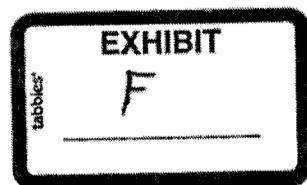


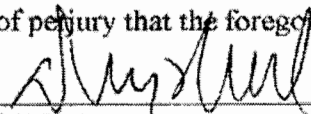
Affidavit of David Neal

1. My name is David Neal. All of the following is true.
2. I spent over 3,000 hours studying the Flight 800 Tragedy and its investigation over the course of the last seven years. Below is a segment of a Grizzly Adams Productions documentary, broadcast by PAX cable television on its series *Encounters With The Unexplained, What Brought down TWA Flight 800?*. Its most recent PAX-TV airing was in September 2003.
3. Based on my expertise in the case, I opined in that documentary, in part, as follows.

A number of scenarios have been suggested, including the idea that friendly fire, or even our own military, brought down TWA Flight 800 through some bizarre miscalculation. We know from several sources that there were classified military operations taking place that evening just south of the Long Island coast on the surface, in the air, and under water, at the same time that TWA Flight 800 took off. It's possible that the aircraft accidentally intruded into a simulated intercept scenario that could have involved target vehicles. In a rare malfunction, an intercept missile, or missiles, could have locked onto the civilian airliner, or intercepted its course, and the 747 was hit, instead of the original target.
4. The animation of the aircraft flying into the military operating zone is a depiction of a rough approximation of Whiskey-105, or "W-105," a military operating zone, between 12 to 14 miles off the coast of Long Island, activated at the time of the disaster. W-105 is a matter of public record, and is a warning notice for non-military aircraft not to be in the zone.
5. The FAA and the Navy acknowledged that TWA Flight 800 was vectored about 15 miles northwest of a so-called "hot area", off Long Island, activated by the military as an exclusion zone; a restricted area. The zone is designed to keep aircraft departing New York safely north of any military activity.
6. The FAA reported that the zone, Whiskey 105 (W-105), was "active" to an altitude above 6,000 feet. The Navy and Coast Guard wouldn't specify for what activities the zone was activated.
7. (Some experts posit that the W-105 was active above 10,000 feet, and some experts posit that it began at the surface.) In any event, W-105 was active, 12 to 14 miles off the coast of Long Island, at the time of the Flight 800 tragedy.

I hereby certify and affirm under penalty of perjury that the foregoing is true.
Date: October 27, 2003.




David Neal