

at-Largely

by Larisa Alexandrovna: For journalists and others who like examining the landscape of investigative reporting.

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December 20, 2008

One of my sources died in a plane crash last night...

UPDATED BELOW (1, 2, and 3)

I don't usually reveal sources, but I think this is incredibly important. [Michael Connell died in a plane crash last night](#). He was [a key witness in the Ohio election fraud case that I have been reporting on](#). More importantly, however, he had information that he was ready to share.

You see, Mike Connell set-up the alternate email and communications system for the White House. He was responsible for creating the system that hosted the infamous [GWB43.com](#) accounts that Karl Rove and others used. When asked by Congress to provide these emails, the White House said that they were destroyed. But in reality, what Connell is alleged to have done is move these files to other servers after having allegedly scrubbed the files from all "known" Karl Rove accounts.

In addition, I have reason to believe that the alternate accounts were used to communicate with US Attorneys involved in political prosecutions, like that of Don Siegelman. This is what I have been working on to prove for over a year. In fact, it was through following the Siegelman-Rove trail that I found evidence leading to Connell. That is how I became aware of him. Mike was getting ready to talk. He was frightened.

He has flown his private plane for years without incident. I know he was going to DC last night, but I don't know why. ~~He apparently ran out of gas, something I find hard to believe.~~ (See Update 3 below). I am not saying that this was a hit nor am I resigned to this being simply an accident either. I am no expert on aviation and cannot provide an opinion on the matter. What I am saying, however, is that given the context, this event needs to be examined carefully. If you want to understand the context more broadly, I suggest [you read this article I did a while back about the break-ins and arson cases that Siegelman and others have experienced](#).

Just to be very clear and state again, I am not claiming conspiracy theory or direct relation to Karl Rove or the White House in any of these events. What I am saying, however, is that these possible relationships cannot and should not be overlooked by investigators. There are far too many serious and reasonable questions that must be answered for the public.

I have been to Mr. Connell's home. Mr. Connell has confided that he was being threatened, something that his attorneys also told the judge in the Ohio election fraud case. When I met with Heather, his wife, I did so carefully because of the threats he was getting.

I left a note for her in her mailbox and asked her to meet me in a local park near their home. Heather came and through our conversation I got the sense that these were not bad people or corrupt people. The Connells really believed that what they were involved in served God's plan. Regardless of what any of us think about their religious views or allegations relating to Connell's involvement in various things, I do think these were good people who got caught up in something bigger than themselves. My heart goes out to Heather and the children.

UPDATE ONE

Okay children - because that is what I am going to call adults who willfully mis-read information. I will say this AGAIN (as I have twice in the above entry and also used bold case so that no one would miss the caveat), I am NOT - I repeat NOT - saying this was a). a murder, b). that it was in any way connected to the White House or to Karl Rove, and c). that I am convinced of any of the above three.

On the contrary, I have said - AND AM NOTING AGAIN - that I don't know what happened. I am NOT an aviation expert. What I am saying - AGAIN - is that the context is important and must be considered. Investigators must conduct their work transparently on this case as to address the many serious and reasonable (not remotely CT-based questions) relating to this crash and the person who died. The public has a right to know and investigators must address these questions by conducting a very open investigation of the crash.

The facts are not all in yet and so I have no answers for you - AS I HAVE ALREADY NOTED. But I felt it important to share the context, obligated even to share it. Now if you folks (you know who you are) want to read this as me rolling myself in tin-foil, then that is your choice. Obviously that is not my hope, but I cannot help the lunacy that people want to engage in.

UPDATE TWO

Here are the reading materials in case you have not followed any of this closely. These are articles I have done over spanning over a year of investigative work:

Part 1 - Political Prisoner

http://rawstory.com/news/2007/The_Permanent_Republican_Majority_1125.html

Part 2 - Siegelman's Daughter Speaks Out

http://rawstory.com/news/2007/The_permanent_Republican_majority_Daughter_of_1127.html

Part 3 - Karl Rove Running Elections from the White House

http://rawstory.com/news/2007/The_Permanent_Republican_Majority_Part_III_1216.html

Part 4 - Mississippi Prosecution, Justice Oliver Diaz

http://rawstory.com/news/2008/How_Bush_US_attorney_riddled_with_0401.html

Part 5 - Justice Diaz Speaks

http://rawstory.com/news/2008/Diaz_placeholder_0408.html

Part 6 - Break-ins plague targets of political prosecutions

http://rawstory.com/news/2008/Breakins_plague_Justice_Department_whistleblowers_0430.html

Part 7 - Justice for Sale

http://rawstory.com/news/2008/Justice_for_Sale_How_Big_Tobacco_0828.html

Related articles:

Judge who denied Paul Minor release was protoge of Karl Rove

http://rawstory.com/news/2008/Judge_in_Paul_Minor_case_was_0821.html

DOJ Investigating 2 US Attorneys

http://rawstory.com/news/2008/DOJ_Investigating_two_US_Attorneys_involved_0604.html

60 Minutes Segemant on Siegelman "dropped" in Alabama

http://rawstory.com/news/2008/60_Minutes_broadcast_on_prosecution_of_0225.html

Republican IT Consultant Subpoenaed in Ohio election fraud case

http://rawstory.com/news/2008/Republican_IT_consultant_subpoenaed_in_case_0929.html

Abramoff said he had agreement with White House aide just a month after Bush took office http://rawstory.com/news/2008/Abramoff_said_he_had_agreement_with_1117.html Treasury

Department investigating US Attorney for leaking state Supreme Court Justice's tax returns http://rawstory.com/news/2008/Treasury_Department_investigating_US_Attorney_for_1201.htm

UPDATE THREE

Okay, so I have some additional information from an airport source. Here is what I have learned:

1. Connell may not have run out of gas, but may have hit an ice patch. The initial call I got described him running out of gas. That is no longer what is said to have happened.
2. The problem with that is - as I just learned - his plane was "equipped to deal with ice on all key surfaces," like wings for example. Remember, I am not an expert on aviation or even mildly informed on different types of planes. So I will add to this when I get more information relating to the actual plane and its abilities, specs, etc.
3. He took off from a small airport called College Park.
4. He was aware of the ice conditions, and remained grounded at that airport for two hours until he felt comfortable to fly (again, from an airport source).

That is the latest. I will keep you posted - hopefully when I learn something new.

rated **4.86** by 121 people [?]

You might like:

- [Lisa Derrick: Mike Connell -- Key Figure in OH Voter Fraud and WH Email Scandals, Dies in Plane Crash \(@The Full Feed from HuffingtonPost.com\)](#)
- [A hillybilly succubus or simply a magnet for corruption? \(@this site\)](#)

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Posted by Larisa Alexandrovna on December 20, 2008 at 09:36 AM | [Permalink](#)


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"...the devil's best trick is to persuade you that he doesn't exist"

-- French poet Baudelaire, 1864

Systems folk, when doing do-diligence, never pass up a chance to keep backups of things that might become useful later ... like when being blackmailed.

It's a reflex thing, Connell didn't leave his brains at the door.

There are backups, there's are always backups, it's just a redirect away.

How many servers do his partners really know about -on a countdown timer ... no check in?

MSM / and select Journalists get gifts (thus, more backups).

Maddening.

It's a fact of life crooks always make mistakes, this is one of them.

Can't kill this with fire.

Posted by: [Hylas Ipsum](#) | December 21, 2008 at 01:33 AM

The plane was a Piper Saratoga, PA32. No Piper Saratoga is equipped for flight into known icing conditions. None of them. All PA32 models and variants are PROHIBITED from flight into icing conditions by their type certificate and published operating limitations.

Piper has produced a very, very few Saratogas with limited deicing equipment, but it is not certified for use in icing conditions. It is marketed as a last-resort in the event of encountering inadvertent ice.

As a pilot, ice is a very serious subject. I've had minor brushes with ice myself and it is quite a scary feeling to see ice rapidly building up on the wings and leading edges and it can happen very rapidly.

Posted by: larrysb | [December 21, 2008 at 01:30 AM](#)
michael teetering:

i dont know from airplanes, but in a car, "out of fuel" means out of LIQUID fuel. theres still plenty of fumes (read: fuel/air mixture) in the tank. fuel vapors + crash = boom

Posted by: rageahol | [December 21, 2008 at 01:21 AM](#)
"But I don't recall Wellstone getting threats as Connell was alleged to have gotten."

Actually...

"If you vote against the war in Iraq, the Bush Administration will do whatever is necessary to get you. There will be ramifications for you and the state of Minnesota." - Dick Cheney to Paul Wellstone, related by Wellstone to veterans in Willmar, MN.

Posted by: L.I. | [December 21, 2008 at 01:04 AM](#)

I'm beginning to think this is a very twisted form of karma... not for the poor man who died, but for those who survived and had threatened him.

This is akin to a JFK assassination, 9-11 attack or Marilyn Monroe case. Some things are just always left up in the air.

...And PLEASE don't assume I am a conspiracy maniac. I'm saying some things are left unsolved and simply carry the weight of an open-ended legacy regardless if there were bad intentions involved or not. It's just one of those things [that we might never know] hence the crazy karma theory.

Posted by: Janet | [December 21, 2008 at 12:28 AM](#)

Someone wrote "Also witnesses heard him flying in fast and he attempted to land. doesn't sound like ice on wings which makes you drop like a stone without much control since wings lose lift."

Sorry, but you don't go from perfectly fine to ice-cube-with-a-plane-in-it, there are degrees of icing. Icing isn't evenly distributed across the wing, and at the start you get "icebergs" here and there, with less (or no) ice buildup between them.

And yes, when you're iced up, your plane is "flying in fast." You have to make up for the decreased lift and increased weight by increasing airflow over the wings. That means more power from the engine, thus more fuel consumption, which could be a problem if he were trying to stretch his fuel by not tanking up all the way before takeoff.

There is just too much that we don't know yet, but NTSB records will show you plenty of nearly-identical stories over the years. Even the most paranoid conspiracy junkie can't believe that Karl Rove got them ALL!

Consider also that if this WERE an intentional killing, the disaster would take place during the cruise, not a couple of minutes from landing. There is too much chance of blowing the timing.

Posted by: KW | [December 21, 2008 at 12:09 AM](#)

colinjames: "reich-wingers will find fault in anything you say"

THANK YOU! you said it all! Isn't it their most repetitive behavior after quoting scripture?

I thought I was crazy till "I met you".

Posted by: Janet | [December 21, 2008 at 12:08 AM](#)

Sen. Paul Wellstone, Sen. John Heinz, General Alexander Lebed, Congressman Hale Boggs, Congressman Nick Begich, Governor Mel Carnahan, Congressman Lawrence McDonald. . .

You're a good reporter. Don't waste your time denying the obvious.

Posted by: Joe | [December 20, 2008 at 11:49 PM](#)

Listen... just because the guy had received threats doesn't mean his death was a murder somehow. As the pilots here have pointed out, planes crash all the time- and smaller GA planes (like this one) crash more frequently.

I'm an air traffic controller, and I've seen planes simply drop off the radar before. One minute everything's fine, next minute they're gone- and without any emergency radio calls at all.

So while we might all like to believe the worst about Rove and his pals, I would come down pretty heavy on the side of believing that the odds are that this was simply yet another small plane crashing thanks to a string of bad luck and bad decisions by the pilot.

Posted by: Paul | [December 20, 2008 at 11:22 PM](#)

this is getting attention at bradblog

this link has lots of info on plane registrations and pilot info copie dhere

<http://www.bradblog.com/?p=6765#comment-377379>

.. George said on 12/20/2008 @ 6:13 pm PT...

you may research the plane by owner or n number or type of plane at the following website.

get the n number

and look it up here. don't trust initial description of the plane type because there are often wrong.

many planes are registered under company names and registered in other states for tax purposes too

http://www.landings.com/.../search_nnr-complex.html

here is a list of 391 piper registered in Ohio but again don't trust the plane type (especially model) from initial reports and state will probably be Delaware because of corporate shelter laws regardless of where plane is based.

<http://www.landings.com/...ret=1&fullsearch=YES>

here are 6 piper Saratogas registered in ohio.

<http://www.landings.com/...ret=1&fullsearch=YES>

anyone find a crash photo with n numbers clearly visible?

COMMENT #48 [Permalink]

... George said on 12/20/2008 @ 6:22 pm PT...

Stark county coronor quoted has saying briefcased on board. (someone better get a court order to freeze that stuff fast) and receipts from breakfast in Washington from Friday in his wallet.

Also witnesses heard him flying in fast and he attempted to land. doesn't sound like ice on wings which makes you drop like a stone without much control since wings lose lift.

<http://www.cantonrep.com...s-in-Lake-Township-crash>

"

"The plane was just torn apart," said Harry Campbell, chief investigator with the Stark County coroner's office. He estimated debris from the aircraft was scattered over about 100 yards.

The aircraft apparently had flown out of Pennsylvania, said Campbell. Stark County Coroner P.S. Murthy was on the scene and is scheduled to perform an autopsy on Connell today.

Campbell found receipts in Connell's wallet showing he had breakfast Friday in Washington, D.C. Connell was dressed in a business suit, he said. Two suitcases and other personal items had been on the plane, Campbell said.

Neighbors heard the crash and called 911. Nancy Beisler, who lives across the street, said she was inside when she heard the plane "buzzing" over her home.

"I thought something exploded and (my husband) thought something happened to me," she said.

"I said, 'I'm OK' and he said, 'Call 911, it's something across the street,'" Beisler said. "... And unfortunately it was all flames."

"You could tell it was very close and it kept getting closer and closer," neighbor Christina Pastore-Bucher said. "It buzzed right over the house, and you heard a crash — it was an impact."

"It had instantly burst into flames." Noting that fuel may have spilled, Pastore-Bucher said, "the fire was kind of going to both sides."

Pastore-Bucher is used to hearing planes fly over, but "this one, you knew it was so fast, it was so low."

"

COMMENT #49 [Permalink]

... George said on 12/20/2008 @ 6:30 pm PT...

Akron-Canton Airport (CAK) Celebrates Runway 5/23 Halfway Point

Tue Aug 12, 2008 11:00am EDT

<http://www.reuters.com/a...+12-Aug-2008+PRN20080812>

all about the airport

http://en.wikipedia.org/...-Canton_Regional_Airport

strange that runway he was apparently attempting to land at was listed in this article as not halfway finished yet in Aug 2008 and not due to open until 2010!

<http://www.akroncantonai...runwayjobisoverthehu.htm>

private pilot navigation aides

<http://www.akroncantonai...cantonairportnav aids.htm>

COMMENT #50 [Permalink]

... George said on 12/20/2008 @ 6:42 pm PT...

Below i have extracted apparently his aircraft rating according to FAA database. he was instrument rated so very experienced (unlike john Kennedy who was not instrument rated and so got disoriented in fog)

(another story said pilots name was Michael L. connell and this is the only l of a search of all michael connell's.)

: CONNELL, MICHAEL LOUIS

Airman's Address : 4266 IRA RD

AKRON, OH, 44333-1172

FAA Region : Great Lakes

Date of Medical : Oct, 2007

Class of Medical : 3

Expiration of Class 3 : Oct, 2009

Airman Certificates : Private Pilot

Airplane Single Engine Land

Instrument Airplane

this was the search

http://www.landings.com/..._ret=100&start_ret=1

Posted by: george | [December 20, 2008 at 11:21 PM](#)

Security and Encryption

I haven't followed this and haven't read the links yet. Regardless of whether this is an accident or foul play, I hope you use encryption in your communications with sources as every journalist should working with confidential sources.

What encryption is meant to due is to prevent third parties from intercepting and listening in on email and voice/video conversations.

One easy to use software package is called PGP Desktop created by Phil Zimmerman.

It allows you to send and receive encrypted emails.

The link on to his website:

<http://philzimmermann.com/EN/findpgp>

You can also find info on his site about what PGP is and is mean to do.

Phil has a new software product that will encrypt voice and video calls. It's called Zfone.

The link to his site for Zfone is:

http://zfoneproject.com/prod_zfone.html

And here is an interview with him about ZFone on forbes .com

http://www.forbes.com/technology/2008/03/18/zimmerman-hacking-voip-tech-security-cx_ag_0318voip.html

Posted by: K | [December 20, 2008 at 11:21 PM](#)

I have no idea whether or not this was a hit or an accident. I will say that there have been plenty of other aviation disasters where corrupt folks have benefited. When Gen. Torrijos' helicopter crashed that put Gen. Noriega in power in Panama. I remember reading that American military personnel did the maintenance on that helicopter.

The McKee Team, an American intelligence team, were coming back from Beirut on Pan Am 103 when they were killed. The Interfor Report, an insurance investigation for Pan Am, had them returning against orders. The Interfor Report further laid blame for the bombing on a PFLP-GC cell in Frankfurt, who planted the bomb for Monzer al-Kassar, who was both friend of the terrorists, the major heroin supplier for the U.S. as well as an arms dealer for the Reagan Adminstration on that end of Iran-contra.

On Walter Reuther, from wiki: "On May 9, 1970, Reuther, his wife May, architect Oscar Stonorov, and also a bodyguard, the pilot and co-pilot were killed in a chartered Lear jet while en route to the union's recreational and educational facility at Black Lake, Michigan.

"In October 1968, a year and a half before the fatal crash, Reuther and his brother Victor were almost killed in a small private plane as it approached Dulles Airport. Both incidents are amazingly similar; the altimeter in the fatal crash was believed to have malfunctioned. When Victor Reuther was interviewed many years after the fatal crash he said "I and other family members are convinced that both the fatal crash and the near fatal one in 1968 were not accidental." The FBI still refuses to turn over nearly 200 pages of documents involving Walter Reuther's death, and correspondence between field offices and J. Edgar Hoover. "

Posted by: [Bob In Pacifica](#) | [December 20, 2008 at 10:54 PM](#)

Possible evidence Karl Rove threatened now deceased IT Guru just before he is called to testify against him?

Rove Threatened GOP IT Guru If He Does Not 'Take the Fall' for Election Fraud in Ohio, Says Attorney

Blogged by Brad Friedman on 7/24/2008 3:59PM

Letter Sent to Attorney General Mukasey Requesting 'Protection for Mr. Connell and His Family From This Reported Attempt to Intimidate a Witness' After Tip from 'Credible Source'

<http://www.bradblog.com/?p=6214/p>

Posted by: FreedomOfInformationAct | [December 20, 2008 at 10:32 PM](#)

Hey Darlene-- "Baseless conjecture" is redundant. Duh.

Posted by: Mike | [December 20, 2008 at 09:51 PM](#)

As a pilot myself, who has flown hundreds of hours on search missions, let me note that most aviation accidents involve experienced pilots who make stupid mistakes. Flying into bad weather pegs the StoopidMistake-O-Meter. This is a symptom of "Get-there-itis" and it is the primary cause of light plane accidents.

Ice does several things to a plane. First, it adds weight. Drop a couple of hundred extra pounds on a plane which has a gross weight rating of, say, 3500 lbs, and you see how this could be a problem. Second, it messes up the aerodynamics, changing the profile of the lifting surfaces whose shape is the reason the plane can fly at all. Third, it can mess up instruments such as altimeter and airspeed indicator, so a pilot might not know that he's bleeding airspeed just at the time he needs it most (to correct for the ice buildup on the wings), until he stalls and falls out of the sky. Fourth, it can cause icing in the air intake system, making the engine lose power (or simply stop running).

Any of these things are enough to ruin your whole day.

Anti-icing systems are not a cure-all. They can be working perfectly and have absolutely no effect if the icing conditions are bad enough. It is also possible to delay switching them on until too late -- rubber boots might not have the power to break off the ice, electric boots might not be able to thaw enough of the ice for it to come off. Then there is also the possibility that they just aren't working, and the pilot doesn't notice until the one time in hundreds of flight hours that he actually switches the system on.

From just what I've read above, I'm going to suspect carb icing. He may have frozen the carburetor during the flight, then failed to bring in carb heat before cutting power to descend for landing. This is a common cause of engine failure in piston aircraft. Then, when the engine starts to choke off, hitting carb heat may just unstick a big chunk of ice which then is sucked into the carb, blocking it completely.

I don't know exactly what happened, but before putting on the tinfoil hat and screaming about conspiracies, I would first have to rule out the things which have killed thousands of flyers over the years.

Posted by: KW | [December 20, 2008 at 09:47 PM](#)

Short of the runway, this old of a plane would only take a real small hole drilled in to the Altimeter. Just a thought, must have been a flash back to Chicago in Nixons time. There is retro-fit kits for de-icing, there is a paper trail for this plane with the FAA that will say if it was installed. wixif is right about this comment.

jo6pac

Thanks for all of your work. Sad to loose a great contact but great for the enemy.

Everything is on schedule, please move along.

Posted by: jo6pac | [December 20, 2008 at 09:28 PM](#)

You go, grrlfriend. Just keep your head down and try to have a friend with you whenever you go out.

I don't have to tell you which 3-letter agency this is reminiscent of, do I?

It's getting to the point of funny umbrellas...

Posted by: T. Scheisskopf | [December 20, 2008 at 09:23 PM](#)

Recently, I read an article that indicated Connell previously cancelled two flights because of concern.

Posted by: Sue | [December 20, 2008 at 08:37 PM](#)

Better come up with some proof Karl put a hit on the guy rather than baseless conjecture.

Posted by: darlene | [December 20, 2008 at 08:12 PM](#)

Larissa just a note. I tried posting some info for you twice with links about encryption software but typepad said the message was flagged as spam.

Posted by: K | [December 20, 2008 at 08:07 PM](#)

In update three you mention that the plane was equipped to handle in-flight icing. I would question your source on that assertion. The model plane involved in the crash (Piper Saratoga) was not available with de-icing equipment in 1997. Piper only recently (in the

last year or two) made available a de-icing system on that model plane. There is a company (<http://www.weepingwings.com/mx/hm.asp?id=home>) that does offer an after market installation of a de-icing system for the Piper Saratoga. It would be easy to determine if the system was installed on the crashed plane by a visual inspection of the plane's control surfaces. The NTSB will determine the cause of the crash after a lengthy investigation but I would suspect airframe icing as a probable cause.

Posted by: Jerry | [December 20, 2008 at 08:05 PM](#)

decora everything you mention about encryption is basically wrong. Even the end-points of the emails can be encrypted if one has the technical knowledge. It's not that difficult and how to do it is not a secret.

With encryption NSA wiretapping is useless. The **only** thing NSA wiretapping accomplishes is spying on ordinary citizens and creating the public perception of a surveillance state. It does nothing to stop those who don't want to be spied on. Of course ordinary citizens can use encryption themselves rendering the NSA wiretapping program completely useless.

Furthermore, modern encryption available to anyone **cannot** be broken by the NSA or anyone else, that is unless someone has invented and implemented a quantum computer and even then it's very difficult if not extremely time consuming.

Posted by: K | [December 20, 2008 at 08:02 PM](#)

Don't worry about defending your choice of words concerning the possibility of conspiracy, reich-wingers will find fault in anything you say.

I'll say it gladly- until proven otherwise, in my gut I feel that there was foul play involved. Of course, I'll be as likely to believe the official version of this crash as much as I believe the 9/11 and JFK commissions. Unfortunately, we'll most likely never know for sure, unless someone were to confess to rigging the plane. And what are the chances THAT person would live long enough to tell the tale? Conspiracies abound!

Larissa, you're one of my heroes, and thank you for all the work you've done exposing the criminals in the GOP. You're a gifted writer as well as an impassioned journalist, a rare combination. You rock, girl. I think I may even have like a celebrity-crush on you. Sorry, just can't help myself...

But seriously, your work is as brilliant as it is important, I haven't been to your site in a while but I'll be sure to Buzz your stories when necessary. You shouldn't have to do that yourself.

Posted by: colinjames | [December 20, 2008 at 07:42 PM](#)

Hey Pilot 7:01, don't give yourself too much credit pal, you're not bursting any bubbles.

But thank you for bringing up Senator Wellstone, even though it was just an attempt to get people to look at the seriously flawed investigation into his murder.

A much more balanced honest look at the Wellstone murder is a 1 hour video, easily found on youtube.

Google Senator Wellstone Assassination.

Today the establishment site HuffingtonPost is doing its best to downplay and ignore this story, having it buried at the bottom of page 2 all morning. Then they moved it to page 1 and did their log jam trick, slowing and censoring comments all day long to kill the thread. It worked. That site makes me puke.

Well thankfully we have RawStory and Larissa to cover this Connell story. We should all do our best to spread the word around, on line and with people.

Posted by: GreenBean | [December 20, 2008 at 07:33 PM](#)

In light of yet another interestingly timed, high-profile death, shall we not review the lyrics to the song "A Convenient Suicide"?

How will I face my fake suicide?

Will they come to me deep in the night?

Will they make me write a letter

saying why I chose this end,

before giving me a bullet

and putting the gun in my wrong hand?

How will I face my unfortunate demise?

Will I even know it at the time?

Or will they cut the brakes or crash the plane

or mug me on the street

or hire a doctor to lock me away

to die mysteriously one day?

We who dare call it conspiracy

we see macro and order within the chaos
we understand that the convergence of coincidence
is part of a bigger plan

The masses need simplicity
and disconnect as an existential crutch
they can't comprehend
the depths of man's treachery
in magic bullets they believe

I know too much
I saw too much
I must pack my suitcase then
shoot myself in the back of the head
I must jump out of this tall window
a day before testifying in court
I'll slit my wrists and take some pills
and not interfere with the war plans.

It's a paranoid paradox
twitch of fear every time the door knocks.

A paranoid—paradox
digging deeper into Pandora's box.
Paranoid—paradox
'tis a dubious honor
being on a hit list
But if no one's trying to kill you
then you don't know s***!

Inventors
whose creations hurt oil companies
Soldiers
who speak out against corruption
Scientists
whose cures hurt the drug industry
Authors
whose words inspire action
Journalists
who expose human trafficking
We are the mausoleum of convenient deaths

Embrace cognitive dissonance
and run the gauntlet in your mind
when you break the matrix's spell
lies form a pattern
fake news makes sense
and now you are a spy
amongst the zombies and slaves

Countless ways to
make a man to die,
Car crash, botched mugging
the many forms of suicide.
But there are too many of us now
Armed by the internet
we're millions strong
The only way to silence us all
is a nuclear bomb!

Posted by: [I Dream of Apocalypse](#) | [December 20, 2008 at 07:22 PM](#)