facility and the pair of FOs whose TOTAL FLIGHT TIME between them was 9000 hours would not recover a finless A330 in ALTN Law at night, in the TSTM tops. Bombardier had a UAV of bizjet in the area as "unknown aircraft" to cause TCAS input and trigger fatal maneuver to deconflict. CLEAR OF CONFLICT was achieved by ripping vertical stabilizer – tail – off of AF 447.” [http://blog.seattlepi.com/aerospace/library/ACARS\\_AF447.pdf](http://blog.seattlepi.com/aerospace/library/ACARS_AF447.pdf)

*“Hamish clipper: FAA being extorted by Montreal ICAO. Sidley lenders threaten Rosenker and Babbitt of direct attack on FAA owned fleet of aircraft if they try to enforce 2007 Airworthiness Directive on the Bombardier Model DHC-8 series. Sidley needs to camouflage "erroneous/misleading altitude and airspeed information" from pitot static probes, devices that measure airspeed. They want to be able to explain crashes away as pilot error or malfunctioning probes as on the Colgan DHC-8. That way they can accuse Capt. Marvin Renslow of not knowing his correct airspeed which degraded from 180 to 130 knots in 25 seconds. This is an artifact of the collision avoidance maneuver.”*

"Just as on 9/11 the Global Guardians left 'smoking guns' including the 'little white jets' in close formation with UA175 and UA93 and the ill-timed BBC report of the destruction of WTC7 twenty minutes before it was pulled, Line Item #4 may be a smoking gun also. The Item indicates a TCAS event. If an "on scene commander" aircraft got too close to Air France as it prepared to penetrate the thunderstorm while the Captain was away from the cockpit, the TCAS would have annunciated an instruction to the two pilots to take evasive action to avoid the intruding aerial vehicle be it a Predator Drone, a CL604 such as those used on 9/11 or any other flying vehicle equipped to take exogenous control of AF447 through the KU band antennae installed to allow the Swinehood to generate insurance proceeds and/or silence 'trouble makers' such as Beverly Eckert on Colgan 3407 or the 5 Raytheon execs who died aboard 3 of the 9/11 jets."

*“Chips Clipper from Captain Jean-Pierre 'Frenchy' Simon...58-year-old flight captain Marc Dubois, who joined Air France in 1988, had approximately 11,000 flight hours, with 1,700 hours on an Airbus A330. The two co-pilots, 37-year-old David Robert and 32-year-old Pierre-Cedric Bonin, had only 9,000 flight hours between them.”*

"So now we have a disabled rudder limiter, an instruction to aggressively maneuver the A330 to avoid a collision with the intruding flying vehicle just prior to Line Item 8, the degradation of the Flight Controls into Alternate Law where protections related to the flight envelope were removed at same time that TCAS is instructing the captain-less crew to aggressively maneuver the Airbus in night, IFR, turbulent and icing conditions. If an exogenous signal had been sent via KU band to remove current from 2 of the 3 pitot

booms the cold air and heavy precip in the top of the thunderstorm could easily have caused the airspeed indicators on both the left and right PFDs to give erroneous indications of airspeed. In the old days pilots were taught to survive these types of events with power and attitude, commonly called pitch and power, however, as was testified to by the FAA Inspector who made disparaging comments about the training of and skill levels demonstrated by the Colgan pilot group just prior to his punitive demotion at FAA, those days have long since passed as bankrupt airlines have found it difficult to pay for both expensive pilot training and requisite golden parachutes for CEOs and other n'r-dowells leading the US airline industry into a fatal tailspin. Watch for USAir to seek voluntary furloughs of flight attendants at the same time the biggest airline in the world, Delta, seeks to trim their pilot ranks through early retirements. I believe it was USAir's Captain Sullenberger who suggested to Congress that those with his training and experience were leaving the US airline industry through both early retirements or the appeal of higher paying jobs in the Middle East, India, EuraAsia and "points elsewhere". Fortunately, for the US and global public there are still a few old Marine war dogs that can pick up the scent of the enemy and in this case the enemy is not Boeing or Airbus, or France or the United States but those entities who provide "exogenous flight guidance inputs" into otherwise safe and airworthy airframes for political purposes and financial gain. The value of human life is not considered. And they don't care if the US Navy is used [TWA800] or the US Air Force [9/11] and 'those agencies' are located in Montreal and serve the United Nations not the American, French, Canadian or any other citizens of a sovereign nation.

"Chips, that is quite a mouthful but Steve from the Fargo Forum just called and said he'd be joining us at the Museum in 10 minutes, so let's go look at some aircraft". As Roughrider finished that comment he and Chips opened the rear doors for Caffrey and the Court Lady as they entered the Fargo Air Museum to wait for the Forum reporter.

As the men trailed the ladies Roughrider questioned Chips. "Chips, you mentioned old Marine War Dogs, were you referring to Marine Devil Dogs?"

"No Roughrider, I was referring to the canines used by the US Marines on Guam, Saipan and a few other pieces of hot real estate. Just as the Tuskegee Airman never lost a USAAC bomber to Germany's fighter pilots, the Marine War Dogs never allowed an ambush of US Marines by those who may have wished them ill. They did, however, allow the Marines to slaughter more of their enemy by performing a variety of duties for benefit of the Marines."

*".... for their contribution to the war effort, the dogs paid a dear price, but the good they did was still far out of proportion to the sacrifice they made. They and their handlers led over 550 patrols on Guam alone, and encountered enemy soldiers on over half of them, but were never once ambushed. They saved hundreds of lives, including my own. This book is dedicated to the memory of those loving, courageous and faithful dogs of the 2nd and 3rd War Dog Platoons. They embodied the Marine Corps motto, Semper Fidelis."*

The men held open the doors as the ladies entered the Fargo Air Museum. Two honks from a small car owned by the Fargo Forum indicated that Steve the reporter was joining and Chips and Roughrider waved and went into the museum. The ladies had stopped to ask a distinguished looking gentleman a question and politely waited as he was on his cell phone. As Steve joined the party of four Chips whispered to Darrol "a private meeting place?" and Darrol motioned to the yellow DC3 emblazoned Duggy, parked on the north side, and continued talking to his wife Jean.

The boarding door was open so the five entered the Douglas transport, closed the door and settled down for the meeting. Five note pads, one video camera and two cassette recorders were turned on causing the USDOJ lady to back out of the FIELD of view of Steve's video camera.

As Chips was about to start the conference, incoming 'priority' Clipper TMs came to Chips, Caffrey and Roughrider from Marquis d'Cartier, location unknown in the 905 area code. "Abel Danger; Hamish and I are alright. Enroute to crash [rsvp@sidley.com](mailto:rsvp@sidley.com) we made a surprise visit to ICAO headquarters in Montreal. Posing as industrial custodians we helped our selves to interesting communiques, in French, between ICAO, Airbus, the UN and Sidley. Hamish wishes you consider the following:

*"Hamish clipper: FAA being extorted by Montreal ICAO. Sidley lenders threaten Rosenker and Babbitt of direct attack on FAA owned fleet of aircraft if they try to enforce 2007 Airworthiness Directive on the Bombardier Model DHC-8 series. Sidley needs to camouflage "erroneous/misleading altitude and airspeed information" from pitot static probes, devices that measure airspeed. They want to be able to explain crashes away as pilot error or malfunctioning probes as on the Colgan DHC-8. That way they can accuse Capt. Marvin Renslow of not knowing his correct airspeed which degraded from 180 to 130 knots in 25 seconds. This is an artifact of the collision avoidance maneuver."*

"How copy, Marquis"

"We have a good copy and no questions Marquis. When might we expect to get another update from you and Hamish?" replied Caffrey who had experience as a legal secretary for the most powerful Law Firm in North Dakota and knew how to get notes accurate the first time.

"Next stop NASA hangar at Cleveland Hopkins, Sunday 6-14, before crashing the Pork Feed in New York Monday the 15th. We have located the play list for the top 5 songs of the Sidley/Wellesley LoveFest set for NYC and will include that in our next report. Next report from NASA within 24 hours, Marquis, out." click then silence.

As Caffrey and Chips chewed on the message delivered from Marquis and Hamish, they distributed clippers that had come in from agents Save 8 and 9 who had links to octogenarian Rodney Stich a World War II Privateer pilot with the Navy who went on to become an airline pilot, FAA official, then Whistleblower [stich@unfriendlyskies.com](mailto:stich@unfriendlyskies.com)

[Note to readers from Chips: If you read Chapter 8 you will see my idea that Jos. Kennedy Jr. may have been fraged in that BQ8 in WWII. Of course zero pilots know what a BQ8 was or a QB7. BQ8.....droned B24 QB7.....droned B17. Both planes required human pilots to get them up to cruise and then bail out....were you aware of this? The Mosquito chase plane behind the BQ8 is eerily similar to the TCAS annunciation on the ACARS automated report coming out of AF447 just prior to "the end"]

*“Saves 9 Mafia Mole clipper: I warned FAA inspector of 9/11. He ran hearings for several months like an independent prosecutor. He was undermined by U.S. attorney in DOJ. I sent him FBI records and warned of (a) planned downing of a airliner leaving New York City (TWA Flight 800) (b) planned bombings in Africa (U.S. Embassies in Kenya and Tanzania); and (c) planned hijackings of airliners on 9/11. I was in al Qaeda cell headed by Ramzi Yousef. QH knows Canadians masterminded planned simultaneous bombing of 11 U.S. airliners departing Far East locations and the 1993 World Trade Center bombing. QH and Mueller and high-level FBI-DOJ personnel kept this advance notice secret to stop me being recognized as credible. Murders perpetrated by my father with a key FBI supervisor and Canadians. DOJ wanted me discredited. They did not want me recognized at top of al Qaeda cell able to block planned attacks. So, nearly 3,000 people died without exposing ICAO pig farm passports and killers who keep on killing”*

*“Saves 8 Mafia Mole clipper: I am ICAO agent in Montreal. Warning – former assistant pass officer in the UN Security Section’s Identification Unit Maurice Strong went to Kenya in the early ‘50s. He set up Mau Mau oath taking ceremony with Obama’s grandfather. His ICAO ePassport system now provides killers with a racketeering backdoor into aircraft flown by distressed debtors. He has tricked America into e-passport deployment. Uses two new technologies: Radio-Frequency Identification (RFID) and biometrics. He has set up International Civil Aviation Organization (ICAO) with a mandate for setting international passport standards. He can arrange skimming and cloning. Soetoro has been given digital signatures on his e-passport data so he can appear to approve hits or passport-issuing authority for Big Red general who operate with his authority in his absence. Note Maurice Strong Went to New York in 1947 lived with Noah Monod, then treasurer of the United Nations. At age 18, he was listed as a member of the Secretariat of the United Nations in New York where he met David Rockefeller and learned how to move UN funds through Rockefeller Chase Bank in family trust administered by Sidley Austin law firm.”*

As Chips and the crew were considering the words of Save 9 and 8 they felt the old DC3 shake as a sudden and cold blast of wind shook the venerable Gooneybird as it sat tied down to the tarmac just north of the Fargo Air Museum. At that same time a light aircraft on approach to runway 18 at KFAR was upset by a downburst in advance of the approaching thunderstorm, not dissimilar to the thunderstorm that had caused the fatal upset of AF 447. Fortunately, the Captain at the controls of this upset aircraft had more than twice the total time of the Captain of AF 447, and more than 6 times the experience of the two Air France 447 co-pilots who were among the 228 victims of Air France 447. Math doesn't lie, ACARS doesn't lie, so where does that live the US Department of Justice, the FAA and the FBI? We await the considered opinion of Senator Dorgan of

North Dakota who got the truth on 9 June, 2009, a day prior to the dog and pony show at the senate. And as we wait, the information keeps rolling in from Concerned Citizens of America and the 'dog and pony show' involving FAA Babbitt and the FBI stonewalling of 9-11 and AF 447 plays on in the Senate hearings a week later, on 17 June, 2009.

[<http://captainsherlock.com/Olympic-Debt/malpki.wmv>]

<http://www.avherald.com/h?article=41a81ef1/0022&opt=5632>

<http://www.washingtonexaminer.com/opinion/blogs/SharpSticks/Update-FAA-is-still-ignoring-the-warnings-Who-the-Aviation-Subcommittee-WONT-call-to-testify-48158377.html>