

Affidavit of Thomas F. Stalcup

Thomas F. Stalcup, Ph.D.
332 Hatchville Rd.
East Falmouth, MA 02536

I, Thomas F. Stalcup, hereby affirm and state the following:

1. I am presently employed as a Systems Engineer at Onset Computer Corporation in Bourne, MA. In April of 2000, I received a Ph.D. in Physics from Florida State University. The attached curriculum vitae is an accurate description of my credentials and experience (CV Attached).

2. I have reviewed most, if not all of the NTSB's TWA Flight 800 simulation exhibits available in the NTSB's public docket.

3. I have reviewed most, if not all of the publicly available radar data used by the NTSB in relation to the TWA Flight 800 investigation.

4. The radar data indicates that Flight 800 began an immediate descent and northward turn immediately after losing electrical power.

5. To my knowledge, no NTSB simulation has been published that fits the available radar evidence. Each NTSB simulation diverges from the radar data when the aircraft is alleged to have climbed, and that divergence is neither acknowledged nor explained in the NTSB Final Report on the crash.

6. In my opinion, based on the laws of physics—specifically the law of conservation of energy—the radar evidence contradicts all NTSB crash simulations that include Flight 800 climbing sharply after exploding.

7. Each simulation in the NTSB Final Report falls behind Flight 800's radar-recorded position and speed by approximately ¼ mile and over 100 knots within ten seconds of the loss of its forward section. These discrepancies exist because the simulations show Flight 800 climbing sharply.

8. During a 1998 phone conversation with NTSB simulation exhibit author Dennis Crider, I learned that the Flight 800 simulations were run with all wing and control surfaces in their pre-explosion condition. This assumption is contradicted by the debris field created by the accident aircraft.

9. Debris field data indicates that Flight 800's left wing was damaged early in the crash sequence. [NTSB Flight 800 Exhibit 17A]. A three foot by nine foot left wing structure containing both "upper and lower [wing] skin" [NTSB Flight 800 Exhibit 17A] was found in an area consistent with it separating from the aircraft within five seconds of the

EXHIBIT E

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initial explosion [NTSB Flight 800 Exhibit 22B]. Other fragments of "internal and external [left] wing structure" were also recovered from the eastern debris field during trawling operations. [NTSB Flight 800 Exhibit 18A]

10. Damage to the left wing would have changed that wing's aerodynamic properties and may have caused the aircraft to turn north and begin its descent, as the radar evidence indicated.

11. The NTSB apparently disregarded evidence of left wing damage in all published simulations. This resulted in some wing components being simulated to have landed far (greater than one mile) from where the actual wing components were recovered.

12. There was inadequate cross-checking between the findings of the NTSB's simulation, debris field and debris sequencing reports.

13. The sequencing report [NTSB Flight 800 Exhibit 22B] rigorously calculated the position and timing of component separation from the aircraft from radar and debris field data. Data from that report contradicts assumptions made in NTSB simulations.

14. Physics, radar evidence and debris field locations are consistent with the aircraft beginning an immediate descent after exploding.


15. There were at least 670 eyewitnesses interviewed by the FBI and other law enforcement agencies. The FBI interview summaries from these witnesses were ultimately published in NTSB Exhibit 4A. I coordinated statistical analysis of all those summaries and no eyewitness was located that reported seeing Flight 800 climb at any time.

16. In my opinion, the NTSB spent more time attempting to prove its theory for the crash than to determine from the evidence what had actually happened. The simulation exhibits are good examples of how the NTSB ignored evidence to obtain results favorable to its theory.

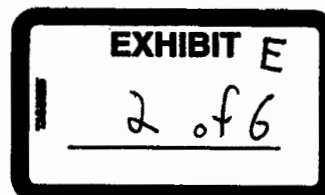
17. Disclosure and subsequent peer review of the NTSB's climb calculations would help determine Flight 800's most probable crash sequence, which would significantly improve the airline community's understanding of the crash.

I declare under penalty of perjury that the foregoing is true and correct.

DATED: June 29, 2002



Thomas F. Stalcup, PhD



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Thomas F. Stalcup
2 Hatchville Rd., E. Falmouth, MA 01540
Email: stalcup@hotmail.com, Phone: 508-725-8807

Education

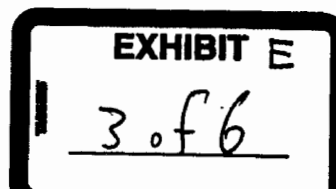
- 2000 Ph.D. in Physics
Florida State University, Tallahassee, FL
Thesis Title: Transport and Magnetic Properties of
an Organic Superconductor
Thesis Advisor: James S. Brooks
- 1996 B.S. in Physics
Florida State University, Tallahassee, FL

Professional Experience

- 2001 - Present Systems Engineer
Onset Computer Corporation
470 MacArthur Blvd.
Bourne, MA
- 1997 - 2000 Research Assistant
National High Magnetic Field Laboratory
Department of Physics
Florida State University
- 1996 - 1997 Teaching Assistant
Department of Physics
Florida State University

Research Experience

- Performed AC and DC four terminal resistivity measurements on various molecular crystals to study the following:
 - Magnetoresistance
 - Resistance vs. Temperature
 - Shubnikov de Haas Effect
- Measured magnetization on various molecular crystals using the following techniques:



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Cantilever Method
SQUID (Superconducting Quantum Interference Device)
AC Susceptibility

- Utilized the de Haas van Alphen effect to map the Fermi surfaces of molecular and metallic single crystals.
- Performed EPR (Electron Paramagnetic Resonance) measurements on samples, using resonant cavity techniques with an MVNA (Millimeter-Wave Vector Network Analyzer).
- Performed NMR (Nuclear Magnetic Resonance) measurements on molecular crystals, probing conformational changes and relaxation processes.
- Measured superconducting transitions within a tunnel diode oscillator.
- Regularly used and/or maintained most cryogenic probes and instruments available at the National High Magnetic Field Laboratory, including:

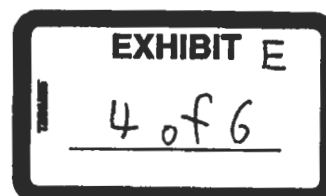
3He Systems
4He Systems
Dilution Refrigeration
Continuous Flow Cryostats

- Regularly utilized and maintained an FTIR (Fourier Transform Infrared) spectrometer.
- Extensive background working with high field resistive, pulsed, and superconducting magnets.
- Considerable experience using low vacuum systems.
- Competent machinist: designed and built numerous probes and devices applicable to above research.

Computer Skills

- Skilled programmer in C/C++, Basic, Labview, and HTML.
- Knowledgeable with PC, Macintosh, and UNIX platforms. Extensive experience operating numerous applications designed for data acquisition and analysis.

Communication Skills

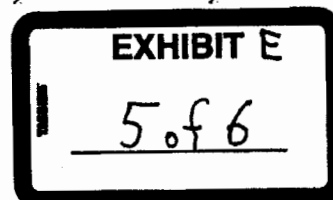


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- Lead tours of the NHMFL for visiting scientists, student and community groups.
- Assembled and ran demonstrations during NHMFL Open Houses.
- Experienced Teaching Assistant.
- Directed and supervised mentorship and undergraduate internship programs.

Recent Publications

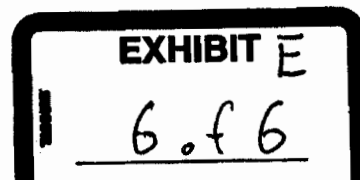
1. "Transport and Magnetic Properties of an Organic Superconductor," T.F. Stalcup, Doctoral Dissertation, Florida State University, (2000K)
2. "Temporal Processes in Polymeric Anion-Based Organic Superconductors," T. F. Stalcup, J.S. Brooks, and R.C. Haddon; Phys. Rev. B 60, 9309 (1999).
3. "²H NMR Studies on deuterated κ -(BEDT-TTF)₂Cu[N(CN)₂]Br," T.F. Stalcup, P. Kuhns, J.S. Brooks, J. Russo, and W. Moulton, work in progress.
4. "Transgenic Arabidopsis Plants as Monitors of Low Gravity and Magnetic Field Effects," T.F. Stalcup, J. Reavis, J.S. Brooks, A.L. Paul, R.J. Ferl, and M.W. Meisel; Physical Phenomena at High Magnetic Fields-III, Z. Fisk, L. Gor'kov, R. Schrieffer, , Eds., World Scientific, Singapore, p. 646 (1999)
5. "Single Crystal EPR of Mn12-Acetate Clusters," S. Hill, J.A.A.J. Perenboom, N.S. Dalal, T. Hathaway, T.F. Stalcup, and J.S. Brooks; Phys. Rev. Lett. 80, 2453(1998).
6. "Low-field low-temperature magnetotransport studies of CeP," T. Terashima, J.S. Qualls, T.F. Stalcup, J.S. Brooks, H. Aoki, Y. Haga, A. Uesawa, and T. Suzuki, D: Phys. Rev. B 60, 15285 (1999).
7. "Observation of DC Voltage During AC Magneto-Transport Measurements in Pure Metals Under the Static Skin Effect," Marchenkov V.V.; Stalcup T.F.; Brooks J.S.; Startsev V.E. and Weber H.W.; Physical Phenomena at High Magnetic Fields-III, Z. Fisk, L. Gor'kov, R. Schrieffer, , Eds., World Scientific, Singapore, p. 646 (1999)
8. "Linear Magnetoresistivity in Compensated Metals at High Magnetic Fields," Marchenkov V.V.; Stalcup T.F. and Brooks J.S., Physical Phenomena at High Magnetic Fields-III, Z. Fisk, L. Gor'kov, R. Schrieffer, , Eds., World Scientific, Singapore, p. 650 (1999)
9. "Dislocation Breakdown Phenomenon in Tungsten and Molybdenum Single Crystals at High Magnetic Fields," Marchenkov V.V.; Gornostyrev Yu.N.; Dyakina V.P.; Krupin K.B.; Popov A.V.; Startsev V.E.; Stalcup T.F.; Brooks J.S.; Kratzwald L.; Weber H.W.;



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Tagirova D.M.; Levit V Deryagin A.I. and Antonova O.V Physical Phenomena at High Magnetic Fields-III, Z. Fisk, L. Gor'kov, R. Schrieffer, , eds., World Scientific, Singapore, p. 651 (1999)

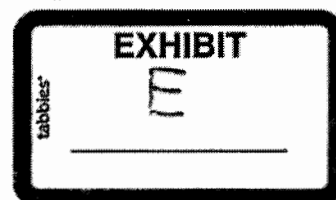
10. "New Opportunities in Science, Materials, and Biological Systems in the Low - Gravity (Magnetic Levitation) Environment," J. S. Brooks, J.A. Reavis, R.A. Medwood, T.F. Stalcup, M.W. Meisel, E. Steinberg, L. Arnowitz, C.C. Stover, and J.A.A.J. Perenboom, MMM conf., Nov. 99, to be published in the Journal of Magnetism and Magnetic Materials, in press(2000).



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I, Thomas F. Stalcup, hereby affirm and state the following:

1. All opinions I provide in this, my June 29, 2002, and my August 4, 2003 affidavits, as well as those appearing in my written studies referenced in my affidavits, are made with a high degree of scientific certainty.
2. I authored the attached article entitled "TWA Flight 800 Probable Cause Announced." The article recites the official findings of the Flight 800 Independent Researchers Organization (FIRO) that I presented on behalf of FIRO at Worcester Polytechnic Institute, on October 8, 2003.
3. "The law of conservation energy says, that you use kinetic energy and that's the speed you have already and you convert that to altitude but there is a price, the price that you pay is that you slow down. It's like when you ride a bike up a hill, at the tope of the hill you're going pretty slow, you know, you use your energy up. Well the radar data showed the plane did now slow down. If didn't slow down, it didn't climb. If it didn't climb, the witnesses didn't see the plane climb, they saw something else."
4. "The last sweep of the River Head radar shows the four data points deleted and a pie wedge right where flight 800 was, and that's where any missile would have been that was going to hit it. Now that data has been completely deleted. It's just – it's like any investigation when evidence comes up missing. You know, there might be a reason, there might just been lost. But when you have data, that doesn't get – it isn't just missing, it's just deleted, you know, all the data, you know, this isn't, that's not something that just happens by itself."
5. "What troubles me most about what the government is saying about this is their insistence is that there is no physical evidence of a criminal act, or a missile, or an explosion of any kind other than a center wing tank explosion. That is completely false."
6. "...Sanders to elementary analysis – getting a little technical here – but he found things like magnesium and silicon and things like that, and yeah, you find some of those things in other materials, but not in those [Q. Who found the PETN and the RDX? Who...] Once you find them, you know it's an explosive. [Q. Who found them? How –] The FBI. That true. That's why I – they admit that, and they say that's no evidence of a missile. Why?"
7. "There was a ship directly underneath Flight 800 when it crashed. We know very little about this ship. The government tells us they have not been able to identify that ship. Although the government says it didn't



notice it for six months until it disappeared in investigation, although it was tracked by aircraft radar. We know it was traveling away from the scene rather than towards it. It didn't help in search and rescue. It was traveling very fast, its likely very large since aircraft radar picked it up. It could, I don't, 15 miles, 20 miles."

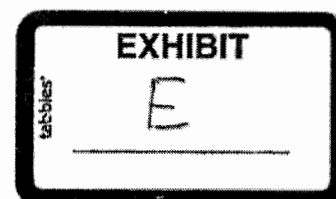
8. "It also shows something very peculiar. There was an aircraft that was coming in and out of this military warning zone with high performance characteristics. This aircraft would come out of the warning zone at 300 knots, slow down to 100 knots in 30 seconds, take a left turn, continue onward, take another U-turn, increasing to 200 knots, slowing down to 100 knots, coming back – and did this three times."
9. "They use national security to hide the location of Naval units the night an airplane crashes. That's highly suspicious."
10. All of the above quotations appear to have been taken from statements I made on camera for one or more productions involving the crash of TWA Flight 800. They appear to be exact quotes. I provided my expertise and conclusions to help each production explain some of the technical details surrounding the crash. I received no compensation (other than travel expenses) for these efforts.

I declare under penalty of perjury that the foregoing is true and correct.

DATE: October 22, 2003



Thomas F. Stalcup, PhD



Exhibits:

Exhibit 1: TWA Flight 800 Probable Cause Announced

SUPPORTING MATERIALS TO ABOVE-LISTED EXHIBIT:

Exhibit 2: Radar data shows

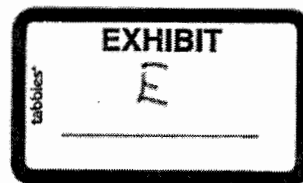
Exhibit 3: Objects consistent with incendiary pellets

Exhibit 4: Explosive traces

Exhibit 5: Overwhelming statistical evidence

Exhibit 6: Based on radar data and the law of conservation of energy

Exhibit 7: References



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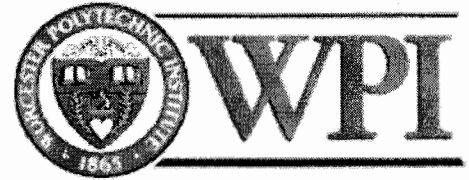
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TWA Flight 800 Probable Cause Announced



Probable cause announced at Worcester Polytechnic Institute on October 8, 2003

Flight 800 Independent Researchers Organization (FIRO) announced their probable cause determination for the 1996 crash of TWA Flight 800 during a talk at Worcester Polytechnic Institute (WPI) on October 8th, 2003. The talk, entitled "TWA Flight 800 and Official Obfuscation" and sponsored by the student group "Power of One," contained graphics and animations that called into question several key findings in the government's official crash report.

TWA Flight 800 exploded and crashed off the coast of Long Island, NY in the summer of 1996. Although dozens of eyewitnesses were sure they saw a missile, federal investigators took four years to release an ultimately inconclusive final report.

FIRO has documented evidence the government concealed, omitted, and misrepresented during the investigation. Much of this evidence was used by FIRO to buttress their findings, which purportedly account for more evidence than the government's theory of a spark inside a fuel tank.

FIRO Chairman Dr. Thomas Stalcup gave the talk, which focused on the government's mishandling of key pieces of evidence that conflicted with a preconceived crash scenario. That evidence was then shown to support a theory for the crash that accounts for nearly all of the available evidence. The talk concluded with the release of FIRO's findings and their own probable cause determination.

Findings

- Radar data shows the first pieces of wreckage hurling out the right side of TWA Flight 800, landing in an area not listed in the NTSB debris field database. This wreckage was confirmed recovered by the Navy more than 1/2 mile south of the flight path.
- Objects consistent with incendiary pellets used in missile warheads were found during victim autopsy exams.
- Explosive traces consistent with explosives used in missile warheads were found throughout the wreckage. The traces that were found in a cargo compartment cannot be explained by an alleged explosives spill, during a bomb detection exercise conducted in the passenger cabin weeks earlier.
- Overwhelming statistical evidence from hundreds of eyewitnesses is consistent with an ocean-launched surface-to-air missile and its subsequent impact with TWA Flight 800 at an altitude of 13,700 feet.

http://www.flight800.org/probable_cause.htm



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- Based on radar data and the law of conservation of energy, TWA Flight 800, at no time during its crash sequence, climbed as depicted in government animations.

Probable Cause

A surface-to-air missile, launched from the ocean off the coast of Long Island rose up and exploded at or near TWA Flight 800. The explosion of the near-empty center wing fuel tank was a secondary explosion, initiated by the explosion of a missile warhead. The combined destructive power of the missile and the fuel tank explosion caused catastrophic structural failure of TWA Flight 800.

Supporting Documentation

The National Transportation Safety Board (NTSB) concluded that the probable cause for the crash of TWA Flight 800 in July 1996 was an explosion within the aircraft's center wing fuel tank. Neither the ignition source nor its location within the tank "could be determined from the available evidence." [1] Flight 800 Independent Researchers Organization (FIRO) reviewed the NTSB's findings and probable cause determination in detail and found several errors and omissions that required further review.

In July 2002, FIRO filed a petition with the NTSB requesting that these errors and omissions be corrected in a revised accident report. [2] The petition explained in detail that evidence which conflicted with the official probable cause for the crash, was not adequately investigated, or was withheld from certain investigative parties and the public. Nearly a year after receiving the petition, the NTSB responded by simply dismissing a majority of FIRO's assertions without even a cursory review. [3]

FIRO believes that the probable cause for the crash of TWA Flight 800 was an explosion caused by an external ignition source. Radar data [4, 5], forensic analyses [6, 7], debris field evidence [4], secret government test results [8], and multiple eyewitness observations [9, 10] all suggest that the external ignition source was most likely a surface-to-air missile.

FIRO does not intend to ascribe theories as to why a missile may have been fired. Rather, the main goals of FIRO are to factually establish that an external initiating event caused the demise of TWA Flight 800, and to compel the proper investigative agencies to re-open the TWA Flight 800 investigation so that the cause of the accident may be firmly established.

Parties interested in assisting FIRO with its investigation or liaison contacts with the United States government should contact FIRO Chairman Dr. Thomas Stalcup.

About FIRO

Formed in April of 1999, FIRO is a group dedicated to uncovering and publicizing



the facts surrounding the crash of TWA Flight 800. Its membership includes former airline crash investigators, scientists, engineers, and aviation professionals.

References

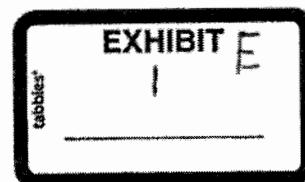
1. NTSB. AIRCRAFT ACCIDENT REPORT. In-flight Breakup Over the Atlantic Ocean, Trans World Airlines Flight 800, Boeing 747-131, N93119, Near East Moriches, New York, July 17, 1996. NTSB Public Docket, 2000.
2. FIRO Petition http://flight800.org/petition/pet_contents.htm
3. NTSB Response to FIRO Petition
http://www.flight800.org/petition/doc_1.htm
http://www.flight800.org/petition/doc_2_p1.htm
http://www.flight800.org/petition/doc_2_p2.htm
http://www.flight800.org/petition/doc_2_p3.htm
4. FIRO Petition: Section 4 http://flight800.org/petition/pet_sect4.htm
5. FIRO Petition: Section 7 http://flight800.org/petition/pet_sect7.htm
6. FIRO Petition: Section 2 http://flight800.org/petition/pet_sect2.htm
7. FIRO Petition: Section 3 http://flight800.org/petition/pet_sect3.htm
8. Flight 800's Secret Archive http://flight800.org/secret_documents.htm
9. FIRO Petition: Section 8 http://flight800.org/petition/pet_sect8.htm
10. FIRO Petition: Section 10 http://flight800.org/petition/pet_sect9.htm

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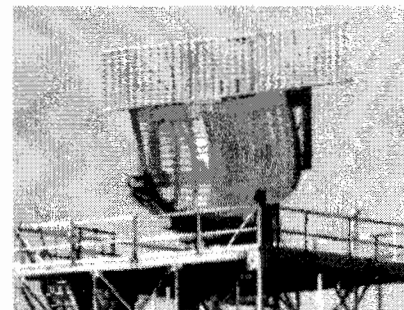
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4) Failure to explain or mention multiple high-speed (Mach 2) radar targets near the aircraft at the time of the accident.

FACT: The McArthur/Islip Airport radar (ISP radar) was the FAA's closest radar site to Flight 800 when it exploded. For approximately 28 minutes up until Flight 800 lost electrical power, only a Navy P-3 Orion aircraft was tracked by the ISP radar in the airspace near where Flight 800 exploded and fell to the sea (see Figure 1).



FAA ASR-9 air traffic control radar.

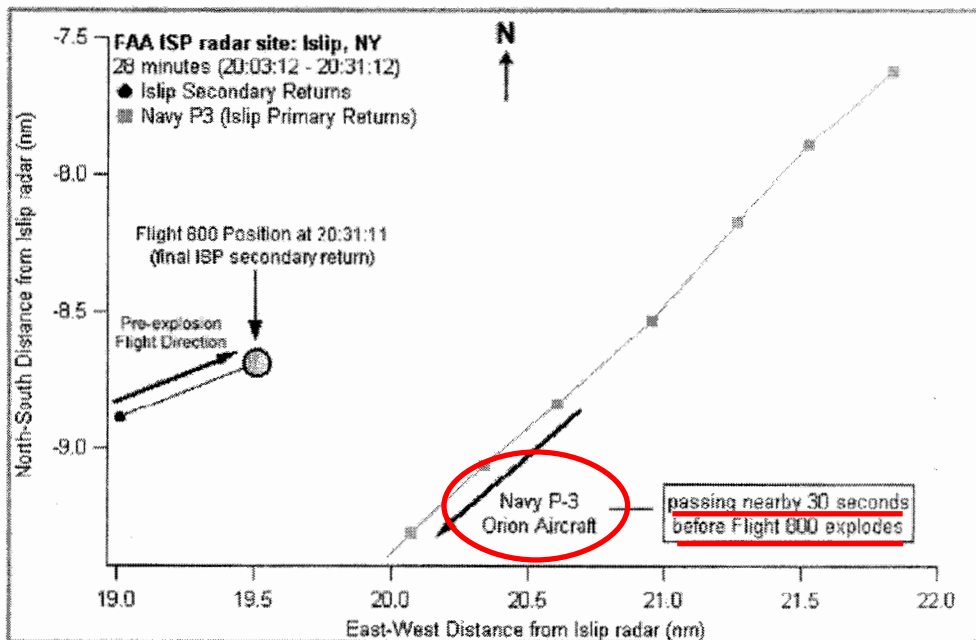
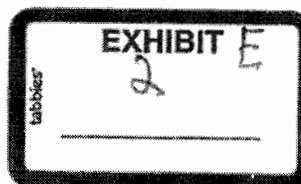


Figure 1: Twenty-eight minutes of radar coverage in the vicinity of Flight 800's crash site from the FAA radar site in Islip, NY prior to Flight 800 losing electrical power.



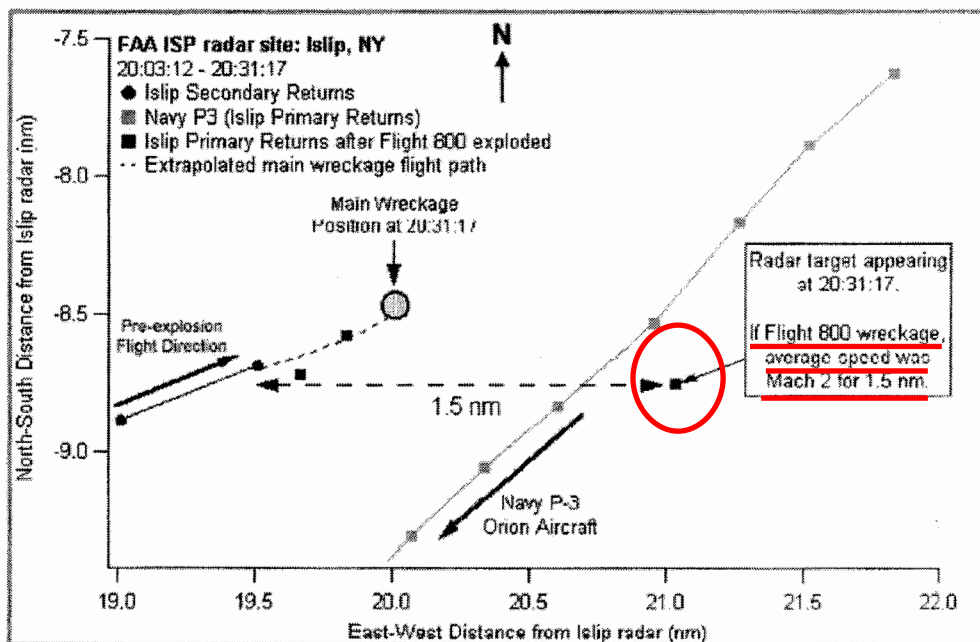
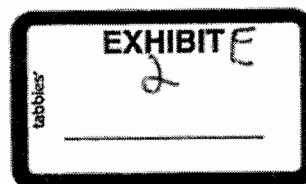


Figure 2: Twenty-eight minutes of radar coverage in the vicinity of Flight 800's crash site from the FAA radar site in Islip, NY, plus five seconds of primary radar returns after Flight 800 lost electrical power.

FACT: Less than 4.3 seconds after a spontaneous midair explosion aboard Flight 800, a target appeared on radar approximately 1.5 nautical miles to the east of the explosion (Figure 2.).

FACT: The target was recorded again on the following sweep (4.7 seconds after the first sweep) about 1/10 of a mile further to the southeast (see Figure 3 below). This position was consistent with where right-fuselage, center wing tank and forward cargo bay components were recovered, and was more than 1 nautical mile from where the main wreckage impacted the ocean.[3]



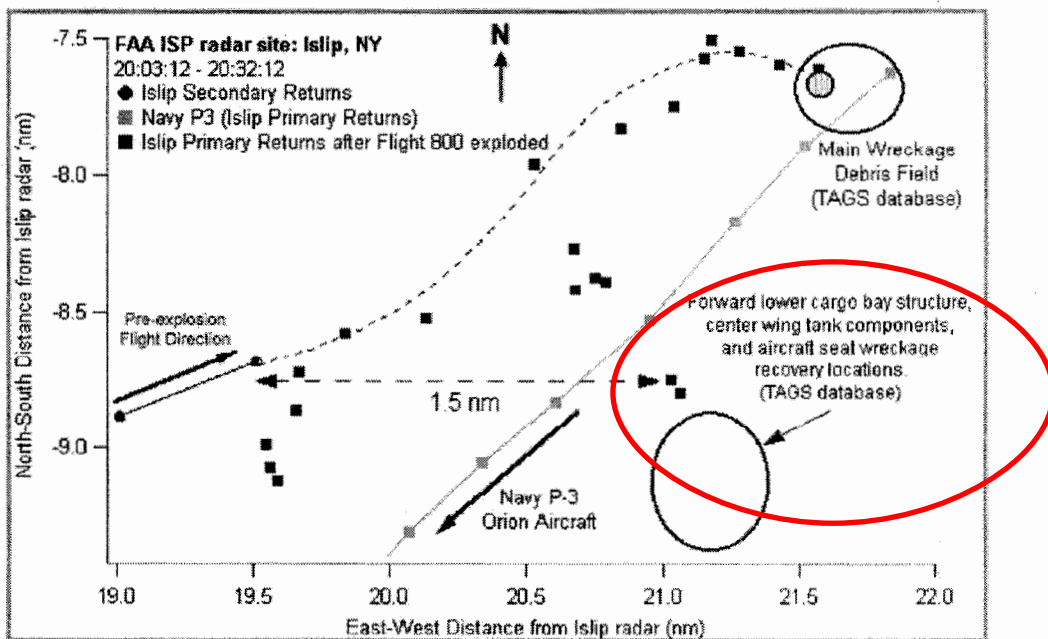


Figure 3: Twenty-eight minutes of radar coverage in the vicinity of the Flight 800 tragedy from the FAA radar site in Islip, NY, including one minute of primary radar returns after Flight 800 lost electrical power.

FACT: If the above mentioned target was wreckage that exited from Flight 800's airframe at any time after the loss of electrical power, its minimum average speed was approximately Mach 2 (twice the speed of sound).

FACT: The North Truro, MA Air Route Surveillance Radar recorded a radar target approximately 1.7 nautical miles southeast of Flight 800 approximately five seconds after the loss of electrical power. The altitude of this target was 1,000 to 7,000 feet higher than the last known altitude of TWA Flight 800 (13,800 feet).[17]

FACT: If the above mentioned target recorded by the North Truro radar was wreckage that exited from Flight 800's airframe at any time after the loss of electrical power, its minimum average speed was approximately Mach 2. See Figure 4 below.

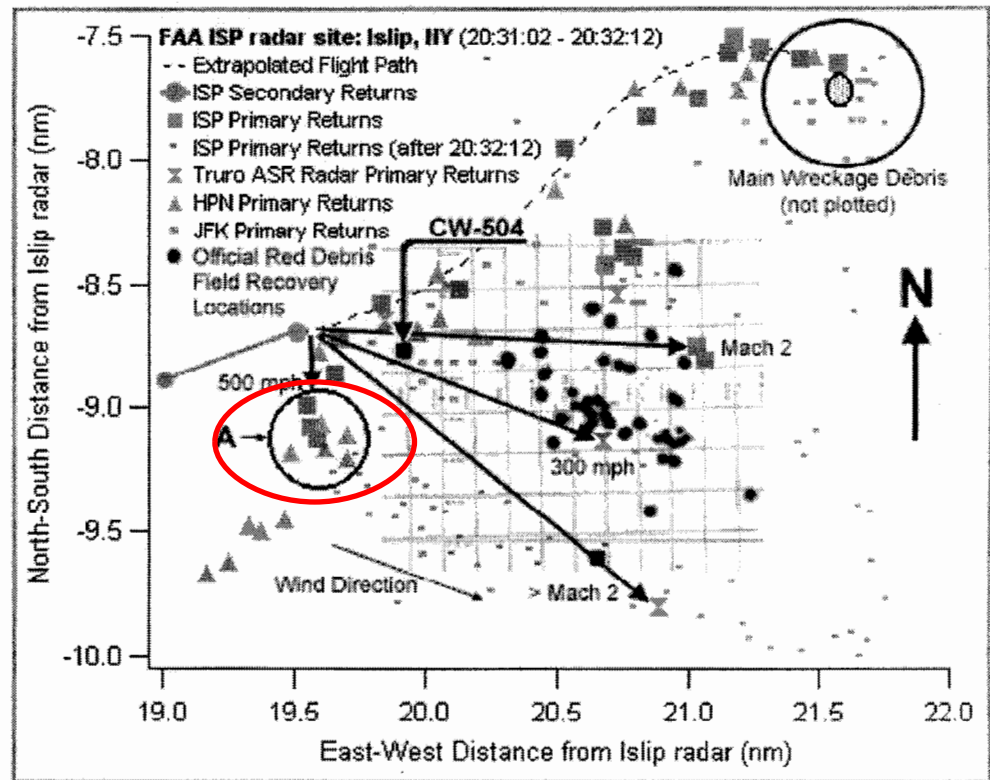


Figure 4: Radar coverage from four radar sites (ISP, HPN, JFK, N. Truro) superimposed onto official wreckage recovery data from the earliest (red) debris field.[3, 18] All speeds listed are averages; if from wreckage, initial exit velocities would have been higher. Recovery locations darkened for clarity.

FACT: Another radar target recorded by the North Truro radar 16 seconds after Flight 800 lost electrical power appeared 1.2 nautical miles ESE and within 3,700 feet in altitude of Flight 800 when it lost electrical power.[17] See Figure 4 above.

FACT: If this last mentioned target was wreckage that exited from Flight 800's airframe at any time after the loss of electrical power, its minimum average speed was 300 mph. See Figure 4 above.

FACT: Radar expert Michael O'Rourke, contracted by the FBI, concluded that "some portion or component of the aircraft kicked out to the right nearly immediately after the loss of the transponder signal."[19] See circled area (labeled A) in Figure 4.

FACT: O'Rourke concluded that once the portion of the aircraft that kicked out to the right lost its momentum, "the parts associated with this debris descended to the ocean nearly vertically." See circled area (labeled A) in Figure 4.

FACT: The official debris field database does not include any items

recovered in the circled area (labeled A) in Figure 4.

FACT: NTSB Exhibit 18 states: *"There is still some significant missing structure in the key wing center section and fuselage red zone [early debris field] areas."*[6]

FACT: Wreckage item CW-504 is labeled in Figure 4. It was recovered so far west that the NTSB concluded that its recovery location *"might even be in conflict with the proposed [crash] scenario."*[6]

FACT: According to O'Rourke's analysis, aircraft debris should have impacted the ocean approximately ¼ mile further west than CW-504, in the circled area (labeled A) in Figure 4.

ASSESSMENT: Many radar targets from at least four separate radar sites indicate that wreckage exited the right side of the aircraft at high speeds. The NTSB has not discussed their appearance or implications. One NTSB report does suggest, however, that *"some velocity could be imparted [to wreckage items] from the [initial] explosion."*[20] But there is no indication that the NTSB ever attempted to determine if a fuel-air explosion (the official cause of the crash) could have imparted sufficient velocity to wreckage items to account for the radar data.

ASSESSMENT: A very powerful force was needed to launch wreckage out the right side of the aircraft almost precisely when the aircraft lost electrical power. Some of this wreckage evidently landed in a debris field that was officially never located—a debris field that could have contained the *"significant missing structure"* that officials believe exited the plane early in the crash sequence.[Wildey, 1997 #91] But regardless of whether wreckage was officially located or not, the radar evidence is enough to call into question several key findings made by the NTSB.

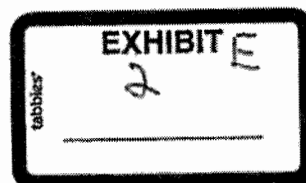
ASSESSMENT: The NTSB Final Report failed to identify any force within the official crash scenario that could have imparted the necessary energy to Flight 800 components to send them out the right side of the aircraft at the very high speeds indicated in the official radar record—a radar record substantiated by at least three independent radar sites (see Attachment II and Figure 4).

ASSESSMENT: The NTSB has not adequately investigated the radar evidence or the types of explosions with which that evidence may be consistent. We urge the NTSB to address all of the radar returns discussed above and to propose a crash scenario that can account for their appearance.

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Flight 800's Secret Archive

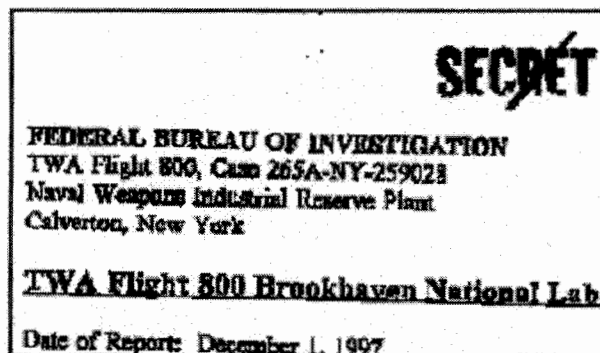
May 27, 2003

The FBI classified as secret, documents that indicated a missile hit TWA Flight 800 off the coast of Long Island in 1996. Excluded from public scrutiny were FBI eyewitness summaries with detailed descriptions of an apparent midair collision. Hundreds of official interview summaries from 278 individual eyewitnesses never reached the NTSB in time for its first Flight 800 public hearing, held a year and a half after the crash.

A report that summarized the Brookhaven National Laboratory (BNL) analyses of TWA Flight 800 debris "that exhibited possible high energy characteristics" was also classified secret. Flight 800 Independent Researchers Organization (FIRO) member Don Collins obtained a declassified version of this report under the Freedom of Information Act.

According to the BNL report, one of twenty similar, pellet-like objects was among the items analyzed. It was found during a victim autopsy exam and contained zirconium, cerium, and barium within a multi-phase aluminum-titanium matrix. Originally charcoal in color, it became orange colored and transparent when polished.

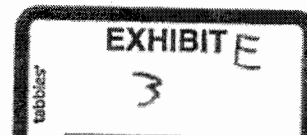
Laypersons will be hard pressed to recognize these pellets and their exotic mixture of elements, but conventional missile warhead designers see them in their sleep. Always trying to improve warhead performance, warhead designers add these elements to a warhead to increase its overall yield and to add an incendiary component to the blast wave.[2]



From the FBI's formerly secret Brookhaven National Lab report. Full report available as an attachment to [FIRO's petition to the NTSB](#).

They were left ill-equipped to conclude anything meaningful about the pellets, never mind their chemical

http://flight800.org/secret_documents.htm



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DE FBICE 0001 S E C R E T

[REDACTED] WAS INTERV

WHAT SHE WITNESSED ON 7/17

[REDACTED] ADVISED THE FOLLOWING:

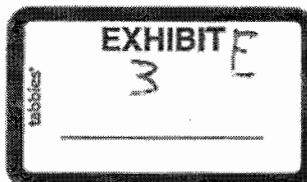
From the FBI's formerly secret witness interview summary of witness #73.[1] [Click for full page.](#) Witness #73's complete file is now available at www.nts.gov.

PAGE TWO DE PBICE 0001 S E C R E T

EPHONE [REDACTED] WAS INTERVIEWED AT HER RESIDENCE REGARDING WHAT SHE WITNESSED ON 7/17/96, AT LONG ISLAND, NEW YORK. [REDACTED] ADVISED THE FOLLOWING:

ON 7/17/96, AT APPROXIMATELY 8:37 P.M., [REDACTED] WAS ON THE MOBAY (PHONETIC) SECTION OF LONG ISLAND BEACH, NEW YORK, WHEN SHE OBSERVED AN AIRCRAFT CLIMBING IN THE SKY TRAVELING FROM HER RIGHT TO HER LEFT. [REDACTED] ADVISED THAT THE SUN WAS SETTING BEHIND HER. WHILE KEEPING HER EYES ON THE AIRCRAFT, SHE OBSERVED A "RED STREAK" MOVING UP FROM THE GROUND TOWARD THE AIRCRAFT AT AN APPROXIMATELY A 45 DEGREE ANGLE. THE "RED STREAK" WAS LEAVING A LIGHT GRAY COLORED SMOKE TRAIL. THE "RED STREAK" WENT PASSED THE RIGHT SIDE AND ABOVE THE AIRCRAFT BEFORE ARCKING BACK TOWARD THE AIRCRAFT'S RIGHT WING. [REDACTED] DESCRIBED THE ARCK'S SHAPE AS RESEMBLING AN UPSIDE DOWN NIKE SWOOSH LOGO. THE SMOKE TRAIL, WHICH WAS LIGHT GRAY IN COLOR, WAS NARROW INITIALLY AND WIDENED AS IT APPROACHED THE AIRCRAFT.

[REDACTED] INITIALLY THOUGHT SOMEONE HAD SET OFF A FLARE AND COMMENTED SAME TO HER FRIENDS SCOTT AND PAULINE BARROWS OF LONG ISLAND. [REDACTED] NEVER TOOK HER EYES OFF THE AIRCRAFT DURING THIS TIME.



composition. Ultimately, they concluded that the pellets were of "unknown origin." But unknown origin is one thing, classifying the report secret is another.

Perhaps the secrecy had to do with timing. If you check the date of the Brookhaven report, you may notice that it was submitted on a very busy week for the FBI, the week November 30, 1997.

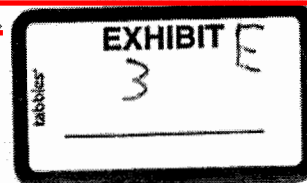
A Busy Week at the FBI

- **Monday (12/1/97):** Brookhaven report completed, and perhaps classified secret on the spot.
- **Wednesday (12/3/97):** FBI Assistant Director Jim Kallstrom sends a letter from his New York office to Washington D.C., addressed to the NTSB Chairman Jim Hall. The letter requests that all discussion of "Missile/Warhead/Impact/Bombs/Explosives" and all discussion of eyewitness evidence be banned from the NTSB public hearing scheduled to begin the following Monday.
- **Wednesday (12/3/97):** Later that same day NTSB Chairman Jim Hall formally responds to Kallstrom's letter, complying with nearly every request in a thoughtful letter of his own.
- **Friday (12/5/97):** FBI formally charges investigative journalist Jim Sanders and his wife with receiving and analyzing evidence from the Flight 800 investigation. Sanders received national press coverage for claiming that this evidence indicated a missile hit Flight 800.
- **Monday through Friday (12/8-12/97):** NTSB conducts the first public hearing on the crash with no discussion of eyewitness, missile, warhead, bomb, or explosive evidence. NTSB focuses on damage to the center wing fuel tank, which apparently exploded. The explosion's ignition source was not determined.

So it appears that on the week of November 30, 1997, the FBI carried out a well orchestrated campaign to block any and all discussions that had to do with a missile hitting Flight 800. Charging Jim Sanders with a crime effectively quelled criticism from his sources within the NTSB investigation, who believed a missile hit the plane. And so it seems classifying the Brookhaven report as secret was in step with FBI policy at the time.

But today, organizations such as FIRO are slowly piecing together the crash by analyzing documents obtained under the Freedom of Information Act.[3] Sometimes declassified, sometimes simply neglected, the documents are beginning to paint a clear picture of what happened to TWA Flight 800.

[1] Although the FBI apparently declassified this witness interview early in the investigation, it was withheld from the NTSB for more than one year.



[2] Barium is commonly bonded to oxygen (oxygen was detected too), making up the oxidizer, and the metals are among a group of powdered metals, representing the pyrophoric portion. The high temperatures reached by detonating warheads ignite the metal-oxygen mixture, which can continue to burn on its own. Effective warheads are designed with high explosives (also detected in the Flight 800 wreckage) surrounded by pellets made up of these materials.

[3] FIRO is presently suing the FBI for forensic documents listed in their Central Records System that FBI FOIA officers allegedly couldn't find. FIRO appealed a circuit court's decision not to press the FBI to conduct a more thorough search. In mid 2002, the Boston Appeals Court remanded the case back to the district court, ordering the FBI to explain their search method in more detail. The case is presently under review by the Federal District Court in Springfield, MA.

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2) Incomplete and inadequate accounting for the presence of explosive traces found in diverse parts of the aircraft.



Chemical structure of the explosives RDX and PETN (click to enlarge).

FACT: Investigators detected traces of explosives (PETN and RDX) on various wreckage items. [12] Officials attributed these traces to a canine bomb detection exercise allegedly conducted in the jetliner in St. Louis five weeks before the crash. [13] According to investigators, explosive particles were inadvertently deposited on the aircraft during this exercise.

FACT: On the day of the of the alleged bomb detection exercise, the aircraft that would become Flight 800 left its St. Louis gate, fully catered, with 435 passengers and bound for Honolulu only fifteen minutes after the exercise was completed. [13] This meant that passengers were aboard or boarding the jetliner when the alleged exercise was taking place.

FACT: Another TWA 747 aircraft, adjacent to the Flight 800 aircraft at the time of the bomb detection exercise, left its gate over one hour later. [14]

ASSESSMENT: The bomb detection exercise likely took place aboard an adjacent TWA 747 aircraft that left its gate more than one hour after the exercise ended, not inside the Flight 800 aircraft, which was not available for such an exercise at the time. The explosive traces detected onboard Flight 800 can not be attributed to a spill during the bomb detection exercise in St. Louis.

ASSESSMENT: The NTSB should immediately gain access to all evidence and analyses remaining in the FBI's possession so that NTSB investigators can complete their investigation by thoroughly and openly analyzing all of the Flight 800 wreckage items.

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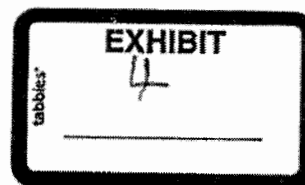
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9) Inability to explain over 100 official eyewitness accounts.

FACT: 134 witnesses provided federal investigators with detailed descriptions of events early in the crash sequence. These details included the origin and/or trajectory of a rising streak of light.[2]



Levine (CNN)

Naneen Levine: the first eyewitness interviewed by authorities.

FACT: The NTSB failed to isolate these "Origin/Trajectory" witnesses, but attributed the rising streak to Flight 800 itself, climbing sharply as it headed east, to Paris.

FACT: The Origin/Trajectory witnesses do not describe the path of Flight 800. Most saw the streak rise from the surface and/or head straight up. Thirty-four watched the streak rise westward, a direction the crippled jetliner never traveled. Several others said the streak impacted with Flight 800.[2]

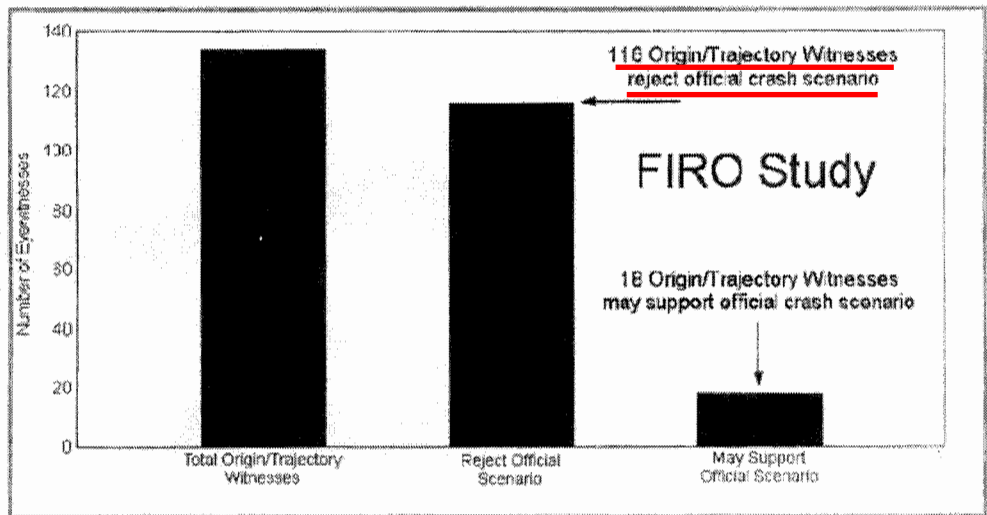
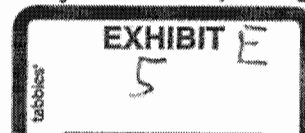


Figure 7: Origin/Trajectory witness accounts compared with the official crash scenario.[2]

FACT: As shown above, 116 (86%) Origin/Trajectory witnesses reject the official NTSB explanation for the streak. These witnesses described the earliest events surrounding the crash of TWA Flight 800, but their accounts were never isolated and studied by the NTSB.

FACT: Eyewitness 649 (numbered by the NTSB) is a good example of an



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Origin/Trajectory witness. He provided investigators with a compass bearing to the object he saw rise into the sky and created a hand-drawing of his observation.

FACT: Eyewitness 649's description of a projectile rising into the sky and meeting a second airborne object is inconsistent with the official crash scenario. See Figure 8 and Attachment V.

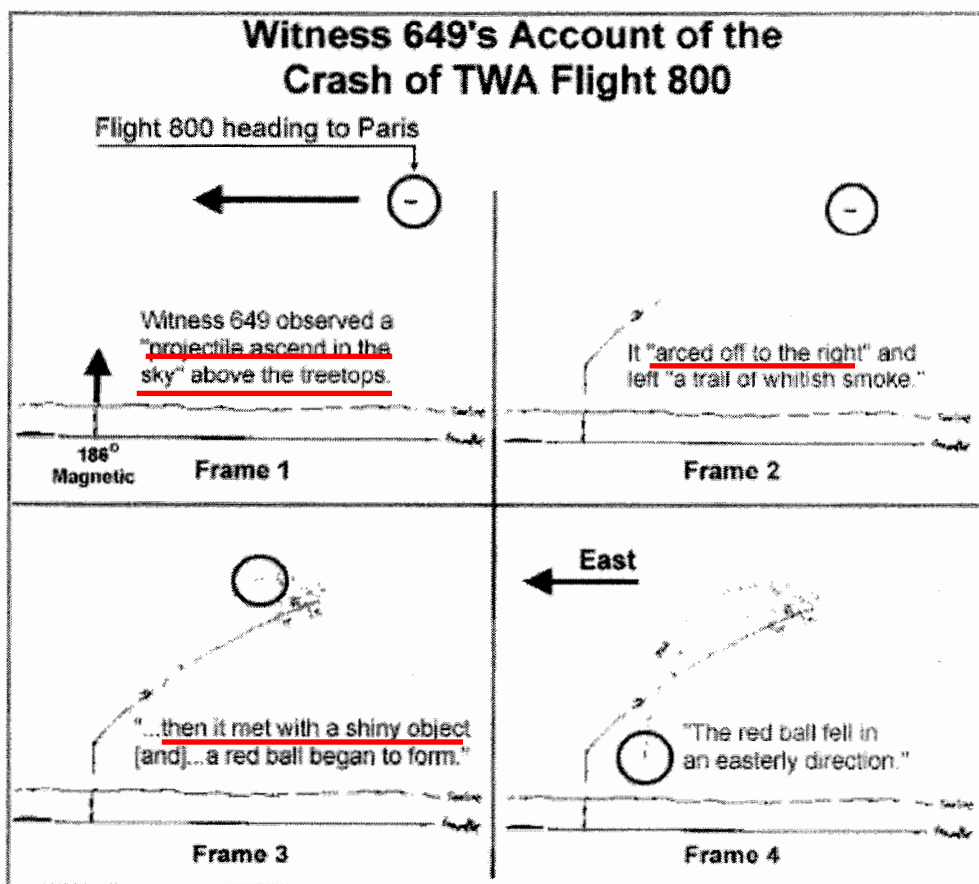


Figure 8: Frames 1-4 are based upon a hand drawing given to FBI agents by eyewitness 649. Attachment V contains the actual drawing. Flight 800's position shown above was determined from the compass bearing line to the rising projectile and landmarks that witness 649 provided to investigators. Flight 800 was not included in the original drawing, and witness 649 never stated that he recognized an aircraft. His account states that he observed a projectile rise, arc to the right, and meet a "shiny object" in the sky just prior to seeing a fireball erupt. The NTSB concluded that the red ball he saw falling to the surface was Flight 800.[4] All quotations in this figure have been taken from the official FBI witness documents of eyewitness 649.

FACT: Witness 649's drawings depict an initial airborne explosion on a bearing line and at an altitude consistent with where Flight 800 lost electrical power. See Attachments V and VI.

FACT: Witness 649's picture shows debris falling on a compass bearing line consistent with where wreckage was recovered. See Attachments V and VI.

FACT: The NTSB misrepresented witness 649's observations at its final "Sunshine Hearing" held in August 2000 by stating that "it doesn't appear that this witness was looking in the right location" to see Flight 800 when it lost electrical power (see Attachment VI).

FACT: Neither witness 649's picture nor any other eyewitness drawing was displayed or discussed at any NTSB hearing on the crash.

FACT: According to NTSB radar and debris field analyses[13], Flight 800 began breaking up at 13,800 feet (2.6 miles) while heading east, to Paris. [13] NTSB Witness Group Chairman Dr. David Mayer said, "*Flight 800 was never ascending straight up; Flight 800 in crippled flight didn't originate at the surface*"[2]

ASSESSMENT: The NTSB's conclusion that the rising streak of light reported by over 100 witnesses[2] was Flight 800 itself must be reconsidered in light of the compelling statistics (Figure 7) representing these witnesses' observations.

ASSESSMENT: The NTSB's misrepresentation of witness accounts such as that of witness 649 at the NTSB "Sunshine Hearing" is irresponsible given the four years available to investigate the crash and prepare for that hearing. The NTSB must immediately and publicly correct all of the misrepresentations presented at the August 2000 Sunshine Hearing, and reconsider its finding that the well-observed rising streak of light was Flight 800 itself. A detailed accounting of the NTSB's misrepresentation of the TWA Flight 800 eyewitness evidence at the August 2000 Sunshine Hearing can be found in Attachment VI.

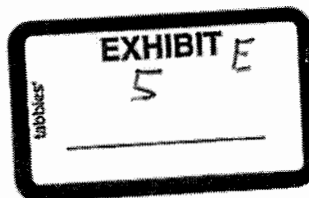
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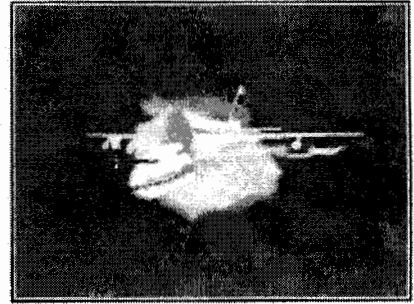
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5) Failure to produce any evidence or analysis supporting a widely publicized post-failure flight path.



Frame from the CIA's animated crash sequence.

FACT: One month before the first NTSB public hearing on Flight 800 in 1997, the FBI released a CIA-produced animation entitled "TWA Flight 800: What Did the Witnesses See." This animation was widely televised and promoted a CIA interpretation of about 1/3 of the eyewitnesses to the crash. It showed Flight 800 climbing approximately 3,000 feet after its forward fuselage broke away. "This may have looked like a missile attacking an aircraft,"[21] according to the animation's narrator.

FACT: The NTSB released a study that conflicted with the CIA animation. Through a series of simulations published in the "Main Wreckage Flight Path Study,"[22] the NTSB found that Flight 800 could have only climbed a maximum altitude that was 1,700 feet less than that depicted in the CIA animation. This conclusion was based upon data that showed the plane turning "north of the pre-event course line." [22]

FACT: The NTSB's 1,700 foot climb reduction was inadequate when compared to the official radar record.

FACT: The NTSB Final Report on the crash incorrectly concludes that a simulation displayed in that report "matched the JFK radar data." [1]

FACT: No simulation in the NTSB Final Report matches the JFK or any other radar data displayed in that report (see the highlighted data in Figure 5).

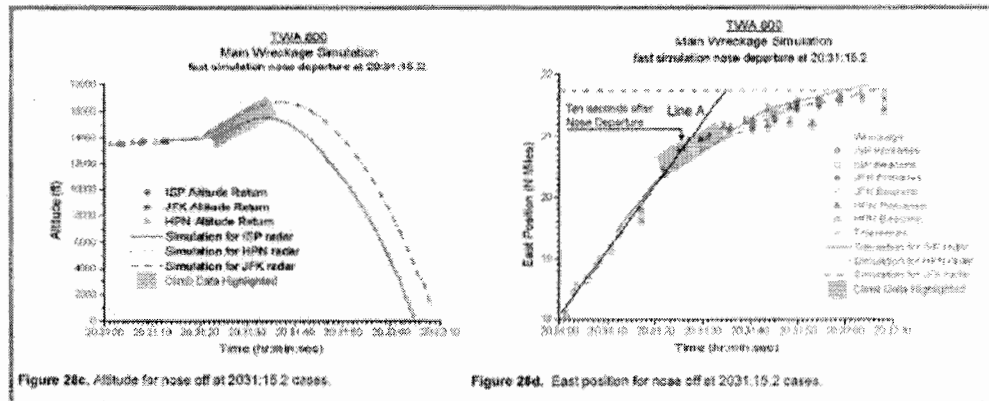


Figure 5: Figures 28c and 28d from the NTSB TWA Flight 800 Final Report. FIRO added

http://flight800.org/petition/pet_sect5.htm



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highlights, Line A, and labeled radar data points ten seconds after nose departure.[1] Note that the simulation data diverge from Line A (the pre-explosion flight path) well before the radar data indicates such.

FACT: The NTSB Final Report's simulations conflict with the radar data precisely when the simulated climbs begin (see Figure 5).

FACT: Each simulation in the NTSB Final Report falls behind Flight 800's radar-recorded position and speed by approximately ¼ mile and over 100 knots within fourteen seconds of the loss of electrical power.

FACT: The official radar record indicates that Flight 800 began an immediate descent after losing electrical power. See Figure 6 and Attachment III.

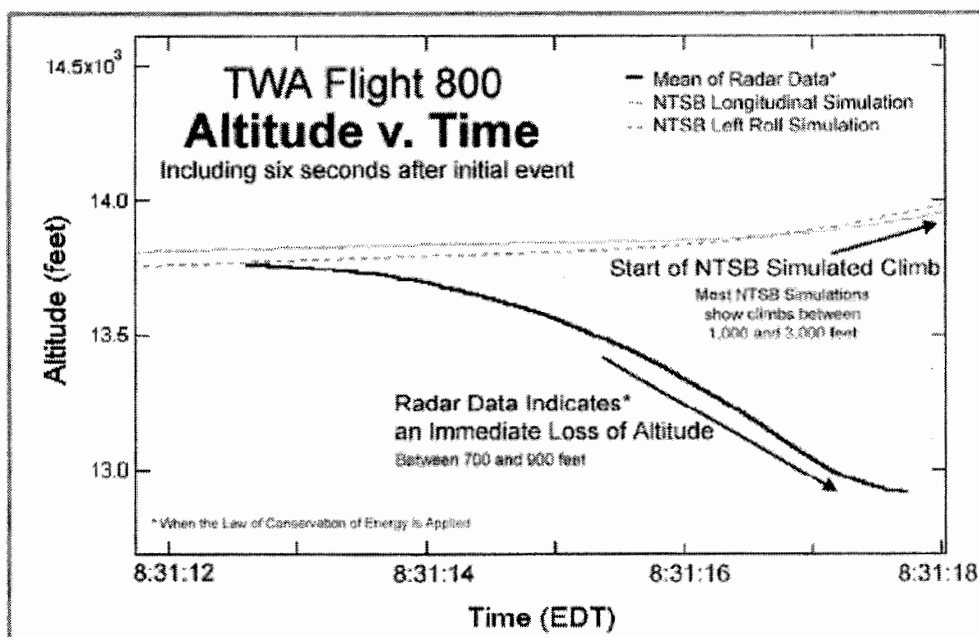


Figure 6: Altitude vs. Time plot comparing the radar data with NTSB simulations. The NTSB simulation data shown is from NTSB Exhibit 22C. The Law of Conservation of Energy was applied to the speed data from the mean of the radar data in NTSB Exhibit 13A to calculate the loss of altitude (see Attachment III and the facts below).

FACT: The NTSB Final Report contains simulations that show Flight 800 gaining altitude and losing airspeed soon after its electrical power failed. All are in direct conflict with the radar evidence (see Attachment III).

ASSESSMENT: A radar-recorded northward (left) turn[22] and the



calculated loss of altitude (Figure 6 and Attachment III) could have been caused by damage to the left wing early in the crash sequence.

FACT: Debris field data indicates that Flight 800's left wing was damaged early in the crash sequence.[23]

FACT: A three foot by nine foot left wing structure containing both "upper and lower [wing] skin"[23] was found in an area consistent with it separating from the aircraft within five seconds of the initial explosion[24].

FACT: Other fragments of "internal and external [left] wing structure" were also recovered from the earliest debris field during trawling operations.[6]

FACT: The NTSB apparently disregarded evidence of left wing damage in all published simulations. Simulations were run with both wings and all control surfaces in their original, pre-explosion condition throughout most of the simulated flight. Some wing components were simulated to have landed in a completely different debris field than where the real components were recovered.[25]

ASSESSMENT: Each simulation in the NTSB Final Report and indeed all NTSB simulations published to date do not match the radar data. The radar-recorded flight path of TWA Flight 800 indicates that the aircraft immediately descended and turned left just after losing electrical power. Wreckage recovery locations indicate that the left wing was significantly damaged early in the crash sequence. Left wing damage would have resulted in a change in that wing's aerodynamic properties, which could explain much of the radar evidence.

ASSESSMENT: The NTSB simulations were based upon speculative flight characteristics of a 747 after catastrophic structural failure. They were not representative of the radar data or evidence of early wing damage. The existing gap between official simulations and the evidence is significant. New simulations must be conducted that consider all of the evidence-even evidence that may negate proposed altitude gains early in the crash sequence.

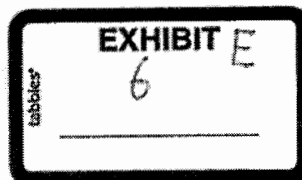
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