

From: Gary S. Gevisser

Sent: Sunday, April 13, 2008 2: [45](#) PM PT

To: Maxwell M. Blecher Esquire

Cc: **rest**; Jeffrey R. Krinsk - Finkelstein & Krinsk; Adam L Tucker; Office of the Israeli Defense Department Attache - Israeli Embassy Washington DC.; Devin Standard; Dr. John K. Pollard Jr. - Alumni MIT & Cornell University; John Dau - A Leader of the Lost Boys of the Sudan; Jared Stamell Esq - Stamell & Schager, LLP; michael sagorin; Annette Milliner; Elie Wiesel; anthony.browne@observer.co.uk; Sam Torres; jimandjoe@ussliberty.com; US Navy Vice Admiral John Stufflebeem; Lars Trupe; Senator Barack Obama - US Democratic Presidential candidate; Senator@kennedy.senate.gov; Senator Lieberman ; Hilary-Bill DeBeers-Rhodes Scholar-Rich Clinton; Tony Leon MP - Leader of the Democratic Alliance - Republic of South Africa; Molly H. Hubbard - Director of Development James A. Baker III Institute for Public Policy - JAB's law firm representing the House of Saud; Helen Zille - Mayor of Cape Town, South Africa; Roger W. Robinson - "Busom buddy" of King Golden Jr. Esq. - Former Chairman U.S.-China Economic and Security Review Commission-Protege of senior DAAC operative David Rockefeller - Chairman of Chase Manhattan Bank; Nicholas Oppenheimer - DeBeers-Anglo American Cartel [DAAC]; Senator@McCain.senate.gov; Guy De Chazal - Partner Morgan Stanley; Professor Joe Grundfest - Stanford University - former member of the SEC; Edward Jay Epstein - Author of The Diamond Invention; Michael Strauss Esq. - International Monetary Fund; jb38@columbia.edu; sflaxman@cfr.org; Professor Jeffrey Sachs - Columbia University; Kate LaVoie -WSJ; Syd Cohen - Commander of Israel Squadron 101 - Israel War of "Independance" [sic]; Mossad; United States Justice Department; President@whitehouse.gov

Subject: KEEP SMILING - UNELATED - DEAFENING SILENCE - part v -rule of law - uphold the law

Does world peace or my "\$ hit list" [sic] concern you more?

Hong Kong gold market scheduled to open in about 2 hours – gold last trading on the spot market US\$924.90.

GOLD AND ECONOMIC FREEDOM, an essay written by Alan Greenspan in 1966 should not only be enough to have this former Chairman of the DeBeers-US Federal Reserve tried and convicted for "high-treason" but such an easy to understand report spelling out the simple arguments for why only the De Beers-Anglo American Cartel, banker of bankers would benefit from the US-DeBeers-Government going off the Gold Standard some 5 odd years later on August 15th, 1971, should be handed to Ms. Hilary Clinton Esq. but that still won't stop her from providing the masses with entertainment, thinking what else would they be doing with their time and at the same time feeling good that this fatso looks just as bad if not worse from behind than them.



The Chinese know increasingly that should any of the current candidates for President of the United States of America succeed in being elected President of the most bankrupt nation on earth then the odds are even greater that they can count on the Israel Defense Force to help maintain the peace which remains war to those who profit from war beginning with the hilariously funny "non-racial liberals".

Nothing in the least bit funny unless you are shorting US-De Beers-Dollars when soon watching Hilary and the entire US Congress "eat their words" as Hilary continues the charge, "China is manipulating the currency markets"!

Can you explain what has you forgetting your "deafening silence" after having so much to say when you and I last spoke and you wanted to know how I could help you to continue "stealing legally" from the poor?

Click [HERE](#) to refresh your memory.

Sidebar to Adam and Jeffrey R. Krinsk Esq.: Please when speaking with people you hope to attend this afternoon's seminar-workshop, most likely at the cliff house, have them first read what I believe to be my last communication on October 22nd of last year with Mr. Blecher who received an award from his fellow "shell-game" Shareholder Class Action Litigators, again I believe in 1998, as the nation's number one SCAL, although I could have him confused with Jared Stamell, all however, participating in one form or another in De Beers' ongoing "entertainment" handouts to those lawyer-liars doing their bidding, as this mafia of mafia, counterfeiter of counterfeiters, special interest of special interest group bankers,

when dishing out such utterly nonsense token settlements, such as the recent US\$900 million that cost the De Beers-Anglo American Cartel [DAAC] absolutely nothing, while of course promoting their and the US Treasury-US Federal Reserve's equally worthless-fictitious De Beer-US Dollars currency.

Then have them just read Chapter 9, DIAMONDS FOR HITLER, subtitle, THE SECRET WAR REPORT OF THE OSS/CIA, one of some 22 most interesting picturesque Chapters in Hollywood blockbuster author-investigative journalist Edward Jay Epstein's most fascinating non-fiction internet only novel, The Diamond Invention.

Third, have them research how very quickly the OSS, again the forerunner to the CIA, recruited Nazis following the surrender of De Beers' Nazi Germany on May 8th, 1945 as Jewish-South African-Israeli Fighter-Bomber-Pilots such as Commander Syd Cohen



immediately left northern Italy, following in the footsteps of my father who left just 23 odd days earlier, 2 days following the completion of his 71st mission dive-bombing the crap out of the DAAC Nazi bastards, and instead on continuing south to South Africa - where my father was now beginning to grieve for his dying mother, Kate Gevisser of Hasholom,,, who passed away a month later on June 8th, 1945 at age 50, at which time, her one brother, Louis Sher, the father of Maureen Sher who later married multi-billionaire developer Michael Rapp, partner of insurance mogul Donny Gordon, attacked my father with a kitchen knife, blaming my dad, who volunteered when just 18 years of age, to fight the Nazis, for Kate Gevisser having contracted cancer, suggesting that Kate "worrying to death" on

each and every one of my father's miraculous missions, he would end up dead and not wanting to have to grieve over his coffin - Syd Cohen and other members of Allied Squadron Eleven [11] headed by boat through the Red Sea, "turning left", heading in the direction of Malaysia but before reaching, I believe it was, Singapore, the US-De Beers-Government, never a friend of independent thinking Jewish people, sent a very clear signal to the Jewish people who had survived World War II, all about wiping out all "independent thinkers", again mostly found amongst us Jewish people, when so cowardly exploding not one, but two nuclear weapons, the second Hydrogen bomb significantly more powerful, on two Japanese civilian populations.

Not to mention the Japanese who were so outrageously ruthless to the Chinese and have yet to apologize for their atrocities against the awesome Jews of the Orient as well as their allied cousins, the Koreans, were more than simply magnanimous to us Jewish people, saving more Jewish lives during the Holocaust than the history books care to mention.

Fourth, have them bring their favorite fiction as well non-fiction novel along; better yet try and get the email address of those authors.

Fifth, have them read the following bio on my Royal Mater-Mother, my dad and Syd Cohen's very close friend American Fighter-Bomber-Pilot George Lichter.

Cutting and pasting from the George Lichter's bio on the internet:

When Israel declared statehood, Lichter decided to volunteer his services. He didn't know how, and called three or four organizations, all of whom told him they knew nothing about it, either. One of his calls must have reached someone who knew something, however, as he soon received a phone call requesting that he attend a clandestine meeting at a hotel.

Lichter felt pessimistic about Israel's future, but he wanted to "give enough". He thought that the Arabs would overrun and dismantle the country within a month or two. He "had no concept that there was a possibility of Israel winning the war."

After renewing his passport and acquiring a \$480 one-way ticket to Geneva, Lichter left. A contact in Switzerland sent him by train to Zurich



and from there on a plane to Prague, where he met a group of other volunteers including Chris Magee, Arnie Ruch, and Les Shagam.



Ceske Budejovice, June 1948. Left to right, sitting: (?), George Lichter, Les Shagam, Arnie Ruch, Rudy Augarten. Standing: Chris Magee and Syd Cohen. The unidentified man may be Al Freeman.

The group traveled together to Ceske Budejovice, arriving in early June.

Lichter, like many of the pilots, had not flown in a while and first checked out in Arado trainers.

After that, the Czechoslovakian instructors - lieutenants Bilek and Prokopec - introduced him and the others to the S-199. After about a week, several pilots had checked out and were on their way to Israel. Lichter, however, was asked to stay behind.

After leaving combat flying in Europe, Lichter had done a stint training students, training a class of Brazilians and another class of Americans bound for Japan (in the P-47N). After the war, he had earned his civilian training rating, too.

The combination of Lichter's trainer qualifications, his adeptness in handling the stubborn S-199s, and the fact that the Czechoslovakian trainers didn't want to fly the planes anymore led the Czechs to ask him to take over the training program. Lichter stayed at Ceske Budejovice airfield through the summer, sleeping on "terrible army cots in a bare room" and eating "monstrous" food.

As a trainer, Lichter introduced a philosophy completely alien to the Israelis he taught. The native Israeli cadets he later taught - including Haifa dandy Dani Shapira, kibbutznik Moti Fein (later Moti Hod), and Shaya Gazit - had experienced only informal military organization with the Haganah or Palmach, if any at all. Lichter took a stricter, more disciplined, more American approach to training. He demanded that his cadets follow his rules and he was quick to reprimand slackers. Several of his students confessed to fearing the man as much as they respected him.

As the summer wore on and classes passed under his tutelage, Lichter took on more and more of the training responsibility - both because he was so talented in the S-199 and because the less the Czechoslovakian trainers flew the S-199, the happier they were. He would fly the S-199 a dozen times a day when the going got busy. Red Finkel said:

George was the one true hero of the 1948 war. Those planes were so dangerous, I remember seeing him at the end of a day of instruction, and he'd be so shook up he'd head straight for the bar, and couldn't even talk until he had a drink. (Yonay 1993)

In early July, Leo Nomis and Mitchell Flint fell into Lichter's hands. Nomis recalls his first meeting with Lichter:

The driver points to the stocky one and says this is George Lichter.... Lichter leans back in his chair and studies me for a moment. He has a short black beard and his eyes are serious. (Nomis and Cull 1994)

Once comfortable with the S-199 - at least, as comfortable as possible - Nomis engaged Lichter in mock dogfights.

A few yards to the right Lichter starts his engine and the noise is loud. I switch the radio on and the sound dims amid the crackling of the static in the helmet earphones. I work the fuel primer pump and the Messerschmitt rocks gently as the mechanics wind the inertia. The engine starts and the rhythmic rumbling creates a relaxing effect. I look over at Lichter and he moves forward from the line with rudder fishtailing. I turn out behind him and we take off into the bright air.

Lichter handles his machine deftly. We have a simulated dogfight at 10,000 feet and I watch as the patchwork of the earth below tilts diagonally. Then the wings of the aircraft in front flash upward and the windscreen is filled with the blue above. Lichter rolls while climbing, tightens the roll into a turn and drops out behind me. I smile to myself. It is two years since I have flown fighters. (Nomis and Cull 1998)

By the end of the summer, all the S-199s had left for Israel. Mitchell Flint arrived in Israel in early August and Lichter either came with him or followed soon after. He sought and been granted combat duty in Israel. Assigned to the 101, Lichter was in Netanya in mid-August, around the time of Ben-Gurion's visit. Nomis remembers:

Lichter is going back to a European assignment in a week and he stays temporarily in the tent with us. There are no more Messerschmitts coming in from Czechoslovakia but Lichter says they are trying to make a deal for Spitfires. We all smile but Lichter looks unrelaxed. He says the Czechs want a hell of a lot of money for them. Before he leaves Israel, Lichter puts on an admirable display of aerobatics in the clear morning air at Netanya. (Nomis and Cull 1998)

Soon, despite promises to allow him to fly combat after the second truce, Lichter again found himself on the way back to Czechoslovakia. Having bought Spitfires from that country, Israel needed someone to teach Israeli cadets how to fly them. He, along with Jack Cohen, also served as test pilot for the Spitfires Sam Pomerance modified for the Velvetta flights - all the armour and radios were removed to allow the aircraft to carry more fuel.

In December, Lichter played a leading role in Velvetta 2. After a delay caused by winter storms, on Dec. 18, six Spitfires left Kunovice, Czechoslovakia. Sam Pomerance led Caesar Dangott and Bill Pomerantz while George Lichter led John McElroy and Moti Fein, still a cadet but chosen because of his aptitude. In the low visibility conditions, Bill Pomerantz quickly lost the others. With the cloud cover still solid at 14,000 feet, Lichter decided to lead the rest back to Kunovice. Pomerance, who with Lichter had the only airborne radios, told Lichter he'd press ahead.

Pomerance died when he crashed into a mountain in Yugoslavia. Pomerantz ditched in Yugoslavia and although his aircraft was written off, he suffered only minor injuries.

The next day, the Velvetta 2 pilots made a second attempt. John McElroy, a veteran of Spitfire ferry operations to Malta, was angry over the failure of the day before and refused to follow a less experienced pilot a second time.

Lichter led six Spits in another attempt to reach Niksic. Lichter (in Spitfire 2010) led Moti Fein and Dani Shapira, another promising Israeli air cadet in training in Czechoslovakia. John McElroy led Caesar Dangott and Arnold Ruch. The clouds still blanketed the terrain.

Lichter decided to fly over Hungary to the Adriatic Sea. After several hours of dead reckoning, he led the flight down into the cloud cover. Shapira suffered disorientation:

The experience of Moti and myself in close formation flying was limited to several flights in the Arado. McElroy was so close to Lichter that, when he closed the formation in the clouds, I could see his propeller underneath the tail of Lichter's Spitfire.

George had the maps and he navigated. My only chance to survive was to stick close to my leader. At one stage, in the clouds, I lost contact with George. I panicked so I turned to starboard to avoid a collision and it was the first time in the flight that I looked at the instruments: I saw that I was losing height, with speed increasing and I did not understand what was happening. (Cull et al 1994)

Shapira was about to bail out when Lichter found him.

I had opened the canopy and then saw two Spitfires passing very close, with the other three behind them. George was waving his hands. He saved my life. When we reached the coast of Yugoslavia the weather improved, but for some three hours we had flown in bad weather. We continued along the Adriatic coastline and then turned inland and all six Spitfires landed simultaneously.... (Cull et al 1994)

At 300 feet, they broke out of the clouds above the waters of the Adriatic and followed the coast.

Despite a minor fuel leak in Fein's plane, all made it safely.

On Dec. 23, Lichter, Dangott, Fein, and Shapira left Niksic for Israel in Spitfires painted in Israeli colours. Lichter spent the rest of the war in Israel.

In early February 1949, Lichter went to Prague and married a woman he had met in Czechoslovakia. He and his bride returned to the US where he sold his textile business. The two of them returned to Israel in the summer. The Air Force assigned Lichter to 101 Squadron, now at Ramat David under the command of Ezer Weizman, but he languished, essentially ignored. Fed up, he complained to IAF HQ, which transferred him to Ekron to become the chief test pilot there. His next assignment was to head the IAF's advanced flying school.

Lichter and his wife [Ishka] left Israel in January 1951.

Sidebar to Kerene – Office of the Israeli Department of Defense Military Attache, Israeli Embassy Washington DC:

One: Note the section that reads, "Lichter says they are trying to make a deal for Spitfires. We all smile..."

Second: "**Keep Smiling!**" was the "standard operating procedure" ending of my Royal Mater-Mother Zena Ash from the House of Badash-Ash who just 19 years of age and less than 3 months married to my handsome and very athletic father, "From the earliest days of 1949, she [Zena] visited Israel two and three times a year, writing reports for different publications".

Third: Note in the book, NEW HEAVENS, subtitle, *My Life as a Fighter Pilot*, written by my Royal Mater's close friend Boris Senior, Deputy Chief of Staff Israel Air Force, whose name is conspicuously absent in George Lichter's bio above, Boris mentions how when securing fighter planes in South Africa prior to the official start of Israel's War of Independence [1947-1949], this former secret member of the more militant Irgun Jewish Underground movement fighting the De Beers corrupted British-American governments for a Jewish homeland in Palestine, with assistance from Jewish South African "scrap metal dealers" who were not the Lazarus clan of Durban North who owned Non-Ferrous Metals Pty Ltd, purchased some 50 Spitfires in mint condition, at the unbelievable price of 6 English Pounds Sterling each; bearing in mind my mother's father, now the Patriarch of the English-Israeli Badash-Ash clan, arrived in South Africa from Leeds, England in 1947 well before

Boris completed this once in a lifetime deal; Alef-Albert-Al Badash-Ash, son of Nechie Badash, consigliere of consiglieres to David Ben Gurion, carrying in his "back pocket", the sum of one million English Pounds Sterling which of course he didn't need to carry with him when visiting Jewish Underground bases in both Lusaka, Zambia and Maputo/Lorenzo Marques, Mozambique in 1949 with his very busy "back and forth" traveling daughter constantly at his side; not to forget the Ash clan were the largest bookmakers in all of north England at the time my granddad Al Ash of Hasholom,,, began laying the groundwork for inevitably "lighting the fires" under the financiers of the Jewish Holocaust that was decades in the planning, beginning when Al Ash first crossed over from Canada illegally into the United States after placing a pick ax in his one big toe when helping build the Niagara Falls, soon after World Oil War I where he volunteered at the start of the war at age 14, on the side of the side of the victorious Allies.

Not to mention, the extraordinary strategic decision of Ben Gurion to let those 50 Spitfires sit exactly where they were when Boris purchased them which along with my father being also so conspicuously absent from Israel's War of Independence where experienced Spitfire Fighter-Bomber-Pilots like him were in very short supply, sent the most extraordinarily clear signal for the deep underground Jewish Underground to remain very quiet until such time as it was safe, when Israel would be in a position to tell its enemies, "go to hell", at the same time coming up with the most ingenious Israeli Military Intelligence report of all time.

Fourth, if I am able to get hold of one of Pypeetoe



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siblings, could you arrange that Israeli customs officials don't give me a hard time entering Israel.

[Word count **3054**]

From: Maxwell M. Blecher [<mailto:mblecher@blechercollins.com>]

Sent: Sunday, April 13, 2008 11:59 AM

To: Gary S. Gevisser

Subject: RE: **PART V - RULE OF LAW - UPHOLD THE LAW**

[Can you please delete me from your emails.](#)