

How White House, Pentagon and CIA Unlawfulness and the President's Combative, Dismissive & Arrogant Attitude Assures the Canadian Lawyer's 'Dreamliner' Lifestyle

CNBC's Phil LeBeau concluded the network's hour-long documentary on the development of Boeing's 787 Dreamliner with **five** geo-constituents: the Canadian's road never traveled, being tortured non-stop for decades, coercive diplomacy and two references: the center of the Alberta oil patch, Calgary, which manages the \$50 - \$80 trillion tar sands and what lies at Canada's core: an occult embracing political and corporate elite: "[Working on the 787] is like being in a rodeo; you don't mind getting your ribs broken and your thumbs crushed. It's a hell of a ride. This has been a hell of a ride".

A component of ratifying his historic compensatory and punitive damages since early 2006 has been assuring the kind of lifestyle that comes with that trans-generational wealth. When his enslavers, experimenters and torturers will be languishing in a set of circumstances of their own making, he'll be enjoying a standard of living that reflects the nightmare he's experienced since the late 1980s. And it will be demonstrative of what he achieved not only for Canada *viz.* regime change and plundered wealth repatriation in the trillions, but also its southern neighbor, every member of the coalition and a world that should have put the kind of clash of civilizations conflict represented by the Cold War in the past. That is resurfaced and this time with a foe that had a decade head start and which had already spread its tentacles globally before the development and implementation of a swift and effective defensive posture meant what needed to be done left no room for impotence, incompetence, indecisiveness *and* malfeasance. Incontestable is that each and every one of those faults were systemic in the most powerful political office on the planet; leaving all of the heavy lifting to those who don't have access to the kind of military and intelligence assets which if deployed

in a timely manner would have made short shrift of the Chinada High Command.

In mere moments of ...



... commencing there's a reference to what the Canadian can expect - lavish "comfort":

Boeing promised a lot with the 787 - from technology to [Colbert M.] comfort to industry leading fuel economy. If it lived up to expectations the plane could revolutionize the industry and make billions in the process.



To unequivocally confirm he's to take possession of one of the first off the assembly line producers with Boeing's full cooperation choose an aircraft in the process of being constructed and paint a *quantum* ratifier on it. They tie-in this guaranteed entitlement benefit to what his academic and legal expertise delivered in August 2008 - the evidence that the Chinada High Command enthusiastically and belligerently executed an innocent American in an attempt to intimidate the partnership to standing down its global defensive posture against totalitarian imperialism and seeking to fundamentally alter the nature of Canadian governance.

Dreamliner #**41** will eventually be delivered to [X] but right now the focus is making sure the **47,000** pound wing fits with the fuselage.



Next is high profiling two of the coalition's most recognized members - two-time Partner of the Year Taylor Swift and him:

CNBC cameras were there [TI] for the twenty-four hours it took to bring Dreamliner #41 together.



Beginning in 2006 when the Bush administration was building the global coalition that would act as a 'NATO Alliance The Sequel' the intel file on the Canadian was used for recruitment purposes. It was in significant part because of what he'd suffered and was covertly compelled to lose out on - a multi-billion dollar CGI opportunity at the industry's genesis - that led to the kind of empathy which bonded the invited to him and those who'd already joined. In him they saw the future of much of the world as Chinada principals proliferated their totalitarian political and corporate cultures and deployed stealth cognition technologies for the many reasons documented in the *Fiefdom* treatise and diplomacy archive. Again producers link this road never traveled with ensuring he takes possession of a paradigm shift in air travel that will become his flying condo:

Reese will be the first to tell you the Dreamliner has [CI & CI] been an engineering and manufacturing nightmare.



[41 (*quantum* ratifier; plus 3+4+4+1=12 (coalition identifier)]

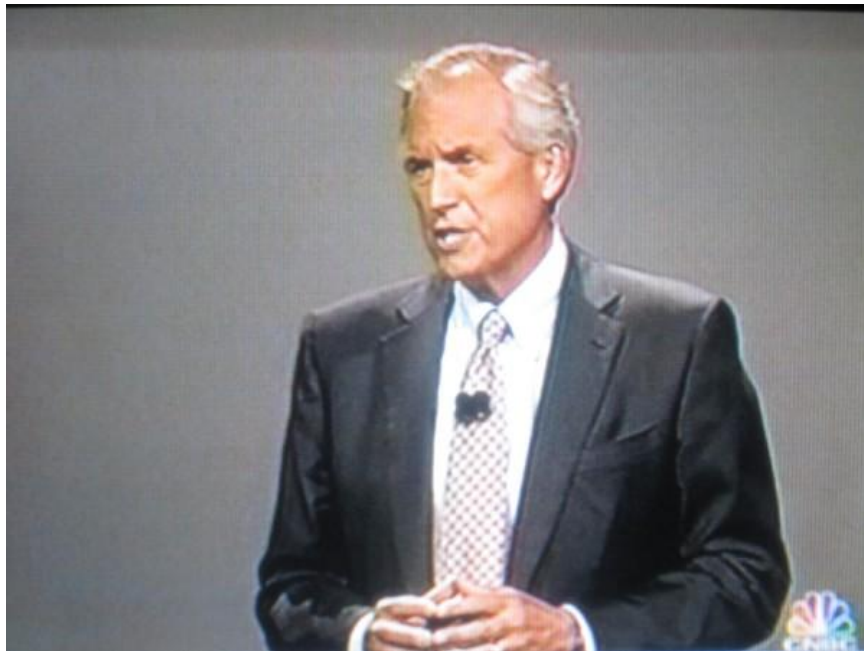
As is documented at the conclusion of *The MK-Ultra Gate Train Continues to Roll Down the Tracks Towards White House Accountability & Canadian Regime Change and the Chinada High Command Still Doesn't Care*:

One of the reasons why [Chinada's] exceptionally belligerent posture taken was because that day Boeing held a ceremony to deliver its first 787 Dreamliner to its first purchaser. President of the company, Jim McNerney, appeared on CNBC that morning and employed the lexicon to affirm what's compiled in *U.S. House of Representatives Passes the Dreamliner Act* and *Boeing Geo-Politicizes the First flight of the Dreamliner 787*.

Jim was a full participant in the geo-politicization of the documentary. He agreed to re-stage a speech he gave to Boeing employees so he could employ a geo-gesture that both implicitly acknowledges one of the first off the assembly line has the Canadian's name on it and to deliver a massive compliment - one that is shared by the partnership;

namely that during the two generations that spanned the 20th century one lawyer during the first 50 years and another lawyer during the second 50 years selflessly paved the way for democracy in their respective countries. As a matter of serendipity and what some might see as fate, the Canadian fills enormous shoes left by his professional predecessors during the first half of this next century.

Jim: Welcome to the premier of [Bl.M.] the 787 Dreamliner. About once [Bl.M.] every generation the men and women of Boeing come together to fundamentally change - even revolutionize - air travel.



The White House under two presidents made a series of promise, guarantees, assurances and representations the partnership deemed legitimate; only to learn they were all deceived and manipulated in the most callous way for a seriously unlawful and morally egregious objective. Since these political leaders and some of their still unidentified counterparts never had any intention of following through on arranging his ratified entitlements, private sector partners are

stepping into the breach; in this case assuring the democracy, rule of law, human rights and free market advocate that his suffering, losses, sacrifices and risks to life and safety receives that which he ought to have; and so Dreamliner #41 is being readied for him:

Boeing promises the Dreamliner* will use **twenty** percent less fuel; considering jet fuel is an airliner's biggest expense.**

* Clip of fuel gauge juxtaposing the coalition with China with a *quantum* ratifier: **3, 5 and 8**

** Clip of fuel gauge 832 - China and Taylor identifiers & *quantum* ratifier





The part of the coalition that never lost its focus on what is important to ensure the peace, security and prosperity of the 21st century is acknowledged in the documentary. Producers link their reference to the "United Nations" with a *quantum* ratifying **five** suppliers to the Dreamliner. Immediately before referencing the international organization there are two clips -- one with a coalition identifier and one of the engine's wheel - the lexiconic symbol for the militarization of hypnosis that created stealth cognition technologies.

To save money and to share some of the financial risk Boeing decided to outsource nearly 70% of the plane's production to a virtual United Nations of partner suppliers - Italy, Japan, Korea, United Kingdom and France [to name just a few].

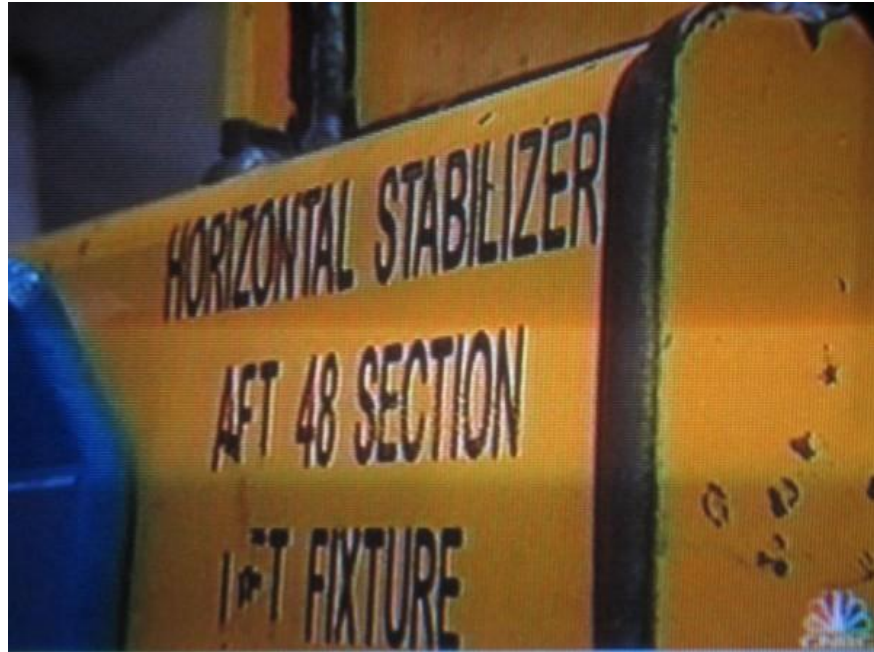


Next comes a compilation of geo-issues: (i) hypno-torture and linking his multi-decade predicament in a way that raised the Churchillian alarm about what it represents in terms of totalitarian imperialism and the deployment and global proliferation of a Pandora's Box capability and (ii) the Herculean responsibility placed on him by the world's movers and shakers to be one of the pillars of coalition activity; which included being the diplomacy hub in the coalition v. Chinada conflict - operating with competent proficiency the East-West Corridor of

Diplomacy - and plus continuing to conduct research and collect valuable evidence and maintaining the archive.

How did the Dreamliner get back on track [WGK torture identifier] - in large part it was due to this man [X].* In 2007 the Boeing executive was given a monumental order.

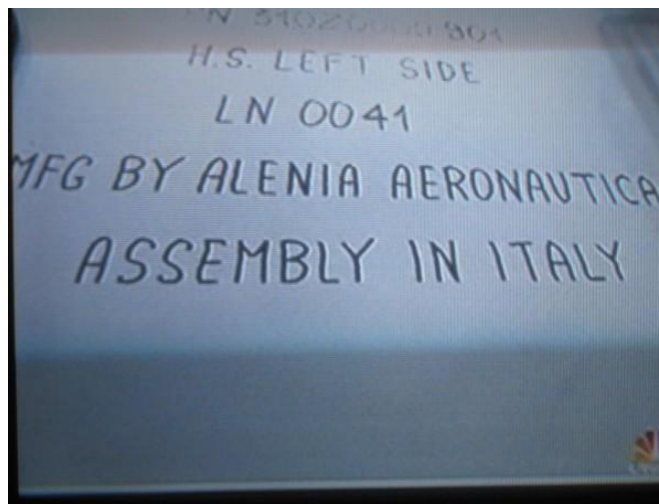
* Coalition identifier & *quantum*



To his ascertainment and ongoing experience and the coalition's witnessing of the Satanic psycho-pubescent perversion character of Chinada governance and its international expansion, Phil asks the rhetorical question using the lexicon to red flag it as such:

Did you ever say to yourself [about building the 787] "This is nuts"?.*

* Dreamliner #41 reference - *quantum* ratifier



In the CNBC broadcast earlier that day as documented and again during the documentary Boeing massaged its R&D expenditure budget to create a Taylor Identifier. That's followed by the explicit promise of providing the Canadian with what he sought in the spring of 2006 when he originally entered into a contract to by one and thereafter more to accommodate coalition interests.

Phil: [voiceover] Boeing has spent between \$17 and \$23 billion* developing and building the Dreamliner. Was it a waste? Not according to Wall Street analyst [X].

Exec: [Sorkin M.] Now we have to demonstrate we can build and deliver the airplane and support them as promised.

* $1+7+2+3=$ **13**



The lexicon was again employed, this time the colors of Chinada, to articulate how he's going to feel when he takes his inaugural flight after decades of pain and poverty:

Jim: Then when it lifted off [Chinada] it was just fantastic.





During a segment on Boeing's military products there's a clip of the C-17 cargo plane; chosen because its call ID is a Taylor Identifier: "373".



As has been observed literally hundreds upon hundreds of times there is here a juxtaposition of what he gets after what he was forced to endure and what his tormentors receive - note the close-up of the prison certainty (chain link fence) constituent of the confidential language. The context created here is the interest of thirty million Canadians who will be excited and very curious to get a glimpse of the malfeasant during their perp walks.

Wherever the plane lands hundreds cram rooftops and line fences for hours to greet the new plane.



To jam the psycho-pubescent perverts and maintain their favorite torture toy's enthusiasm for what's coming producers combine a coalition identifier and *quantum* ratifier; this time by inserting a clip of **five** flight attendants on the stairs leading to his Dreamliner #41 timed to "The plane is **three** years late".



During another interview segment producers insert a clip with the numbers "35836" - containing all four major numbers constituents - coalition, Taylor and China identifiers and *quantum* ratifier timed to the phrase "the interaction between baggage carts and catering trucks" to remind everyone of the primary elements of the geo-conflict.



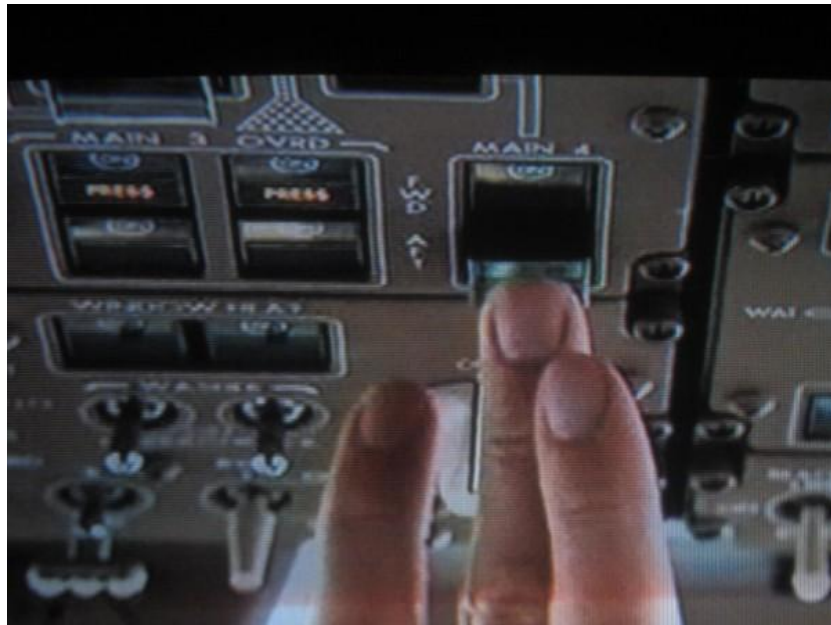
Following that is a double reference to the Canadian's entitlements. They're embedded in comments made about the integrity of the 787's design as it relates to the new materials employed to make it lighter and thus more fuel efficient. Instead of using aluminum as is the industry standard, a new composite of substances was chosen. The question was would it pass the test. The geo-point made here is if the coalition didn't believe him *viz.* the nature of Canadian governance, the China-Canada alliance's totalitarian imperialism and that he'd been covertly recruited into an abominable military R&D program nobody was going to. And because they did the partners would ensure that justice is served proportional to his suffering and loss:

The main concern was whether the airlines could be able to detect small dings and dents. [X] is an extraordinarily technically competent airline. If they aren't going to endorse the composites in our new airplane [*quantum x5*] it's highly unlikely anybody else was.



Next is choosing a plane that had Canada written, or rather, painted all over it. Producers add what after the documentary's completion was expressed again so eloquently by those opposed to coalition objectives - the 'we're going to f _ _ k you up real good' Powell M.:

The 747-8 Intercontinental - the newest and largest version of the company's iconic jumbo jet is taking off for the first time [Powell M.]. The day is especially sweet for this man ...



What immediately follows observing this gargantuan symbol of America's northern and screwed up neighbor is "the day is especially sweet for this man" to underscore what a sense of justice will feel like when he takes possession of this remarkable feat of American

engineering and those who thought they could enslave, experiment and torture him in perpetuity get what they deserve.

A documentary segment on the unions and Boeing includes several geo-moments. For example when one employee is interviewed producers arrange for her to be holding a dog in her front yard - one of a thousand plus Kidmanesque instances of reminding the malfeasant what was introduced in the spring of 2004 to compel them to live up to their domestic and international responsibilities. A Taylor Identifier is scripted by way of slightly massaging the figures:

Without the union, she says, her life would be harder. [...] She makes \$67,000 a year.



The reference to the Canadian's historic *quantum* is introduced another clever way; this time editing-in a clip of a Boeing executive walking with a woman attired in the color of money; timed to the axiom that 'when you do wrong, it'll come back to haunt you':

[A company executive said Boeing was] not to build an additional plant in Washington due to concerns over union troubles - a statement that has come back to haunt him.



In one portion of Phil's sit down with Boeing's President and CEO a non-geo-point is made about what makes American so great and a world leader in so many categories of endeavor - succeeding at doing that which appears at first to be impossible. From a *Fiefdom* treatise perspective this is another example of what the author many times describes as the result of the combination of democracy and free market capitalism - a dynamic that is totally not present in societies with their opposite.

Phil: You were too ambitious.

Jim: Yea, I think that's the story; I think we reached too far.

What's contained in the headnote is how the program concludes. Producers arrange a Boeing employee to walk through the background (Sorkin M.) executing a Cl.M. so that everything that's scripted is

turned into a cluster of communiqués as itemized *supra*. The executive is scripted to state:

My mother called me once and [asked] what's it like workin' on the 787 [Sorkin M.; Cl.M.] And I told her it's like being in a rodeo: you don't mind getting your ribs broken and your thumbs crushed. It's a hell of a ride. This has been a hell of a ride.



The last use of the lexicon is flying a plane through the camera field close enough to see the call numbers on its undercarriage: **53** – a *quantum* ratifier, coalition identifier to underscore one last time the partnership is determined he gets his 'Dreamliner' lifestyle.



To "I'm Phil LeBeau; thanks for watching" the documentary concludes and into the diplomacy archive goes that which to the Canadian and coalition is an appropriate and necessary entry and to their nemeses is an impossibility; as their clinical denial traps them in an ideology that is so extremely parochial only their interests and objectives are relevant.

