

Originally Processed With FOIA(s):  
1998-0004-F[3]

FOIA Number:  
S

# FOIA MARKER

**This is not a textual record. This is used as an administrative marker by the George Bush Presidential Library Staff.**

---

**Record Group/Collection:** George H.W. Bush Presidential Records  
**Collection/Office of Origin:** Chief of Staff, White House Office of  
**Series:** Sununu, John, Files  
**Subseries:** Correspondence Files

---

**OA/ID Number:** 29133  
**Folder ID Number:** 29133-006

---

**Folder Title:**  
Unanswered Mail 10/26/91 [1]

---

Stack:	Row:	Section:	Shelf:	Position:
<b>G</b>	<b>15</b>	<b>24</b>	<b>5</b>	<b>6</b>

---

THE WHITE HOUSE

WASHINGTON

October 17, 1991

Dear Mr. Ambassador:

Thank you for your recent letter inviting the Chief of Staff and Mrs. Sununu to a reception on October 29 to celebrate the 68th anniversary of the Turkish Republic.

Unfortunately, the Governor and Mrs. Sununu must decline due to the numerous commitments already set on the Chief of Staff's schedule. The Governor asked me, however, to convey his appreciation to you for your kindness in thinking of them.

With best wishes,

Sincerely,

Jacqueline A. Kennedy  
Assistant to the Chief of Staff

The Honorable Nuzhet Kandemir  
Ambassador  
Turkish Embassy  
Washington, D.C. 20008

White House Guidelines, August 28, 1997

BY JM NARA, Date 12/17/98

DECLASSIFIED

E.O. 12958. Sec. 3.5(h)

NAN

DATE  
TO:  
FR

10/26/91  
(COS Files)

PAGE 1 OF 2 PAGES

RETURN FAX NUMBER: (504) 395-6809

October 21, 1991

THE WHITE HOUSE  
1800 Pennsylvania Ave.  
Washington, D C

ATTN: John Sununu, Marlin Fitzwater, et als

Dear Sirs,

Don't you realize that your statements regarding David Duke will do nothing more than sharpen Louisiana voters' determination to vote for him in the run-off election?

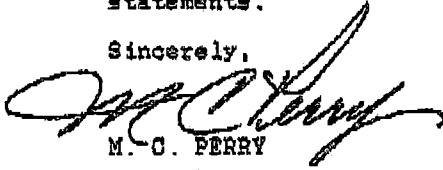
The way to insure Duke's defeat IS NOT to issue White House statements, no more than it is to have Jesse Jackson or Jane Fonda or others of similar persuasion here in Louisiana to campaign against Duke.

Your suggestion that Louisianians should have a "NO" choice on the ballot is not only unworkable, it is also as simplistic as many of Duke's solutions to our problems.

The last thing Louisiana voters want to hear is a federal government's lecture about whom to vote for.

Stop helping David Duke with your ill-timed and misguided statements.

Sincerely,



M. C. PERRY

2502 Coteau Road  
Houma, LA 70364

(504) 851-8528

Edward A. Schaefer

1600 SOUTH EADS ST. 924N

ARLINGTON, VIRGINIA 22202

PHONE 703-920-1457

NAN

21 Oct 91

Dear Gov. Sarum,

Heard your condemnation of David Duke and words:

1. What is wrong with wanting equal rights for all Americans?
2. What is wrong with eliminating busing?
3. What is wrong with his position on Judge Thomas?
4. As for the KKK etc. Every time his name (Duke) is mentioned it is prefaced with KKK or whatever, but this never happens when former KKK'er Robert Byrd and others name is mentioned, why?

I would be interested in hearing your comments. It seems that in spite of it all Mr. Duke seems to be very popular with many Americans in his state

I hope you will not  
hold this against  
me →



Ed Schaefer

10-14-91

NAN

HON. JOHN SUNUNU  
CHIEF OF STAFF  
THE WHITE HOUSE  
WASHINGTON, D.C.

DEAR GOV. SUNUNU:

I WANT TO ADD MY APPRECIATION FOR THE INTEGRITY,  
THE FORTITUDE OF JUDGE THOMAS, HE HAS DONE A  
GREAT SERVICE BY SHOWING THE PUBLIC HOW THE  
SYSTEM WORKS.

HE IS OBVIOUSLY A GREAT MAN, RESPONSIBLE AND  
CARING. HE IS A GOOD, AS IN GOOD VERSUS EVIL  
MAN. WE DO NOT HAVE SO MANY THAT WE CAN  
AFFORD TO DESTROY ONE OF THEM.

HIS WITNESSES TO HIS CHARACTER ARE ARTICULATE,  
SINCERE AND VERY BRIGHT. THEY ARE BELIEVABLE.

I CHEERED WHEN MR. <sup>DOGETT</sup> ~~REARLY~~ TOOK INTO METZENBAUM.  
MR. <sup>DOGETT</sup> ~~COLEMAN~~ UNDOUBTEDLY DID WHAT A LOT OF US  
WOULD LIKE TO DO. MRS. <sup>DOGETT</sup> ~~COLEMAN~~ IS RIGHT, HER  
HUSBAND IS IRRESISTIBLE.

BLESS THEM ALL.

SINCERELY,

Rosamond Rile  
ROSAMOND RILE

10-14-91

NOTE TO CHIEF:

I WANTED TO SHOW DEMOCRATS HOW STUPID THEY SOUND. IT'S IMPROBABLE THAT SENATOR BIDEN WOULD READ MY EPIC, IF HE DID, IT MIGHT HELP HIM WITH HIS DIR. AND I DO NOT CHOSE TO DO SO.

I INCLUDE IT HERE BECAUSE IT MAY OFFER SOME HINTS FOR ANYONE WISHING TO RUN AGAINST DEMOCRATS, AS DUMB AS THEY ARE, SHOULD THE COUNTRY BE INTRUSTED TO THEM?

I WILL ADD THAT A WOMAN FROM OKLAHOMA CALLED L-SPAIN TO SAY THAT OKLAHOMA STUDENTS FIND PROF. HILL UNPREPARED FOR CLASSES, NOT A SATISFACTORY TEACHER AND NOT KNOWLEDGABLE IN HER FIELD. THIS IS, AS SHE IS SUPPOSED TO BE BRIGHT, CONSISTENT WITH A NERVOUS BREAKDOWN. THIS, IN TURN, CAN EXPLAIN HER BEHAVIOR.

ONE OTHER POSSIBILITY OCCURS TO ME. YOU MAY CONSIDER IT BIZARRE. TAKE IN CONTEXT WITH THE BIZARRE HEARINGS, IT IS NOT, WHO PUT DRESSURE ON HER? DID ANYONE THREATEN HER? SENATOR SPELTER ASSURED US THAT AN INVESTIGATION WOULD OCCUR, IT CERTAINLY SHOULD.

NOT ONLY DID MY SON SAY, "HELL HATH NO FURY LIKE A WOMAN SCORCHED, HE SAID, AFTER WATCHING DEMOCRATS TWIST & TURN YESTERDAY AFTERNOON, "TACKY, TACKY, TACKY."

HOW COULD DEMOCRATS BE SO STUPID?

THE PROCEEDURE HAS BEEN AN OUTRAGE NOT ONLY FOR JUDGE THOMAS, BUT FOR THE ENTIRE NATION. WE HAVE ALL BEEN VIOLATED

I'D DO ENCLOSED OVER, I JUST DO NOT HAVE TIME TO DO SO.

SOME OF THE WOMEN SO ANGRY AT JUDGE THOMAS FOR ALLEGED BEHAVIOR ARE PROJECTING THEIR ANGER, INABILITY TO COPE WITH THEIR OWN EXPERIENCES,

10-13-91

~~HON. JOSEPH BIDEN~~  
~~UNITED STATES SENATE~~  
~~WASHINGTON, D.C. 20510~~

~~DEAR SENATOR BIDEN:~~

YOU WERE VERY ANGRY IN YOUR DEFENSE OF THE SYSTEM AS IT RELATES TO THE JUDGE THOMAS HEARINGS.

MOST OF THE PUBLIC APPEARS TO BE VERY UPSET BY THE PROCEEDINGS. I AM. HOWEVER, I INTEND THIS AS CONSTRUCTIVE CRITICISM. YOU SHOULD GIVE SOME CONSIDERATION TO THE AFTERMATH.

SENATOR LEAHY COMMENTED TO THE EFFECT THAT THE PROCESS SHOULD NOT BE A REFERENDUM. THIS IS TO IMPLY THAT THE PUBLIC SHOULD BE BLAMED BECAUSE DEMOCRATS SHOT THEMSELVES IN THE FOOT?

AS THIS IS A DEMOCRACY, THE PUBLIC CAN BE EXPECTED TO SPEAK WHEN IT'S BEST INTERESTS ARE THREATENED.

I LISTENED TO C-SPAN AFTER THE HEARINGS. MOST OF THE CALLERS, PRO AND CON WERE LOGICAL. ONE WOMAN DID SAY THAT THOSE WHO DISAGREED WITH HER VIEWPOINT COULD NOT THINK. THAT IS A COP OUT.

IT ALSO DEMONSTRATES A FLAW IN THE DEMOCRATIC PARTY. TOO MANY OF YOU DO REGARD THE PUBLIC AS STUPID SHEEP. WHEN SENATOR LEAHY OF MASSACHUSETTS SAID THAT THE U.S. PUBLIC WAS HAD A SHORT ATTENTION SPAN, THE IMPLICATION WAS THAT WE ARE MENTAL PYGMIES. IT WOULD BE BETTER IF DEMOCRATS WOULD NOT KID THEMSELVES.

SENATOR MITCHELL, MAJORITY LEADER SAID THAT DEMOCRATS WERE NOT GETTING THEIR MESSAGE ACROSS. DOESN'T IT OCCUR TO ANY OF YOU THAT WE DO GET THE MESSAGE, JUST ARE NOT BUYING IT?

I CAN GIVE YOU CHAPTER 4 VERSÉ ON MY ANALYSIS OF THE THOMAS HEARINGS WHICH LEAD TO ONE INEVITABLE CONCLUSION. PERHAPS I SHOULD, YOU MIGHT LEARN SOMETHING ABOUT OBJECTIVE DEDUCTIVE REASONING. I HAVE THE FEELING THAT IT WOULD BE A WASTE OF TIME, THAT YOU WOULD FOLLOW SUIT WITH THE WOMAN WHO SAID THAT THOSE WHO DISAGREE WITH HER CAN NOT THINK.

YOU SAID THAT YOU RAN FOR THE PRESIDENCY BECAUSE YOU WERE KNOWLEDGABLE ABOUT FOREIGN POLICY. IN THAT CASE, YOU MUST HAVE GIVEN SOME CONSIDERATION TO THE IMPACT OF THE SORRY SPECTACLE GOING OUT ALL OVER THE WORLD ON C.I.Y.M.. I ASSUME THAT IT WILL BE PARTICULARLY DELETERIOUS, REGARDLESS OF WHICH VIEW LISTENERS IDENTIFY WITH.

I SUBMIT TO YOU THAT THERE IS ENOUGH TROUBLE IN THE WORLD, ENOUGH MAYHEM TO SUGGEST THAT NO FUEL IS NEEDED. I HOPE YOU WOULD ALSO SEE THAT THE UNITED STATES SHOULD PROJECT AN IMAGE OF STABILITY AND RATIONAL, FAIR PROCEEDINGS.

IT IS A FACT THAT JUDGE THOMAS WAS PROBABLY GOING TO BE CONFIRMED. POLLING OF SENATORS SO CONFIRMS.

SUBSEQUENT TO THE HEARINGS, THE COMMITTEE DECIDED TO BRING FORTH TESTIMONY THAT COULD BE EXPECTED, BY THE MAJORITY, TO SMEAR JUDGE THOMAS. IT IS OBVIOUS THAT THIS WAS INTENDED TO INFLUENCE THE PUBLIC.

YOU HAVE ADMITTED THAT YOU MADE A MISTAKE IN DECIDING THAT THESE HEARINGS WOULD BE PUBLIC. ON THIS, YOU ARE ABSOLUTELY CORRECT.

NOW, I WISH TO SPEAK TO THE SUBJECT OF PROF. HILL.

I BEGAN BY BEING IMPRESSED BY HER, BEGAN THINKING THAT PERHAPS JUDGE THOMAS SHOULD NOT SIT ON THE HIGHEST COURT BECAUSE HE WAS UNSTABLE, THEN I BECAME AWARE OF INCONSISTENCIES AND CONTRADICTIONS IN HER TESTIMONY.

YOU SAID THAT IT IS NOT POSSIBLE FOR ANYONE TO KNOW HOW JUDGE THOMAS FEELS. PERHAPS IT IS, FOR YOU. I SUGGEST THAT YOU LOOK THE WORD EMPATHY UP IN THE DICTIONARY, IT IS NOT IMPOSSIBLE TO WALK IN ANOTHER'S SHOES NOR IS IT NECESSARY TO DUPLICATE ANOTHER'S EXPERIENCES TO UNDERSTAND HUMAN EMOTIONS. A SENSITIVE PERSON CAN IDENTIFY WITH JUDGE THOMAS' PAIN.

BY THE SAME PROCESS, I CAN FEEL FOR PROF. HILL. DANFORTH IS CORRECT WHEN HE SAYS THAT HER LIFE WILL NEVER BE THE SAME AGAIN.

IT IS CLEAR, IS IT NOT, THAT ANITA HILL TALKED ABOUT HER FRIENDSHIP WITH A V.I.P., DID SAY THAT SHE COULD GET HIM TO SPEAK? NAME DROPPERS ARE FAMILIAR TO MOST OF US.

WHILE MOTIVATIONS ARE VARIOUS MOST OF US MUST REALIZE THAT A COMMON HUMAN REACTION TO REJECTION IS DENIAL; DIDN'T WANT HIM/HER ANYWAY. SOME FIND IT NECESSARY TO DENIGRATE THAT WHICH WE CAN NOT BE OR HAVE.

IT CAN NOT BE IMPOSSIBLE FOR POLITICIANS TO BE UNFAMILIAR WITH SUCH HUMAN CHARACTERISTICS.

A VERY KNOWLEDGABLE MAN ONCE TOLD ME TO ALWAYS REMEMBER THAT THOSE WHO TALKED ABOUT OTHER'S SEX LIVES WERE EITHER GUILTY AS HELL OR JEALOUS AS HELL.

DEMOCRATS SHOULD ALSO BE FAMILIAR WITH EXTENSION OF GUILT; ACCUSING OTHERS OF ONE'S OWN SINS. IT'S SUMMED UP BY THE OLD SAYING, "THE POT CALLING THE KETTLE BLACK." COME TO THINK OF IT, I SUPPOSE THIS SAYING COULD BE CONSIDERED RACIST. THAT IS NOT MY INTENT. I REFER TO THE SEET WHICH USED TO ACCUMULATE ON POTS & KETTLES. SOMETIMES, RAGE AT OTHERS IS AN EXPRESSION OF ONE'S OWN GUILT OVER BEHAVIOR THAT ONE CAN NOT ADMIT.

ONLY PROF. HILL AND/OR A PSYCHIATRIST WHO KNEW HER WELL,  
COULD SPEAK WITH AUTHORITY TO THE ISSUE.

WHAT I DO NOT UNDERSTAND IS WHY SHE SUBJECTED  
HERSELF TO THIS PUBLIC HEARING.

GIVEN THE FACT THAT SHE WAS TOLD THAT SHE WOULD  
NOT HAVE TO TESTIFY, JUST SIGN AN AFFIDAVIT, ONE  
CONCLUDES THAT SHE WAS DRAGGED IN OVER HER  
HEAD. HER DEMEANOR RE-ENFORCES THIS CONCLUSION.

ONE C-SPAN CALLER SAID SHE WAS A STONE WOMAN.  
ANOTHER SAID SHE WAS DRUGGED. PRESUMABLY THE  
CALLER REFERRED TO TRANQUILIZERS.

WHAT I SAW, SENATOR, WAS FEAR.

THE LEFT EXPLOITS WOMEN WITH FRAGILE EGOS.

WHAT I WANT TO KNOW, YOU SHOULD, IS WHO WAS  
RESPONSIBLE FOR MANIPULATING THIS WOMAN.  
THE FACT IS THAT THE GUILTY PARTY MANIPULATED  
THE WHOLE PROCESS. IT IS TAUDRY.

IT IS CLEAR TO MOST OF US THAT JUDGE THOMAS  
IS AN OUTSTANDING MAN, RESPONSIBLE AND  
CARING. HE IS A GOOD (AS IN GOOD VERSUS EVIL)  
MAN AND WE DO NOT HAVE SO MANY GOOD MEN  
THAT WE CAN AFFORD TO DESTROY THEM.

CHARACTER WITNESSES ARE AN EXERCISE IN  
FUTILITY. ONE DOES NOT CALL CHARACTER WITNESSES  
THAT WILL MAKE DEROGATORY STATEMENTS ABOUT ONE.

DEMOCRATS HAVE A POLITICAL AGENDA. TO SEEK TO  
ACCOMPLISH THIS AGENDA THROUGH THE COURT AND/OR  
HEARINGS ON APPOINTMENTS IS A MISTAKE. OUR  
CONSTITUTION SEPARATES THE THREE BRANCHES OF  
GOVERNMENT. THE COURT IS NOT SUPPOSED TO MAKE  
LAW. CONGRESS IS SUPPOSED TO DO THAT.

IN ADDITION, THERE IS SOMETHING WRONG WITH  
DEMOCRATS' ARITHMETIC. EVEN IF AS MANY AS  
THREE JUDGES RESIGN, WHICH I FIND WISHFUL  
THINKING, IT IS UNLIKELY THAT DEMOCRATS CAN  
ACHIEVE THEIR HENRY'S DESIRE; A LIBERAL COURT.

OF COURSE IT IS PROPER TO EXAMINE A JUDGE'S  
RECORD. THAT IT IS PROPER TO SERVE THE  
PURPOSE OF SPECIFIC INTEREST IS AN INSUPPORT  
ARGUMENT. THAT OPEN HEARINGS RESORT TO  
THE SALACIOUS IS INEXCUSABLE.

SENATOR KENNEDY HAS JUST IMPUGNED THE MOTIVES OF THOSE WHO SUPPORT JUDGE THOMAS. THIS IS AKIN TO THE TACTIC OF THE WOMAN WHO SAID THAT THOSE WHO DID NOT SHARE HER VIEWS DID NOT THINK. HIS IS NOT AN ADEQUATE DEFENSE OR ARGUMENT.

SOCIO-ECONOMIC DIFFERENCES ARE A PROBLEM IN OUR SOCIETY. WE SHOULD ALL BE AWARE OF WHAT ERIC FROMM SAID, "WE ALL MAKE THE MISTAKE OF THINKING THAT OUR NORM IS THE NORM."

WE NEED TO KEEP IN MIND WHAT A BAYLIS PROFESSOR SAID IN TIME MAGAZINE'S SPECIAL ON IMMIGRANTS, JULY 8, 1985. HE SAID THAT IN THE UNITED STATES WE CAN ALL BE AS ETHNIC AS WE WISH IN PRIVATE BUT THAT, IN PUBLIC, THE CIVIC VIRTUES RULE. WE ARE IN THE PROCESS OF DISINTEGRATION INTO SPLINTER GROUPS WHICH DO NOT SERVE THE INTERESTS OF THE WHOLE. IT IS IMPOSSIBLE FOR OUR CULTURE TO BE SUITED TO ~~BE~~ EVERY NEUROSIS.

JUDGE THOMAS' BACKGROUND CAN BE TAKEN INTO CONSIDERATION. HIS MOTHER WORKED AT HARD LABOR WHILE HIS CATHOLIC GRANDPARENTS BROUGHT HIM UP AND NUNS TAUGHT HIM. HE WAS NOT BROUGHT UP ON THE STREETS LEARNING GUTTER SEX.

AMITA HILL, THE YOUNGEST OF THIRTEEN CHILDREN, WAS BROUGHT UP ON A FARM. IT IS IMPROBABLE THAT HER PARENTS HAD A FOURTEEN BEDROOM HOUSE. SHE WAS CERTAINLY EXPOSED TO SEX, IS NOT, WAS NOT A SHRINKING VIOLET, SHE VERY PROBABLY WAS NEGLECTED.

YOU MAY CONSIDER YOURSELF TO BE "EXPERT" IN THE MATTER OF SEXUAL HARASSMENT. I WILL POINT OUT THAT YOU ARE EXPERT ~~ONLY~~ IN CASES THAT ARE EXTREME.

A WOMAN CALLED C-SPAN TO SAY THAT SHE HAD BEEN SEXUALLY HARASSSED, THAT IT MARKED HER FOR LIFE. THAT IS RIDICULOUS.

SENATOR METZENBERG(?) SAID THAT HE FERRED FOR HIS DAUGHTERS. THAT IS RIDICULOUS.

THEY ARE TAKING A BUM RRP.

I HAVE WORKED IN A GREAT MANY OFFICES. I GREW BORED, MOVED ON AND UP. IN ADDITION, I WORKED FOR TEMPORARY JOB PLACEMENT AGENCIES FOR YEARS. IN OVER 40 YEARS, I HAD ONE, ONLY ONE GROSS SEXUAL ADVANCE. WOMEN WHO DRESS AND BEHAVE IN AN APPROPRIATE MANNER ARE NOT GENERALLY SUBJECT TO SEXUAL HARASSMENT.

MEN, UNLESS THEY ARE NUTS, RARELY ASK FOR A SECOND REJECTION, PUT DOWN.

WHEN A "BOSS" TOLD ME THAT I SHOULD HAVE SOME FUN, ENGAGE IN GROUP SEX, I FROSTILY INFORMED HIM THAT IF BRAGGING AND SEX SUITED HIS NEEDS, IT DID NOT SUIT ME. HE STAYED WELL AWAY FROM ME. ~~WHEN~~ HE WAS DISCHARGED FOR INCOMPETENCE AND MALFEASANCE, GOES WITH THE TERRITORY, DOESN'T IT?

ON THE OTHER HAND, MEN BEING ATTRACTED TO WOMEN, I HAVE HAD ADVANCES MADE. ONE OF THESE BY A SALESMAN WHO CALLED ON THE FIRM I WORKED FOR USED TO TAKE ME OUT FOR MORNING COFFEE WHEN HE CALLED ON THE FIRM. ONE MORNING HE ASKED, "I DON'T SUPPOSE YOU PLAY AROUND?" WHEN I SAID THAT I DID NOT, HE REMARKED, "IF YOU EVER DO, PLEASE PUT ME ON THE HEAD OF THE LIST." HE INTENDED THIS AS A COMPLIMENT AND I CHOSE TO SO TAKE IT.

I AM SORRY FOR WOMEN WHO CANNOT RELATE TO MEN IN A NORMAL WAY. WE CANNOT, AS I POINTED OUT, CONFORM TO EVERY NEED OF EVERYONE IN THIS SOCIETY. I AM EQUALLY SORRY FOR WOMEN WHO ARE SO SHELTERED THAT ANY ADVANCE FROM A MAN FRIGHTENS THEM. I SUGGEST TO YOU THAT IN SUCH A CASE THE PROBLEM IS DEEP SEATED AND PROFESSIONAL COUNSELLING IS CALLED FOR.

AS THIS LETTER SUGGESTS, I HAVE NOT FOUND IT DIFFICULT TO SORT OUT THE TESTIMONY. I SEE NO REASON FOR THE COMMITTEE TO BE CONFUSED IF MEMBERS APPROACHED THE PROBLEM WITHOUT BIAS.

ON THE OTHER HAND, I HEARD JUDGE THOMAS SAY THAT RYNITA HILL HAD TEMPER TANTRUMS WHEN SHE DIDN'T GET HER OWN WAY. IT IS SURPRISING THAT THERE WAS NO FOLLOW UP IF YOU ARE CONCERNED ABOUT MOTIVES.

IN VIEW OF PENSIONS, IT IS SURELY UNUSUAL FOR ANYONE  
TO LEAVE FEDERAL EMPLOYMENT.

YOU SHOULD HAVE BEEN INTERESTED TO KNOW IF SHE  
LEFT BECAUSE OF SEXUAL HARASSMENT.

TO BE FAIR, YOU SHOULD ALSO HAVE WANTED TO FIND  
OUT IF SHE WAS SUCH A SOURCE OF CONTENTION  
THAT JUDGE THOMAS WAS FORCED TO GIVE HER  
THE CHOICE OF RESIGNING.

PROF. HILL HAD FIVE JOBS IN A SHORT PERIOD  
OF TIME, HAVING MOVED FROM JOB TO JOB  
MYSELF, I DO NOT CONCLUDE THAT THIS IS,  
IN AND OF ITSELF, A CONDEMNATION OF  
ANYONE, I AM NOT MADE TO SIT STILL, PERHAPS  
ANITA HILL IS NOT, HOWEVER TAKEN IN CONTEXT,  
MEMBERS OF THE COMMITTEE SHOULD HAVE  
REFLECTED, WAS A MOVE TO ORAL ROBERTS  
COLLEGE, A STEP UP OR DOWN?

#  
I HEARD YOU SAY THAT LIE DETECTORS ARE  
NOT RELIABLE, AGREEING WITH SENATOR HATCH,  
PSYCHOTICS CAN PASS LIE DETECT

Oct. 18, 1991

NAN

Dear Gov. Sununu;

Enclosed find an editorial update on "Jack" Danforth's fight for civil rights. He's still making you, G.H.W.B., and the party look good out here in the sticks. The K.C. Star is not atypical. They and other media believe that racial preferences (affirmative actions) and racial exclusions (set asides) are "G.O.P." cloth. Perhaps the White House could clarify this matter by issuing unequivocal statements to the contrary. Just be careful not to violate Jack's gag order on the word, 'quota'. Ha! Ha! My prior suggestion that G.H.W.B. abolish some quotas and exclusions by executive order wasn't followed. Don't you have any pull left, John? Let me suggest it again. The liberal firestorm that ~~not~~ results will help to clarify the issue as the public begins to debate whether there should be programs for which whites need not apply. No better time than while Jack's latest bill is pending.

Before I resume my hyperbolic denunciations of your naïveté, let me offer a kudos. Someone has done a bully job in the electoral politics department. Liberal Congressional Democrats have really taken a one, two punch. People (not to be confused with the media) in the Midwest are so genuinely outraged, they have little ire left for G.H.W.B. They're so busy telling hateful Congressman X jokes that nobody can remember any Sununu jokes. Unless the Congressional privilege scandals and the "Thomas affair" are dumb luck, I have to congratulate you.

Since you can't fire me, three admonitions:

1. If the White House had let Long Dong lose by a couple votes instead of winning, the (OVER →)

advantage gained would have been much greater especially in carry over value (to Nov. '92). This could have been quietly arranged. Maybe you couldn't stand to see "Jack" suffer any more agony. As I've pointed out, he's always so considerate of the administration and the party.

2. You, yourself, ~~must~~ should use whatever influence you have with GHWB to counter those who will be urging checkbook diplomacy in the Middle East. No doubt a frenzy will develop as Baker begins to bid billions for each tiny concession by either side, and we get nearer and nearer to settlement. That pile of puke is about as smart as Jimmy Carter and craves recognition as a diplomatic genius even more. The Bureau of Print. & Engrav. won't be able to cover his bids. A multi billion dollar Carter style try for a Nobel Peace Prize won't play well with the folks being told that the budget won't allow their favorite plans. Suggested two liner gags: <sup>A</sup> Neither Muslims nor Jews celebrate Christmas, so there's no need for Uncle Sam to play Santa Claus. <sup>B</sup> Americans can't afford this one, George. Not every one has a son in the S. & L. business.

Smart Strategy: Control the Zionists with threats to cut their welfare checks, not promises to increase their entitlement. ~~If you can find a way to~~ Possible Strategem: If the opportunity is there, don't hesitate to sabotage this fiasco. You (plural) got caught up the frenzy of passions and blew a chance to torpedo both the enemy without (Dem's & liberal interest groups) and the enemy within (Danforth). You could make up for it by railing both (CONT.)

Baker and the Israeli pickpockets with the same shot. Most media types as a knee jerk reaction hate Baker in the same way they hate you, just not as much.

3. If there is any truth to the rumor that G.O.P. strategy is to make inroads into the monolithic Black voting bloc, FORGET IT! That dog won't hunt. If there was any possibility, it died when Thomas won confirmation. In my astute opinion, even if ~~my~~ Long Dong had been "Berked," Liberal Demos would still poll 90%+. The smart strategy is not to try capture the Black (not to be confused with minority) vote, but to neutralize or polarize. Run, Jesse, Run! To paraphrase my favorite Republican, strip the bark off those bastards. Make Jesse Jackson their running mate (or opponent.) More about this when I complete my G.O.P. political master plan if I ever do.

It will behoove you and GHWB to bear in mind that his popularity among the fickle moderates is a mile wide and an inch deep. ~~The~~ To the left wing he, as all Republicans, is an anathema. The right wing is tepid.

Hang in there you Redneck. One more gag: B.C.C.I. = Bought, Center with Cocaine, Income

Your pen pal,

Paul Miner

## THE KANSAS CITY STAR.

Vol. 112, Saturday, October 5, 1991, No. 18  
A Capital Cities/ABC, Inc., Newspaper

JAMES H. HALE  
Publisher and Chairman of the Board

WESLEY R. TURNER  
Executive Vice President

JOE MCGUFF  
Vice President and Editor

R. SCOTT WHITESIDE  
Vice President, New Product Development

RALPH W. ROWE, JR.  
Vice President, Advertising

ROBERT C. WOODWORTH  
President and General Manager

GEORGE R. BURG  
Assistant to the Publisher  
and Associate Editor

JAMES W. SCOTT  
Vice President and Editor, Editorial Page

JAMES L. PAYNE  
Vice President, Finance

DELL CAMPBELL  
Vice President, Circulation

(Copyright, The Kansas City Star Co., 1991)

# Danforth's civil rights fight

It is a wonder that Jack Danforth isn't wearing a bandage on his head. Every time the Republican senator from Missouri takes civil rights legislation to the White House, he runs into a brick wall.

First he tried to provide all-Republican proposals which, like the rights legislation passed earlier in the House, would restore workplace protections that had been narrowed by six Supreme Court rulings.

Danforth and a small group of Republicans assumed that the president could hardly refuse a bill wrapped in GOP cloth. Wrong.

Rather than do the right thing by the party, the nation and Danforth, the president followed the advice of Equal Employment Opportunity chief Evan Kemp and White House Chief of Staff John Sununu. They found the Republican proposals suspicious, inappropriate and no different than the Civil Rights and Women's Equity in Employment Act (HR1) which passed in the House. "Quota bill," the Bush folks bellowed. Bad for business.

Another brick was cemented in the White House wall. Another hard knock for the determined Danforth.

Once Senate committee hearings for his conservative friend, Supreme Court nominee

Clarence Thomas, were over, Danforth and other senators redesigned their offer. They borrowed language from the disabilities act, which the president had hailed as one of his domestic accomplishments. But the president still didn't buy the civil rights proposals.

Danforth and his co-sponsors have made at least 20 adjustments — *twenty* — to their job discrimination legislation. They have since been joined by Democrats who believe it is in their best interests to support the effort. It is also in the best interests of those deserving equal opportunity.

Now Danforth is trying to gather enough Senate support to pass the legislation and override a guaranteed veto.

The president has been poorly advised. He is playing to the lowest element of both parties. There is more evidence that he doesn't want a bill than that he does. This is more than a fight over the meaning of "business necessity."

Danforth, who has shown grace under pressure, said he hoped "to avoid a contentious battle on the floor of the Senate." But he argued that "race politics is not only bad for my political party . . . it is bad for the country." He's right.

PAUL MINER  
P.O. Box 104  
Seneca, Ks. 66538

This U.S. stamp,  
along with 25¢  
of additional  
U.S. postage,  
is equivalent to  
the "F" stamp rate

19 OCT 1991

25



Mr. John Sununu  
% White House  
1600 Penna. Ave.  
WASHINGTON, D.C. 20500

WIRTEZ, VA.  
15 Oct 1991  
0620 hours

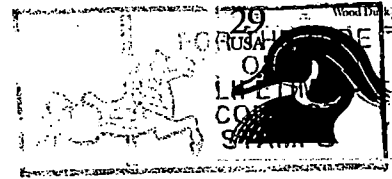
NAN

Dear John,

Here is something you may wish to pass on to the President... a constructive solution when most Americans (?) wish to take sides:

1. Withdraw Thomas nomination
  2. Suggest Thomas and Hill argue out the harassment matter privately or publicly.
  3. Advise Senate to reform process to include: preliminary hearings on Merits.
  4. Consider other harassments: Consumer, Taxpayer, politician, etc
- Sincerely, Charles J. Davis

CGW  
Rt Box 843E  
Wirtz, VA  
24184



John Sumner  
The Whitehouse  
Washington, DC  
20500

(Re: Hill/Thomas/Hill/Tomas/ooo) [Ties mean "no contest"]  
"After all is said and done... or "Why not 8 justices!"  
≡ (and No abstentions.)

The Present Way

Why did the president, at a recent news conference, talk of 30 million new jobs in eight years, when there are officially 8.4 million unemployed? Because of immigrants? Are we trying to overtake China and India in numbers?

Will not this proliferation of happy slaves mean less individual freedom? How will the inevitably quicker exhaustion of oil reserves, quicker global warming and more frequent desert war clouds maintain peace and prosperity, the encouraging nuclear weapons cuts notwithstanding?

2179 Canal Road  
Lake Park  
Florida 33410-3404

October 17, 1991

NAN

Personal, Certified to some others.

Mr. John Sununu  
The White House  
Washington, D.C. 20500

The Viable Way

Dear Mr. Sununu,

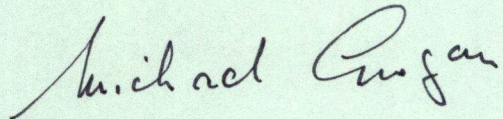
Why not do it this way, if the answers are "yes"?

(1) Will not the nuclear arms cuts make possible the enclosed method of reducing deficits, unemployment and crime?

(2) Will not a capital gains tax cut, counter-balanced by luxury taxes, transfer capital invested in the production of yachts, Rolls Royces and \$200,000+ new homes to the production of necessities, thus creating much more employment? Won't this enrich both rich and poor; increasingly so with idea (3)?

(3) Will not stemming the flood of immigrants result in worth-while per capita economic growth rather than the destructive grossness of Gross National Product? (Should not each nation accept some responsibility for balancing its population with its resources?)

Sincerely,



Michael Grogan

### Present Social Security Funding

\$100 is deducted from X's wages and goes to SocSec Administration.

SocSec pays \$50 as benefit to a retiree and the other \$50 is put into reserve by buying Treasury Notes. Treasury uses it to pay for welfare, unemployment, prisons, the FBI, defense etc. Thus Treasury spends it, but still has to pay interest on it to the SocSec Administration which holds the Treasury Note which is just an IOU with no cash reserves earning income to support it.

### Proposed Social Security Funding

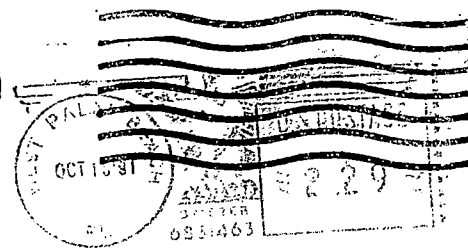
\$100 is deducted from X's wages and goes to SocSec Administration. SocSec pays \$50 as benefit to a retiree as above, and the other \$50 for full benefits to a new 62 year-old retiree. Treasury gets nothing, but does not have to issue a Treasury note, nor pay interest on it. Nor does it have to pay for so much welfare, unemployment, prisons, etc because the young will get the new 62 year-old retiree's job and have \$100 deducted from their wages and sent to the SocSec Administration. Thus Treasury would pay off existing Treasury Notes and not have to issue new ones, thus reducing the deficit and the National Debt.

- Alexander

Senator Pete Dominici (*This Week With David Brinkley*, June 24, 1990): Well, you see, if you continue to leave that Social Security Tax in and buy Treasury Bills down, you have essentially provided for a dramatic reduction in the Federal deficit, which inures to the benefit of the senior citizens of the future.

Speaker Foley also on *This Week with David Brinkley*:- " . . . this (the exclusion of Senator Moynihan's proposal) doesn't prevent at any time in the future changes occurring in the Tax Code or in the way in which we treat revenues or expenditures . . . But it (the budget agreement) does not speak to some of the questions that have been left here on the table."

Michael Grogan  
2179 Canal  
Lake Park  
Florida 33410-3404



Personal

Mr. John Sununu  
The White House  
Washington, DC 20500

122 OCT 1991

X-RAYED BY  
USSS #4

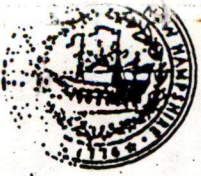


Fold at line over top of envelope to the right of the return address.

**CERTIFIED**

P 651 013 733

**MAIL**



OFFICE OF THE GOVERNOR  
CONCORD 03301

JOHN H. SUNUNU  
GOVERNOR

14 December 1988

Sven A. Johnson  
P.O. Box 112  
Bessemer, Michigan 49911

Dear Mr. Johnson:

Governor Sununu has read through your letter dated 2 December and 6 December and he asked me to respond.

The Governor has expressed interest in your "Total System" concept. He will use your suggestions should he have an opportunity to do so.

If you would like to be considered for a position at the U.S. Department of Transportation, you should send a cover letter and outline of your qualifications to:

Bush Transition Office  
1825 Connecticut Ave., N.W.  
Washington, D.C. 20270

Again, thank you for taking time to write to Governor Sununu. Best wishes.

Sincerely,

Jack McDougle  
Special Assistant

NAN

MR. SUNUNU -

THE 1992 ELECTION DOESNT HOLD MUCH HOPE FOR THE PEOPLE OUT HERE, EVEN IF ALL INCUMBENTS BECOME UNEMPLOYED, BUT THIS "TOTAL SYSTEM" CONCEPTUALIST, SVEN JOHNSON, HAS HOPES THAT YOU WILL LOOK INTO OUR TOTAL SYSTEM! DID THE TRANSITION OFFICE EVER CONTACT YOU?

# Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911

ONE TEST WITH A SHAPING COMPUTER  
IS WORTH ALL THE EXPERT OPINIONS

October 17, 1991---Mr. Roy Wiegand, Inspector General at U. S. DOT's  
VNTSC, Kendall Square, 55 Broadway Cambridge, MA.02142  
RE: OCT 11, 1991 letter ss/ James P. Anderson

Dear Mr. Wiegand:

Despite the expressed care Mr. Anderson suggests in the referenced letter, my charge has nothing to do with SBIR's handling of my Topic #91-FA5 submittal.

I came to the Inspector General on September 11, 1989 in direct relation to Secretary Samuel Skinner's scheduled Public Hearing on his expressed need for Development of a new Transportation Policy, and I definitely wanted to make it known that U.S. DOT's "TSC" had violated President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment" by filing the March 15, 1971 Internal Report ss/George Kovatch, and it was my express intent to deliver the subject March 15, 1971 Internal Report to where it was first "fabricated", because my Son and I did not get copy of that report until September 7, 1972 from a Frederic Schwartz at UMTA in Washington, D. C. when we immediately filed our charge of "plagiarism" that SENator Magnuson's October 11, 1991 letter conveyed to Secretary of Transportation John A. Volpe.

The "verbal debriefing" offered in the referenced letter is exactly like the "verbal debriefings", three, (3), copies of which are in the Topic #91-FA5 Runway Ice Prevention for which I submitted my "Combination Reversor Suppressor" proposal---and the fact is that "ICY-Runways" can be dealt with in many ways----and I submit to you, copy of the "topic", Airport Technology, 91-FA5 Runway Ice Prevention, which, clearly says, "This may be accomplished, for example, through modification of materials used to construct runways, or through long term treatment of existing permanent surfaces."

Mr. Wiegand, the U. S. DOT's "TSC" March 15, 1971 Internal Report ss/George Kovatch must be investigated because that report was used to "withhold vital information" about "intermodal technolgt assessment", specifically our "TOTAL SYSTEM" for which we proposed the "SHAPING COMPUTER" and the "BUY-PLANE" and the Totally Integrated Mass Rapid Transportation System for Topics (0-408, 90-328, & 90-185, and it was Mr. Megrian and Jerome Sadow of TSC who, in "verbal debriefing" told me I should write to Secretary Skinner, which I did, only to receive Dr. Richard John's JUL 09, 1991 letter, and I came back to your office on August 12, 1991 when I could afford to travel, and now with the referenced letter from "TSC", again offering a "verbal debriefing", which I will request, and do request with this letter, Mr. Wiegand, on the fact that George Kovatch violated President Nixon's Executive Order to report "gathered technology" in the August 1, 1971 Final Report!

The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at

The United States International Transportation Exposition. Transpo - 72

Dulles International Airport, Washington, D. C. 20591

cc: Senator Nunn, President Bush, and--





U.S. Department  
of Transportation

**Research and  
Special Programs  
Administration**

John A. Volpe  
National Transportation  
Systems Center

Kendall Square  
Cambridge, Massachusetts 02142

**OCT 11 1991**

Mr. Sven A. Johnson  
Johnson System Development Company  
111 West Longyear Street  
Bessemer, MI 49911

RE: DOT FY '91 SBIR Proposal No. 91 584

Dear Mr. Johnson:

The Department of Transportation has completed the process of evaluating all proposals received in response to its FY'91 Small Business Innovation Research (SBIR) Program Solicitation. Approximately \$2 million was available for funding DOT FY'91 SBIR awards.

Departmental personnel have evaluated each proposal in accordance with the criteria stated in the Solicitation. In view of the intense competition and funding limitation, the Department could not fund all meritorious proposals. From a competitive group of 597 Phase I proposals, the Department has recommended 40 Phase I proposals for award.

Your firm, Johnson Systems Development Company, submitted a proposal for Topic #91-FA5, Runway Ice Prevention, with a project title of "Combination Reversor Suppressor". Your proposal, along with the other 596 proposals submitted for FY91, was forwarded to the appropriate agency within the Department of Transportation for technical evaluation. Since your SBIR proposal was on a Federal Aviation Administration (FAA) topic, it was reviewed and evaluated by FAA professional staff knowledgeable about the problems and technology involved in Topic #91-FA5. Their evaluation of your proposal was sent to the Volpe National Transportation Systems Center (VNTSC), which manages the SBIR Program for all agencies of the Department of Transportation.

Because you have made allegations that the DOT SBIR Program Manager, Dr. George Kovatch, has shown bias against you, based on work Dr. Kovatch performed many years ago, I have been asked to review the processing of your proposal. Based on my review, your proposal has been properly handled in accord with DOT/SBIR review procedures, and has been fairly reviewed by impartial evaluators at the FAA. This office regrets to inform you that your proposal, referenced above, was not among those recommended for funding. Your proposal specifically stated that no funding was requested. The SBIR Program provides financial support and does not provide for any other action on a proposal.


As you requested in your proposal (Proposal Cover Sheet, item 4), we will furnish the title of your proposal, the technical abstract, plus the names, addresses and phone numbers of your firm's Corporate Official and Principal Investigator, to any party that requests this information in order to follow up on the concepts presented in your proposal.

If you wish additional information regarding the technical evaluation of your proposal, we will arrange a verbal debriefing upon receipt of your written request.

The DOT FY'92 SBIR Solicitation is scheduled for release February 12, 1992, with proposals due May 1, 1992. To receive the FY'92 Solicitation, you should return the DOT SBIR MAILING LIST REPLY CARD contained in the FY'91 Solicitation no later than December 31, 1991.

We appreciate your continuing interest in the SBIR Program.

Sincerely,

  
James P. Andersen  
Director, Office of Plans and  
Programs

All types of small business organizations may submit proposals, including high technology, R&D, manufacturing and service firms. Companies with outstanding scientific or engineering competence in highly specialized product, process or service areas may wish to apply their expertise to the research topics in this solicitation through a laboratory prototype. Ideally, the research should make a significant contribution to the solution of an important transportation problem and provide the small business concern with the basis for new products, processes, or services.

#### D. General Information

This is a solicitation for Phase I research proposals on advanced, innovative concepts from small business firms having strong capabilities in applied science or engineering.

The Phase I research proposals should demonstrate a sound approach to the investigation of an important transportation-related scientific or engineering problem categorized under one of the topics listed in Section VIII.

→ A proposal may respond to any of the research topics listed in Section VIII, but must be limited to one topic. The same proposal may not be submitted under more than one topic. An organization may, however, submit separate proposals on different topics, or different proposals on the same topic, under this solicitation. Where similar research is discussed under more than one topic, the proposer should choose that topic which appears to be most relevant to the proposer's technical concept.

OUR TOTAL SYSTEM WAS READY  
IN 1960 — AND IT WAS IDIOTIC  
TO TAKE IT APART, IN 1990 —  
WHEN ALL PROBLEMS MUST  
BE SOLVED IN TOTAL!  
Jim

The proposed research must have relevance to the improvement of some aspect of the national transportation system or to the enhancement of the ability of an operating element of the DOT to perform its mission.

Proposals should be confined principally to scientific or engineering research which may be carried out through construction and evaluation. Proposals must be for research or R&D, particularly on advanced or innovative concepts, and should not be for incremental or scaled-up versions of existing equipment or the development of technically proven ideas. Proposals for the development of already proven concepts toward commercialization, or which offer approaches already developed to an advanced prototype stage or for market research should not be submitted. Commercialization is the objective of Phase III, in which private capital or non-SBIR funds are to be used to continue the innovative research supported by DOT under Phase I and Phase II.

The proposal should be self-contained and checked carefully by the applicant to ensure that all preparation instructions have been followed. (See proposal checklist, Appendix D.)

Requests for additional information or questions relating to the DOT SBIR Program may be addressed to:

DOT SBIR Program Office, DTS-22  
U.S. Department of Transportation  
Research and Special Programs Administration  
John A. Volpe  
National Transportation  
Systems Center  
55 Broadway, Kendall Square  
Cambridge, MA 02142-1093

Attn: Dr. George Kovatch  
Telephone: (617) 494-2051

October 17, 1991---Mr. Roy Wiegand, this George Kovatch, in fact, was shown our "SHAPING COMPUTER" which George Kovatch merely alluded to in his March 15, 1971 Internal Report, and it is that March 15, 1971 Internal Report, in fact, which deprived me as the "Proposer" of "TOTAL SYSTEM" to protect my choice of "topics" which I had assembled into the 'model' to be most relevant to my "technical concept"! George Kovatch and his March 15, 1971 Internal Report must be investigated, as soon as possible, because the restriction stated above for how a proposal must be limited to one topic is flagrantly in contrast to the purpose for which NASA Systems was transferred to be U. S. DOT Systems, and we explained to George Kovatch during the 1971 review, that our "topic" which began in WWII Naval Aviation Training had grown into a comprehensive topic, and that comprehensive topic was contained in the three folders that Carlos Villarreal's February 24, 1970 letter had acknowledged! The fact is that if we took our "TOTAL SYSTEM" apart into individual 'topics', we would waste the 25 years it took to assemble!

## AIRPORT TECHNOLOGY

### 91-FA5. RUNWAY ICE PREVENTION

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

OCTOBER 17, 1991----Mr. Wiegand, these "Topics" are worded to ensure that only certain groups or individuals listed as they are on copy of Page 13, enclosed,----"insider trading" is the best way government can refer to Page 13 and my adamant "charge" of "plagiarism" against George Kovatch on the fact of the March 15, 1971 Internal Report.

Mr. Wiegand, please refer to Page 19, Information technology, 90-FA11, Integrated Intelligent Technology System, for which I submitted 90-408, just as I proposed the "TRAINING AID" mentioned by George Kovatch in his March 15, 1971 Internal Report-----George Kovatch is an entrenched bureaucrat who manages distribution of a fund for Research & Special Programs Administration, as it has been absorbed into U. S. DOT as "TSC", but whose original purpose expressed to me by George Kovatch in JAN 1971 was completely separate from U. S. DOT's administration of funds appropriated for on-going transportation projects, highways, bridges, airports, and so forth-----George Kovatch detailed "TSC's" responsibility for me in 1971 as the search for technology that was out in the world without opportunity to penetrate the entrenched bureaucracy, and that is exactly what SBIR has become, a "barrier", to deny opportunity for "concepts" such as I developed from WWII Naval Aviation Training.

Mr. Wiegand, ever since you called George Kovatch into your office on September 11, 1989 have I requested the Inspector General to investigate the March 15, 1971 Internal Report because George Kovatch and "TSC", without reservation, must be investigated for their handling of the Presidential Executive Order, "OP01 Intermodal Technology Assessment"!

Mr. Wiegand, enclosed is copy of my proposal for Topic #91-FA5 with enclosures including my April 26, 1991 letter, which I submit reflects my charge against George Kovatch, and reiterate at this point because the Gulf War has ended with another President, President Bush, in fact, advocating "transportation" as needed for our economic recovery, and that is what our "TOTAL SYSTEM" is about!

## VII. SCIENTIFIC AND TECHNICAL INFORMATION SOURCES

The following organizations may be sources for providing technology search and/or document services and may be contacted directly for service and cost information:

National Technical Information Service  
5285 Port Royal Road  
Springfield, VA 22161  
(703) 487-4600

Aerospace Research Applications Center  
611 North Capital  
Indianapolis, IN 46204  
(317) 262-5003

Central Industrial Applications Center  
Southeastern Oklahoma State University  
Durant, OK 74701  
(405) 924-6822

NASA/Southern Technology  
Applications Center  
University of Florida  
One Progress Boulevard  
Alachua, FL 32615  
(904) 462-3913

NASA Industrial Applications Center  
823 William Pitt Union  
University of Pittsburgh  
Pittsburgh, PA 15260  
(412) 648-7000

NASA/UK Technology Applications Center  
University of Kentucky  
109 Kinkead Hall  
Lexington, KY 40506  
(606) 257-6322

North Carolina Science and Technology  
Research Center  
P. O. Box 12235  
Research Triangle Park, NC 27709  
(919) 549-0671

NERAC, Inc.  
One Technology Drive  
Tolland, CT 06084  
(203) 872-7000

NASA Industrial Application Center (NIAC)  
University of Southern California  
3716 S. Hope Street #200  
Los Angeles, CA 90007  
(213) 743-6132

MR. WIEGAND - IN 1971, GEORGE KOVATCH ENSURED ME THAT OUR WORK WOULD BE REPORTED IN THE AUGUST 1, 1971 FINAL REPORT, WHICH WOULD INCLUDE OUR SMALL BUSINESS IN THE FINAL REPORT FOR OPOI, THUS GIVING ANY RECIPIENT OF THAT FINAL REPORT INFORMATION ABOUT OUR "TOTAL SYSTEM". WE EXHIBITED IN 1971 BECAUSE GEORGE KOVATCH ENSURED ME WOULD BE IN THE FINAL REPORT - WHICH WE ARE NOT, YET IN 1991 OUR WORK WAS PLAGIARIZED TO PUT ON TRANSPD-72 AS A U.S. DOT IDEA - WHICH IT WAS NOT!. IT WAS STOLEN BY MARCH 15, 1971 INTERNAL REPORT SS/GEORGE KOVATCH!

John Johnson

## **INFORMATION TECHNOLOGY**

### **90-FA11. INTEGRATED INTELLIGENT TECHNOLOGY SYSTEM**

The number of aviation related research and development projects underway within the FAA, other government agencies, and affiliated private contractors is enormous. In order for aviation related R&D programs to be effective, there should be an interchange of technical information among those involved in the R&D. This interchange process is referred to as Technology Transfer. Past methods of effecting this transfer have included oral and written modalities. More recently, computer techniques have been employed. Presently, these computer based technical information systems use large mainframe computers which run large hierarchical databases. A new approach is needed. Research should be initiated which will investigate alternative techniques for assessing new technologies and their applicability to specific FAA technical programs. The capabilities of this system would go beyond searching, cataloging and retrieving technical data. It should be capable of interpreting new technology and determining under which FAA programs the technology applies. Conversely, it should accept R&D programs and technologies which are not explicitly spelled out in terms of those programs. This would imply some degree of artificial intelligence on the part of the system. In this sense it would function more as an R&D investigator's associate. A possible implementation might involve the use of a powerful personal or small minicomputer. Hardware such as RISC technology, high density magnetic or optical disc storage, and advanced interactive peripherals may be employed. This advanced hardware would host software which could combine artificial intelligence and relational paradigms in a unique database-like program. Heuristic, associative memory and neural learning techniques might also be incorporated.

U.S. DEPARTMENT OF TRANSPORTATION  
SMALL BUSINESS INNOVATION RESEARCH PROGRAM  
SOLICITATION NO. 91-1  
PROPOSAL COVER SHEET

Project Title Combination, Reversor-Suppressor

Research Topic No. 91-FA5 Research Topic Title Runway Ice Prevention

Submitted By Name JOHNSON SYSTEM DEVELOPMENT COMPANY

Address 111 West Longyear Street

City Bessemer State MI Zip 49911

Amount Requested (Phase 1) \$ NONE Proposed Duration 90 days  
(Not to exceed \$50,000) (in months, Phase 1)(Not to exceed six months)

- 1. The above concern certifies it is a small business firm and meets the definition stated in section IIB; and that it meets the eligibility requirement in section IC. Yes XXXX No \_\_\_\_\_
- 2. The above concern certifies it XXX does \_\_\_\_\_ does not qualify as a minority and disadvantaged small business as defined in IIC. (For statistical purposes only.)
- 3. The above concern certifies it \_\_\_\_\_ does XXX does not qualify as a women-owned small business as defined in IID. (For statistical purposes only.)

ATTN:  
O.O.F.  
G.E.  
\$  
T.S.C.

4. Will you permit the Government to disclose the title and technical abstract of your proposed project, plus the name, address, and telephone number of the Corporate Official and Principal Investigator of your firm, if your proposal does not result in an award, to any party that may be interested in contacting you for further information? Yes XXXXXX No \_\_\_\_\_

Principal Investigator

Corporate/Business Official

Name Sven A. Johnson

Name James A. Johnson

Title Sr. Partner-Owner  
Concept Developer

Title Co-Partner Owners and  
concept developers

Signature Sven A. Johnson Date APRIL 26, 1991

Signature NOT AVAILABLE TO SIGN Date \_\_\_\_\_

To contact Sven, call Wm G. Johnson  
Telephone No. 906 224 6521

To contact Co-Partners, call  
Telephone No. 206-772-4939, James or David

Dr. George Kovatch, the John A. Volpe National Transportation Systems Center ensures me that John A. Volpe directed you to file the March 15, 1971 Internal Report that violated President Nixon's 1970 Executive Order "OP01-Intermodal Technology Assessment". Copy of this is sent to the Office of Government Ethics.

PROPRIETARY NOTICE (IF APPLICABLE, SEE SECTION V. D. 1)

1971 Internal Report that violated President Nixon's 1970 Executive Order "OP01-Intermodal Technology Assessment". Copy of this is sent to the Office of Government Ethics.

**U.S. DEPARTMENT OF TRANSPORTATION  
SMALL BUSINESS INNOVATION RESEARCH PROGRAM  
SOLICITATION NO. 91-1  
PROJECT SUMMARY**

<b>Name and Address of Proposer</b> JOHNSON SYSTEMS DEVELOPMENT COMPANY 111 West Longyear Street Bessemer, Michigan 49911	<table border="1"> <tr> <td align="center"><b>FOR DOT USE ONLY</b></td> </tr> <tr> <td>Proposal No.</td> </tr> </table>	<b>FOR DOT USE ONLY</b>	Proposal No.
<b>FOR DOT USE ONLY</b>			
Proposal No.			

**Name and Title of Principal Investigator** Sven A. Johnson, Sr. Partner-Owner, concept developer of "TOTAL SYSTEM".

**Project Title** COMBINATION REVERSOR SUPPRESSOR

<b>Research Topic No.</b> 91-FA5	<b>Research Topic Title</b> RUNWAY ICE PREVENTION
-------------------------------------	--

**Technical Abstract (Limited to two hundred words in this space only with no classified or proprietary information/data)**

Icy runways are! just one of the hazards confronting aircraft, past present and future. Johnson Systems has developed the way for the aircraft to be able by 100% Reverse thrust to stop on any ice covered surface. Johnson Systems has extensive preparation for the prevention of ice on runways, but Ice can occur so suddenly, all over the world airways that our Combination Reversor Suppressor research has ensured us that the "pilot" of the aircraft, informed that there is ice on the runway he is about to land on, can, with 100% Reverse thrust capability, over and above all present thrust reversal efforts, fully stop an aircraft with our 100% Reversor Suppressor. Dr. Kovatch, it is now incumbent upon you to advise the Secretary of Transportation that your and John A. Volpe's decision to file the March 15, 1971 Internal Report, in fact, prevented Johnson Systems Development Company of the "Opportunity" provided by item #4 on Appendix B, which is the right to be contacted by interested parties, which publication was ensured by our exhibiting during the week of February 25, 1971, for President Nixon's 1970 Executive Order "OP01 Intermodal Technology Assessment!

**Anticipated Results/Potential Commercial Applications of Results**

100% Reverse Thrust, available when required at the "Pilot's" demand to stop an aircraft safely on icy or otherwise hazardous surfaces will provide not only an approach to correcting icy runway dangers, but our 100% Reversor supressor is integral to our "TOTAL SYSTEM" concept.

**Provide key words (8 maximum) description of the project useful in identifying the technology, research thrust and/or potential commercial application.**

Reversor Suppressor portends "TOTAL SYSTEM" world airport reconstruction!

## AIRPORT TECHNOLOGY

### 91-FA5. RUNWAY ICE PREVENTION

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

It is April 26, 1991 and whomever should read Johnson Systems's proposal for solving the Runway ice prevention problem, please try to see the forest behind this little tree-----According to President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment", which transferred NASA Systems to U. S. DOT Systems, "TSC" was not to be a "hostile takeover" by the DOT bureaucracy-----which has happened, because George Kovatch, in 1971, may have been great for NASA Systems, but as DOT Systems, George Kovatch was challenged by Sven Johnson in 1971 and is challenged to this day, by Sven Johnson to do the job that the late Senator Warren G. Magnuson envisioned could be done by a Department of Transportation Systems Center, "IF", that Systems Center could grasp that transportation had to be a joint National Defense and Domestic Defense vehicle, which is what our 'model' explained to George Kovatch during the week of February 25, 1971, and also explained to John A. Volpe as Secretary of Transportation at Transpo-72.

Whomever should read this, therefore, is alerted to the fact that both George Kovatch and John A. Volpe violated President Nixon's Executive Order, "OP01 Intermodal Technology Assessment", a fact that I stated to Roy Wiegand, Inspector General at TSC on September 11 & 12 1989, before I learned in 1991 that TSC had been named as John A. Volpe National Transportation Systems Center.

The Senate Select Committee chaired by Senator Howell Heflin referred me to the Office of Government Ethics, where I had been referred by The Federal Elections Commission in 1980, and copy of this application to SBIR is referred to Office of Government Ethics because it is most obvious that George Kovatch is involved in a conflict of interest as an Executive Branch employee on behalf of an Executive Branch Officer, John A. Volpe, while he was Secretary of Transportation. The March 15, 1971 Internal Report ss/George Kovatch discriminated against Johnson Systems and violated our civil rights and bore false witness against Johnson Systems, and I demand this matter be aired under Freedom of Information rights.

*Sven Johnson*

## VI. SUBMISSION OF PROPOSALS

### A. Submittal Instructions

An original and four copies of each proposal submitted under the DOT SBIR Program should be sent to:

DOT SBIR Program Office, DTS-22  
U.S. Department of Transportation  
Research and Special Programs  
Administration  
John A. Volpe  
National Transportation  
Systems Center  
55 Broadway, Kendall Square  
Cambridge, MA 02142-1093

Attn: Dr. George Kovatch  
Telephone: (617) 494-2051

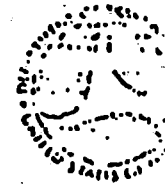
Proposals must be postmarked NO LATER than May 1, 1991 to qualify for acceptance and consideration under the current DOT SBIR Program. Proposals postmarked later than May 1, 1991 will not be accepted.

Proposals delivered to the DOT SBIR Program Office by any means other than the U.S. Postal Service, must be received at the above address on or before May 1, 1991.

### B. Additional Information

1. **Bindings.** Please do not use special bindings or covers. Staple the pages in the upper left corner of the cover sheet of the proposal with a single staple.
2. **Packaging.** All copies of the proposal should be sent in one package together with the acknowledgement of receipt card.
3. **Confirmation.** The DOT SBIR Program Office will assign an identification number to each proposal received at the above address by May 1, 1991 or postmarked no later than May 1, 1991. This number will appear on the acknowledgement of receipt card (see back cover) which will be sent to the proposer by return mail confirming receipt of the proposal.

Mr. Stephen D. Potts, Director, Office of Government Ethics, "WHY" did the George Kovatch who receives all proposals for SBIR file the March 15, 1971 Internal Report, other than to conceal the work of Johnson Systems Development Company from "further exposure" that is mentioned in conjunction with The University of Washington on page 3 of the MAR 15, 1971 Internal Report, which was filed internally; in fact, to preclude any knowledge of exposure, even from Sven Johnson, whose Son had the horrendous task of convincing Frederic Schwartz of UMTA that we had a right to the information by virtue of the freedom of information act, which now must come from a Mr Saddau, Freedom of Information Officer at U. S. DOT, Cambridge, MA., phone 617 494 3435, Mr. Potts, whom you are asked to call in regard to George Kovatch's handling of the three 90-1 SBIR Applications numbered 90-FA5, 90-FA7, 90-FA11, copies of which are included in this 91-FA5 application, because our "TOTAL SYSTEM" had taken from 1954 through 1966, 12 years to assemble, to be of any value to the late Senator Warren Magnuson's "staff" in preparing the legislation to create U. S. DOT in 1966. The Office of Government Ethics is in a position to subpoena former Magnuson Staff members like Dan O'Neal, Stan Barer, Lynn Sutcliffe, Rick Redman, to name a few, and I cannot over emphasize the critical need for such subpoenas because time is being wasted, given the strain on Johnson Systems Development Company resources. George Kovatch 12 must be investigated beginning with the factual reason he had for filing the March 15, 1971 Internal Report in violation of President Nixon's Executive Order. *Sven Johnson*

TRANSPORTATION SYSTEMS CENTER  
55 BROADWAY  
CAMBRIDGE, MASSACHUSETTS 02142

March 15, 1971

SA/Task Manager, Intermodal Technology Assessment

Trip to Renton, Washington February 25, 1971 to review Mr. S. A. Johnson's Model for Integrated Transportation

Ref: Letter dated December 17, 1970 from Ira Dye/TPI-10 to Senator Warren Magnuson

SA/Chief, Systems Analysis Division

Background

In accordance with a request cited in the referenced letter I visited Mr. S. A. Johnson while conducting site visits to West Coast transportation firms as part of project OPOI, Intermodal Technology Assessment. Mr. Johnson has set up his model for demonstration at the Musicians Union Hall, 125 Logan Avenue, Renton, Washington.

Summary

Mr. Johnson has produced an interesting model of an integrated mass transportation concept which incorporates land use planning and community development. The model is constructed of cardboard and wood and portrays in three dimensions various possibilities for integrated design. He uses the model as a "training aid". It would serve as an aid for a diverse audience of officials and citizens representatives in reviewing and discussing alternative solutions to urban problems.

The model depicts a broad range of situations several of which pertain specifically to urban transportation:

1. Elimination of yield-right-of-way at highway mergings;
2. Multiple use of land through tiered construction of highways; transit guideways and railroads.
3. Simplified flow through traffic intersections;
4. Capsular design of aircraft and ground vehicles to eliminate need for passenger transfers;

5. Greater use of automation for vehicle movement, loading and unloading.

Assessment

Mr. Johnson's approach to the use of models in transportation and other community problems is commendable. It must be noted, however, that what he is advocating in essence is embodied in the systems approach, which has gained widespread favor in many areas. His emphasis is on the aid that models give in visualizing and discussing a given problem. The complete systems approach includes a full definition of the problem, its constraints, alternative solutions, and comparative quantitative and qualitative analysis of these alternatives and their impacts.

The Department of Transportation shares Mr. Johnson's concern for these broad problems and has developed as a matter of course the systems analytic approach. The 1968 government publication "The Freeway in the City: Principles of Planning and Design", by the Urban Advisors to the Federal Highway Administrator, was useful in our discussions to illustrate the extent to which the ideas of comprehensive planning, multiple use of corridors, and applications of the systems approach have permeated the department's thinking.

We also discussed specific efforts underway in augmenting the use of models similar to Mr. Johnson's with computer analysis. The "Cities Game" experiment being run in New York City provides at least one example of this type of modeling approach (see attached clipping). (1 FURNISHED CLIPPING)!

The experiments now underway are pointing up the need for quantitative information on costs, traffic flow, population shifts, and other impacts caused by changes in transportation.

In many cases solutions which aim to integrate facilities or operations turn out to be either impractical or extremely costly. An example of the latter is the study by the Los Angeles Department of Airports of capsule-like buses to be hauled by sky cranes (The Sky Lounge Project). Analysis revealed the system would be uneconomical to operate. Passengers would be saved from making transfers, but at great cost.

### Recommendations

It would not be worthwhile simply to remake Mr. Johnson's present model out of sturdier material. However, to assist him in his desire to help solve major urban problems, I suggested he concentrate on specific, real, problem areas. I gave him a set of instructions to help him prepare an unsolicited proposal in case he plans to seek federal support.

In brief, these instructions called for a clear statement of the problem to be solved, the method of approach, the expected results, the performance schedule, and the detailed costs involved. I advised him that if the problem chosen is in the urban transportation field, he should direct the proposal to the Office of Administration, Urban Mass Transportation Administration.

### Conclusions

Mr. Johnson appeared pleased at these suggestions and planned to consult with his colleagues prior to preparing a formal unsolicited proposal. In the course of our discussions the UMTA-supported work on innovative transportation systems going on at the University of Washington was discussed. I arranged for Mr. Johnson to meet with Dr. Hartz and Mr. Harkness of the University for further review of his models. This contact may lead to further exposure of Mr. Johnson's ideas and of his sincere concern for solutions to urban transportation problems.

*George Kovatch*  
George Kovatch



THIS GEORGE KOVATCH AND JOHN A. VOLPE  
VIOLATED PRESIDENT NIXON'S 1970  
EXECUTIVE ORDER! CONFLICT OF INTEREST  
AS THEY PROTECTED THEIR JOBS AND  
FILED THIS INACCURATE REPORT  
ABOUT ME *Sam Johnson*

## AIRPORT TECHNOLOGY

### 91-FA5. RUNWAY ICE PREVENTION

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

The particularly hazardous to aircraft circumstance of icy runways, without any qualification, has been a hazard to aircraft since The Wright Brothers, Wilbur and Orville originated manned flight. For Johnson Systems Development Company, icy runways became a factor during WWII Naval Aviation training, and it was icy runways, along with overall safety of flight, Dr. George Kovatch, that startled me to think about "TOTAL SYSTEM".

Icy Runways, Dr. George Kovatch, according to the above "RUNWAY ICE PREVENTION" synopsis demands a "show-up" of your antiquated approach to comparison of 'Present methods being inefficient versus this may be accomplished, for example, through modification of materials used to construct runways, or-----.

The fact is, Dr. Kovatch, that we demonstrated our 'model' to you during the week of February 25, 1971 as a "training aid" which we had termed a "SHAPING COMPUTER" for performing "comparative analysis" of competing and/or complementing systems that concern everything from prevention of ice on runways to complete aircraft handling systems-----frankly, the interdependence of all functions involved or thought to involve aircraft, and/or any mode of transportation as one mode affects the operation of every other mode-----. What else can you call it but "TOTAL SYSTEM"????

You have mandated an approach of asking solutions that concern one isolated from another problem, even in your deliberately falsified March 15, 1971 Internal Report, and nothing can be further from the reality that over 5 billions of people depending on transportation around the world, without reservation preclude you from mandating that my company, Johnson Systems Development Company cannot attempt to solve the total transportation crisis problem.

Dr. Kovatch, I challenge you to a review of this unprincipled and discriminating approach of yours before the Office of Government Ethics, on the grounds that you exercise a dastardly "conflict of interest" as an "executive branch employee" with John A. Volpe, who was Secretary of Transportation during Transpo-72.

*Sam Johnson*

## AIRPORT TECHNOLOGY

### 91-FA5. RUNWAY ICE PREVENTION

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

Honorable Sam Nunn---etal---

The May 1, 1991 "deadline" for filing Johnson Systems Development Company's solution to 91-FA5 Runway Ice Prevention solicitation for a solution is identical to the review that George Kovatch asked for during the week of February 25, 1971 for then President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment", (20), yes, "twenty years" ago, and George Kovatch, in his March 15, 1971 Internal Report is now a practiced and entrenched bureaucrat in the "fragmentation" of broad concepts that WWII Naval Aviation training instilled into "cadets", like myself, who were catapulted from the childhood of the 1929 depression and poverty into the WWII "prosperity" of learning everything from the breaking of the sound barrier to the nuclearization of warfare, in a few short years, an education which challenged us all to dare to attempt anything that would help us to lead productive lives, if we survived the war-----and it was no simple task to envision the "TOTAL SYSTEM OF TRANSPORTATION", as I did, and I spent years, from 1954 through 1980, in communication with the late Senator Warren Magnuson, who ensured that he did not, in any way, show preferential treatment to enable Johnson Systems Development Company to exhibit for President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment", only to encounter the likes of George Kovatch and John A. Volpe when he was Secretary of Transportation in 1971 & 1972.

The late Senator Warren Magnuson's October 11, 1972 letter addressed to John A. Volpe is before the Office of Government Ethics, and I ensured George Kovatch on September 11 & 12, 1989 that I, in fact, would press for Senate investigation of the U. S. DOT's "TSC" March 15, 1971 Internal Report ss/George Kovatch because that March 15, 1971 Internal Report violated my "civil rights", and that very violation was caused by Executive Branch Employees who escaped any review until The Carter Administration secured the Ethics in Government Act of 1978, as amended, and I wish to ensure you that the same George Kovatch, signer of the March 15, 1971 Internal Report is the same George Kovatch who signed the September 19, 1990 letters which still deny the item #4 opportunity to Johnson Systems Dev. Co.

*Sam Johnson*



U.S. Department  
of Transportation

Research and  
Special Programs  
Administration

Transportation  
Systems Center

Kendall Square  
Cambridge, Massachusetts 02142

September 19, 1990

Messrs. James and David Johnson  
Co-Partners/Owners  
Johnson System Development Company  
111 West Longyear Street  
Bessemer, MI 49911

RE: 90 185 **TOTALLY INTEGRATED MASS RAPID TRANSPORTATION SYSTEM**

Dear Messrs. Johnson:

The Department of Transportation has completed the process of evaluating all proposals received in response to its FY'90 Small Business Innovation Research (SBIR) Program Solicitation. Approximately \$2 million was available for funding DOT FY'90 SBIR awards.

Departmental personnel have evaluated each proposal in accordance with the criteria stated in the Solicitation. In view of the intense competition and funding limitation, the Department could not fund all meritorious proposals. From a competitive group of 453 Phase I and 24 Phase II proposals, the Department has selected 26 Phase I and 10 Phase II proposals for award.

We regret to inform you that your proposal, referenced above, was not among those selected for funding. If you wish additional information regarding the technical evaluation of your proposal, we will arrange a verbal debriefing upon receipt of your written request.

The DOT FY'91 SBIR Solicitation is scheduled for release February 15, 1991, with proposals due May 1, 1991. To receive the FY'91 Solicitation, you should return the DOT SBIR MAILING LIST REPLY CARD contained in the FY'90 Solicitation no later than December 31, 1990.

We appreciate your continuing interest in the SBIR Program.

Sincerely,

*George Kovatch*  
George Kovatch  
DOT SBIR Program Manager

WE DID NOT REQUEST FUNDS!

WE RELIED ON ITEM #4

TO BE CONTACTED BY

OTHER INTERESTED INDUSTRY!

SINCE THE MARCH 15, 1977 REPORT.

*Sam Johnson*



U.S. Department of Transportation

Research and Special Programs Administration

Transportation Systems Center

Kendall Square  
Cambridge, Massachusetts 02142

September 19, 1990

Messrs. James and David Johnson  
Co-Partner Owners Concept Developers  
Johnson Systems Development Company  
111 West Longyear Street  
Bessemer, MI 49911

RE: 90 328 THE "BUY-PLANE"

Dear Messrs. Johnson:

The Department of Transportation has completed the process of evaluating all proposals received in response to its FY'90 Small Business Innovation Research (SBIR) Program Solicitation. Approximately \$2 million was available for funding DOT FY'90 SBIR awards.

Departmental personnel have evaluated each proposal in accordance with the criteria stated in the Solicitation. In view of the intense competition and funding limitation, the Department could not fund all meritorious proposals. From a competitive group of 453 Phase I and 24 Phase II proposals, the Department has selected 26 Phase I and 10 Phase II proposals for award.

We regret to inform you that your proposal, referenced above, was not among those selected for funding. If you wish additional information regarding the technical evaluation of your proposal, we will arrange a verbal debriefing upon receipt of your written request.

The DOT FY'91 SBIR Solicitation is scheduled for release February 15, 1991, with proposals due May 1, 1991. To receive the FY'91 Solicitation, you should return the DOT SBIR MAILING LIST REPLY CARD contained in the FY'90 Solicitation no later than December 31, 1990.

We appreciate your continuing interest in the SBIR Program.

Sincerely,

George Kovatch  
DOT SBIR Program Manager

WE DID NOT REQUEST FUNDING!

THIS GEORGE KOVATCH

MISREPRESENTED OUR WORK  
IN HIS MARCH 15, 1971 INTERNAL REPORT & I WANT OFFICE  
OR GOVERNMENT ETHICS TO INVESTIGATE THIS  
CONFLICT OF INTEREST!



U.S. Department  
of Transportation

Research and  
Special Programs  
Administration

Transportation  
Systems Center

Kendall Square  
Cambridge, Massachusetts 02142

September 19, 1990

Messrs. James and David Johnson  
Co-Partner Owners Concept Developers  
Johnson Systems Development Company  
111 West Longyear Street  
Bessemer, MI 49911

RE: 90 408 THE "SHAPING COMPUTER"

Dear Messrs. Johnson:

The Department of Transportation has completed the process of evaluating all proposals received in response to its FY'90 Small Business Innovation Research (SBIR) Program Solicitation. Approximately \$2 million was available for funding DOT FY'90 SBIR awards.

Departmental personnel have evaluated each proposal in accordance with the criteria stated in the Solicitation. In view of the intense competition and funding limitation, the Department could not fund all meritorious proposals. From a competitive group of 453 Phase I and 24 Phase II proposals, the Department has selected 26 Phase I and 10 Phase II proposals for award.

We regret to inform you that your proposal, referenced above, was not among those selected for funding. If you wish additional information regarding the technical evaluation of your proposal, we will arrange a verbal debriefing upon receipt of your written request.

The DOT FY'91 SBIR Solicitation is scheduled for release February 15, 1991, with proposals due May 1, 1991. To receive the FY'91 Solicitation, you should return the DOT SBIR MAILING LIST REPLY CARD contained in the FY'90 Solicitation no later than December 31, 1990.

We appreciate your continuing interest in the SBIR Program.

Sincerely,

George Kovatch  
DOT SBIR Program Manager

WE DID NOT REQUEST FUNDS.  
OR ANY AWARD BECAUSE  
OUR "TOTAL SYSTEM" AND  
THIS "SHAPING COMPUTER"

INTEGRATE ALL OF THE PROPOSED SOLUTIONS INTO AN  
"ON GOING" COMPARATIVE ANALYSIS SYSTEM - IT ALLOWS  
SUFFICIENT STUDY TIME FOR PROPOSALS NOT TO DESTROY  
PROVEN TO BE ACCURATE SOLUTIONS - James Johnson

HOWELL HEFLIN, ALABAMA, CHAIRMAN  
WARREN B. RUDMAN, NEW HAMPSHIRE, VICE CHAIRMAN  
DAVID PRYOR, ARKANSAS  
TERRY SANFORD,  
NORTH CAROLINA  
JESSE HELMS, NORTH CAROLINA  
TRENT LOTT, MISSISSIPPI

WILSON R. ABNEY, STAFF DIRECTOR/CHIEF COUNSEL  
ANNETTE M. GILLIS, CHIEF CLERK

# United States Senate

SELECT COMMITTEE ON ETHICS

HART SENATE OFFICE BUILDING, ROOM 220  
SECOND AND CONSTITUTION AVENUE, NE.  
WASHINGTON, DC 20510-6425  
TELEPHONE 224-2981

February 26, 1991

Mr. Sven A. Johnson  
Box 112  
Bessemer, Michigan 49911

Dear Mr. Johnson:

This is in response to your letters of February 8 & 9, 1991 concerning a March 15, 1971 Internal Report.

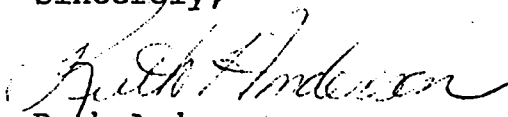
Senate Resolution 338, which sets forth the jurisdiction of the Select Committee on Ethics, vests the Committee with the authority to "receive complaints and investigate allegations of improper conduct which may reflect upon the Senate, violations of law, violations of the Senate Code of Official Conduct and violations of rules and regulations of the Senate, relating to the conduct of individuals in the performance of their duties as Members of the Senate or as officers or employees of the Senate, and to make appropriate findings of fact and conclusions with respect thereto..."

Since the situation that you describe does not involve allegations of misconduct by a Member, officer, or employee of the Senate, the Select Committee on Ethics cannot be of assistance.

The Office of Government Ethics has jurisdiction for executive branch employees which excludes congressional staff employed by the House of Representatives and the Senate. You may wish to contact that office at 1201 New York Avenue, N.W., Suite 500, Washington, D.C. 20005-3917.

If in the future the committee can be of assistance on a matter within its jurisdiction, please let us know.

Sincerely,



Ruth Anderson  
Staff Assistant



United States  
**Office of Government Ethics**  
Suite 500, 1201 New York Avenue, N.W.  
Washington, D.C. 20005-3917

March 29, 1991

Mr. Sven A. Johnson  
Box 112  
Bessemer, Michigan 49911

Dear Mr. Johnson:

This is in response to your letter of March 17, 1991. Your letter (with its enclosures) raises issues with respect to your assertion of certain rights arising from your consultations in the early 1970's with officials of the Department of Transportation and others.

This Office exists under the authority of Title V of the Ethics in Government Act of 1978, as amended. Its responsibilities principally relate to the overall direction of Executive Branch policies related to preventing conflicts of interest on the part of officers and employees of any executive agency. Our jurisdiction primarily relates to financial conflicts of interest of federal employees. Accordingly, the jurisdiction of this Office does not relate to the matters you discuss.

It appears from your materials that the rights with which you are concerned have already been brought by you to the attention of the Department of Transportation and other Executive agencies having subject-matter jurisdiction, as well as officials of the Legislative Branch. This Office, however, has no authority with respect to such matters.

Sincerely,

Stephen D. Potts  
Director

ATTN: OFF. OF GOV'T. ETHICS!

TRUE, I HAVE, BUT YOUR

OFFICE HAS JURISDICTION

WHEN THE COMPLAINT ESTABLISHES THAT AN EXECUTIVE  
BRANCH OFFICER SIGNED A REPORT THAT CAN BE  
SHOWN TO HAVE MISREPRESENTED AND/OR PROVIDED  
INACCURATE INFORMATION TO THE SUBJECT  
MARCH 15, 1971 INTERNAL REPORT BY NOT  
INCLUDING CORRECT INFORMATION IN THE AUG 1, 1971  
FINAL REPORT! *Sven Johnson*

## AIRPORT TECHNOLOGY

### 91-FA5. RUNWAY ICE PREVENTION

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

Attn: Stephen D. Potts, Director, Office of Government Ethics.

Appendix A & B of three proposals, Research Topic No. 90-FA-5, "BUY-PLANE", Research Topic No. 90-FA7, the "SHAPING COMPUTER", & Research Topic No. 90-FA11, Totally Integrated mass Rapid Transportation System # 3,006 are included herewith to ensure any of the "investigative authority", wherever that investigative authority may rest in government, that Johnson Systems Development has agreed with the Item #4 permission to be contacted by whomever may wish to contact Johnson Systems Development Company. The gross neglect of Dictator George Kovatch to have included Johnson Systems Development Company in the August 1, 1971 Final Report has been continued through this date in 1991, and the Office of Government Ethics is absolutely responsible for investigating the "conflict of interest" George Kovatch commenced in 1971 and continues as evidenced by the three September 19, 1990 letters ss/George Kovatch who alludes to my proposals having been reviewed, as if not by his office, except that George Kovatch dictates the decision that is rendered in each of the September 19, 1990 letters, and that is blatant "conflict of interest", to say the least.

I wrote for the "verbal debriefing" and received a call from a Mr Megerian who would schedule a "verbal debriefing time" for me, and merely told me what George Kovatch's letter said, "We regret to inform you---".

The Office of Government Ethics, established in 1978, in fact, is where the Federal Election Commission directed me in 1980, and is exactly where the Senate Select committee directed me by February 26, 1991 letter, and I now request Senator Sam Nunn, Chairman of the Senate Permanent Committee on Investigations to ensure that Office of Government either does or does not have a responsibility for the "conflict of interest" that I charge as carried out by George Kovatch as required by the 1971-72 Secretary of Transportation John a. Volpe.

*Joan Johnson*

## **AIRPORT TECHNOLOGY**

### **91-FA5. RUNWAY ICE PREVENTION**

Icy runways present a particularly hazardous condition to aircraft. The most desirable way of contending with this problem is to prevent the formation of ice. Present methods consist of heating the runway with geothermal or other forms of energy, or more commonly, by the application of freezing point depressants on the runway surface. Freezing point depressant chemicals which are not corrosive to aircraft materials are expensive, require equipment and manpower to apply, and are eventually diluted to the point where freezing is again possible. This results in an inefficient means of ice control. Innovative research is required to devise a cost-effective, efficient method of preventing the formation of ice on runways. This may be accomplished, for example, through modification of materials used to construct runways, or through long-term treatment of existing pavement surfaces.

Johnson Systems Development Company has imagineeringly conducted extensive research into prevention of ice on runways, especially as "ice on runways" occurs in widely different circumstances. It is the broad scope of icing conditions that has led us to imagineer an even broader scope of solution creation that is "on-going", rather than "piecemeal" ideas that start and stop as automobiles in rush hour traffic that is contending with an earthquake----.

Johnson Systems Development Company, in 1971 and before, relied on the promise stated by U. S. DOT that they had to see the suggestion and offer it out for bid, or that the "OP01" review team had to see what Johnson Systems was doing in order to publicize it in the August 1, 1971 Final Report-----and what I am charging is that George Kovatch did not report what he was shown during the week of February 25, 1971, and in fact misrepresented what he did see, which leaves me with but one alternative, and that is to pursue the course of action that is available, and that is for the Office of Government Ethics to deal with the obvious "conflict of interest".

Johnson Systems Development Company, being a "small business" with big ideas, spawned by WWII Naval Aviation Training has the right to retain "construction system secrets", the same as any other company, and it is incumbent on U. S. DOT to afford Johnson Systems Development Company the same publicity concerning "product" that U.S. DOT affords "Air bags".

Johnson Systems Development Company has several alternative methods to combat "icy runways" as far back as before the "OP01" review of our 'model', and the March 15, 1971 DOT Internal Report is evidence that U. S. DOT's "TSC" failed to extract the pertinent and correct information with their effort to "Plagiarize" our material. The fact is that Johnson Systems refuses to be cheated by the George Kovatch and John A. Volpe types who discriminate against our small business!

*Sam Johnson*

Transportation Exposition  
by the Aviation Division,  
Ziff-Davis Publishing Co.

Publishing Director:  
Edward D. Mühlfeld  
Publisher:  
James F. Coleman  
Associate Publisher:  
Judith A. Hitchcock

tel: 703-601-8504  
202-471-8151-471-8152-471-8153  
Associate Editors:  
R. Beer, R. Burkhardt, M. Drezin,  
J. Hitchcock, A. Jensen, E. Michaelson

The Ziff-Davis Publishing Company,  
Aviation Division - One Park Avenue,  
New York, New York 10018  
PUBLISHER OF BUSINESS & COMMERCIAL AVIATION  
FLYING BUSINESS AVIATION WEEKLY  
THE AVIATION DIVISION ANNUALS  
Copyright © 1972 by Ziff-Davis Publishing Co.  
All rights reserved. Reproduction strictly prohibited

# transpo-72 DAILY

VOL. I NO. 4

Monday, May 29, 1972

Where science  
gets down  
to business—

"You can see here the ingredients, not necessarily the solution, to solving our transportation problems."

"People movers... turbo trains... jet rail systems... none of them are going to do the job until they're integrated into a total system."

"If we could get a transportation system to go to the moon and back, we can solve earth's transportation problems... Let's stop pork barrel politics on transportation."

--"Wally" Schirra  
now an AAR Exec.

This May 29, 1972 Transpo-72 Daily is unimpeachable fact that Johnson Systems Development Company exhibited "TOTAL SYSTEM" at Transpo-72 and did so as a systems developer who had exhibited to U. S. DOT's "TSC" a year prior to Transpo-72---see March 15, 1971 Internal Report ss/ George Kovatch. George Kovatch, in complicity with John A. Volpe, did, in fact, file the March 15, 1971 Internal Report for the single purpose of withholding the "TOTAL SYSTEM" conceptualization of Johnson Systems Development Company, which John A. Volpe could remain unconnected to in June of 1972 because John A. Volpe was aware that the Father and Son Johnson Systems Development Company were not aware of the March 15, 1971 Internal Report. James Johnson, my Son, on September 7, 1972 obtained a copy of the March 15, 1971 Internal Report from Frederic Schwartz, an attorney at UMTA, and Stephen Potts is requested to investigate this.

FATHER-SON TEAM HAS "TOTAL" SYSTEM -- A father and son team from Renton, Washington is at TRANSPO with a "balanced totally integrated transportation system" based on the structure of the human body. "We're trying to approximate the perfection of... (the body's)... transportation system," says Sven Johnson, father and senior partner in the two-man Johnson Development Systems operation, most likely the smallest and easily the most personal firm represented here.

The Johnson display, at 1300 Pavilion A, features what the elder Johnson calls a "totally integrated right of way," made out of cardboard. It has a railway built along the ground with a rapid rail transit system--suspended about it and a superhighway above both of those. Highway interchanges are built on separate levels instead of with cloverleaves to "reduce land consumption." Johnson explained, "we're not saying we want to eliminate the automobile, because the petroleum people are against it," as are car manufacturers. The exhibit also shows how ship docks could be built in underwater tubes to let built-up shorelines return to their natural state. Above the entire exhibit is a foot high plastic "Visible Man" model, to further the "human body" motif.

Attired in an orange windbreaker labeled "Johnson Design Systems - Renton, Washington," Johnson observed, "we've been told we're 100 years ahead of our time. We're convinced we're 100 years too late."

Stephen D. Potts, Government Ethics is responsible to uncover this March 15, 1971 "cover-up" engineered by two Executive Branch officers! Please refer to Magnuson's October 11, 1972 letter to John A. Volpe!

*Sven Johnson*

Stephen D. Potts, Director, Office of Government Ethics, when U. S. DOT Systems Center was named John A. Volpe National Transportation Systems Center according to the SBIR 91-1 Program Solicitation, it was absolutely clear to me that the March 15, 1971 U. S. DOT's "TSC" Internal Report would, when properly investigated, provide the U. S. Government with the facts about "TOTAL SYSTEM". Mr. Potts, you must understand that both U. S. Armed Services committees are being asked to investigate DOT's march 15, 1971 Internal Report. See Sam Nunn letter,

## PROGRAM SOLICITATION

dated JAN 31,  
1990.

### Small Business Innovation Research Program

**Closing Date: May 1, 1991**

**DOT SBIR Program Office, DTS-22  
U.S. Department of Transportation  
Research and Special Programs Administration  
John A. Volpe National Transportation Systems Center  
55 Broadway, Kendall Square  
Cambridge, MA 02142-1093**

The late Senator Warren G. Magnuson, by virtue of his October 11, 1972 letter to Secretary of Transportation John A. Volpe is sufficient reason for the Office of Government Ethics to investigate U. S. DOT's "TSC" March 15, 1971 Internal Report ss/ George Kovatch, according to the "conflict of interest" and discrimination charges against George Kovatch and John A. Volpe, made by Sven A. Johnson, developer of "TOTAL SYSTEM", which the late Senator Magnuson has ensured will be investigated for fact, and to establish Sven Johnson's credibility.

*Sven Johnson*

United States Senate

COMMITTEE ON COMMERCE  
WASHINGTON, D.C. 20510

October 11, 1972

RE # 2

Dear Mr. Secretary:

This refers to a transportation demonstration project proposed by one of my constituents, Mr. Sven A. Johnson of Renton, Washington.

For several months now, Mr. Johnson has discussed with numerous Administration officials, including representatives of the Department of Transportation and the White House, his proposal for an intermodal transportation demonstration. He participated in the Transpo Exposition which is well known, I think, to many officials of your Department. While Mr. Johnson has not yet quite reached the formal application stage, there does seem to be some sympathy for his proposal within your Department. Thus far I have had no final word on the disposition of Mr. Johnson's proposal by your Department. I continue to urge you to give every consideration to Mr. Johnson's proposals.

A new development prompts me to write this letter. On October 5, Mr. Johnson addressed to you a letter describing certain similarities between a concept which he claims to have developed and a project proposal submitted by Dr. George Kovatch, formerly employed in some capacity by the Administration. Mr. Johnson has made a very severe charge in his letter to the effect that Dr. Kovatch has plagiarized from material developed by Mr. Johnson. I am in no position to judge the accuracy of his charges and certainly I would not wish to give undue currency to false charges by writing this letter, but I do know Mr. Sven Johnson has spent considerable time and effort in developing his ideas. I would urge, therefore, that you have someone examine Mr. Johnson's charges and take action if appropriate. Please keep me advised of any developments.

Sincerely yours,

*Warren C. Magnuson*  
WARREN C. MAGNUSON  
Chairman

Honorable John A. Volpe  
Secretary of Transportation  
Department of Transportation  
Washington, D. C. 20590

WCM/dom

# United States Senate

WASHINGTON, D.C. 20510

January 31, 1990

Mr. Sven Johnson  
Johnson Systems Development Co.  
Post Office Box 112  
Bessemer, Michigan 49911

Dear Mr. Johnson:

Thank you for your recent letter regarding your request that the Department of Defense conduct an investigation on your behalf.

In an effort to be of assistance to you, I have requested that officials within the Department of Defense review this matter and provide me with a report.

I appreciate your bringing this matter to my attention. As soon as I receive a reply from the Department of Defense, I will let you know.

Sincerely,



Sam Nunn

SN/pcw

April 24, 1991, Stephen D. Potts, is the day that I assure you with copy of Senator Nunn's January 31, 1990 letter that the late Senator Warren G. Magnuson ensured me that the only way I could get through the 'maze' of committees is by the decision of The President, by his Executive Order, and/or by the decision of The Chairman of the appropriate committee, in this case Armed Services, and there are several others, each of whom will receive copy of this proposal submitted to Attention of Dr. George Kovatch, Project Manager of SBIR Program Solicitation, and I intend for George Kovatch to come forward, if not by his own volition, then by subpoena of a Senate or House Committee that has reason to refer this matter to Office of Government Ethics, on the grounds that Executive Branch Officers discriminated against Johnson Systems Development Company, by filing the March 15, 1971 U. S. DOT March 15, 1971 Internal Report ss/George Kovatch.



All types of small business organizations may submit proposals, including high technology, R&D, manufacturing and service firms. Companies with outstanding scientific or engineering competence in highly specialized product, process or service areas may wish to apply their expertise to the research topics in this solicitation through a laboratory prototype. Ideally, the research should make a significant contribution to the solution of an important transportation problem and provide the small business concern with the basis for new products, processes, or services.

#### D. General Information

This is a solicitation for Phase I research proposals on advanced, innovative concepts from small business firms having strong capabilities in applied science or engineering.

The Phase I research proposals should demonstrate a sound approach to the investigation of an important transportation-related scientific or engineering problem categorized under one of the topics listed in Section VIII.

A proposal may respond to any of the research topics listed in Section VIII, but must be limited to one topic. The same proposal may not be submitted under more than one topic. An organization may, however, submit separate proposals on different topics, or different proposals on the same topic, under this solicitation. Where similar research is discussed under more than one topic, the proposer should choose that topic which appears to be most relevant to the proposer's technical concept.

The proposed research must have relevance to the improvement of some aspect of the national transportation system or to the enhancement of the ability of an operating element of the DOT to perform its mission.

Proposals should be confined principally to scientific or engineering research which may be carried out through construction and evaluation. Proposals must be for research or R&D, particularly on advanced or innovative concepts, and should not be for incremental or scaled-up versions of existing equipment or the development of technically proven ideas. Proposals for the development of already proven concepts toward commercialization, or which offer approaches already developed to an advanced prototype stage or for market research should not be submitted. Commercialization is the objective of Phase III, in which private capital or non-SBIR funds are to be used to continue the innovative research supported by DOT under Phase I and Phase II.

The proposal should be self-contained and checked carefully by the applicant to ensure that all preparation instructions have been followed. (See proposal checklist, Appendix D.)

Requests for additional information or questions relating to the DOT SBIR Program may be addressed to:

DOT SBIR Program Office, DTS-22  
U.S. Department of Transportation  
Research and Special Programs Administration  
John A. Volpe  
National Transportation  
Systems Center  
55 Broadway, Kendall Square  
Cambridge, MA 02142-1093

Attn: Dr. George Kovatch  
Telephone: (617) 494-2051

Senator Sam Nunn, and whomever may receive this Runway Ice Prevention proposal for SBIR 91-1 by Sven A. Johnson of Johnson Systems Development Company, please be apprised that the George Kovatch who requires all requests for information be sent to his attention also requires that all proposals be submitted to his attention, See page 12 that is attached hereto, actually is the Executive Branch Officer who prepared and signed the U. S. DOT's "TSC" March 15, 1971 Internal Report that violated President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment". With then Secretary of Transportation John A Volpe's name changing the Transportation Systems Center name to John A. Volpe National Transportation Systems Center, flying in the face of the October 11, 1972 letter of the late senator Magnuson requesting Secretary of Transportation John A. Volpe to investigate my charges of "plagiarism" related to Goerge Kovatch's March 15, 1971 Internal Report, Senator Nunn, I address this subject <sup>2</sup> to the Subcommittee on Permanent Investigations, which you chair, for the specific purpose of the "rule of law" which created the Office of Government Ethics. *Sven Johnson*

## VI. SUBMISSION OF PROPOSALS

### A. Submittal Instructions

An original and four copies of each proposal submitted under the DOT SBIR Program should be sent to:

DOT SBIR Program Office, DTS-22  
U.S. Department of Transportation  
Research and Special Programs  
Administration  
John A. Volpe  
National Transportation  
Systems Center  
55 Broadway, Kendall Square  
Cambridge, MA 02142-1093

Attn: Dr. George Kovatch  
Telephone: (617) 494-2051

Proposals must be postmarked NO LATER than May 1, 1991 to qualify for acceptance and consideration under the current DOT SBIR Program. Proposals postmarked later than May 1, 1991 will not be accepted.

Proposals delivered to the DOT SBIR Program Office by any means other than the U.S. Postal Service, must be received at the above address on or before May 1, 1991.

Senator Nunn & Congressman Les Aspin, the late Senator Warren Magnuson, in managing the legislation to create U. S. DOT in 1966, was fully aware of the "TOTALLY INTEGRATED MASS RAPID TRANSPORTATION 'model' that U. S. DOT's "TSC" reviewed under authority of President Nixon's 1970 Executive Order "OP01 Intermodal Technology Assessment", to the extent that our 'model' displayed the total integration of the Federal Defense Highway System that serves the United States, except that our 'model' included the complete "intermodal concept" from underwater TRANSPORTATION UP TO AND INCLUDING ORBITTAL SPACEFLIGHT. The late Senator Magnuson knew first hand the National Security that had to be our concern in contacting a government agency, and when Watergate broke right on opening day of Transpo-72, National Security had to be of prime concern to Sven Johnson, based on the fact that the "totally integrated intermodal mass rapid transportation system concept" originated during WWII Naval Aviation Training, where "need to know" was the most important part of learning!

Senator Nunn and Congressman Aspin, the House Armed Services subcommittee are comparing Vietnam to Gulf problems, and The George Kovatch that I am requesting be investigated for the March 15, 1971 Internal Report he signed, in obvious complicity with John A. Volpe, and it is this March 15, 1971 Internal Report that is withholding the "SHAPING COMPUTER" with which we see the possibilities of performing all of the "COMPARATIVE ANALYSIS" needed to <sup>12</sup> render the decisions that Congressman Aspin is posing to Zumwalt, Westmoreland & Vogt! *Sven Johnson*

### B. Additional Information

1. **Bindings.** Please do not use special bindings or covers. Staple the pages in the upper left corner of the cover sheet of the proposal with a single staple.
2. **Packaging.** All copies of the proposal should be sent in one package together with the acknowledgement of receipt card.
3. **Confirmation.** The DOT SBIR Program Office will assign an identification number to each proposal received at the above address by May 1, 1991 or postmarked no later than May 1, 1991. This number will appear on the acknowledgement of receipt card (see back cover) which will be sent to the proposer by return mail confirming receipt of the proposal.

# Johnson Systems Development Co.

P. O. Box 112, Bessemer, Michigan 49911  
P.O. Box 2403, Renton, Washington 98055 - 255 - 8592

ONE TEST WITH A SHAPING COMPUTER  
IS WORTH ALL THE EXPERT OPINIONS

April 26. 1991

Dr. George Kovatch, Project Manager  
DOT SBIR Program Office, DTS-22  
Research and Special Programs Administration  
John A. Volpe National Transportation Systems Center  
55 Broadway, Kendall Square  
Cambridge, Massachusetts 02142-1093

Attn: Dr. George Kovatch:

Attn: SECRETARY OF DOT SAMUEL SKINNER

ATTN: Stephen D. Potts, Director, Office of Government Ethics


Dr. Kovatch, you and Secretary of Transportation John A. Volpe violated President Nixon's 1970 Executive Order, "OP01 Intermodal Technology Assessment, which you, Dr. Kovatch explained to me as the Executive Order that transferred NASA Systems to U. S. DOT Systems center with responsibility to perform a survey for technology that would solve the crisis in transportation by the year 2000. The March 15, 1971 Internal Report that you signed, Dr. Kovatch, references Ira Dye/TP1-10 December 17, 1970 letter to the late Senator Magnuson as reason for your arrangement to review S. A. Johnson's Model for Integrated Transportation.

This April 26, 1991 letter, Dr. Kovatch, will advise everyone who receives it that you and Secretary of Transportation John A. Volpe violated President Nixon's "OP01" Executive Order, by filing the MAR 15, 1971 Internal Report that discriminated against our small business, and falsely represented what S. A. Johnson's Model for Integrated Transportation had divulged, specifically on the late Senator Magnuson's assurance of the "respect" that a Presidential Executive Order, in fact, expected and deserved. John A. Volpe's name attached to DOT Systems Center firmly establishes the fact of "conflict of interest" by an Executive Branch officer, in this case, the failure of John A. Volpe to investigate the late Senator Magnuson's October 11, 1972 letter that I had charged you with "plagiarism". I charged "plagiarism" on the fact that you filed the March 15, 1971 Internal Report and did not furnish us with copy. You left us hanging, twisting, slowly in the breeze, Watergate style, as it was not until September 7, 1992 that my Soo received copy of your March 15, 1971 Internal Report from Frederic Schwartz of UMTA, and Dan O'Neal, Transportation Counsel wrote the OCT 11, 1972 letter to John A. Volpe.

The Office of Government Ethics is advised that the John A. Volpe National Transportation Systems Center employs Dr. George Kovatch as Project Manager to ensure that S. A. Johnson is discriminated against!

**The First World Transportation Crisis Clinic and The "shaping computer" were exhibited at  
The United States International Transportation Exposition. Transpo - 72  
Dulles International Airport, Washington, D. C. 20591**

COPIES TO ALL Senators and  
Members of Congress.



NAN

1-002197A294006 10/21/91  
ICS IPMRNDC RND  
03539 REND NV 10-21 0730A PDT  
ICS IPMWHDS

91 OCT 21 AIO : 36

03539 REND NV 10-21 0727A PDT  
1-001615S294 10/21/91

ICS IPMBNGZ CSP  
5018867394 FRB TDBN WALNUT RIDGE-WB AR 60 10-21 0915A CDT  
ICS IPMMOZZ  
CHIEF OF STAFF JOHN SUNUNU  
WHITE HOUSE DC

PLEASE SHOW TOLERANCE FOR THE HARD WORKING TAX-PAYING MEN AND WOMEN.

W H H  
BOTH BLACK AND WHITE OF LOUISIANA AND THEIR FRUSTRATION WITH STATE  
AND NATIONAL GOVERNMENT. NEIGHBORS IN LOUISIANA DO NOT NEED A  
CONFRONTATIONAL ATTITUDE EXPRESSED FROM THE STEPS OF THE WHITE HOUSE.  
I URGE YOU TO FLY TO LOUISIANA AND CONFER WITH DAVID DUKE AND BILLY

NUNGUESSER WITH LOUISIANA GOP.

EARL SLOAN JR. LAWRENCE COUNTY GOP CHAIRMAN

PO BOX 262

WALNUT RIDGE AR 72476

W H H  
0920 EST

↑  
>(EX/>140).

NO  
address

Honolulu, Hawaii  
October 17, 1991

Office of John Sununu, Chief of Staff  
The White House  
Washington, D.C.

Dear Sir:

After reading this letter and the enclosed informational material, if you think Mr. Sununu should be made aware of its import, would you please see that he has it brought to his attention.

The enclosed copy of my letter to Honolulu Star-Bulletin Executive Editor John Flanagan should be self-explanatory once read, and the same for the other enclosures. My reason for writing Mr. Sununu is twofold:

First, I feel this December 7, 1991, the 50th anniversary of the Japanese attack on Pearl Harbor and the other military bases here is a very appropriate time to officially exonerate both U.S. Navy Admiral Husband Kimmel and U.S. Army General Walter Short from any responsibility for what happened just about fifty years ago. If Mr. Sununu is in agreement after reading the enclosed material, I would very much appreciate his and the Executive Branch of the Federal Government's consideration of the merits of looking to an exoneration of these two unfortunate military officers.

Second, there appears to me to be an undercurrent or movement in existence here in Hawaii, mainly on this island of Oahu, which has plans to use the 50th Pearl Harbor anniversary observance and commemorative services, etc., and the nation-wide TV and news media attention and coverage, which is expected to be on hand, to stage anti-U.S. rallies and demonstrations and/or other large-scale media events. These are the people here who were so disappointed to see the U.S. and the United Nations forces in the Persian Gulf area finish off that campaign so quickly and easily. They are the ones who sincerely think General Schwarzkopf is a world-class villain and try to convince the rest of us that this is so. The Honolulu Star-Bulletin has a few of them on its staff. There are indications that they have been and are mobilizing for something and I, myself, think it will have to do with the early December activities on this island, mainly at Pearl Harbor.

As near as I can make out, this movement is a coalition of fairly well-known pressure groups who all have in common the dislike, even hatred, of people and institutions committed to the preservation of traditional values. I do not feel the two daily newspapers here or the Hawaii State administration can be counted on to do any preliminary investigating. All three seem always to treat our 'Blame-America-Firsters' in a favorable light. I feel some Federal investigative agency should look into this matter for obvious reasons, and it seems to me that it is possible they already are.

If investigations are made and if they turn up evidence of planned disruptions or obstructions, then I think facts and details should be made known to the general public around the country well ahead of time in order to derail any planned media events by taking away the element of surprise and shock. I feel that both President Bush and General Schwarzkopf, who I understand are scheduled to take part in the ceremonies, should not be subjected to anti-U.S. demonstration.

Sincerely,

Robert S. Schaeff

copy

Honolulu, Hawaii  
Oct. 7, 1991

John Flanagan  
Executive Editor, Honolulu Star-Bulletin  
P. O. Box 3080  
Honolulu, Hawaii 96802

Dear Mr. Flanagan:

Enclosed with this letter is a chronological list of significant dates, events, and statements beginning in the latter part of the last century and culminating in the Imperial Japanese airborne naval assault on Pearl Harbor, Hickam and Wheeler Fields, Schofield Barracks and Kaneohe Naval Air Station on December 7, 1941. This was the date which, then U.S. President, Franklin D. Roosevelt called "a day of infamy" in his speech a day later before both houses of the U.S. Congress asking for a declaration of war on Japan by the Congress.

Every effort has been made in the enclosed list to make it as concise as possible, while at the same time avoiding the omitting of any information which would serve to highlight exactly where various but specific responsibilities for the December 7, 1941 disaster lay.

Sometime in early September of 1991 in a news item in the Honolulu Advertiser it was reported that a certain Arizona Memorial National Parks Service ranger, assigned the task of delivering a preliminary informational speech to assembled American and foreign tourists (just prior to their viewing the historical film which is shown tourists before embarking on 'water-taxi'-type navy craft for the Arizona Memorial), had taken it on himself (or herself) to state unequivocally to the assembled tourists that the United States was directly responsible for the Pearl Harbor debacle because the U.S. had deliberately started the U.S.-Japan conflict. This ranger was reported to have ended his (or her) speech to the tourists by apologizing on behalf of the U.S. government for the dropping of atomic bombs on Hiroshima and Nagasaki by the U.S. in early August of 1945.

Reportedly, this article went on to say that confusion was apparent on the part of most of the tourists when they heard all of this because, to their ears, this was a pretty bizarre version of the events of fifty and more years ago. Local representatives of a national organization, The Pearl Harbor Survivors Association, after learning of the above, made strenuous objections to the top National Parks Service official on this island, according to the news item. This newspaper piece went on to quote the N.P.S. official as stating he would look into the matter and if he found changes of any kind to be warranted, he would see that those changes are made. To my knowledge the afternoon newspaper, the Honolulu Star-Bulletin, did not carry this story or any part of it. I do not subscribe to the morning paper, the Honolulu Advertiser, so I have no knowledge of whether there have been any followup stories in the Advertiser on this matter.

The significance of all this to Americans, young and old, on this 50th anniversary of the Pearl Harbor attack, is that ideological revisions and distortions of known and verified facts of certain areas of history are being openly

carried out here on this island and probably to a somewhat lesser extent on the other islands making up the State of Hawaii. Concerted efforts appear to be well underway to convince anyone who is willing to be convinced that the U.S., through President Franklin D. Roosevelt, triggered the attack on Pearl Harbor and the other military targets when he instituted the Oil Embargo on July 26, 1941. It is true, of course, that U.S. Navy Admiral R. K. Turner, Chief of War Plans in Washington, D.C., did correctly state at the time that this oil embargo would lead to war. But what is very conveniently left unsaid by our revisionist historians is that war was already planned for in detail by Japan a long time before the embargo on oil shipments from the U.S. to Japan was put into effect.

Consequently, there are at least two indisputable facts which overrule and negate this "cause" of the December 7th events of fifty years ago. First, as the enclosed chronology illustrates, influential Japanese civilians and military figures, particularly Imperial Japan naval officers, had cast almost continuous acquisitive eyes on the Hawaiian Islands from back during the days of the last Hawaiian king, David Kalakaua, in the 1870s. Therefore, if war did not begin on December 7, 1941, it most certainly would have begun at a later date after Japan had consolidated its newly-won Southeast Asia and Indonesian additions to its Greater East Asia Co-Prosperity Sphere. In view of Japan's freely publicized hegemonic intentions over many years, war was absolutely certain to come sooner or later.

Second, FDR's oil embargo wasn't that big a problem for the Japanese military machine. There was all the oil Japan might logically want, to be had from the Indonesian oil producing areas. All these oil production facilities did in fact come under Japanese control only a few short months following the Pearl Harbor attack. With warfare underway, the Japanese were now faced with the problem of transportation of the Indonesian oil from Indonesia to the Japan homeland, a lengthy stretch of ocean patrolled from the start by U.S. Navy submarines.

On the other hand, with FDR's oil embargo in effect but with no actual hostilities brought on because of postponed attack plans on Oahu, the Philippines, Guam, Wake, and Midway, Japan would have been able to get its necessary oil from Indonesia to Japan without any interference from U.S. naval forces, submarines or other. The oil embargo seems, therefore, to be a convenient but artificial prop being used by our latter-day apologists for the Pearl Harbor attack.

This anti-American, anti-Caucasian, anti-U.S. military campaign, which seems well established here, appears to have had its genesis in the Manoa branch of the University of Hawaii where, along with objective instruction, rampant racism is being taught students and others under the guise of "academic freedom." It seems to be one part of the new philosophy of 'political-correct' 'multi-culturalism' which reportedly is the "'in'-doctrine" these days on many college campuses around the country.

I feel that the American people taken as a whole would not want to see the true reasons and causes of what happened here just about fifty years ago fall victim to so-called "historical fact" advanced by questionable people who were not yet born at the time of the beginning of war between Japan and the U.S., who have no first-hand knowledge of it at all for that reason, and who have demonstrated over the years from time to time that they have no great feeling of respect for the U.S., its history, and its goals. Therefore, the enclosed historical chronology uses verified historical data to set this record straight on (a) who or what

was initially responsible for the Pearl Harbor assault, (b) who or what was responsible for the totally unexpected high loss of life and extreme damage to military bases and equipment on Oahu, (c) who or what was responsible for temporarily absolving and attempting further over many decades to permanently absolve those civilian and military entities based in Washington, D.C., of any blame for their evasion of their responsibilities and their manipulating Admiral Kimmel and General Short into becoming 'the sacrificial-goats,' and thus held solely responsible for all casualties and damage, and (d) who or what has staged the largest long-term and on-going predominantly successful cover-up of top-level, Washington-based malfeasance in the entire history of the United States.

In view of the record of statements, events, and dates enumerated in the enclosed informational material, of which there appears to be a sufficient amount of necessary verification, uncommitted and open-minded persons can come to no other conclusions than that:

(a) Imperial Japan was ultimately responsible for the Pearl Harbor assault. For decades, high-level government, military, journalistic, and academic people in Japan had held the apparently wide-spread belief that the Hawaiian Islands should be a part of Japan rather than of the U.S. All kinds of reasons were put forth over the years as a basis for this.

In order to bring a populated group of islands under new ownership by force (known today as 'hegemony!'), that island group's protective military establishment has to be hit, and hit hard enough to either demolish it completely or force it to surrender. The raid on Pearl Harbor, Schofield Barracks, and the three bases having air retaliatory abilities (Hickam & Wheeler Fields and Kaneohe Naval Air Station) were, in actuality, the first step in an envisioned Japan takeover of Hawaii. This verified fact is not very well known in the U.S. even after fifty years and, surprisingly, not even here in Hawaii and on this very island, of all places, where all this took place just fifty years ago. Paul Hooper, American Studies professor at the University of Hawaii says nothing at all about this aspect in his VIEWPOINT column of Oct. 3, 1991.

(b) President Franklin D. Roosevelt, because of his unwarranted and unfortunate total reliance on his personal advisor, Harry Hopkins; on his three main cabinet members, Hull of the State Dept., Stimson of the War Dept., and Knox of the Navy Dept.; and on their immediate underlings, both civilian and military, and all located in Washington, D.C., was ultimately responsible for the totally unexpected high loss of life (said to be 2,403 casualties, military and civilian, and add'l wounded, military and civilian) and for the catastrophic damage done to military bases and equipment on Oahu.

Roosevelt was under the erroneous impression for many months prior to the "surprise" raid that the military in Hawaii were more than ready for and equal to any expected, half-expected, or unexpected Japanese assault. He had been assured of that by no less than General George C. Marshall, when the real truth was something quite different, as came out in later hearings and investigations. Roosevelt knew a whole lot earlier than just a few days before Dec. 7, 1941 that an attack on Oahu would be coming. The evidence on record shows that he knew it was to come eventually and that he welcomed it in the sense that it would get things moving in the direction he wanted them to move in, i.e., to involve the U.S. directly in European hostilities in order to thwart Nazi Germany's forcibly taking over all of Europe including Soviet Russia itself.

But Roosevelt never for one moment dreamed the Pearl Harbor incident would become the catastrophe for the U.S. that it did. At that time, and for the balance of the World War II era, the buck for this disaster was passed, and has been since then, to Admiral Kimmel and General Short. Forty and fifty years later we see that the buck should have been landed on President Roosevelt's desk, if not during the war, then immediately after the ending of it. That buck could not be passed any further upwards because the Presidential desk was at the very top of the civilian government pyramid and, militarily, Roosevelt was the Commander-in-Chief of all U.S. armed forces.

(c) President Roosevelt, again, aided by his immediate circle of civilian and military staff down to and including some, but not all, U.S. Army generals and Navy admirals in Washington, D.C., were the ones who, with certain congressional support, absolved themselves of any and all blame and responsibility. And, again, evidence on record clearly shows that official safes, files, and other depositories in Washington, D.C., were thoroughly cleaned out of any documents of any kind which could possibly, even remotely, point toward official Washington complicity in, first, using Pearl Harbor as a 'lure' for the Japanese fleet of aircraft carriers and supporting vessels and, second, for gross neglect of responsibilities toward seeing that the military in Hawaii was well supplied and was kept cognizant, hour by hour if necessary, of exactly what the threat was which had left Etorofu in the Kuriles, 'Kido Butai,' and was crossing the North Pacific toward an attack position about 400 nautical miles north of Oahu. A total of 43 secret Japanese messages were intercepted, decoded, and translated into English by various intelligence facilities in and around Washington and elsewhere around the world and were seemingly purposely kept from the attention and knowledge of the very people who most needed to know, Admiral Kimmel and General Short and their intelligence and operations staff people. Safes and files just do not get rifled in wholesale fashion unless orders for this to be done come down from on high.

(d) During the many proceedings, investigations, and hearings of the events of Dec. 7, 1941, some of them little more than 'court trials' with the two accused prevented from saying or doing anything in their defense ('star-chamber'-type proceedings), intense covert and even overt 'cover-up' activities and actions were undertaken by such well-known and respected civilian and military officials as Secretary of the Navy, Frank Knox; General George C. Marshall, Chief-of-Staff; his Navy counterpart, Admiral Harold Stark; Rear Admiral R. K. Turner, War Plans Division; Brigadier General L. T. Gerow, Chief of War Plans Division; Colonel W. B. Smith, General Staff member; U.S. Supreme Court Justice Owen Roberts; U.S. Army Major Henry Clausen; various members of the Joint Congressional Committee on the Investigation of the Pearl Harbor Attack (who met from Nov. 15, 1945 to May 31, 1946) including Senator Scott Lucas and Representative John Murphy.

Then there were other lesser known participants such as U.S. Navy Captain John Harper; John Sonnett, legal assistant to Admiral Hewitt; Captain Alwin Kramer; John Masten and Edward Morgan; Representative Bertrand Gearhart; and an unknown number of staff people who surreptitiously searched safes and files all over Washington for material which, if allowed to fall into the 'wrong' hands, would necessarily have put the blame for Dec. 7, 1941 just where it belonged.

Since the late 1940s the news media has treated this subject like a hot potato to the extent that the favorite news media phrase, "the public's right to know," rings very, very hollow. Therefore, it is plainly evident the U.S. news media bears its fair share of blame, which is sizeable, for this cover-up of gross

mismanagement in the very highest civilian and military levels in Washington, D.C., during the many months before the Japanese attack on Oahu military facilities, those facilities' personnel and equipment.

And now, just before this fiftieth anniversary, our revisionist historians have decided to promote the fiction that "the general public (in the U.S.).... was girding for war with Japan long before it actually came to pass." How long is "long before"? Six months, one year, two years, five years, ten years, twenty or twenty-five years? According to my memory, the draft signup took place in about July of 1941 because that's when I registered for the draft. I was in the first batch of draft-registrants. Also, according to my memory, the U.S. economy did not switch from a peace-time, civilian economy to a wartime economy until right after the December 7th attack, and even then it took a while for the transition to complete itself. In looking back on those days I do not see any indication whatsoever of the American people, per se, "girding for war with Japan." Most of the American people were just too busy with their every-day personal problems, hopes, fears, and expectations to even worry about what was going on in Europe, much less Japan.

Hooper's and Thompson's efforts to 'enlighten' us seem to be more designed to try to strike a note of guilt in the minds of today's younger Americans. We have seen lots of efforts over the last twenty-five years or so to try to get vulnerable people to adopt guilty consciences for themselves. But, then, we ought not to forget today it is 'political-correct' to try to make Americans have doubts about their nation, its leaders, its past history and heritage, and its aims and goals.

Sincerely,

*Robert S. Schaeff*

# Book says U.S. paved way to Pearl

**C**URRENT debate over a proper observation of the 50th anniversary of the Pearl Harbor calamity, indicates that most Americans view Japan's attack as the consummate example of international treachery. Deceitful evil ambushed unsuspecting good. A new and certain to the controversial book — "A Time for War: F.D.R. and the Path to Pearl Harbor" by Robert S. Thompson — argues persuasively that the case is much more complex than the popular view suggests and that most of the moral certitude surrounding it is unwarranted.

In summary, Thompson finds that the Roosevelt administration, persuaded early on that Japanese, German, and Italian aggression constituted an intolerable threat to world order, initiated a series of tough countermeasures (trade embargoes, arms for opponents, clandestine operations, etc.) that came to involve all the elements of warfare save actual combat months in advance of the Pearl Harbor attack.

Japan, pushed closer to the brink than either of its allies by these measures, struck back at Pearl Harbor in what amounted to a defensive attempt to curb these pressures. Hence, both the United States and Japan were a part of an escalating confrontation that eventually passed the point of no return, and both must therefore share responsibility for Pearl Harbor and the war that followed. Thompson does not argue that it should have been otherwise — he believes the United States was correct in resisting Japanese



## VIEW POINT

By Paul F.  
Hooper

aggression — but he insists that good history is sacrificed when the Pearl Harbor attack is portrayed as solely the product of Japanese perfidy.

While any study suggesting a new perspective on Pearl Harbor risks being termed "sensational," the narrowly construed topics, apologies on behalf of traditional "villains," dependence upon conspiratorial explanations, and other techniques that characterize such writing are essentially absent from Thompson's work. In fact, his study is anchored in the grand sweep of events that carried the world toward war. He juxtaposes developments in Japanese-American relations with those in Europe and argues that they can be fully understood only in the larger context.

Further, he describes Japan's increasingly violent quest for resources and power with unapologetic attention to the atrocities that accompanied it, and his discussion of the Roosevelt administration's response to Japan, while based in part upon an exploration of secret government activities (a matter of necessity given the fact that much of this response was itself secret), ultimately rests upon the general diplomatic record rather than exposes of

hitherto unknown conspiracies. There is little sensationalism in all this.

This does not mean, however, that Thompson offers nothing new aside from a realignment of major events and some unsettling conclusions. For example, by reaching back to the turn of the century and Japan's emergence on the world scene for the origins of the story (in contrast to most studies that use the 1930s as a starting point), he is able to bring the long and unhappy history of Japanese-American racial relations to bear.

Among the more specific issues discussed in this context, he cites evidence that Roosevelt harbored anti-Japanese sentiments from the time he was a student at Harvard and was thus predisposed toward his subsequent hostility. Discussing later developments, he finds proof that key Roosevelt advisers were planning fire bomb raids on Tokyo at least a year before Pearl Harbor and, along with British and Canadian officials, had developed very specific war plans by early 1941. He also suggests that William Donovan of OSS fame — and presumably Roosevelt — had several days advance warning of the actual attack on Pearl Harbor. In short, those seeking exciting tidbits will not be disappointed.

Of course, not everyone is going to be convinced that Thompson makes his case. Almost certainly his implicit attack on American innocence will provoke an outcry. However, difficult to accept as it now may be, there simply is a great deal of evidence (more than even Thompson cites) that America — the general public as well as the gov-



ernment — was girding for war with Japan long before it actually came to pass. Other questions will come from local readers wondering about certain minor geographic errors, conspiracy buffs fretting about inattention to various military and intelligence details, and specialists worrying about the lack of Japanese documentation.

The bottom line is that Thompson's book makes a provocative contribution to scholarship on Japanese-American relations. Despite having played a minor role in its preparation, I feel no conflict in urging that it be read by everyone with a serious interest in the subject. This goes especially for the contemporary Japan and America bashers who, one hopes, will find reason for pause in the distant but still ominous parallels between our own activities and those of their predecessors a half century earlier.

Paul F. Hooper is chairman of the Department of American Studies at the University of Hawaii.

COPY

HAWAII, JAPAN, THE U.S., AND DECEMBER 7, 1941

- 1870s Foreign Secretary of Japanese government, Taneomi Soejima, "reported to have considered taking over the (Hawaiian) islands during the 1870s." (page 18, Hawaii Under the Rising Sun, by John Stephan)
- 1890s Meiji government of Japan is cautious in practice regarding expansion into other lands. Japanese intellectuals urge Japan expansion overseas by emigration. Publicist Setsu Nagasawa sees Hawaii in 1893 as a "springboard" for peaceful expansion. Activist Keishiro Inoue insists Japan must rule Hawaii. Hiroharu (Kanji) Kato, Imperial Japan navy officer, regrets Japan did not use naval power during 1893 Hawaii overthrow of Hawaii's Queen Liliuokalani to "expel American influence from these islands and maintain the monarchy's 'independence.'" (page 17 & 18; Hawaii Under the Rising Sun)
- 1897 In June, 1897, U.S. and Republic of Hawaii conclude annexation treaty. Also in June of 1897, Tokyo protests this treaty after U.S. President William McKinley submits same to the U.S. Senate for ratification. Toru Hoshi, Japanese Minister in Washington, D.C., assures Secretary of State John Sherman that Japan "did not have and never did have designs on Hawaii integrity and sovereignty." This statement is a denial of his statement two days earlier to Foreign Minister Shigenobu Okuma that Japan, in order to frustrate annexation of Hawaii to the U.S., should invade and occupy Hawaii, "under the name of reprisal." Hoshi's advice not followed for reasons not given. (page 18 & 19, Hawaii Under the Rising Sun)
- 1907 After 1907, Japanese Navy "consistantly regarded U.S. as a potential adversary." (page 69, Hawaii Under the Rising Sun)
- 1909 Imperial Navy's earliest plan for a war against U.S. is completed in 1909. Naval strategy at this time involves luring the U.S. naval forces out of Hawaii bases and engaging them in actual hostilities in the far western Pacific area. (page 72, Hawaii Under the Rising Sun)
- 1909 Two fictionalized accounts of a Japanese attack and occupation of Hawaii are published: THE VALOR OF IGNORANCE by Homer Lea, and THE CONFLICT OF NATIONS by E. H. Fitzpatrick. Lea's book "sold widely in German and Japanese translations." Imperial German Army officers advised by Kaiser Wilhelm, German Emperor, to read the Lea book, and Lea is invited by the Kaiser to visit him. Lea dies before making this visit. (Adolph Hitler, German Reichsfuhrer, had used passages from the Lea book in his MEIN KAMPF, written while in a German prison in 1924. The Lea book was reissued in the U.S. during World War II.) (page 56 & 57, Hawaii Under the Rising Sun)
- 1924 "As early as 1924, Imperial Japan naval officers were publicly discussing how to take Hawaii by invasion." U.S. Congress passes "'Exclusionist Act' barring Japanese immigration to U.S. and its territories." Japanese Admiral Seijiro Kawashima delivers lecture to a Tokyo audience in which "an invasion of Hawaii" is openly discussed. The above lecture, published in 1924, advocates an attack on Hawaii if war with the U.S. ever starts. Admiral Kawashima calls for the U.S. Pacific fleet to be destroyed first, then Japanese troops to be landed on Oahu's north shore. (page 61, Hawaii Under the Rising Sun)

- 1925 H. C. Bywater's THE GREAT PACIFIC WAR, A HISTORY OF THE AMERICAN-JAPANESE CAMPAIGN OF 1931-1933 is published, and is an additional fictionalized account of Hawaii in a U.S.-Japan war. The above book attracts "as much attention in Japan" as in the U.S. In this book, Bywater has the invasion of Hawaii timed to "coincide with an uprising" of Hawaii's Japanese. The uprising takes place but the invasion is cancelled at the last minute. (page 57 & 58, Hawaii Under the Rising Sun)
- 1928 Japanese Imperial Navy Lt.-Commander, Ryunosuke Kusaka, writes a 'paper' outlining "ingredients of a Pearl Harbor strike." This 'paper' read by Isoroku Yamamoto in 1928. Admiral Yamamoto later becomes "chief architect of the Dec. 7, 1941 Pearl Harbor attack." In 1928 Yamamoto makes "his earliest recorded statement about an invasion of Hawaii" during his lecture at the Japanese Navy Torpedo School: "In operations against America, we must take positive actions such as an invasion of Hawaii." (page 81, Hawaii Under the Rising Sun)
- Late 1920s and 1930s Chuko Ikezaki, author and naval expert, writes series of books and articles in the late 1920s and the 1930s which "won international respect." Ikezaki said to have regarded war between the U.S. and Japan to be "inevitable." In 1932, Ikezaki publishes DISCOURSE ON PACIFIC STRATEGY in which he advocates, among other goals, the destruction by Japanese forces of Pearl Harbor drydocks and fuel storage facilities. This book admits that invasion and occupation of Hawaii would be difficult but that this course of action is "essential for political as well as military reasons." The book concludes that effects of an occupation of Hawaii by Japan would be: blockade of the U.S. west coast, threat to the Panama Canal, demoralization in Washington, D.C., and an incentive to the U.S. to negotiate for peace. (page 64 & 65, Hawaii Under the Rising Sun)
- 1928 to 1942 Over a period of 14 years Yamamoto considers the pros and cons of an attack on Hawaii military facilities to be followed by invasion and occupation of the territory. "By (early) 1942 Yamamoto saw seizure of Hawaii as a political as well as military act, etc." (After the Battle of Midway in early June of 1942, the question of invasion becomes moot.) (page 73 & 74, Hawaii Under the Rising Sun)
- 1932 Imperial Japan Navy Commander Hironori Mizuno publishes a book in 1932 which declares Hawaii to be "the key to the outcome of a Japanese-American War." Mizuno says in his book: "If Japan can seize Hawaii it will mean it has destroyed the American fleet and can control the waters of the Pacific, winning the war. Conversely, if Japan does not succeed in seizing Hawaii, it means the war will be prolonged and that Japan will not be able to win." Mizuno advocates gaining air supremacy over Oahu by Japan to be followed by "massive parachute drops of (Japanese) troops." (page 63 & 64, Hawaii Under the Rising Sun)
- Early 1930s From early 1930s on, "graduating classes at Japan's Naval Academy were asked in their final exams, 'how would you carry out a surprise attack on Pearl Harbor?'" (page 117, PEARL HARBOR REOPENED: THE "SEAMAN Z" STORY, by Edward Oxford, an article carried in HONOLULU Magazine, November 1984 edition)
- 1936 Imperial Japan Navy War College completes a 'study' (entitled STRATEGY AND TACTICS IN OPERATIONS AGAINST THE U.S.) which suggests that, if Japan decides to go to war against the U.S., it should "open hostilities by a surprise attack on Pearl Harbor" if the U.S. Pacific fleet is based there. (page 75 & 76, Hawaii Under the Rising Sun)

- April, 1940 Rear Admiral Shigeru Fukudome, Admiral Yamamoto's Chief-of-Staff (November 1939-April 1941): Admiral Yamamoto "began seriously considering a Pearl Harbor attack in April 1940." On January 7, 1941, Yamamoto wrote Navy Minister Koshiro Oikawa regarding a "Hawaii raid." During the spring and summer of 1941, Yamamoto reminded the Japanese Navy General Staff that "by hitting the Americans in Hawaii...Japan could immobilize part of the (U.S.) Pacific fleet and gain valuable time to consolidate control over Malaya, the Philippines, and the Dutch East Indies." (page 81, Hawaii Under the Rising Sun)
- Summer of 1940 Japanese Imperial Army strategists "begin to include Hawaii in long-term plans." (However, after the Pearl Harbor attack, Japanese army leaders oppose a Hawaii invasion as "too risky, too demanding," and not in keeping with their planned deployment of army units to Southeast Asia and Indonesia.) (page 69 & 70, Hawaii Under the Rising Sun)
- August 1940 Japanese Foreign Minister Yosuke Matsuoka publicly introduces a new phrase at a press conference. The phrase is: 'Greater East Asia Co-Prosperity Sphere.' It becomes the official name for Japan's envisioned empire expansion. (pages 48, 78 to 80, 136 & 137, Hawaii Under the Rising Sun)
- Sept. 1940 Admiral Yamamoto tells Japanese Prime Minister Prince Konoye: "If I am told to fight regardless of consequences, I shall run wild for the first six months or a year, but I have utterly no confidence for the second or third years." The strong implication is that by "running wild," Yamamoto has in mind "a surprise attack on Pearl Harbor with carrier-based dive bombers, torpedo planes, and fighters." Japan signs the TRIPARTITE AGREEMENT with Hitler's Germany and Mussolini's Italy. (pages 48, 65, and 80, Hawaii Under the Rising Sun)
- Oct. 1940 Journalist Kinoaki Matsuo publishes THE THREE POWER ALLIANCE AND THE U.S.-JAPAN WAR. In one chapter of the Matsuo book (entitled THE JAPANESE SURPRISE ATTACK FLEET), he writes that there is no doubt that Japan will use its best opportunity to strike the U.S. in advance if war between the two powers appears likely. He indicates in his book his belief that "Hawaii should belong to Japan." Matsuo advocates destruction by Japanese naval forces of the U.S. Pacific fleet, invasion and occupation of Midway Island to set up a pre-invasion base to support later invasion and occupation of Oahu and the Hawaiian archipelago. Matsuo envisions Hawaii Japanese as guerilla forces to aid the Japanese invasion troops in overcoming U.S. resistance. He estimates one week as the length of time required to overcome U.S. resistance. (page 303, INFAMY--PEARL HARBOR AND ITS AFTERMATH by John Toland; page 65 & 66, Hawaii Under the Rising Sun)
- Nov. 1940 On November 29, 1940, the Imperial Japan Navy General Staff's Research Section produces "a secret planning paper" (entitled DRAFT OUTLINE FOR THE ESTABLISHMENT OF THE GREATER EAST ASIA CO-PROSPERITY SPHERE) which pictures "the Sphere as a sort of onion with multiple layers enveloping a core." Japan is at the core and the surrounding Sphere is divided into three layers. In the innermost layer are the Japanese islands, Taiwan, Korea, and Manchuria. In the middle layer are most of China, all of Micronesia, and Hawaii. In the outer layer are miscellaneous outlying areas of the Pacific Ocean and peripheral areas required for "absolute economic self-sufficiency." This 'paper' plans for Hawaii to "be incorporated into the Japanese Empire." (page 79, Hawaii Under the Rising Sun)

- 1/27/41 A warning in Tokyo is given to Max Bishop of the U.S. Embassy staff from Dr. Ricardo Rivera Schreiber, Peruvian Ambassador to Japan, that intelligence sources say Japanese have a war plan involving a surprise attack on Pearl Harbor. Bishop drafts a telegram to the U.S. State Dept. in Washington, gets U.S. Ambassador to Japan Joseph Grew's authorization to have this message coded and sent to Washington. The message is sent. Ambassador Grew regards information as "serious" and indicates in his diary that "there is a lot of talk around town (he apparently means the Tokyo diplomatic community)...that the Japanese...are planning to go all out in a surprise mass attack on Pearl Harbor. I rather guess that the boys in Hawaii are not precisely asleep." (page 263 & 264, Infamy--Pearl Harbor and Its Aftermath)
- Spring 1941 U.S. Army Major W. J. Clear, apparently an intelligence specialist, sends warning from somewhere in the Orient to the U.S. War Dept., Washington, D.C., that Japanese are planning attacks against various Pacific islands including Hawaii. (Records of the Clear warning messages disappeared later from files.) (page 272, Infamy--Pearl Harbor and its Aftermath)
- June 1941 Office of Naval Intelligence in Washington (O.N.I.) receives warning message from U.S. Embassy official in Mexico City regarding "a new type of small submarine" developed by the Japanese navy for intended use in "lightning attacks on the U.S. Navy fleet anchored in Pearl Harbor." The details of the Japanese 'midget-submarines' include: maximum radius of action of 400 miles, fitted with remote-control electro-magnetically activated diving valves and air valves; one dozen midget subs to be kept hidden, submerged near (the island of) Molokai, until ordered to enter the Pearl Harbor channel entrance and work their way up into the central, heavily used part of Pearl Harbor to fire their torpedos at point-blank range. (page 268 & 269, Infamy--Pearl Harbor and Its Aftermath)
- 7/23/41 & 7/26/41 Japanese government forces 'Vichy' government (the French government which has been collaborating with the German occupation forces in France) to agree to "peaceful entry of Japanese troops into French-occupied Indochina" on July 23, 1941. On the night of July 26, 1941, FDR (President Franklin D. Roosevelt) orders "all Japanese assets in America frozen, thus cutting off the main supply of oil to Japan." U.S. Cabinet officials have been urging FDR to institute an embargo on Japan for some time but have been resisted by FDR up until the entry of Japanese forces into French Indochina three days earlier. Admiral R. K. Turner, U.S. Navy Chief of War Plans, advises Washington officials that this embargo will lead to war between Japan and the U.S. (page 266 & 267, Infamy--Pearl Harbor and Its Aftermath; page 39, Hawaii Under the Rising Sun)
- Summer 1941 British 'double-agent,' Yugoslavian Dusko Popov, ordered by Nazi espionage apparatus in Berlin to set up an espionage ring in the U.S. Additional German orders given to him are to proceed on to Hawaii for further espionage purposes. Details given by the Germans to Popov are to determine in Hawaii and send back to Berlin, locations of Oahu ammo dumps and airfields, locations of Pearl Harbor pier installations, the number of anchorages and their water depths, etc. (Popov is able analytically to connect this information with 'TARANTO' to the extent he saw it as an aerial torpedo attack on ships berthed at, and at anchor in, Pearl Harbor.) Popov contacts British Intelligence officials with details of his mission and states he estimates the intended attack on Pearl Harbor to be "soon" due to the indicated "urgency" on the part of the Berlin espionage officials. British Intelligence regards warning as legitimate but sends Popov on to the U.S. for interrogation. (page 269, Pearl Harbor and Its Aftermath)

- Summer 1941 Japanese Naval officers, Capt. Kameto Kuroshima and Commander Yasuji Watanabe, examine feasibility of amphibious landings on Oahu, Maui, and Hawaii islands as part of an invasion leading to victory over U.S. defense forces and ultimate Japanese occupation. Their findings are that there are good chances of success if these landings take place right after the planned Pearl Harbor attack. There are differences of opinion between various high ranking Japanese naval officers and these differences are based on degrees of chances of success rather than on any presumed ethical concerns. "Until mid-1941, Hawaii was not publicly included within" the Greater East Asia Co-Prosperity Sphere. (page 81 & 82, Hawaii Under the Rising Sun)
- 8/11/41 & 8/12/41 Double-agent Dusko Popov arrives in New York City by air from Lisbon, Portugal on August 11, 1941. Popov visits FBI office in N.Y.C. and meets with noticeable skepticism regarding his 'mission' by FBI interrogators. Later, J. Edgar Hoover, Director of the FBI, examines the Popov information (the German Intelligence questionnaire and other material originating in Berlin), does not accept it as authentic, and refuses to allow Popov to proceed to Hawaii. Personality clash between Popov and Hoover. Popov attempts to get help from 'Intrepid' (William Stephenson), Churchill's secret envoy to the U.S. government who is stationed in Washington, D.C., and from Sir John Masterman of the British Intelligence. Stephenson's and Masterman's help in convincing U.S. authorities that Popov is 'authentic' are unsuccessful and they are unable to influence official thinking in Washington. Masterman believes that Japanese plans for a Pearl Harbor assault have "reached an advanced state by August 1941." (page 270 & 271, Pearl Harbor and its Aftermath)
- Early Fall 1941 Sino-Korean Peoples' League agent, Kilsoo Haan, approaches CBS news commentator Eric Sevareid to warn of an attack on Pearl Harbor "before Christmas." Haan states: "Friends in the Korean underground in Japan and Hawaii report they have positive proof of this." Haan tells Sevareid of his inability to see high ranking U.S. State Dept. officials with his warning and other information, and that that department's minor officials have been taking a very dim view of his warning. In late October of 1941, Haan convinces Senator Guy Gillette, Iowa Democrat, of the validity of his warning. Sen. Gillette alerts U.S. State Department, and Army and Naval Intelligence. (pages 271, 272, and 350, Pearl Harbor and its Aftermath)
- 9/24/41 A Mackay cablegram from Japan is delivered to the Japanese Consulate in Honolulu. Mr. Nagao Kita, Honolulu Consul-General, has the cablegram decoded and finds it to be new instructions on making reports to Tokyo regarding U.S. naval ship berthing in Pearl Harbor. Japanese espionage agent, Takeo Yoshikawa, "posing as a consular official," explains to Kita that Captain Kanji Ogawa, of Japanese Naval Intelligence, needs additional information in setting up a 'grid' system of mapping Pearl Harbor so as to enable Japanese torpedo planes and dive-bombing planes to locate targeted U.S. naval ships more easily in the upcoming attack. (page 61 & 62, Pearl Harbor and Its Aftermath)
- 10/19/41 Japanese Navy General Staff gives its reluctant approval for the planned Pearl Harbor attack. General Staff Liaison Conference approves orders for hostilities to begin "early in December." Japanese torpedo-plane pilots engaged in "intensive training" in Kagoshima Bay in preparation for the Pearl Harbor attack. (page 83, Hawaii Under the Rising Sun)

- 11/19/41 Japanese Foreign Office notifies its agencies in foreign countries in 'consular code' that, if diplomatic relations are to be broken with the U.S., Great Britain, or Soviet Russia, a false weather signal will be broadcast from Tokyo. (The breaking off of diplomatic relations has historically indicated the imminence of or actual start of armed hostilities.) The Japanese-to-English translation, "EAST WIND, RAIN" means the severing of diplomatic relations with the U.S. and likely followed by war. The translation, "WEST WIND, CLEAR" means the severing of diplomatic relations with Great Britain and likely followed by war. The translation, "NORTH WIND, CLOUDY" means the severing of diplomatic relations with Soviet Russia and likely followed by war. This 'alerting' message from Tokyo is decoded and translated in the office of Commander Laurence Safford, Chief, OP-206-G on the nineteenth of November, 1941. Commander Safford tries on this occasion and at other numerous times to forward intercepted and decoded Japanese messages to Admiral Husband Kimmel at Pearl Harbor but he is prevented each time by various superior officers. The expected 'winds' message from Japan to its embassies, consulates, and other recipients is designated "the 'winds' execute" by U.S. intelligence agencies because, by its receipt, it orders the execution of the destruction of codes, coding and decoding machines, and other secret papers, thereby implying the almost certain beginning of armed hostilities. (page 69, Pearl Harbor and its Aftermath)
- 11/22/41 A coded Japanese message from Tokyo to Ambassador Nomura in Washington, D.C., is intercepted and decoded, and is called to the attention of Secretary of State Cordell Hull. This Japanese message extends the deadline of Japan-U.S. negotiations to November 30, 1941 (Nov. 29th in Washington). The message states also that there will be no further deadline extensions and that "things are automatically going to happen" if there is no agreement between the U.S. and Japan by Nov. 30th (Japan date). At the November 25th meeting between FDR and his three cabinet secretaries (Hull, Stimson, and Knox), FDR states he feels the U.S. is likely to be attacked, possibly as early as Monday, Dec. 1st. Secretary of Navy Frank Knox notes in his diary the difficulty of maneuvering Japan into firing the first shot without allowing unnecessary danger to U.S. military forces and facilities in the field. (page 277, Pearl Harbor and Its Aftermath)
- 11/26/41 Presidential Staff member Dr. Henry Field is summoned to FDR (private) secretary Grace Tully's office and given verbal instructions, on FDR's orders, to "produce, in the shortest time possible, the full names and addresses of each American-born and foreign-born Japanese listed by locality in each state." Secretary Tully tells Field this is to be accomplished by using the Federal 1930 and 1940 censuses. Tully tells Field, "this is a major assignment!" By 1½ hours later, the U.S. Census Bureau drops all other work and assigns all personnel to this project after Fields tells J. C. Capt, Director of the Census, the project is "a Number One priority of the government." On the request of Field to Sec. Tully for security at the Census Bureau, all Census Bureau Bldg. entrances are subsequently guarded by armed U.S. Marine Corps personnel. (page 280 to 282, Pearl Harbor and Its Aftermath)
- 11/26/41 Early a.m. of 11/27/41 (Japan date), Japanese Navy Strike Force ('Kido Butai') Wash'ton date departs Etorofu in the Kurile Islands north of Hokkaido for its planned assault on Oahu military facilities. The force consists of 6 aircraft carriers, 2 battleships, 2 heavy cruisers, 1 light cruiser, 8 or 9 destroyers, 4 tankers, 1 stores-ship, plus 3 submarines deployed 200 miles ahead of the main force to clear out of the way any stray merchant ships which might sight the approaching battle force and sound a radio alarm. Japanese naval units have previously

engaged in various types of electronic deceptions for the purpose of causing U.S. and allied listening stations to assume the various ships to eventually make up the Japanese task force, Kido Butai, are in the Inland Sea (that body of water separating Honshu from Kyushu and Shikoku) when they actually are here and there in the open ocean on their way to the Etorofu staging area. (page 282 & 283, Pearl Harbor and Its Aftermath)

11/28/41 General H. H. Arnold wires commanding officer of the Hawaiian Air Force to protect personnel from "subversive propaganda," "espionage," "sabotage of ... equipment, property, and establishment." This message is read by General Walter Short, commanding officer of U.S. Army forces in Hawaii, and it is taken by him to mean that Army aircraft should be placed in such a way as to prevent sabotage. Therefore, planes are bunched up together for protection. Gen. Short acknowledges message and reports to Washington what he has done. There is no corrective return message of any kind from Gen. Short's superiors in Washington. (page 290, Pearl Harbor and Its Aftermath)

Late November Sometime in late November, Kilsoo Haan notifies Senator Guy Gillette that the Japanese striking force has sailed "under battle orders" for Hawaii. Sen. Gillette contacts FDR twice, is told the first time that the matter will be taken care of, and told the second time that the matter has been taken care of. (page 349 & 350, Pearl Harbor and Its Aftermath)

11/30/41 Japan's ambassador to Germany, Gen. Hiroshi Oshima, gets orders from Tokyo to "inform Hitler immediately that the English and Americans are planning to move military forces into East Asia and this must be countered." (An obvious fabrication of the truth.) Oshima is instructed to tell the Germans that "war may suddenly break out between the Anglo-Saxon nations and Japan through some clash of arms" which "may come quicker than anyone dreams." This message is intercepted and decoded by U.S. facilities and U.S. government officials are notified. However, no copy is ever sent to Admiral Kimmel or General Short on Oahu. The Japanese specify in this message to Gen. Oshima that the "deadline for negotiations" (Nov. 30th in Tokyo, Nov. 29th in Washington) has expired. (page 290, Pearl Harbor and Its Aftermath)

11/30/41 p.m. First Assistant Radio Operator L. E. Grogan, while on evening radio watch on board Matson Navigation Co.'s passenger vessel, s/s Lurline (en route from west coast ports to Honolulu), picks up faint radio signals which are unidentifiable. Signals become stronger and appear to come from a northwest-by-westerly direction. Grogan able to determine signals are in a Japanese code and he makes out (call-letters) 'JCS,' which signify a Yokohama radio shore-station. Grogan relieved at 2400 hrs. (midnight) by Chief Radio Operator Rudy Asplund. Grogan stays in 'the radio-shack' with Asplund beyond the ending of his watch, recording the signals. Radio Direction Finder bearings are taken of the signals. Signal reception characteristics appear strongly to indicate many more than only two ships proceeding together or close together. Grogan suspects signals originate from Japanese navy ships. Captain C. A. Berndtson, Lurline's Master, notified of events and details. (page 291 & 292, Pearl Harbor and Its Aftermath)

12/1/41 p.m. On the next night's watches Grogan and Asplund intercept same coded radio signals again. Grogan writes in his personal logbook that signals are stronger (picked up "without any trouble"). The signals continue for two hours. He records that he and Asplund are making "a concise record to turn in to the Naval Intelligence when we arrive in Honolulu, Wednesday, Dec. 3d, 1941." (page 292, Pearl Harbor and its Aftermath)

- 12/2/41 Netherlands Navy officer, Captain J. E. M. Ranneft, stationed in Washington, D.C., as a naval attache, visits U.S. Navy Admiral Theodore Wilkinson, who is in charge of Naval Intelligence, to find out the latest information on the gradually deteriorating situation in the Pacific. Capt. Ranneft is surprised to be shown a Pacific Ocean navigation chart on the bulkhead and to have a position thereon indicated as, "this is the Japanese Task Force proceeding east." The position shown him is halfway between Japan and Hawaii. Ranneft cables Dutch Naval Headquarters in London and personally reports this information to Dutch Minister Alexander Loudon in Washington. Ranneft enters in his official diary: "Conference at Navy Dept., O. N. I. They show me on the map the position of two Japanese carriers. They left Japan on easterly course." (page 295 & 296, Pearl Harbor and Its Aftermath)
- 12/2/41 U.S. Navy seaman first class R. D. Ogg, electronics expert stationed at the San Francisco office of U.S. Naval Intelligence, had learned earlier from his superior officers that Japan had loaded a merchant vessel with high explosives and that vessel was to have been blown up while transiting the Panama Canal. The purpose of this was to prevent any further use of the canal by shipping, particularly U.S. Navy vessels. The U.S. Navy had prevented this explosives-laden ship from arriving at the Panama Canal approaches. Navy Lieutenant E. A. Hosmer, Ogg's immediate superior, has Ogg plot some radio bearings on a Pacific Ocean navigational chart. These bearings had been turned over earlier to the San Francisco O.N.I. by a shoreside commercial radio service. They are found to originate in a little-used part of the Pacific Ocean where no shipping is known to be. The intercepted signals are in code and they are thought at the time to be Japanese. This information and its conclusions are passed on to Captain Richard McCullough of the San Francisco O.N.I. who relays them directly to FDR and Harry Hopkins at the White House. This direct relay is possible because McCullough, in San Francisco, has a direct line to Harry Hopkins' personal telephone inside the White House in Washington, D.C. (page 112, The "Seaman Z" Story; page 293 and 294, Pearl Harbor and Its Aftermath)
- 12/2/41 On board the Lurline nearing Oahu, radio signals are even stronger on Grogan's p.m. radio watch and this fact indicates that the signals' source and the Lurline are drawing closer to each other; both bound for Oahu from different directions. Grogan writes in his personal log, "We get good Radio Direction Finder bearings, mostly from a North-westerly direction from our (the Lurline's) position." Grogan indicates in his log that these unusual coded radio signals make him feel that "something is going to happen, and mighty soon, but how soon? All this means something---time will tell and tonight's Radio Direction signals have come from a NW-by-W (direction) from Honolulu, and from the signals, the Japs must be bunched, biding time." (page 292 & 293, Pearl Harbor and Its Aftermath)
- 12/3/41 This date finds a repeat of the previous day at the San Francisco office of O.N.I. A new position resulting from the latest bearings is plotted on the 'great-circle' North Pacific Ocean chart and it is found to be well east of the previous day's position, indicating ships are proceeding together and following an easterly course. Capt. McCullough telephones the White House with this date's information. (page 114, The "Seaman Z" Story; page 299, Pearl Harbor and Its Aftermath)
- 12/3/41 The U.S. Census Bureau completes its "number-one priority" task of finding names and latest addresses of every person in the U.S. of Japanese origin and ancestry. Census Bureau's report: 126,947 persons. Dr. Field, FDR's handpicked man to oversee this operation, takes lists to the White House. The State of California's

list is given to FDR's secretary, Grace Tully. No mention of where other states' lists went. Copies of lists are distributed to the FBI and to each state's governor and military commander. Washington sends two messages to Admiral Kimmel at Pearl Harbor advising him of Japanese instructions to embassies and consulates to burn their code books, etc., at a specified date, but no information to him or his Intelligence officers regarding the approaching Japanese naval attack force. No information sent to Gen. Short or anyone else at Fort Shafter either. (page 297 & 298, Pearl Harbor and Its Aftermath)

- 12/3/41 Matson's s/s Lurline ties up at 0900 (middle of the afternoon in Washington), and Chief R/O Rudy Asplund and 1st Ass't R/O Leslie Grogan walk the  $3\frac{1}{2}$  blocks from the Lurline to downtown office of Naval Intelligence in the Alexander Young Hotel Bldg. to turn over their recorded material concerning their interceptions and radio direction finding of very unusual radio traffic northwest of Hawaii. Navy Lt.-Commander G. W. Pease accepts this material and promises to forward it to higher authority (14th Naval District Intelligence officer, Capt. Irving Mayfield, and Washington, D.C., naval authorities). (All records of this subsequently disappeared from official files.) (page 298, Pearl Harbor and Its Aftermath)
- 12/3/41 Honolulu Police Lieutenant John A. Burns, head of Honolulu Espionage Bureau (and later Hawaii Delegate to Congress and second elected governor of the State of Hawaii), is told by FBI Agent-in-Charge R. L. Shivers that, among other information, "We're going to be attacked before the week is out." Shivers indicates Pearl Harbor as a specific target to Burns. Burns told by Shivers to "start contacting people in town to see if anyone had any foreknowledge of the (forthcoming) Pearl Harbor attack." Burns is unable to find anyone who has. (In 1982, Japanese TV producer and researcher, Tsutomu Konno, learns that two HPD police officers, junior in rank to Lt. John Burns, William Kaina and Richard Miller, also knew of the impending attack. Kaina learned from Burns and Miller from Shivers.) (pages 298, 299, & 345, Pearl Harbor and Its Aftermath)
- 12/4/41 U.S. Navy radio specialist Ralph Briggs, a qualified 'Katakana' operator, while before on watch at Station M, east coast U.S. Navy intercept installation, receives and dawn in records a Tokyo weather broadcast containing coded message indicating which Wash'ton foreign military installations the Japanese task force of carriers and protecting naval vessels (Kido Butai) are to attack. This coded message is "Higashi No Kaze Ame" (East Wind, Rain) and its meaning is that the particular 'power' lying eastward of Japan is the U.S. "...this was one of the war-warning destruct messages to ministries and consulates. And it meant war with America." Briggs forwards Japanese "winds execute" message to Commander Safford's office, notifies his CPO in charge of Station M, makes entry in his log of lead line of message and adds "warning characters, the date, time and frequency." (page 299 & 300, Pearl Harbor and Its Aftermath)
- 12/4/41 Kilsoo Haan telephones U.S. State Dept. official Maxwell Hamilton that he has been warned by Korean underground that Japan will attack Pearl Harbor the coming weekend. Haan later sends a report to Hamilton which includes information regarding the forecast of war between Japan and the U.S. which had been published in Rome in an Italian magazine on Oct. 24, 1941, and that his organization is convinced Pearl Harbor is the Japanese target, and that the first Sunday in December is the possible date. Haan requests Hamilton to pass the above information to FDR and to military commanding officers in Hawaii (Adm. Kimmel and Gen. Short). This information never forwarded to Hawaii. (page 303 & 304, Pearl Harbor and Its Aftermath)

- 12/4/41 U.S. Army General Elliot Thorpe, a military observer stationed in Java, decides to send Washington an additional warning message based on an intercepted and decoded Tokyo-to-Bangkok message to Japanese officials there. The Japanese message to Bangkok tells of "attacks to be launched on Hawaii, the Philippines, Malaya, and Thailand." The official Japanese signal is to come in 'weather' messages. Gen. Thorpe's warning message to Washington is severely edited by Java-based U.S. Consul-General, Dr. Walter Foote, and sent on in that condition to Washington. Foote is very unconvinced that any kind of attack is imminent. However, Dutch General Hein Ter Poorten comprehends this situation and sends full details of this intercepted message to Col. Weijerman, Netherlands military attache in Washington, D.C., with instructions to pass it on to "highest U.S. military sources." Somewhat later, Gen. Thorpe sends his fourth warning message to U.S. Army Chief of Intelligence, General Sherman Miles. This last message is acknowledged but Gen. Thorpe is ordered by Washington not to send any more such messages. (page 304, Pearl Harbor and Its Aftermath)
- 12/4/41 Japanese radio operator in Washington's Japanese Embassy, Navy C.P.O. Kenichi Ogimoto, receives the expected 'winds' message indicating a breaking of diplomatic relations with the U.S., the possibility of one or more incidents leading to war with the U.S., and that all secret codes, papers, and the coding machine are to be destroyed. (The foregoing from a book written after the end of World War II by Capt. Yuzuru Sanematsu who was an assistant naval attache in the Japanese Embassy in 1941. In a rather recent interview with another 1941 assistant naval attache, Lt.-Commander Yoshimori Terai, author John Toland quotes Terai as confirming the receipt on December 4th of the 'winds' message as being true.) (page 346 & 347, Pearl Harbor and Its Aftermath)
- 12/4/41 At some time on either Dec. 4th or Dec. 5th the San Francisco office of O.N.I.  
or  
12/5/41 receives additional radio bearings from its cooperating commercial station and an additional position is plotted on the G.C. Pacific Ocean chart. This latest information as to movement of the approaching Japanese fleet is telephoned to Harry Hopkins by Capt. McCullough. Course lines connecting the succeeding charted positions show an as yet unseen group of ships proceeding toward Hawaii. (page 116, The "Seaman Z" Story)
- 12/5/41 Frances Perkins, Secretary of Labor in FDR's cabinet since about 1933, attends a Cabinet meeting in the White House at which every Cabinet member is present. (Sec. of Labor Perkins gave a detailed account of this meeting fourteen years later in "an oral history interview" at Columbia University. In this 1955 interview Sec. Perkins states plainly that FDR and Navy Secretary Frank Knox both spoke in such a way that it was reasonably certain both knew the Japanese navy was at sea and on the way to strike both the U.S. and Great Britain. She indicated in this interview the facts that she was extremely worried afterwards about the way the Cabinet meeting was conducted, what was said, and what the near future was to experience.) (page 307 to 309, Pearl Harbor and Its Aftermath)
- 12/6/41 Dutch naval attache, Capt. Ranneft, revisits O.N.I. in Washington, D.C., meets Adm. Theodore Wilkinson, Commander Arthur McCollum, and Lt.-Commander Alwin Kramer, and is shown a position on the Pacific Ocean chart on the bulkhead "400 miles or so north of Honolulu" and is told this is the location of two Japanese aircraft carriers (assumed to be accompanied by support vessels of various types). Ranneft is led to believe that, because O.N.I. in Washington is on high alert, "everyone in Honolulu (military facilities and personnel) is 100% on the alert." Ranneft verbally passes on his knowledge of the above to Netherlands Minister

Loudon in Washington and cables same to Dutch naval authorities in London.  
(page 312 & 313, Pearl Harbor and Its Aftermath)

- 12/6/41 5 a.m. Wash'ton time U.S. Army observer in Cairo, Egypt, Colonel Bonner Fellers, visits the Royal Air Force headquarters in Cairo and is told by an unnamed air marshal that the U.S. will be in World War II in 24 hours. "We have a secret signal (indicating) Japan will strike the U.S. in 24 hours," quoting this unnamed air marshal. Col. Fellers is very skeptical of this and reasons to himself that if it is true and if British Intelligence knows of it, the U.S. Intelligence must certainly also know of it. Fellers does not forward this information to Washington, D.C., for that reason. (page 309, Pearl Harbor and Its Aftermath)
- 12/6/41 In Washington, D.C., retired diplomat, Ferdinand Mayer, meets with Saburo Kuruusu, Japanese Special Envoy to the U.S. and who is a good friend of Mayer's. Meeting takes place at Japanese Embassy in Washington. In this meeting with Kuruusu, Mayer is given very broad hints that something of an extremely drastic nature is on the verge of happening. Mayer is impressed and he arranges a later evening dinner meeting in which Ferdinand Belin, former Ambassador to Poland, is to be a witness in preparation for getting details to the U.S. State Dept. and military authorities. After the first meeting, Mayer telephones details to State Dept. official James Dunn. The evening dinner meeting takes place in former Ambassador Belin's home and Special Envoy Kuruusu repeats his disguised warning of the coming attack. No additional details of any further contact by Mayer and Belin with the State Department. (page 311, Pearl Harbor and Its Aftermath)
- 12/6/41 The first thirteen parts of a 14-part message of instructions from Tokyo to Ambassador Nomura in Washington are intercepted earlier by O.N.I., decoded, translated, and are ready for distribution by Lt.-Commander Alwin Kramer to the White House; Secretary of Navy Frank Knox; Admiral H. R. Stark, Chief of Naval Operations; Admiral R. K. Turner, Chief of War Plans Division; and Admiral Theodore Wilkinson, Chief of Intelligence Division, O.N.I. Navy Lieutenant L. R. Schulz, stationed at the White House, receives FDR's copies of these intercepted and decoded messages from Lt.-Commander Kramer and delivers them to the 'Oval Office.' A few minutes later Lt. Schulz hears FDR make a comment to Harry Hopkins, who had been conferring earlier with FDR. (At one of the many investigations of the Pearl Harbor disaster which took place over the next four years or so, Schulz testifies that this comment by FDR to Hopkins, according to his memory of that evening, was something very similar to "this means war.") (pages 240 to 244, and 316, Pearl Harbor and Its Aftermath)
- 12/6/41 At the San Francisco office of O.N.I. a new set of radio bearings is received from the cooperating commercial radio service and this date's plotted position shows the as yet visually unsighted flotilla of ships to be "about 500 miles north of the Hawaiian Islands." Capt. McCullough forwards this latest information to Washington (Harry Hopkins and FDR). At the San Francisco O.N.I., Ogg, Hosmer, and McCullough are very worried but they feel they have taken every possible action which they are authorized by naval regulations to take to prevent a surprise attack on Hawaii. (page 116, The "Seaman Z" Story; page 299, Pearl Harbor and Its Aftermath)
- 12/6/41 a.m. in Wash'ton Naval Communications Security Intelligence translator, Mrs. Dorothy Edgers, a Japanese language translation expert at OP-20-G (Security Intelligence Section of U.S. Naval Communications) finds a decoded but untranslated message from Consul-General Kita in Honolulu to Tokyo which deals with positions and movements

of aircraft carriers and battleships based at Pearl Harbor. She begins translation from Japanese into English and accomplishes translation of a large part of this message. At about 3 p.m. on this Saturday, one day before the Pearl Harbor attack, Mrs. Edgers is told to stop work and go home by Lt.-Commander Alwin Kramer, Chief of Translation Section and her superior at this facility. This 'consular code' message Mrs. Edgers was working on had been forwarded to Washington from Fort Shafter in Honolulu for decoding and translation because Fort Shafter had never been provided with a decoding machine. General Short, headquartered at Fort Shafter, does not ever get a copy of this decoded and translated message, nor does Admiral Kimmel at Pearl Harbor, nor any other military facility or officer in Hawaii. (pages 3 and 4, and 311, Pearl Harbor and Its Aftermath)

- 12/6/41  
p.m. Netherlands naval attache, Capt. Ranneft, is called to home of Dutch Minister Loudon. Col. Weijerman is already there. Loudon notifies both Ranneft and Weijerman that he has just returned from a meeting with President Roosevelt in the White House where he has been told that FDR has sent a message to Emperor Hirohito. FDR states to Loudon that if there "was no immediate answer, war would probably break out on Monday" (Dec. 8, 1941). (page 315 & 316, Pearl Harbor and Its Aftermath)
- 12/6/41 Because of the import of the many intercepted Japanese messages, Commander Laurence Safford, Chief of Security Intelligence Communications, drafts warning of imminent attack on Pearl Harbor to be sent to Admiral Kimmel at Pearl Harbor. His superior, Admiral Leigh Noyes, Chief of Communications Division, is very skeptical of any danger to U.S. forces and facilities in the field, but is prevailed upon to okay the Safford warning message being sent to Adm. Kimmel. However, Admiral Noyes rewrites the message, edits out any reference to imminence of danger, and has this warning message sent out by 'deferred precedence,' which means delivery to Adm. Kimmel on Monday morning, December 8, 1941. (page 311 & 312, Pearl Harbor and Its Aftermath)
- 12/6/41  
p.m. "Roosevelt 'family'...having dinner together at the White House" the evening of Dec. 6, 1941. During dinner FDR is "called away...when he returned he stated, in effect, that war would start the next day." (This is from a letter to Admiral Kimmel in 1967 from John Boettiger, husband of FDR's daughter, Anna, in 1941 and later, and who was present at the White House dinner that evening since he was a part of the Roosevelt family by marriage. Mr. Boettiger stated in his letter to Admiral Kimmel that what he had heard had bothered him very much for years afterward, but that he felt, as a part of the Roosevelt family, he was in no position to make public his knowledge of FDR's statement to his family at dinner that war will begin the following day.) (page 348 & 349, Pearl Harbor and Its Aftermath)
- 12/6/41  
midnight  
Wash'ton  
time General H. H. Arnold, U.S. Army Deputy Chief of Staff for Air, arrives at Hamilton Field, California, and warns the Hamilton Field commanding officer of "imminence of war with Japan." Gen. Arnold orders aircraft at Hamilton Field to be dispersed and planes are flown to other fields in the area. Army Air Force planes at Hickam Field on Oahu continue to be placed in very close proximity with each other because of feared sabotage attempts and because of no order from higher authority to disperse. (The following morning they are easily made useless by bombing and strafing from Japanese aircraft over Hickam and Wheeler Fields.) (page 317, Pearl Harbor and Its Aftermath)

12/7/41  
early a.m. Washington Times-Herald newspaper delivery boy, Tom Nichols, finds two USMC personnel stationed outside the door to an apartment occupied by a customer of his in the early morning, Washington time. The apartment house is the 'Broadmoor' on Connecticut Ave. and the occupant is a Japanese naval attache stationed in Washington. (If this delivery was made, for example, at 8 a.m., Washington time, the corresponding time in Hawaii would have been 2:30 a.m., more than five hours before the first Japanese strike at Pearl Harbor and other Oahu military targets. Are there any implications here and, if so, what are they?) (page 318, Pearl Harbor and Its Aftermath)

12/7/41  
10 a.m. Wash'ton  
time  
4:30 a.m. Hawaii  
time  
Capt. John Beardall, FDR's naval aide, delivers to FDR the 14th part of the 14-part lengthy message of instructions to Ambassador Nomura which had been intercepted, decoded, and translated from Japanese to English earlier. This part is the most significant of all because it forewarns of attack on U.S. facilities on Oahu at about sunrise, Hawaii time. Capt. Beardall finds FDR strangely unaffected by the 14th part's information. At about 9:30, Washington time, Secretaries of War and Navy, Stimson and Knox, meet to discuss information from intercepted Japanese messages of the previous day. Colonel R. S. Bratton, head of the U.S. Army's Far East Section, has intercepted, decoded, and translated a new Japanese message which gives urgent implications of something of a dire nature to take place at about sunrise in Hawaii. Col. Bratton cannot locate General George Marshall, the Army's highest ranking general, therefore passes his information on to General Sherman Miles, Chief of Army Intelligence, and both go to the office of General L. T. Gerow, Chief of Army War Plans Division. (page 319 & 320, Pearl Harbor and Its Aftermath)

12/7/41  
Seaman First Class Ogg is at the O.N.I. San Francisco office early Sunday morning. By mid-morning the news of the Pearl Harbor attack is received there. The initial attack begins about 10:25, San Francisco time. Ogg telephones his immediate superior, Lieutenant Hosmer, who is at home, and tells him, "Al, it happened."

A total of 43 intercepted, decoded, and translated secret Japanese messages have been withheld from Admiral Kimmel and General Short and their intelligence officers and facilities. But very shortly following the December 7, 1941 disasters, both are made those disasters' scapegoats, and both continue to be scapegoats fifty years later. (pages 5, 61, 92, & 331, Pearl Harbor and Its Aftermath; page 116, The "Seaman Z" Story)

The dominant U.S. political party has gone to great lengths over the past five decades to protect its 'patron saint,' FDR, all these long years. Is the actual truth to come out for all Americans to see and comprehend after fifty years or will Admiral Kimmel and General Short continue for another fifty years as the designated 'goats' in this 50-year old fiasco? Are we to see justice done them in 1991 or will this nation have to wait until 2041? We will find whether this is to be the case before very much longer.

The foregoing chronological list of statements, facts, dates, etc., is based on information found in three previously published accounts (two books and one magazine article). The books are INFAMY---PEARL HARBOR AND ITS AFTERMATH by John Toland (the Feb., 1983 Berkley edition), and HAWAII UNDER THE RISING SUN by John J. Stephan (the 1984 University of Hawaii Press edition). The magazine article is PEARL HARBOR REOPENED---THE "SEAMAN Z" STORY by Edward Oxford (carried in the November, 1984, edition of HONOLULU magazine). John Toland is a Pulitzer Prize-winning historian, biographer, and researcher. John Stephan is a respected authority on events leading to the Pearl Harbor attack, and how Hawaii fitted in Imperial Japan's plans for eastern Asia and the Pacific Ocean's islands.

The seizure of the Hawaiian Islands, America's main outpost in the Pacific, was to have been the most ambitious and far-reaching Japanese operation of World War II. *Hawaii Under the Rising Sun*, the hitherto untold story of Japanese planning for invasion and occupation, is compelling reading for those interested in modern Japan, World War II, Hawaii, and the experiences of Japanese-Americans, as well as for anyone who appreciates an absorbing narrative.

Conceived by officers on the staff of Admiral Isoroku Yamamoto, Combined Fleet commander, the invasion of Hawaii was seen as a supreme blow that in one stroke would preclude an American counteroffensive, force President Roosevelt to the peace table, and guarantee Japan's future security in the Pacific Basin. The Combined Fleet's struggle between December 1941 and May 1942 to convince the army and navy general staffs of the necessity to invade Hawaii reveals much about the formulation of war strategy and problems of interservice relations. The circumstances under which Japan's armed forces agreed to undertake, and then abandoned, an assault on Hawaii sheds new light on the ill-fated Midway operation.

While the military planned for an invasion, civilians prepared scenarios of Hawaii under Japanese rule. Special concerns were restructuring the economy, reforming the society, and laying the basis for a new political administration. Revival of the Hawaiian monarchy, the identification of potential collaborators, and the re-education of Americans of Japanese ancestry were among the topics discussed. Recommendations for Hawaii's anticipated role in the Greater East Asia Co-Prosperity Sphere provide an illuminating glimpse of Japan's perceptions of the postwar Pacific Basin.

This book is the product of John Stephan's extensive research in Japan's military archives, as well as in prewar and wartime Japanese literature about Hawaii, including Hawaii's Japanese-language press. Professor Stephan also interviewed former Imperial

Navy officers and Japanese wartime authors. With *Hawaii Under the Rising Sun*, scholar-writer John Stephan introduces a new and important field of historical research while correcting commonly held misconceptions about Japan's intentions in the Pacific Basin during World War II. This is first-rate history, superbly told with grace and clarity.



*Hawaii Hochi*

John J. Stephan did his undergraduate work at Harvard University, where he also completed an M.A. degree in East Asian studies before earning the Ph.D. in Japanese history from the University of London's School of Oriental and African Studies. He is the author of *Sakhalin: A History*, *The Kuril Islands: Russo-Japanese Frontier in the Pacific*, and *The Russian Fascists: Tragedy and Farce in Exile*. *Sakhalin* was awarded the Japan Culture Translation Prize in 1973.

Fluent in Japanese, Professor Stephan has lectured at Waseda University, the University of Hokkaido, Tokyo University, and the National Defense College (Tokyo). Since completing a 1,000-mile bicycle trip around southwestern Japan in 1961, he has visited the country nearly every year, residing there for about three years. His home is in Honolulu, where he teaches modern Japanese history at the University of Hawaii.

*Jacket design by Roger Eggers*

COPY

# Pearl Harbor Reopened: THE "SEAMAN Z" STORY

By Edward Oxford

Even after four decades, the troubling question remains: Did America's leaders know the Japanese attack force was on its way? For the first time, a former member of U.S. Naval Intelligence tells why he thinks they did

*Dec. 7, 1941. President Franklin D. Roosevelt was to call it, rightly, "a date which will live in infamy." And those who witnessed the havoc wrought at Pearl Harbor that Sunday morning would never forget it.*

*The Japanese planes appeared without warning. At 7:53 a.m. the Japanese flight commander radioed "Tora! Tora! Tora!," the repeated code word for "tiger," indicating: "We have succeeded in surprise attack."*

*Two minutes later, the first wave—183 fighters, high-level bombers, dive bombers and torpedo bombers, their rising-sun emblems bright against the sky—roared in over the western half of Oahu. They hammered Battleship Row, Hickam Field, Wheeler Field.*

*It was a time of chaos, with no respite. At 8:55 a.m. the second wave—171 fighters, high-level bombers and dive bombers—swept in over Oahu's eastern reaches, smashing ships and harbor installations at will.*

*By mid-morning, Pearl Harbor lay in smoke and ruins. The swarming planes disappeared, headed back to the carrier fleet that had borne them in secrecy across the Pacific. In a single stroke, Japan had devastated half of the U.S. Pacific fleet.*

*The roll call of ship losses bore grim testament to the fury of the attack. Eight battleships, three light cruisers, three destroyers and four auxiliary craft had been sunk or damaged. One hundred and eighty-eight planes had been destroyed. And, most bitter of all, was the human cost—more than 2,400 sailors, Marines, soldiers and civilians killed, and some 1,170 wounded.*

*Bewildered, enraged, resolute, the nation was*  
Edward Oxford is a free-lance writer based in New York City.

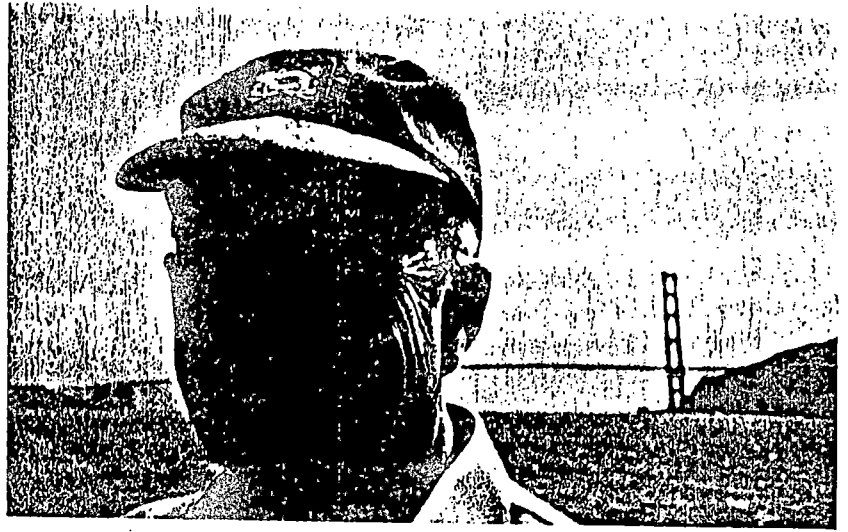
*galvanized by the smashing attack. Pearl Harbor became an instant call to colors.*

*America, its course clear, would take up arms against the Axis. Ironically, by unleashing the retaliatory might of America, the 110-minute attack had sealed the enemy's doom. With America in the war, the Allies could be certain of victory. Such was the scenario that became reality, over the four years of World War II that ensued.*

*But history has left some loose ends. Even after four decades, Pearl Harbor poses a tantalizing question. Did American leaders know beforehand of the impending Japanese attack?*

*The recollections of a former member of U.S. Naval Intelligence lend weight to the contention that indeed they did.*

**A** reticent, even mysterious figure, this man was referred to simply as "Seaman Z" in John Toland's



book about Pearl Harbor, *Infamy*, published two years ago. That brief mention induced the National Security Agency to reveal, last fall, that "Seaman Z" was, in fact, one Robert Danforth Ogg, a retired businessman living quietly in California.

Since World War II, Ogg had gone on to attain considerable success—as, electronics expert, marine engineer, inventor, company chairman. But, through all the years, unspoken memories—particularly of the days just before the Pearl Harbor attack—troubled him. As time went by, he found himself in a dilemma. He knew "something" of which he did not wish to speak, but of which history needed, sooner or later, to hear.

Probably better than most Americans, Robert Ogg realized that as historians tried to solve the Pearl Harbor "puzzle," they would be beset by conflicting testimony, elusive files and time's passage.

Also, it became clear to him that he was one of the few surviving members of the U.S. Naval Intelligence community who had taken part in America's efforts to scan the Pacific in late November and early December 1941.

It was for these reasons that Ogg granted the author of this article the opportunity to visit with him at his mountaintop home. There, amid the memorabilia—charts, photographs, diagrams—of a war long since over yet well remembered, a closely kept tale unfolded.

By late November 1941, the die had been cast. Japan's Kido Butai ("strike force") was gathered in an isolated bay in the Kurile Islands.

U.S. Naval Intelligence reports revealed no sure sign of the main Japanese carrier force. The dangerous carriers were, for all practical purposes, "off the map."

To misdirect the "ears" of U.S. Navy radio listening outposts located in Alaska, Hawaii and at points on the West Coast, the Japanese moved transmitters from ship to ship, switched radio operators around, changed radio frequencies, and repeated old messages. This enabled their task force to appear to be in the Inland Sea, but in fact to be on the high seas.

Undetected, on the cloudy morning of Nov. 26, the 31-ship Japanese attack force sailed out into the North Pacific—bound for Hawaii. The six carriers sailed in two parallel columns, each column followed by four tankers. Two battleships and two heavy cruisers took guard positions, with the whole group encircled by a screen of nine destroyers and a light cruiser. Three submarines formed a lead-point 200 miles ahead of the strike force. Kido Butai moved eastward at 15 knots—aiming toward its first designated standby point, where the warships would refuel.

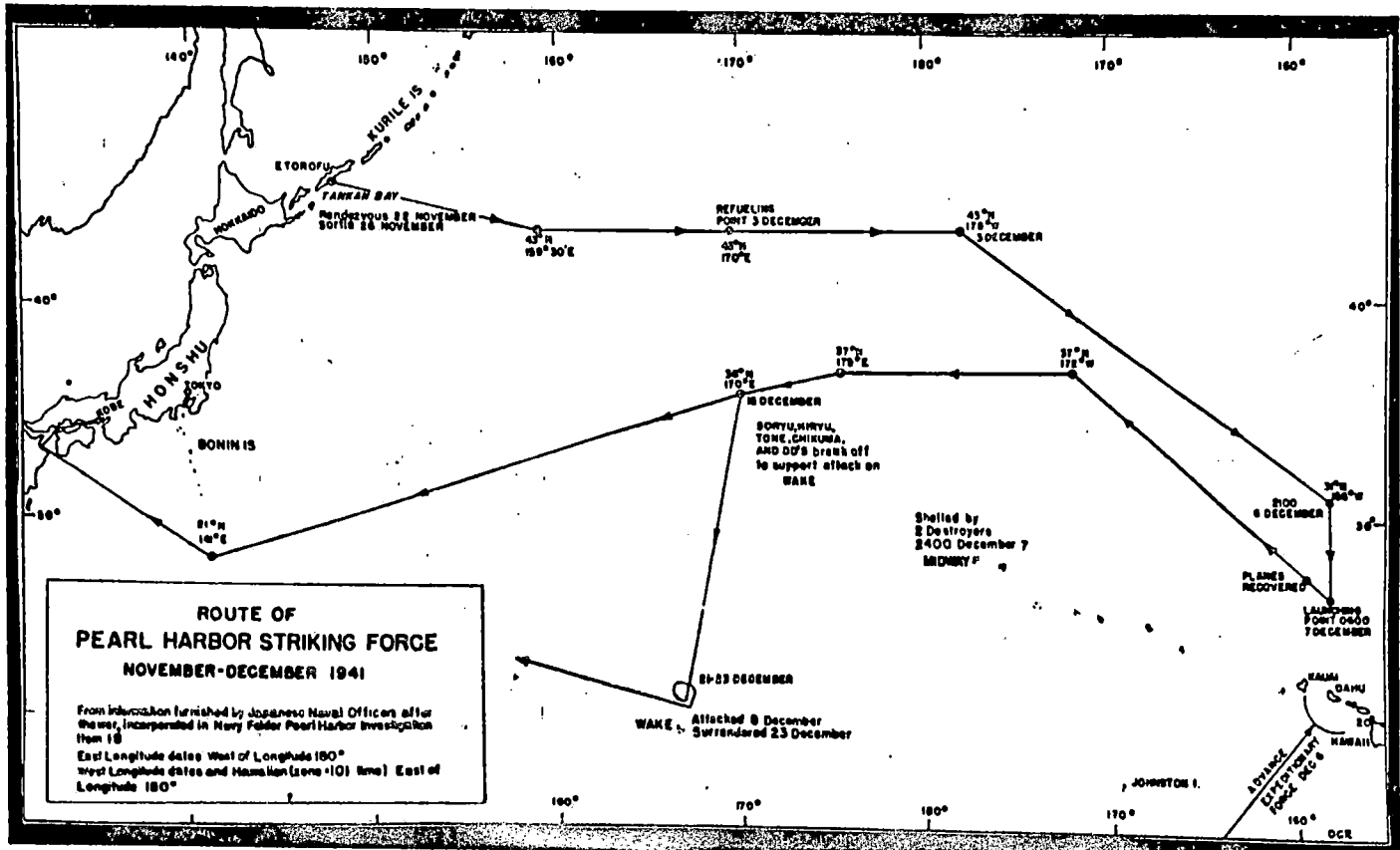
Meanwhile, at 12th Naval District Headquarters in San Francisco, Seaman 1st Class Robert Ogg, a lean, soft-spoken 23-year-old, continued to go about his rather unusual duties.

A brilliant student at the Berkeley campus of the University of California, Ogg had been recruited by the Navy to take on an assignment "of importance to the nation." His knowledge of electronics, radio and navigation would serve him well in the James Bond-type work the Navy had in mind.

Along with a few select confederates, Ogg was assigned to the district's Naval Intelligence nerve center—several offices located behind double-locked doors on the seventh floor of 717 Market St.

*Continued on page 112*

Drawing by David C. Redding for The Rising Sun in the Pacific, courtesy of Naval Historical Center



## "Seaman Z"

Continued from page 110

These Navy undercover experts wore civilian clothes rather than uniforms. They didn't turn out for daily muster. True to counterespionage tradition, they carried no identification cards. "If we were to be apprehended during a surreptitious job," Ogg explains, "we didn't know the Navy and the Navy didn't know us. It was that simple."

Seaman Ogg reported to Lt. Ellsworth Hosmer, a Navy veteran of World War I who had been called back to service as America's relations with Germany and Japan became increasingly strained.

An intense intelligence officer, Hosmer put in long hours in the seventh floor inner sanctum—poring over bits and pieces of paper, searching through intercepts of Japanese messages for telltale signs that might presage war.

Hosmer kept Ogg busy. The "invisible" seaman—along with an assistant or two—was dispatched to tap the telephone lines of suspected Japanese espionage agents in various apartments and hotels throughout San Francisco. He also secreted microphones in the residences of Japanese agents. One delicate job involved bugging the Japanese Consulate itself.

Ogg also helped monitor incoming and outgoing trans-Pacific telephone calls. In round-the-clock shifts, Ogg and his cohorts recorded the conversations on large discs at the AT&T Long Lines overseas building near San Francisco's Chinatown.

Back at the Market Street intelligence center, U.S. Navy translators analyzed the taps and recordings.

Speculation was rife. How were the Japanese reacting to the oil embargo President Roosevelt had invoked against them? Could the ongoing Washington-Tokyo negotiations forestall a major conflict? If trouble were to come, where would it strike—the Philippines, the Dutch East Indies, Malaya, or someplace else? And, significantly, where were those missing Japanese aircraft carriers?

"At one point, about 2 in the morning, along with a couple of other intelligence people, Hosmer and I found ourselves in a warehouse on the San Francisco waterfront,"

Ogg relates. "Something like \$25,000 in cash had been turned over to a radioman who served aboard a Japanese merchant ship. He had the Japanese Naval Reserve code book with him. We photographed it page by page, right there in the warehouse. Then one of our Intelligence people brought the film by plane to Washington."

Ogg remembers another intriguing incident: "Not long before the Pearl Harbor attack, we had word that a Japanese merchant vessel was to enter the Panama Canal loaded with explosives. Once in the canal, it was to be blown up by the Japanese, thus blocking the passageway. But the Navy stopped that ship and turned it around. So we knew the Japanese were on the prowl."

On Tuesday, Dec. 2, Hosmer and Ogg took part in some very disturbing events. It began as most other days, with Ogg letting himself into intelligence headquarters through a back-alley entrance. But the day would change his life.

Ogg tries to reconstruct the scene: "That morning, Hosmer came out of his office. He was grim-faced. He read some bearings to me from a scrap of paper and told me to mark them on the chart."

Ogg hunched over a big table, and worked out the longitude and latitude on a 2-foot-by-4-foot great-circle chart of the Pacific. He roughed out the location—an area east of the international date line, thousands of miles from Japan.

"Hosmer was stunned," Ogg explains. "He had just gotten the bearings from one of the commercial radio services—Press Wireless, Globe Wireless, RCA, one of those. Their radio operators on the West Coast had picked up low-frequency signals coming from a place in the Pacific where no ships were known to be. They told us about it because the signals had to be coming from an area east of the international date line. Maybe—and here we kind of frowned—maybe they were signals between ships, out there in the middle of nowhere."

The operators gauged the signals as being at a "whispering" frequency. It was only because of "skip-distances"—the signals bouncing off atmospheric layers and spanning outward—that the operators could detect them in the first place. What had been picked up were not voices, but radio signals in code. And,

Hosmer was convinced, the code patterns were Japanese.

Hosmer sketched a version of the big chart on a small sheet of white paper, marked the signal area, and pinned the paper to a wall. He and Ogg pondered the dot.

What did it mean? Ships? Whose? How many? What kind? And—where were they headed?

For Ogg, the mood of that day remains vivid: "We were worried. We really weren't sure what we had. As I was later to learn, Hosmer did the smartest thing he could do. He hurried to the office of Capt. Richard McCullough, down at the end of our floor. The captain was our intelligence chief. But he was something more than that."

McCullough, it turned out, was rather like The Washington Connection. A graduate of the U.S. Naval Academy, a decorated Navy veteran of World War I, he, too, had been called back from civilian life to serve his nation in newly troubled times. But something in his past made him special, even among the cloak-and-dagger types who made up the Market Street

"irregulars." Years before, McCullough had come to the attention of Franklin D. Roosevelt when Roosevelt served as assistant secretary of the Navy. He had, indeed, become and remained something of a Roosevelt confidant. And he would go on to become a rear admiral.

"That was our tie to Washington," declares Ogg. "McCullough sensed the importance of the mysterious signals. And so, as he told me numerous times later, McCullough informed the White House as to what we had discovered. And by the White House he meant both Harry Hopkins, the president's personal adviser, and President Roosevelt himself. He did so by telephone using a special line. There's no doubt in my mind that he did just that. The White House knew what we knew."

But what did they know? At this time all they "had" was a pencil mark on a piece of paper.

The next day, Dec. 3, it happened all over again. Hosmer once more came into the chart room. The commercial radio operators had heard new signals. Hosmer gave the bearings to Ogg, who meticulously plotted their position. He marked the new

point. To their consternation, it fell considerably east of the previous day's position. Whatever the source of the signals, it was now northwest of Hawaii.

Alarmed, Hosmer again notified Capt. McCullough. And McCullough again informed the White House.

They now had two dots.

Remarkably enough, the Hosmer-Ogg-McCullough threesome was dealing with the signals on its own initiative, quite apart from the Navy's far-flung listening posts. To what extent the Navy's in-place "net" was picking up such signals—and what the outposts were doing about them—Ogg was never able to discover. The driven group at 717 Market St. simply pursued the signals as they would any intelligence—"for the sake of the nation." (During the war, Ogg was to come across a U.S. Navy officer who had been at a listening post in Alaska in the days before the Pearl Harbor attack. The officer told Ogg of his post's picking up similar signals.)

"Thinking back," Ogg now says, "the signals at first seemed impossible. An attack fleet would almost certainly keep strict radio silence. But the war was to see many impossibilities—cases where commanders said one thing and the people being commanded did another. There was also the matter of stormy seas—you'd almost have to use radio to communicate, ship to ship. And the Japanese fleet hit rough weather on its way to Hawaii."

Through the years, Ogg has come up with yet another explanation that seems to fit: "The Japanese oil tankers, the ones refueling the warships from time to time—they had merchant crews, not navy crews. The civilian sailors might well have been more lax than the Japanese navy men. That would account for the signals that were detected."

Ogg has no hour-by-hour memory of Dec. 4 or 5. He kept no diaries. His intelligence unit committed little to paper. But he does feel that, at least once in that 48-hour period, signals had again been detected. Hosmer so informed McCullough, who in turn informed the White House.

What if it were an attack force? Would Washington take measures to

warn the Hawaiian defenders?

"It was perplexing," Ogg says. "But the more Hosmer and I talked about it, the more we felt confident. Perhaps Washington would interdict the oncoming fleet, simply turn it away. Or, if an attack were to be launched against the Hawaiian Islands, we felt sure the Navy could handle the situation. At worst, it would be a glancing blow, and the Navy would inflict terrible retribution.

"That line, dot to dot, had a hypnotic effect on us. It's all we thought about. All we talked about."

It was like the moving finger, the writing on the wall, in the Old Testament. Each day, that line had traveled eastward. Whatever it was, it was heading right toward Hawaii.

Saturday, Dec. 6. Something had to give. The mysterious signals were heard again. A careworn Hosmer brought them to Ogg.

The seaman, tired from long duty hours, plotted the latest advance of the line. The new dot indicated a position about 500 miles north of the Hawaiian Islands. Hosmer conferred with McCullough, who once more alerted Washington.

Ogg recalls: "It was on my mind more than ever. After duty, I went to Hosmer's home and we talked about the situation. In my mother's diary there's a one-line entry for Dec. 6. It reads: 'Went with Bob. Something about radio.' Hosmer and I hoped that, somehow, Washington would make some countermove. We still felt that the situation—whatever the situation might be—was well in hand. But I spent a restless night."

Sunday, Dec. 7. Seaman Ogg reported early and made his way to the barred room on the seventh floor of 717 Market St. Mid-morning, word was received of the attack on Pearl Harbor. Ogg remembers calling Hosmer at home. "I just said to him, 'Al, it happened.'"

Robert Ogg, now in his mid-60s, still lean and limber, sits against a backdrop of shelves lined with books of science and of the sea. He looks out onto a lush valley. He thinks back upon Pearl Harbor with a sense of sadness.

Ogg recounts his Market Street experiences, not to diminish the reputation of President Roosevelt, "whom I consider a magnificent

leader," but rather to "add my light" to the complex, controversial, and seemingly still-changing story of Pearl Harbor.

For Ogg, there is a touch of loneliness, thinking back upon these unforgettable days.

"Whenever I pass the 717 Market St. building, I can remember the way it was," he says. "Of course, many of those I knew then are gone. Hosmer died about seven years ago and lies in a military cemetery in Tennessee. McCullough passed away in a naval hospital nearly 20 years ago. And President Roosevelt didn't even live to see the end of the war."

He explains what he thinks about the attack: "It's hard for me to believe that the White House—the president—didn't know about the forthcoming attack. There's evidence that warnings came from a number of sources. God knows, our intelligence unit at 12th Naval did our best with those signals."

He stares at a nearby globe, at the blue of the Pacific.

"To this day, there is no way for me to know how Washington took our warnings," he says. "All I can attest to is that we told them what we knew—day by day."

There were other, earlier, indications of Japanese intentions. From the early 1930s, graduating classes at Japan's naval academy were asked on their final exam, "How would you carry out a surprise attack on Pearl Harbor?" In 1932, a U.S. carrier force on a fleet exercise showed how: Strike from north of Oahu at dawn.

Ogg, in company with a number of scholars and historians, feels that there was a Roosevelt strategy, and that it had a well-meant point: "From what I can see of the grand design, I think Roosevelt wanted an incident that would unify the nation. Maybe the way to get the people to unite—and save Europe—was to have a *Lusitania* incident, the kind of attack that brought America into World War I. He was sure our forces were well positioned to absorb and counter the blow."

But the blow struck by the Japanese was "a terrible one. Much more damaging than any of us, including the president himself, could have imagined it would be."

In his study, Ogg peers out the window.

"It is easy to understand FDR's confidence. The Navy was his heart. And it was mine, too." FOV

# Withdrawal/Redaction Sheet

## (George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
01. Fax	From Ruben N. Sansait to John Sununu Re: Request for assistance (with fax from 10/19/91 on same topic attached) (2 pp.)	10/21/91	(B)(6)	

**Collection:**

**Record Group:** Bush Presidential Records  
**Office:** Chief of Staff, White House Office of  
**Series:** Sununu, John, Files  
**Subseries:** Correspondence Files  
**WHORM Cat.:**  
**File Location:** Unanswered Mail 10/26/91 [1]

<b>Date Closed:</b> 12/19/1991	<b>OA/ID Number:</b> 29133-006
<b>FOIA/SYS Case #:</b> 1998-0004-F[3]	<b>Appeal Case #:</b>
<b>Re-review Case #:</b>	<b>Appeal Disposition:</b>
<b>P-2/P-5 Review Case #:</b>	<b>Disposition Date:</b>
<b>AR Case #:</b>	<b>MR Case #:</b>
<b>AR Disposition:</b>	<b>MR Disposition:</b>
<b>AR Disposition Date:</b>	<b>MR Disposition Date:</b>

### RESTRICTION CODES

**Presidential Records Act - [44 U.S.C. 2204(a)]**

P-1 National Security Classified Information [(a)(1) of the PRA]  
P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]  
P-3 Release would violate a Federal statute [(a)(3) of the PRA]  
P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]  
P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]  
P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Removed as a personal record misfile.

**Freedom of Information Act - [5 U.S.C. 552(b)]**

(b)(1) National security classified information [(b)(1) of the FOIA]  
(b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]  
(b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]  
(b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]  
(b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]  
(b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]  
(b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]  
(b)(9) Release would disclose geological or geophysical information

NAN

The President  
The White House  
1600 Pennsylvania Avenue NW  
Washington DC 20500  
Attn: John Sununu

18 OCT 91

Gentlemen:

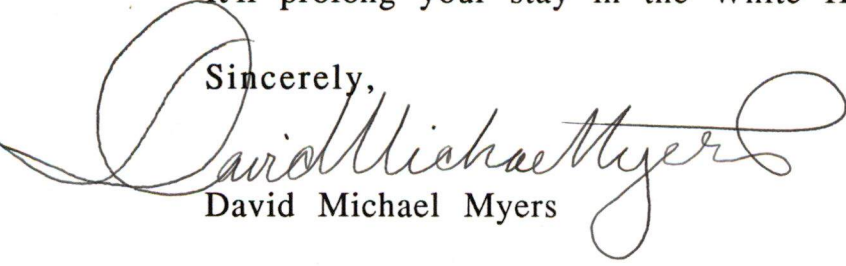
I wrote you recently [16 OCT 91] about the book *Bionomics* by Michael Rothschild. Here's another item along the same line.

A recent event of prominent, worldwide interest should have caught your attention and interest. Professor Emeritus Ronald Coase of the University of Chicago was awarded the Nobel Prize in economics for his strongly market-oriented studies of the effects of regulation and transaction costs on the economy.

Why aren't you guys exploiting this to the very hilt? If there are any ideas that have been more accepted and confirmed by the world community than those of the Nobel Laureates, I can't imagine them. Here we have "one of our own" [I don't know, but he may even be a Republican] and we haven't made a big stink over it.

Why don't you invite him to the White House? Why don't you adopt some of his policies and use them to bash the Democrats over their collectivist heads? Why don't you get someone in there who understands a free market and knows how to promote it and sell it to the American people as the way out of all of our **DOMESTIC** troubles? Show the American people that **THERE IS A DIFFERENCE BETWEEN REPUBLICANS AND DEMOCRATS.** It'll prolong your stay in the White House.

Sincerely,



David Michael Myers

922 Marys Lane  
Martinsburg WV 25401  
O: 202-646-2137 H: 304-267-6159

## Coase's Nobel Theorem

The Nobel committee that awarded the prize for economics to Ronald Coase didn't have to look far to find the influence of his views on property and free markets. Mr. Coase's "The Problem of Social Cost" (1960) is by far the most-often cited economics article in the social science journals. It's no surprise that the one place where his work remains outside the mainstream is among proponents of regulation in Washington.

Mr. Coase is best known as author of what is now called the Coase Theorem, which explains the relationship among property rights, government and law. The chief insight is that if transactions costs are kept low, voluntary arrangements will result in more sensible distribution of costs than can laws, rules or regulations. Mr. Coase gave the example of sparks from trains that burn farm land. The key to resolving the problem, he said, was to let the train companies and farmers privately settle how to minimize the costs of avoiding fires. In contrast, regulators or courts that arbitrarily assign "rights" to one side will rarely minimize total costs.

The goal is to get property into private hands under a legal system of minimized transaction costs. This applies equally to the Resolution Trust Corp.'s foreclosed real estate and to the Soviet Union. "We say to the people in Eastern Europe, 'Go to a market,'" Mr. Coase said yesterday on learning of his award. "But it is not easy to go to the market because it is necessary to have all the institutions which make a market possible." Chief among these is a system of transferable property, enforceable contracts and reliable currency.

Politicians who say that airports,

schools and highways are too complicated to be privatized need to read Mr. Coase's fascinating study of Britain's private lighthouses. At first glance, only the government can provide lighthouse services because of the difficulty of identifying customers, establishing prices and getting paid for the service. Mr. Coase, however, found that the marketplace was able to develop private contracts to make the service efficient and profitable.

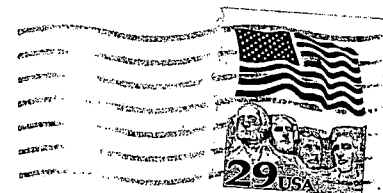
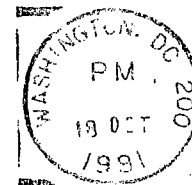
Decades ago, Mr. Coase warned that the highly regulated U.S. system for awarding broadcast frequencies would stifle the market. The recent concept of trading pollution rights is a belated application of Mr. Coase's theories. More typically, Mr. Coase's work has been ignored by the ruling command-and-control mindset.

Mr. Coase won for economics, but in this overly lawyered country it's important to note that he works at the University of Chicago Law School. He helped lead the intellectual counter-revolution under the banner of Law and Economics. Scholars associated with Chicago have now won 13 Nobels for economics, which began in 1969. Many of Mr. Coase's Chicago colleagues are already well known, including Milton Friedman, George Stigler, Justice Antonin Scalia, Judge Richard Posner, Judge Frank Easterbrook and Richard Epstein—the author of the book on property rights that Joseph Biden waved at Clarence Thomas as if it carried the plague.

At a time when Washington seems intent on re-regulation, the Nobel committee has reminded the U.S. of the true keys to our success—private property, contracts and free markets. As Mr. Coase might say, government these days is best understood as an expensive transaction cost.

DM Myers  
922 Marys Lane  
Martinsburg WV  
25401

ATTN: John Sammons



The President  
The White House  
1600 Pennsylvania Ave NW  
Washington DC 20500



# Knights of Columbus

WASHINGTON OFFICE

1275 PENNSYLVANIA AVE., N.W. • SUITE 501 • WASHINGTON, D.C. 20004-2404 • (202) 628-2355

October 10, 1991

NAN

The Honorable John H. Sununu  
Chief of Staff  
The White House  
Washington, D.C. 20500

Dear Governor Sununu:

I would like you to know how much we appreciated working with members of the White House staff in regard to the President's visit last week to the National Fraternal Congress of America Convention. The recommendations made by Kathy Rust of Public Liaison and Peggy Hazelrigg and Tom McCully of Presidential Advance greatly enhanced our meeting.

The President's remarks were right on point. I have taken the liberty of forwarding copies of his address to other Catholic organizations, especially those concerned with the future of private education. Also, I know that Mr. Virgil Dechant intends to reprint the President's address in an upcoming issue of Columbia.

I also want you to know that the presidents of the fraternal organizations which made up the Board of Directors were very grateful to meet the President at the photo opportunity upon his arrival. Again, thank you for your assistance in making this a great event for the President and one which our members will warmly remember.

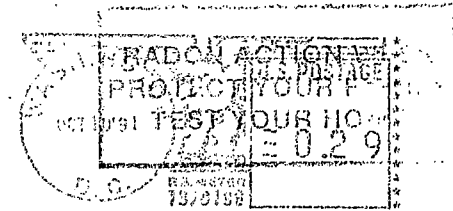
With kindest regards,

Carl A. Anderson  
Vice President for  
Public Policy



# Knights of Columbus

WASHINGTON OFFICE  
1275 PENNSYLVANIA AVENUE, N.W., SUITE 501  
WASHINGTON, D.C. 20004-2404



The Honorable John H. Sununu  
Chief of Staff  
The White House  
Washington, D.C. 20500



From the pen of . . .

AREA CODE 319-382-2381

Mr. Roy H Green  
Box 92  
Decorah IA 52101

10-7-80

NAN

Chuff Staff Lunard

Now that the war is heating up again in Iraq, the oil wells are still burning after 1 year, no peace settlement is now possible and we are going into a recession - depression.

Will the president be making any plans to take care of the immense problems here in the United States.

We do have a problem you know and if he should be so inclined to address it, our appreciation would be great.

Why not send the CIA over to Iraq and get rid of the problem. This is a letter you will never read Sir

RH Green

Mr. Willis R. Shelhamer  
906 North 13th  
Duncan, Oklahoma 73533

10-11-91

NAN  
Mr. John Sununu  
White House Chief of Staff  
1600 Pennsylvania Avenue  
Washington, D.C. 20500

Dear Sir:

I would like to name just a few insane bloopers and blunders created by the arrogant Congress and two Presidents. When the going gets rough you nibble at the problem's edges and smugly declare the work is done.

EXAMPLES:

1. Turn your heads when the American Flag was burned.
2. Convicting Ollie North as a criminal for following orders, to protect the special interest.
3. Cutting off military assistance to the Nicaraguan "Contras" --- insane.
4. Tolerating three communist bases on our door steps.
5. Catastrophic Health Care Law is without a doubt the most discriminatory law ever to be perpetrated upon the American Seniors. Again, all heads turned. Medicare Tax -- I am fed up with your dirty tricks.
6. Stealing from Social Security to cover the true \$2.7 trillion budget deficit.
7. The political experts have regulated Medicare to the point, that you are practicing medicine without a license.
8. The Supreme Court makes their own laws, while our Legislators all look the other way. The so called conservative courts are in reality the most liberal in history. The only thing coming out of Washington is more and more paper.
9. Russia now has the strongest nuclear capability ever. The U.S. has lost our military, political and economical supremacy. We are now a second rate power. We must develop "Star Wars". The Yankee dollars support Soviet expansion.
10. The Japanese are out-thinking, out-producing, and out-selling us at our game. The Japanese and other foreign companies have literally invaded the United States on a number of fronts. The U.S. will soon be a satellite of Japan.
11. Gen. Manuel Antonio Noriega of Panama has made a Circus Clown out of two ego-centric Presidents.
12. We now have taxation without representation.

13. Congressmen will "NOT" listen to their own constituents -- only special interest. Congress is for sale.
14. Col. Higgins was soon forgotten. Regarding the hostages in Lebanon and the hanging of Marine Lt. Col. William Higgins. There is only one simple way and that is take "TEN" of Iran's highest ranked officials in the U.S. Play their game. But it's much easier to turn your head. How long is the U.S. going to be the laughing clown of the world?
15. Lobbying activities use unlimited sums of money to achieve their legislative goals all "TAX" deducted. That's wrong.
16. In 1988, 66,000 farmers received eviction notices -- Bush tells us how great our economy is.
17. The Reagan and Bush regime has only one objective and that is to destroy the free enterprise system. The slogan is "Competition is a Sin". That is why Government looks the other way while ignoring the anti-trust laws.
18. Reagan and Bush have given well over \$82.6 Billion tax exempt to corporations and special interest while very willingly passing the tax to the middle class. No one speaks out.
19. You have created an obnoxious apartheid. You have cut well over \$46 Billion from Medicare in the past seven years.
20. In 1985, Congress GAVE Russia \$27 Billion; 1986, \$30 Billion; 1987 and 1988, God only knows. No one told the American Tax payer. Why?
21. What happened to the J. Peter Grace Commission? The American taxpayer is paying 51 cents of every dollar in taxes just to cover the interest on the national debt.
22. There are twenty-six articles in "The Constitution of the United States." I challenge you to name one that Reagan has not violated including treason.  
  
I have only named a very few of the unforgiving blunders.
23. Stop corporations from raiding pension money meant for workers and retirees.  
  
"The Medicare Catastrophic Coverage Act" is outrageous discriminatory tax, that must be repealed "NOW". In 1993, the tax is scheduled to grow to \$1,050 per beneficiary. The only thing we hear from Washington is the myths, "NOT" the facts.
24. Illegal aliens cost the taxpayers over \$10 Billion per year (they give back drugs) for welfare, unemployment, public housing, bilingual education and yes, even legal defense costs for illegal aliens. America is nothing more than a vast welfare state. Fake social security cards, drivers' licenses and birth certificates while the MIDDLE class pays the TAXES. The message is sneak into our country and we'll reward you with amnesty from our laws.

Willis R. Shelhamer

Page 3

25. President Bush will steal money from Social Security to finance his drug war and you all know that.
26. Why do you all glory the most corrupt President of all times?
27. The Federal Government is NO longer compatible with the American people -- too much partisanship and not enough Americanism.
28. I am fed up paying for the special interest FREE lunch. Lowering the capital gains tax is pay back time for the campaign contributors. This is insane with our disasters on the East and West coasts. Government is spending 300 billion more than it is taking in and you people in Washington want to raise the debt even more. Why? Government is known for its greed, cynicism and arrogance. Your mental gyrations are not working.
29. President Bush's greatest vulnerability is the growing gap between rhetoric and reality.
30. There are two million more people out of work now than this time last year. United States' place in the world is shrinking day by day.
31. The only hope we have for survival is more equitable impartial distribution of wealth. You must place America FIRST, not Poland, China, USSR and the Japanese are buying a second home and people in Washington are to mute to understand that.
31. Study the above very carefully and tell me ONE item that is not true.

*Willis R. Shelhamer*

Mr. Willis R. Shelhamer

P.S. You DESTROY every thing you touch and than LIE about it.

WRS:gm

NAN

10-9-91

HON. JOHN SUNUNU  
CHIEF OF STAFF  
THE WHITE HOUSE  
WASHINGTON, D.C.

DEAR CHIEF:

MS. HILL CALLED JUDGE THOMAS TEN TIMES AFTER  
LEAVING HIS SUPERVISION AND CLAIMS THAT HE  
HARASSED HER?

WHAT PROBABLY HAPPENED, WHEN HE BECAME  
MAJOR NEWS, IS THAT SHE STARTED TALKING  
ABOUT V.I.P.'S SHE KNEW, AND AS HAIRIENS,  
MORE GETTEN THAN NOT, SHE COMPENSATED FOR  
REJECTION, EXTENSION OF ONE'S INNER NEEDS,  
EMOTIONS, I.E. WHEN ONE ACCUSES OTHERS OF ONE'S  
OWN BEHAVIOR OR EVEN PROJECTS, I.E. FEELINGS  
OF WARMTH AND AFFECTION, THE MADONNA IS RADIANT  
BECAUSE THAT'S WHAT YOU WANT A STATUE TO BE.

MAYBE JUDGE THOMAS SHOULD SAY THAT HE IS  
SORRY HE HURT HER FEELINGS BY SAYING, "NO"  
THAT IT WAS NOT HER DESIRABILITY, WORTHINESS,  
WHAT EVER, THAT OCCASIONED HIS REJECTION.

SINCERELY,

Rosamond Rice

ROSAMOND RICE

# VIEWS

*RADICAL? IT'S OLD FASHIONED,  
IT'S WHAT THEY DID IN THE 30'S  
AND IT WORKED.*

*Bill Svensson*

## No respect for the blue collar anymore

Is there something wrong in a country where a stock broker with a white collar and clean fingernails is considered a more valuable member of society than the highly trained and intelligent mechanic who keeps your temperamental car running?

In a recent article in the Seattle times, Paul Burnstein, professor of sociology and political science at the University of Washington, wrote concerning Oregon's plan for "tracking" in the 10th Grade. This plan would require that after the sophomore year, high school students would follow a two-track system and decide whether they wish to go to the college preparatory or vocational training route.

Professor Burnstein finds, however, that it is the educational administrators who are having Maalox moments about such a radical system and they may scuttle any chance of letting this take place. One was quoted as saying "I have a huge concern about kids being stereotyped as plumbers."

Perhaps it should be said, however, that these administrators only reflect the sentiments of most Americans. It is a blight that has been around for several generations — the idea that a skilled tradesman is in some way less deserving of respect than a computer operator, an escrow paper shuffler, a bean counter or a lawyer.

In this country, we do not have a climate where those who are skilled blue-collar workers are satisfied to be producing members of society. In western Europe, we find that for centuries, the role of labor has been respected and its influence has long been felt in the political arena.

In my own experience as an ar-

chitect and as the owner and operator of a small hotel in recent years, I have found good craftsmen hard to find. But though they may wear blue collars, they usually are beaming broadly as they stand in the deposit lines at the bank. I almost had to get down on my knees to get good plumbers, electricians and carpenters to keep our 100-year-old hotel going. We will always need competent, skilled craftsmen.

My father learned the trade of chairmaker in Denmark after many tears as an apprentice. He was extremely skilled in his craft and proud of it. At that time, those who served a thorough apprenticeship were highly respected members of society. He told me that during the mid-day break in Vejle, the town where he grew up, the shoemaker and the cabinetmaker with their aprons and the bakers in white with funny hats would stroll about, proud to be observed as members of skilled crafts.

In our collection of treasured family pictures, there is one that has struck me as particularly interesting. In those days, it was common to take formal posed pictures of people at work and, presumably, the workers were proud to have their pictures taken in that setting. This picture was taken about 1920, when my dad had established a cabinet shop in Vejle with eight employees. Each employee is in shirt sleeves, wearing a glue-encrusted apron and shoes that had stopped the glue not caught by the apron. There are two partially finished, elegant chairs in front of them. One man holds a wood mallet, another a wooden plane.

Dad, too, was in his shirtsleeves. But it was easy to see who was boss for, though he too was wearing an

apron, his white shirt was topped with a three-inch-high stiff collar and a black bow tie. These guys were proud to let posterity know what they were up to at that moment in time. They were producers and were part of the best doggone cabinetmaking shop in Denmark.

In this country, it is not often that we encounter similar displays of pride in one's craft. It is a tragedy that we have, for a long time, ranked productive labor as demeaning.

As a former European, Dad felt very strongly that it was a waste of time to force those not aiming for college to hang around in high school beyond the age of 16. To him, the industrial arts programs were a waste of time — a baby sitting service. It would be much more appropriate to shunt these kids into meaningful apprenticeship or vocational programs. The tough part will be to design such programs when our society doesn't have much respect in the first place for those who become skilled workers.

Is there a reason that a lot of bank presidents have the most fun when puttering around in their \$10,000 home workshops? When creating bird-feeders, clever windmills for the back fence or dollhouses for the granddaughters?

Though we may not admit it, most of us have a compulsion to work with our hands. We secretly welcome the chores of cleaning gutters, nursing the tomato plants or repairing furniture. It is a ritual, a secular sacrament that our non-producing lives need — an unconscious desire to be part of the producing world.

Why don't we, then, have respect for those who do this for a living?

Photo Copy Preservation

R. RICE, APT. D 207  
3049 N.W. MARKET ST.  
SEATTLE, WA. 98107



HON. JOHN SUNUNO  
CHIEF OF STAFF  
THE WHITE HOUSE  
1600 PENNSYLVANIA AVE. N.W.  
WASHINGTON, D.C. 20500

Dear John -

NAN

10-8-91

When I fly my wife and I always have the hand book "The Prince" - Machiavelli and enjoy informing the new friends we meet about the liberal media sin of omission regarding the presidency of J. F. K. Thomas Reever best seller (the life of J. F. K.) A Question of Character relates if the media investigated the Kennedy presidency as thoroughly as the Gates and Thomas hearings - J. F. K. - Bobby - Teddy would be jailed, censured, impeached.

No way can good president Bush lose the 1992 election as long as he exposes the liberals when the time comes.

Mike Desmond

born 1918

WW II  
Africa - Italy

**FBI Graduate**  
**Former Special Agent War Dept.**

**Real Estate Broker**

## **Michael Desmond**

**Former Aide to the Vatican, Former Aide to  
Ireland's President & Prime Minister Eamonn de Valera**

**Park Merced Towers 6M**  
**55 Chumasero Dr.**

**San Francisco, CA 94132**

Photo Copy Preservation

# JFK's mistress tells of links with Mafia

## Exner says cash and secret data given to mobster

By R.C. Longworth  
CHICAGO TRIBUNE

used to influence both the Democratic Party primary in West Virginia and Kennedy's crucial, razor-thin margin over Richard Nixon in Illinois in the presidential election.

The syndicated article was written by American writer Anthony Summers, author of "The Kennedy Conspiracy." Summers said he interviewed Exner, now 57, whom he said is dying of cancer.

LONDON — Judith Exner, a mistress of President John F. Kennedy, was quoted Sunday as saying she carried both money and intelligence data between Kennedy and Chicago mobster Sam Giancana "on at least 20 occasions."



Exner

Although Exner's ties to both Kennedy and Giancana have been long known, a story in the Sunday Times, distributed by Universal Press Syndicate, said it provided the first public testimony that Kennedy took a direct role in trying to buy the 1960 election and, later, to assassinate Cuban President Fidel Castro.

Exner was quoted as saying that the money was passed before Kennedy's election in 1960 and was

Summers quoted Exner as saying: "After Jack was elected, Sam used to tease me all the time. He'd say, 'Your boyfriend wouldn't be president if it wasn't for me.'"

The intelligence data, which she carried in envelopes to Giancana, related to the plot to assassinate Castro. The existence of CIA-Mafia plans to kill the Cuban leader also have been long known, but not Kennedy's direct participation.

That Exner had been the mistress of both Kennedy and Giancana became known in 1975. In 1988, she told author Kitty Kelley that she had acted as a go-between for Kennedy and Giancana who, like Kennedy, was later murdered.

"I've always been reluctant to implicate Jack," she said, adding she did not tell all to Kelley because she didn't trust her. "He trusted me as a go-between. But I think he put me in too much danger."

Mike Demand  
55 Chumbers Dr. #604  
Park Merced Towers  
San Francisco, CA 94132

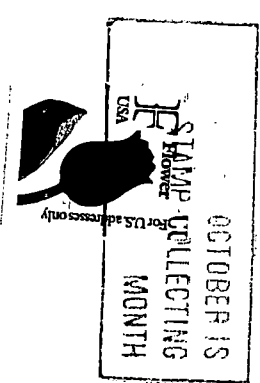


The White House  
Chief of Staff

John H. Summers

1600 Pennsylvania Ave N.W.

Washington D.C.



7222

NAN

"An Open Letter to John Serrano" Oct 13, 91

Governor - "oral sex", "bestiality" "masturbation" "penis" "measurement" "sexual ability" "coca cola cans and pubic hairs"?! one suspects that the porno films Thomas reportedly enjoyed during his Yale days left their mark and a cultivated taste for the raw exotic!

Good God T.V. stations warn parents that their children shouldn't listen to the testimony - is this the Pee Wee Hermans masturbation trial or a Supreme Court Justice nomination process - a political demeaning circus - an OUTRAGE!

Well its kind sight now but one would think that out of millions of minority individuals there must be a "General Powell type" available - of

(\* did you and your Boss understand that one? I still don't!)

course with a law degree and a proven  
 lengthy judicial record - the nation can  
 not afford a politically motivated -  
 rubber stamp inexperienced appointment  
 - pleasing only the conservative members  
 of our party... over coming an "out house"  
 background, delivering ice after school etc  
 etc is all very admirable - BUT this  
 is one Republican who wouldn't mind  
 if a nominee for our nations' highest  
 court was "old money", pioneer family,  
 and listed in the "register" - that describes  
 my wife's grand fathers' (Henry Clay Taft)  
 & William Howard Taft former Chief  
 Justice - who must be spinning in his  
 grave! the "process" has become a circus!!!

10 copies Senate  
 4 copies Bush  
 4 copies media

The political "stage" factor of this present  
 circus nomination process reflects poorly on  
 George Bush and the committee members  
 and sadly demeans all involved -

With regret,  
 Warren B. Jones

An Open Letter

Oct 13, 91

Reverend -

To John Sununu

Another subject for my 29¢ - in my view it is not for one moment acceptable that U.S. unemployment payments can not be extended because they're quote: "too costly" yet our Jewish-American beholders - intimidated politicians shuldy demand "10 billion" for that arrogant, feisty little Shamir and his "gestapo bully boys" - for defiantly constructed settlements in all gottem lands, - as I wrote to you - 2 years ago - "Shamir & Co" ordered the breaking of arms and hands - slaughtered over 1,000 of the "Children of the Stones" - still controls riots with bullets - so we reward this "monster" with 10 billion dollars!?

... and can't show compassion for

(\* we had a moral obligation to forcefully abhor these brutal atrocities - not send BILLIONS!!)

10 copies letters  
4 copies  
Bay  
Lava media -  
"S.S. Chronicle"  
Oakland Tribune

the desperate financial plight of our people - well, frankly, instead of "10 billion dollars" - Shamin + Co should receive an invitation to a "War Games Court" and if I could speak to your boss (a fellow naval officer WWII So Pac) I'd tell him in no uncertain terms not one damn cent for Jonathan Pollard's employer until our people are helped! and lets look into these Jewish "P.A.C.s" - their power is a corrupting influence - a sinister one which should be regulated - why aren't they?!

Warren B. Jones

haven't received a reply from you or even a staff member re two letters? I feel what I say is important and shouldn't be ignored by a public official thus - the "OPEN LETTER" tactic - my words will be heard - media etc

Oct 13, 91

Merlin Fitzgerald - press secretary  
Good morning!

hope our Republican leader and my fellow naval officer So. Pac WWII has an opportunity to read the enclosed letters to his "Chief of Staff" - I feel my views reflect those of the average American voter and their outrage that our "beholden" politicians shilly demand 10 Billion for Israel while the needs of our people - "unemployment payments" roads, schools, housing for the homeless<sup>etc</sup> - are not met.

the president states unemployment payments are "too costly" - in my view we can't "afford" 10 BILLION for Soviet Jews or indeed any Jews nor can the nation "afford" the shazy hearings views now being presented because of the ill advised Thomas nomination -  
Warren B. Jones

Oct 15 91

Merlin Fitzwater - press secretary  
Good morning!

In the last two years I've written to your office twice - strangely neither you or a staff member have replied? - certainly you don't mean to appear arrogant and discourteous - public officials can't afford that luxury!

Frankly, I don't particularly care whether you respond or not - my message is for your employer - one knows how difficult it is to reach the "Oral Office" - I had hoped you would help - well this is a third effort!

My wife as stated is a Taft - her grandfather's kin in 1909 dwelled on the "White House" - and in retirement - as you may not know - was

\* Merlin the motion picture really isn't interested in the spirit of the American Revolution  
\* fast movie 1903 - Betty Jones -

own Chief Justice " he must be spinning in his grave" <sup>as are</sup> my own kin - the James of Ohio - and again you may not know that they were "American Revolution" heroes as chronicled by another family member Jane Grey who was a very famous writer long before your birth Merlin..... well so much for name dropping but one should know who one has consulted - Merlin you've undoubtedly from an equally prestigious background -

Also, as stated the "process" must be restructured - George Bush, the committee and those asked to testify were all demeaned - one hopes this outrageous lurid soap opera circus with "parental warnings" will not be repeated -  
With obvious disgust -

C/FILE  
copies

Warren B. Jones



John Sumner - Chief of Staff  
"White House"

Washington, D.C.

Ray A. Mylius  
18484 High Parkway  
Rocky River, Ohio 44116

10-17-91

NAN

Dear Governor Sumner:

So you went to MIT and you are  
a genius.

If you are so damn smart why  
in the hell don't you do something  
about the Japs?

Sincerely  
R. A. Mylius

# Quit paying Japan's bills

Photo Copy Preservation

By DAMON STAKES

**I**t is time to quit subsidizing the Japanese economy. In 1987 our trade deficit with Japan was \$59 billion, in 1988 more than \$55 billion and in 1989 it was \$49 billion. By 1990, 20 cents of every federal income tax dollar went to service (pay the interest on) the national debt. The largest holder of these bonds — Japan.

On Sept. 16, DuPont announced it would cut 2,200 jobs; Nynex Corp., a northeastern telephone company, said it would terminate up to 1,900 management positions, and Frito-Lay Inc. said it would eliminate 1,800 employees.

These layoff pronouncements do not bode well for any swift recessionary recovery. How many new homes, automobiles and appliances do unemployed white and blue-collar workers buy? These and similar announcements induce a continuing downward spiral. Workers fearful of unemployment delay purchases, resulting in more layoffs. Leaner and meaner have some real human consequences.

In less than 10 years America has gone from the largest creditor nation to the largest debtor. The only substantial reduction in the U.S. trade imbalance, in June 1991, came as a result of foreign payment for Desert Storm. July's deficit was \$5.9 billion.

Maybe Japan may hold some answers to our economic problems.

Some suggestions to revitalize the U.S. economy:

In stages, grant the Soviet Union loan guarantees, all designated to buy goods and services from the United States.

First, for immediate American agricultural and technical (transportation and communication) assistance to forestall starvation. Second, obviously tied to a viable democratic restructuring of the Russian government, the rebuilding of the Soviet infrastructure using American know-how and



American-made clothing, shoes, appliances, and other consumer goods.

In the 1980s nearly half of Japan's foreign aid came tied to her expertise and equipment.

American dependence on foreign oil is one reason for our trade deficit. An innovative way to encourage U.S. development and make us more energy independent is to support a high-speed rail system. A federal commitment to rebuilding America's passenger rail service similar to the interstate highway program of the 1950s, using

Japan has one of the best high-speed rail systems in the world.

Increasingly, our enemies are economic not political. America should consider accelerating our already announced military withdrawals and base closings, and halting production of big-ticket defense items directed at a Soviet threat like the now non-stealth B-2 bomber. Japan's defense spending is the least in the developed world.

Reduce the long-term capital gains tax on new construction only. This would not include non-employment generated paper profits on stocks and previously estab-

40% over a six-year period. In 1980, the wealthiest taxpayers in America paid 50% in federal income taxes.

Adopt a national lottery with all net profits going to help pay the national debt.

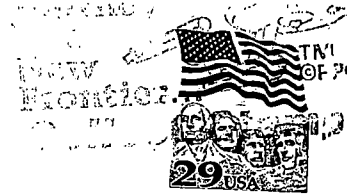
Put reciprocity back into the reciprocal trade agreement that was the basis of the General Agreement on Tariffs and Trade (GATT). GATT was designed to promote world trade after World War II. With the largest economy in the world, the United States often allowed some protectionism by some countries.

Now that Japan is No. 1, it seems unrealistic to allow this practice in

Photo Copy Preservation

PD 10-17-91

sibility.  
**BOO, JAPAN:** "American companies aren't going one-on-one with Japanese companies," Sen. Carl Levin, D-Mich., told a Senate committee yesterday. "They're up against a 500-pound gorilla." Levin. Sen. Donald Riegle, D-Mich., and other witnesses said the Japanese were exporting their system of industrial cartels to the United States, freezing out domestic firms.



GOVERNOR JOHN H. SUNUNU  
THE WHITE HOUSE  
WASHINGTON, D. C. 20500

WILLIAM M WALLACE  
5432 HIDDEN HARBOR LANDING  
GAINESVILLE GA 30504 12AM

WESTERN  
UNION MAILGRAM<sup>®</sup>



1-000159S285 10/12/91 ICS IPMBNGZ CSP WHSB  
4045329383 MGMB TDBN GAINESVILLE GA 262 10-12 1244A EST

GOVERNOR JOHN SUNUNU WHITE HOUSE CHIEF OF  
STAFF  
1600 PENNSYLVANIA AVE  
WASHINGTON DC 20500

*NAN*

I SEND THIS TO YOU IN THE HOPE THAT YOU MAY PERSONALLY READ IT. AS A RETIRED CORPORATE EXECUTIVE, AFTER 77 YEARS OF LIFE, AND A LIFELONG DEVOTION TO THE BASIC WELFARE OF MY FELLOW MAN, WITHOUT PERSONAL OBJECTIVES OF FINANCIAL AND MATERIAL ACCOMPLISHMENTS, I NOW HAVE REACHED THE LIMITS OF MY RESTRAINT TO SAY IT LIKE IT IS, OR SEEMS TO BE. THE CURRENT HORRENDOUS SO-CALLED HEARINGS REFERENCE JUDGE THOMAS ONLY BRING INTO FOCUS THE PATHETIC, STUPID, DISGUSTING, STATE OF OUR FREE AND DEMOCRATIC SOCIETY. THE WORD DEMOCRATIC, ALONG WITH THE WORD POLITICAL, HAVE NOW BECOME THE MOST DESPICABLE WORDS IN HUMAN SOCIETY. THE ILLUSTRIOUS MEMBERS OF OUR CONGRESS, SO TO SPEAK, HAVE AT LAST REVEALED THEIR TRUE INCOMPETENCE AND SPEAKING STUPIDITY AND GREED.

SUCH BEING THE CASE, WHAT, PRAY CAN CONCERNED CITIZENS DO? ONE ACTION MIGHT BE TO RISE UP AND CHANGE THE STRUCTURE OF OUR GOVERNMENTAL ADMINISTRATION. SUCH ACTION IS LONG OVERDUE. THE PROBLEM, HOWEVER, BASICALLY HAS TO DO WITH WE, THE PEOPLE. WE ARE, AND CONTINUE TO BE THE VICTIMS OF GREED AND PERSUASION. NOW IS THE TIME FOR RECTIFICATION. WHAT A HOPELESS OBJECTIVE CAN WE HAVE.

I CAN ONLY HOPE THAT YOU AND OTHERS WILL SEE THE LIGHT AND GET OFF YOU POSTERIOUS AND GET WITH IT.

UNFORTUNATELY, I HAVE AT THIS LATE DATE, BECOME OVERWHELMED WITH MY CONCERN AND IMPATIENCE WITH THE DELAYED UNDERSTANDING AND INTELLIGENCE OF MY FELLOW MAN, INCLUDING MYSELF.

WILLIAM M WALLACE  
5432 HIDDEN HARBOR LANDING  
GAINESVILLE GA 30504

00:38 EST

MGMCOMP

MGM CS (10/89)

TO REPLY BY MAILGRAM MESSAGE, PHONE WESTERN UNION ANYTIME, DAY OR NIGHT:

FOR YOUR LOCAL NUMBER, SEE THE WHITE PAGES

OF YOUR LOCAL TELEPHONE DIRECTORY

OR

DIAL (TOLL-FREE) 800-325-6000



**P.M. Lawlor & Co.**  
3561 Lynnfield  
Shaker Hts., OH 44122  
216-295-1776

11 October 1991

*NAN*

Mr. John Sununu  
Chief of Staff  
The White House  
1600 Pennsylvania Ave.  
Washington, D.C.

Dear Sir:

It seems to some of us here in the Midwest that, if the President would make an angry speech denouncing the treachery of Senators Metzenbaum and Kennedy in the recent allegations against Judge Thomas, that he could bid fair to make the word "Democrat" synonymous with 'liar' and 'polecat'.

With enough venom, he could put Metzenbaum's seat up for the taking of a Republican candidate next time around.

Yours,

Patrick M. Lawlor, Esq.

PML/jrc

Sep 03, 1991

John Sununu Esq.  
24 Sam Oset drive  
Salem, New-Hampshire 03079

THE CHIEF of STAFF  
has seen

NAN

Dear Mr. Sununu ,

I am sending this document for your information.  
I gives an image of what an US District Judge, Honorable Sim Lake,  
is doing . And it summarizes a Civil Right case in which President  
Bush is an established defendant.

Though you are not cited , Judge Sim Lake has mentionned your name,too.  
His Memorandum implies that you had knowledge that a conspiracy against  
Civil Rights is on commission ...etc ; and that you presumably neg-  
lected to take action. ( Docket Entries N° 18 and N° 20 ) .

And now , under undue influence , Judge Sim Lake is infringing the Law  
to my detriment. And , he is doing it too flagrantly , with a rich  
paper trail left behind .

The important fact in all these is that he entered an escalate against  
the US Constitution , and that you are in it .  
Besides , I really don't want to believe President Bush is so pueril  
to try to cover-up a judicial corruption in which he is a party who  
had filed a defense . An inconsistant defense, by the way.

I respectfully pray you to draw President's attention on this escalate .

Mr. Fazli Cemil Akmansoy  
10002 Port Angeles  
Houston, TX. 77086-2845

63 Sept 1991

UNITED STATES DISTRICT COURT  
FOR THE SOUTHERN DISTRICT OF TEXAS  
HOUSTON DIVISION

United States District Court  
Southern District of Texas  
FILED

AUG 30 1991

Jesse E. Clark, Clerk

FAZLI CEMIL AKMANSOY, Plaintiff	X	CIVIL ACTION
V.	X	NO. H-91-0633
GEORGE HERBERT WALKER BUSH, ANDREW J. DUFFIN, <span style="background-color: #c8e6c9;">                    </span> CYNTHIA A. HOOVER KEN LIBERTON SHERIFF J. KLEVENHAGEN, Defendants	X	

PLAINTIFF'S MOTION FOR TRIAL

UNDER RULE 54 (b) and RULE 38

To Honorable Sim Lake

Plaintiff files this evidence (Exhibit N<sup>o</sup>8) , sets forth the following facts with regard to the proceeding , and moves for determination under Fed.R Civ P. 38 .

FACT N<sup>o</sup> 1

Records show that plaintiff adequately asserted claim upon which relief can be granted under 42 § 1985 and 42 § 1986 .

He correctly briefed his cause , duly cited real parties in interest, and submitted four exhibits evidencing the conspiracy among :

- the defendants
- US District Judges De Anda , D.Hittner, magistrate Kelt of the Houston Division
- US Circuit Judges Edith H.Jones, T.Gee, E.Davis , the clerk Ganucheau , deputy clerk Windhorst Jr. of the 5th Circuit.

FACT N<sup>o</sup> 2

Records show that none of the defendants did deny factual allegations nor the materiality of overt acts concerning :

- (a) - conspiracy for hindering plaintiff's action at law
- (b) - judicial corruption and judicial fraud
- (c) - corruption at FBI .

Therefore plaintiff's claim has had been admitted by the Rule 8(d).

FACT N<sup>o</sup> 3

Records show that defendants were been under burden of affirmative defense ; and that they failed to present it.

Because plaintiff did contest all defendants' averments ; and that no fact brought by defendants having yet been tried , no conclusion for the defendants is legally admissible, nor valid.

FACT N<sup>o</sup> 4

Records show that the Court systematically denied all plaintiff's motions regardless of that they were unopposed. Nor did the Court tried their matter of dispute .

FACT N<sup>o</sup> 5

Records show that the Court deliberately omitted to enter judgement against defendants Bush, Duffin, Hoover, under Rule 55 ; and did omit to try the relevant facts. (Docket Entries N<sup>o</sup> 6 and 10)

FACT N<sup>o</sup> 6

Records show that , the Court has erroneously dismissed the case under 12(b)(6) on the sole ground of defendants' allegations.

Plaintiff did oppose dismissal . Then the Court recognizing its error did vacate the judgement by amanding it. (Docket Entry N<sup>o</sup> 18)

TRUE COPY I CERTIFY

ATTEST:

JESSE E. CLARK, Clerk

By

  
Deputy Clerk

ATTEST:

JESSE E. CLARK, Clerk

By

\_\_\_\_\_  
Deputy Clerk

Nevertheless its amendment still was implying disputed facts, undetermined issues , and still was requiring affirmative defense.

FACT N<sup>o</sup> 7

Plaintiff did oppose Court's Memorandum and Order of JUN 21,1991 for erroneous amending , and for incoherency .

The dismissal under 12(b)(6) being vacated , the Court shall to proceed and not adjudge without trying the facts.

Plaintiff filed an evidence showing unmaterial facts of the Memorandum, did contest its arguendo that was requiring affirmative defense.

Plaintiff especially claimed that no fact having been tried yet , defendants' dismissal from suit was illicit.

Plaintiff courteously set forth that the Court might analyse averments of both parties and dissect the evidences , but may not alter or add to them .

( Docket Entry N<sup>o</sup> 20 )

FACT N<sup>o</sup> 8

Defendants have not responded to this Motion, and despite they were under burden of affirmative defense , they failed to present .

They even have failed to oppose plaintiff's Motion for judgment on it .

( Exhibit N<sup>o</sup> 8 )

FACT N<sup>o</sup> 9

But , the Court erroneously did deny plaintiff's Motion to Alter.

By so doing , not only the Court rendered judgment without trying but also did contradict the Rules of Procedure and the Law , for the following reasons :

- (a) - Plaintiff was legally entitled to his motion by the virtue of Rule 8(d)

TRUE COPY I CERTIFY

ATTEST:

JESSE E. CLARK, Clerk

By

  
Deputy Clerk

- (b) - The Court has denied without trying the facts and without evoking the evidence (Exhibit N°7) brought within the motion.
- (c) - Court's laconic denial did conceal existence of said evidence , did conceal existence of still disputed facts, did conceal the fact that defendants had failed to their burden of affirmative defense.

And so , the Court Order Docket Entry N° 23 misled the proceeding by concealing what it should have been disclosed , and gave illicit advantage to defendants.

II

Whereas , considering aforesaid facts of the proceeding , and :

- Because Rule 8(e) authorizes plaintiff to state as many claims as he has .
- Because Rule 54(b) excludes dismissal of one or more but less than all defendants jointly charged in an action.
- Because the Court has not yet ascertained any findings based on tried facts nor did evoke any conclusion of law based on tried facts .
- Because the Court omitted to respond to plaintiff's Motion Docket Entry N° 22 .

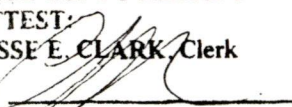
Plaintiff moves for trial of the facts in open court in order to alter Court's Amendment in compliance with licitly determined facts.

He demands from the Court to list the facts left to be proven for the relief he seeks for.

He demands from the Court to do try disputed facts under Rule 38 ; and moves for it .

Respectfully submitted  
Plaintiff  
Fazli Cemil Akmansoy

A. 10 30, 1991  
Fazli Akmansoy

TRUE COPY I CERTIFY  
ATTEST:  
JESSE E. CLARK, Clerk  
By   
Deputy Clerk

Proceedings include all events.  
4:91cv633 Akmansoy v. Bush, et al

7/1/91 20 MOTION to alter Court's order of Jun. 21, 1991 by Fazli Cemil Akmansoy, Motion Docket Date 7/22/91 [20-1] motion , filed (br) [Entry date 07/02/91]

7/8/91 21 OPPOSITION by Fazli Cemil Akmansoy to Deft. Liberton's Mtn of Jun. 21, 1991, filed (br) [Entry date 07/09/91]

7/29/91 22 MOTION to rule on Pltfs Unopposed Motions by Fazli Cemil Akmansoy, Motion Docket Date 8/19/91 [22-1] motion , filed (pv)

8/20/91 23 ORDER denying [20-1] motion to alter Court's order of Jun. 21, 1991 , entered; Parties notified. ( signed by Judge Sim Lake ) (br) [Entry date 08/21/91]

Plaintiff's EXHIBIT N<sub>o</sub> 8

NAN

The President  
The White House  
1600 Pennsylvania Avenue NW  
Washington DC 20500  
Attn: John Sununu

16 OCT 91

Gentlemen:

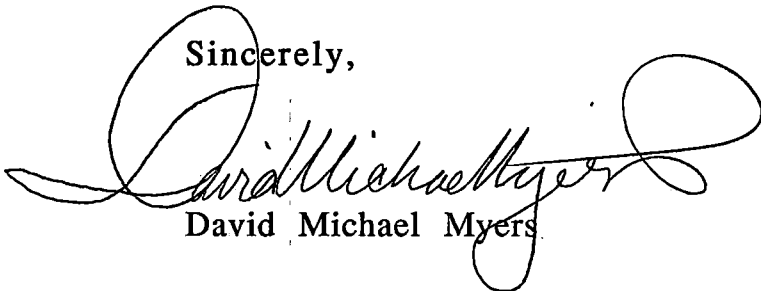
Once or twice in a lifetime new ideas come forward that are truly insightful and revealing. I have read a book that sets forth some ideas that I think you can use to help all the people in the country, help the Republican Party, help President Bush, help yourself, help the world, etc. The book is *Bionomics: The Inevitability of Capitalism* by Michael Rothschild [published by Henry Holt and Company, 1990--New York].

The entire book is excellent and has an astonishingly accurate analogy between economic systems and biological systems. I am amazed that professional economists haven't grasped the idea sooner.

I commend especially Chapter 22: *Ending Poverty*. An imaginative, insightful policy maker should be able to shape these ideas into political philosophies and campaign themes that will blow the Kennedys, Metzenbaums, Harkinses, Kerrys, Clintons and all the other ideologically bankrupt Democrats into oblivion. You have just enough time to get it going before the next election.

You probably already are aware of this wonderful treatise, but I wanted to make sure that it was not overlooked.

Sincerely,



David Michael Myers

922 Marys Lane  
Martinsburg WV 25401  
O: 202-646-2137 H: 304-267-6159

**B**ionomics argues that what we call capitalism (or free-market economics) is not an *ism* at all but a naturally occurring phenomenon. It is the way human society spontaneously organizes itself for survival in a world of limited resources. Capitalism was not planned; like life itself, it did not need to be. It just happened, and it will keep on happening.

Marxism, on the other hand, has its own theory to explain why it should work, although it never seems to work in practice. Capitalism lacks a theory, but for all its flaws, it continues to outperform planned or politically directed economies. By explaining the ecology of capitalism (its cooperative as well as competitive relationships), *Bionomics* offers the first coherent view of the historical forces that are propelling the worldwide trend toward free-market economies.

Drawing on the science of evolutionary biology and his own experience as a high-tech entrepreneur and consultant to leading corporations, Michael Rothschild challenges conventional thinking to provide an entirely new explanation of our economic past and probable future. He argues that "on a day in-day out basis, biologic and economic life are organized and operate in much the same way: In the biologic environment, genetic information is the basis of all life. In the economic environment, technological information, captured in books, data bases, and the know-how of millions of individuals, is the ultimate source of all economic life."

Looking at the economy through the prism of contemporary biology, Mr. Rothschild challenges conservatives and liberals to move beyond ideology and to rethink government's role in fostering a prosperous and compassionate society. And, most important, *Bionomics* explains how we can take advantage of funda-

(Continued on back flap)

mental economic forces to help solve our most pressing problems, including:

- Regaining our position of world economic leadership
- Making Americans investors and savers, not just spenders
- Finding the economic incentives to reduce poverty, homelessness, and environmental disasters
- Reversing the failures of our public schools



JAY DANIEL

Michael Rothschild earned his law and MBA degrees simultaneously at Harvard. Formerly with the Boston Consulting Group, he now directs the San Francisco office of the Cambridge Meridian Group, a firm specializing in competitive planning for corporations experiencing rapid technological change. A decade ago, after noticing several uncanny similarities between economic and ecologic phenomena, he began the research and study of biology that led to the writing of *Bionomics*.

Jacket design by Russell Gordon

Henry Holt and Company, Inc.  
115 West 18th Street  
New York, New York 10011

PRINTED IN U.S.A.

10-7-91  
JOHN R. MYERS CO.

Consultant to the Plastics Blown Film Industry

477 Maple Circle Dr.  
Cincinnati, Ohio 45246  
U.S.A.

Phone 513-671-0077  
Messages 513-671-0076

NAN  
JOHN SAJUNU -

I BELIEVE IT IS ABOUT TIME TO  
CHALLENGE THIS LINE-ITEM-VETO QUESTION.

THE SUPREME COURT IS ALMOST CORRECT.  
ALL THAT IS NEEDED IS A GOOD TEST CASE  
SIMILAR TO THE "AID TO PANAMA & EL SALVADOR"  
WHICH WAS REDUCED 10% & THEN MULTIPLIED  
BY 6, BY OUR LEGISLATORS.

PLEASE TRY TO SET THIS UP SOON.

THANKS,





A Gannett Newspaper

## THE CINCINNATI ENQUIRER

WILLIAM J. KEATING *Chairman and Publisher*

GEORGE R. BLAKE *Editor, Vice President*  
THOMAS E. DUNNING *Managing Editor*  
THOMAS S. GEPHARDT *Associate Editor*

DARRYL W. EVERETT *Vice President, Advertising*  
WILLIAM R. JOHNSTON *Vice President, Circulation*  
MARK S. MIKOLAJCZYK *Vice President, Production*  
JAMES A. SCHWARTZ *Vice President, Finance*  
GERALD T. SILVERS *Vice President, Marketing Services*

# President/Congress

## The line-item veto seems to be already in the Constitution

The second paragraph of Article I, Section 7, of the U.S. Constitution describes the procedure by which every "bill" that passes Congress goes to the president for his approval or veto. It also provides that the presidential veto may be overridden by two-thirds votes in both houses.

The third paragraph of the same section dictates that every "order, resolution or vote" of Congress will similarly be submitted to the president, who again has the right to sign it or veto it. Congress has the same right to override.

Why did the framers of the Constitution so clearly differentiate between a "bill" on the one hand and an "order, resolution or vote" on the other — unless they intended that the president should be able to veto specific parts of congressional enactments without vetoing the whole?

That is a question that lies at the heart of the ongoing debate about the

line-item veto.

Most of the nation's governors enjoy a line-item veto; the president, under current practice, does not.

The president's inability to oppose specific parts of spending bills is in large part responsible for Congress' habit of loading up every appropriations bill with projects the nation as a whole neither wants nor needs. Congress knows in such instances that any president is loath to veto an entire appropriations bill because of one or two or three wrong-headed features.

Sooner or later, ~~President Bush needs to challenge Congress and insist that he already has the right to veto parts of congressionally passed appropriations measures.~~

If he takes such a stand and wins, all of his successors will be the beneficiaries; so will many generations of the American people.

**JOHN R. MYERS CO.**  
477 Maple Circle Dr.  
Cincinnati, Ohio 45246  
U.S.A.



Gov. JOHN SANUNU  
% WHITE HOUSE  
WASH., D.C. 20500

NAN

2804 Beebe Rd  
Tulsa, Mi 49120  
10/4/91

Mr John Sununu  
Chief of Staff,  
Washington, DC.

Dear Sir:

Don't worry about the crimes in our streets.  
You can talk more with a pencil than you  
can with a gun! Witness the banking + charging of  
roads in Washington. I am outraged as is  
everyone else I talk to. As a Senior citizen on  
\$490<sup>00</sup> a month Social Security I have to pay for  
every mouthful of food I buy, and my bank charges  
15<sup>00</sup> each for an NSF check, if I ever have one.  
The names of the cheats should be made public.

These last two administrations have been the  
worst in history for sleaze, scandal, cheating.  
It's no wonder the U.S. is broke. You guys don't  
know there's anybody west of the Potomac. You  
forget all about the little people who work every  
day, pay their god-damned taxes to support all the  
chaos in Washington. We're getting fed up with  
it. Now the lying about the helicopter being  
over! Who do you think you are kidding? If it  
weren't for the media keeping us informed, this  
government wouldn't tell us a thing. Spokesmen  
like Fitzwater telling us how good the economy  
is and the next broadcast tells us 300,000 more  
laid off. You tell us inflation is no worse & the  
media tells us prices have risen 28% - over all.  
Cereal is 3.5<sup>00</sup> a box and costs us down to 15<sup>00</sup>  
a barrel! Cereal makers can make 60<sup>00</sup> a barrel  
on corn and pay 23<sup>4</sup> a barrel for it. Cattle  
are 80<sup>00</sup> a cwt and steers is 8<sup>00</sup> a pound -  
or free at Congress's restaurant! People are  
hungry in U.S. + Israel wants 10 billion!

When all these unemployed lose their homes,  
cars, and furniture and are no longer paying  
taxes, you are going to see a recession that  
won't quit. You sure as hell want tax the rich  
to support this extravagant government which  
spends, spends, spends with complete abandon-  
ment. We've had gasoline taxes for years and  
roads & bridges are falling apart. You've cut federal  
funds to cities and they are falling apart. You give  
millions to universities and they buy guitars &  
landscaping. You have no regard for the en-  
vironment, ecology, or the people in this  
country. Big banks everywhere and the nation  
is hungry. Tell Bush how to get out of this one!  
(When he's off the golf course).

We are outraged out here!

Genevieve Gibbs  
Senior citizen

Now write and tell me how good I have  
it in this country!

B. Kubbe  
2804 Becker Rd  
Petal, MS 39120



John Surranne  
Chief of Staff  
White House  
Washington DC 20510  
20500