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February 19, 2000

Mr. James E. Hall  
Chairman  
National Transportation Safety Board  
490 L'Enfant Plaza East  
SW Washington DC 20594

In the last several months I have reviewed the Islip ASR-8 radar data transcribed to the TWA Flight 800 crash investigation record. By precisely overlaying the radar sweep by sweep contact data over the aircraft debris field, *that your investigation has attempted to keep secret more than 3 1/2 years*, three facts can be immediately ascertained. 1) The crash sequence was initiated by a missile hit passing left to right through the aircraft. 2) A distinct missile debris field was created wholly separate from the three aircraft fields. 3) Both the CIA and the NTSB animated videos are untruthful since neither are supported by the radar evidence.

### **MISSILE HIT**

The first two radar sweeps of Islip's ASR-8 (recorded after TWA 800's breakup sequence began) at 20:31:16.22 and 20:31:20.91 are the classic radar proof of a missile hit on an aircraft. Within seven seconds of missile impact on the aircraft, the radar shows a stream of high velocity metal separating laterally as far as 3200 feet to the southwest from the aircraft track.

The ejecta crossed the composite ambient wind line at a 70-degree angle and diverges on a 120 degree opening angle from the aircraft heading. The lead metal had to be the heaviest piece of missile body.

FBI missile team Special Agents Bongart and Otto were told specifically by military experts in 1996 to look for this very radar sequence in order to find a missile body. They were informed that the 2 9/16 inch diameter Stinger Missile would not be seen in flight by an ASR-8 radar before it hit the aircraft because of the missile's smooth shape, minimum reflective surface and short flight time. However, on impact, and after warhead detonation, the missile body would emerge as a high energy, aerodynamically unstable, twisted, bent and sharp edged metal artifact with a very high rotation rate.

These are all factors that highly accentuate radar reflectivity, which would make it suddenly visible to radar. The missile's warhead, guidance section and fins would be absent from the missile body after it passed through the aircraft. After water impact, once found during the FBI's secret missile search, it is unlikely a layman or even an FBI Agent would easily recognize that artifact as anything other than crash debris.

## **A FIELD OF ITS OWN**

As I predicted in 1997<sup>1</sup> and as Military missile experts privately told FBI Agents in 1996, the missile's extreme energy level would carry it clear and create its own separate debris field. This is precisely what the radar video captured. The missile established a debris field west and south of the Red, Yellow and Green debris areas. Radar shows lighter pieces falling into it for over 2 minutes and 30 seconds to the west of CW504.

Centered near 40° 38' 20" North and 72° 40' 15" West, this fourth field is approximately 1.6 NM southwest of the aircraft nose impact point and 2.8 NM southwest of main body ocean impact.

The NTSB made no effort at recovery in this area. The FBI's records and maps, left aboard the contract boats handling the secret missile recovery effort, prove the FBI was specifically looking for a missile body as well as the stinger missile first stage pictured in their operations manual.

Military missile experts did detailed computer modeling in 1996 for the FBI. This work clearly predicted a Stinger missile intercepting TWA flight 800 would pass through the aircraft and impact the ocean between 1 and 3 km from the explosion point. This range ring is clearly depicted on the precision maps, as is the missile's maximum in-range launch diameter.

Records in my possession indicate the last scallop boat the NTSB paid to conduct the secret FBI search for Stinger missile components in this area, was the "Christian Alexia". Ironically, she was one of two boats where FBI Agents tried to precipitously shut down operations on 30 April 1997, prior to notification from the chain of command. Agents implied they could use force to do so. Both Captains prevailed through counter threats of force and threats of filing "Piracy on the High Seas" charges against the embarked Agents.

## **SUCKERING THE MEDIA**

Both the CIA and the NTSB produced and published false video simulations of the terminal portion of TWA Flight 800's crash sequence much to the liking of television producers. Neither was remotely supported by the radar.

The radar loses contact on the aircraft main body directly over its debris field location, eight radar sweeps or 37.5 seconds after the initiating event. This is directly supported in NTSB Exhibit 22c and is entirely consistent with the ballistic trajectory of such a free falling mass.

Captain DeBow, skipper of the NOAA ship RUDE, will testify he was able to find, map and radio in (to FBI and NTSB) the position of the main body within a few hours after beginning his search. This was possible because his shipboard computers, using standard ballistic fall calculations, told him precisely where to search with side scan sonar. Such a ballistic trajectory would transcribe a free-fall path about 22,500 feet in length at airspeed not greater than 350 knots.

Both the CIA and NTSB hypothetical climb theories add more than 6,000 ft. to that distance, by insisting, without one iota of physical evidence, the nose-less aircraft maintaining wings level

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<sup>1</sup> Letter to the Editor, WSJ, 24 April 1997

aerodynamic stability, climbed over 3,000 ft. or 1,500 ft. respectively. While those climbs may meet the political requirement imposed by the administration to discredit hundreds of witnesses in the eye of a non-technical press corps, they are in-fact, nonsense.

The CIA crash profile would leave the main body at 15,000 ft., directly over it's ocean impact point at 38.5 seconds. This would require a vertical plunge at 2.9 times the speed of sound to hit the water and beat Islip's 9<sup>th</sup> radar sweep, 4.69 seconds later! Similarly, NTSB's fanciful scenario would require a mach 1.5 decent. Needless to say, neither theory compiles with the physical laws of the known universe. See attached diagram.

### **THE FOUND AND LOST SCAVENGE PUMP**

NTSB working documents in my possession<sup>2</sup> indicate that TWA Flight 800's only fuel scavenge pump was found with center wing tank parts at 40° 39' 46.4" N and 72° 32' 26.8" W, prior to November 1996. The problem is, it went missing just in time to make it a "special interest" item in the FBI trawler operations manuals. FBI Agents were instructed to find it along with Stinger missile parts.

Even though the wiring and motor for this pump is outside the tank, your public relations staff managed to successfully hoodwink the media into belief that this demon pump somehow blew up the aircraft.

NTSB's position is rather odd because five independent sources (that include FBI Agents, Crash Investigators, Maintenance Personnel and even Family Members) indicate, when viewing the recovered bulkhead where this pump was mounted, that they found it clean and without any signs of metal failure. If true, I see only two possibilities: 1) it's another TWA 800 miracle event - the pump unbolted itself from its tubing and from its bulkhead during the crash and someone filed a false finding report, or; 2) someone helped it go missing, and deleted the original record.

It is now my belief, Mr. Hall, that your rabid efforts to prosecute those who leaked information to outside investigators was undertaken in part to provide protection for those who perpetrated this ruse.

A permanently missing scavenge pump makes a perfect foil for the undiscovered mystery spark that lit your hypothetically explosive Kerosene.

Mr. Hall, its obvious from the Rand Corporation's most recent public statements, such as "NTSB near the breaking point", that you intend to use an incompetence defense to explain mission failure in the TWA Crash Investigation.

I was present in the Congressional Hearing in which Rand Corporation made the ludicrous statement that, "air-crash investigations are getting harder." Air-crash investigations haven't changed one wit since the introduction of turbine power. Air-crash investigations only become "hard" when they are severely politicized to preclude findings detrimental to Washington politicians.

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<sup>2</sup> NTSB Green Area wreckage distribution, Page 31, item 2, TAG # Z2716

Alaska Air flight 261 is the perfect case in point. Both ULD pingers worked as they always do. Both black boxes were recovered from 600 ft. of water in four days. Witnesses statements describing the aircraft in an inverted spin prior to impact were immediately found credible by investigators and validated by the flight data recorder. Nationwide, FAA accomplished appropriate inspections for defective parts and made changes in operating procedures less than two weeks from the time of the crash. Not one federal official paid any attention to the surviving family members.

A job well done! But then again, the Clinton White House stayed clear of this one, Alaska Air flight 261 wasn't shot down by missile fire fifteen weeks before a presidential election.

Mr. Hall, I would suggest the following course of actions:

1. Declare TWA 800 a probable shoot down.
2. Denounce both CIA and NTSB video simulations as grossly flawed.
3. Use your lead Federal Agency Title 49 Authority to demand from the Justice Department all physical evidence of witness statements and FBI notes.
4. Fingerprint and account for every bag of debris recovered during the FBI missile dredging operation. Account for every TAG number used for this covert operation.
5. In the light of day use military and civilian missile experts to examine this debris in the presence of Interested Parties.
6. Find the Scavenge Pump and provide a sworn engineering analysis as to exactly how that pump detached itself from its bulkhead mounting.
7. Inform interested parties in writing they no longer have to comply with Title 49 to wait for your final report to make public comments.

I would be happy to share the results of my independent investigation with you or your staff in the interest of getting to the truth and finally resolving this sad affair. Interestingly, considering Mr. Kalstrom's statement that they "turned over every rock" several times, no one from either the FBI or NTSB has ever called on me to discover why my views differ so drastically from the official position. I am available to meet or speak by phone with anyone capable of articulating NTSB's position and entering into a discussion of the facts I have uncovered.

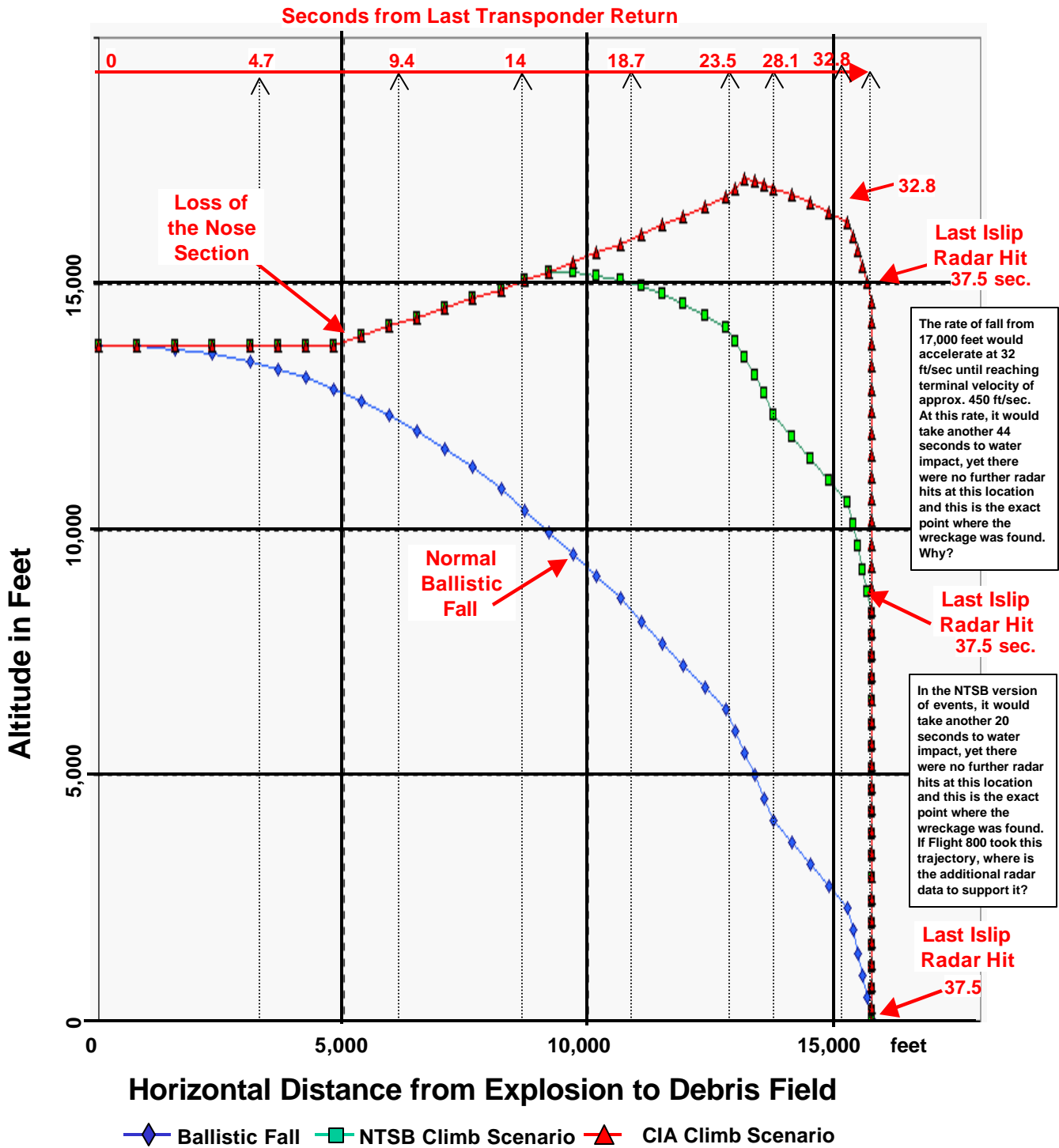
Sincerely,

William S. Donaldson

Cc: twa800.com  
Honorable John J. Duncan, Chairman House Aviation Subcommittee  
FBI Director Freeh  
The Admiral's List

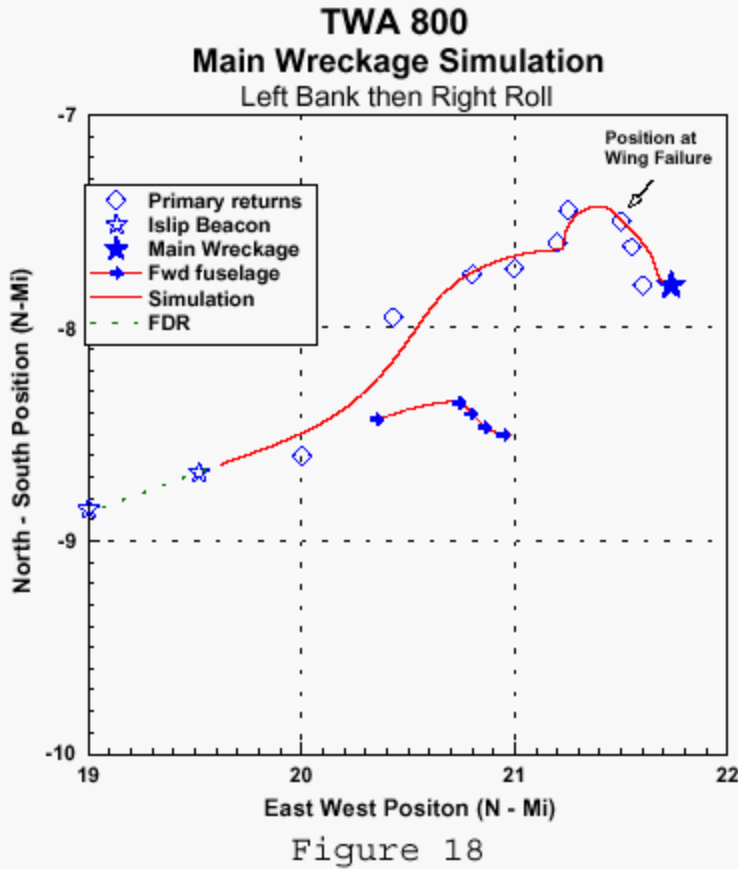
Attachments (3)

# Comparison of a Normal Ballistic Fall with the NTSB and CIA Climb Theory

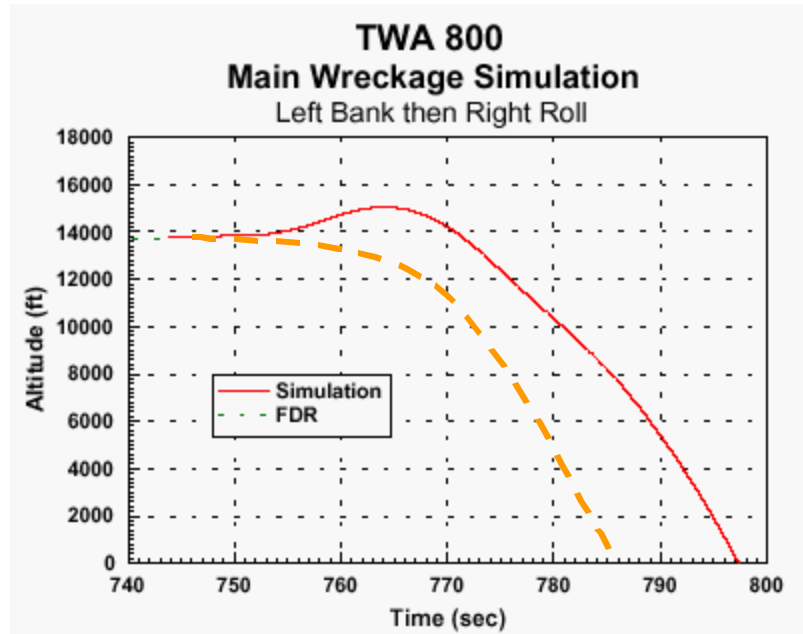


# Comparison of Two Figures in NTSB Exhibit 22c

The discrepancy between the NTSB radar data and the NTSB simulation proves that the aircraft did not climb and appear to be a streaking missile!



Elapsed time from IE to Impact = 9 radar hits =  
4.69 seconds per sweep = 42.21 seconds \*



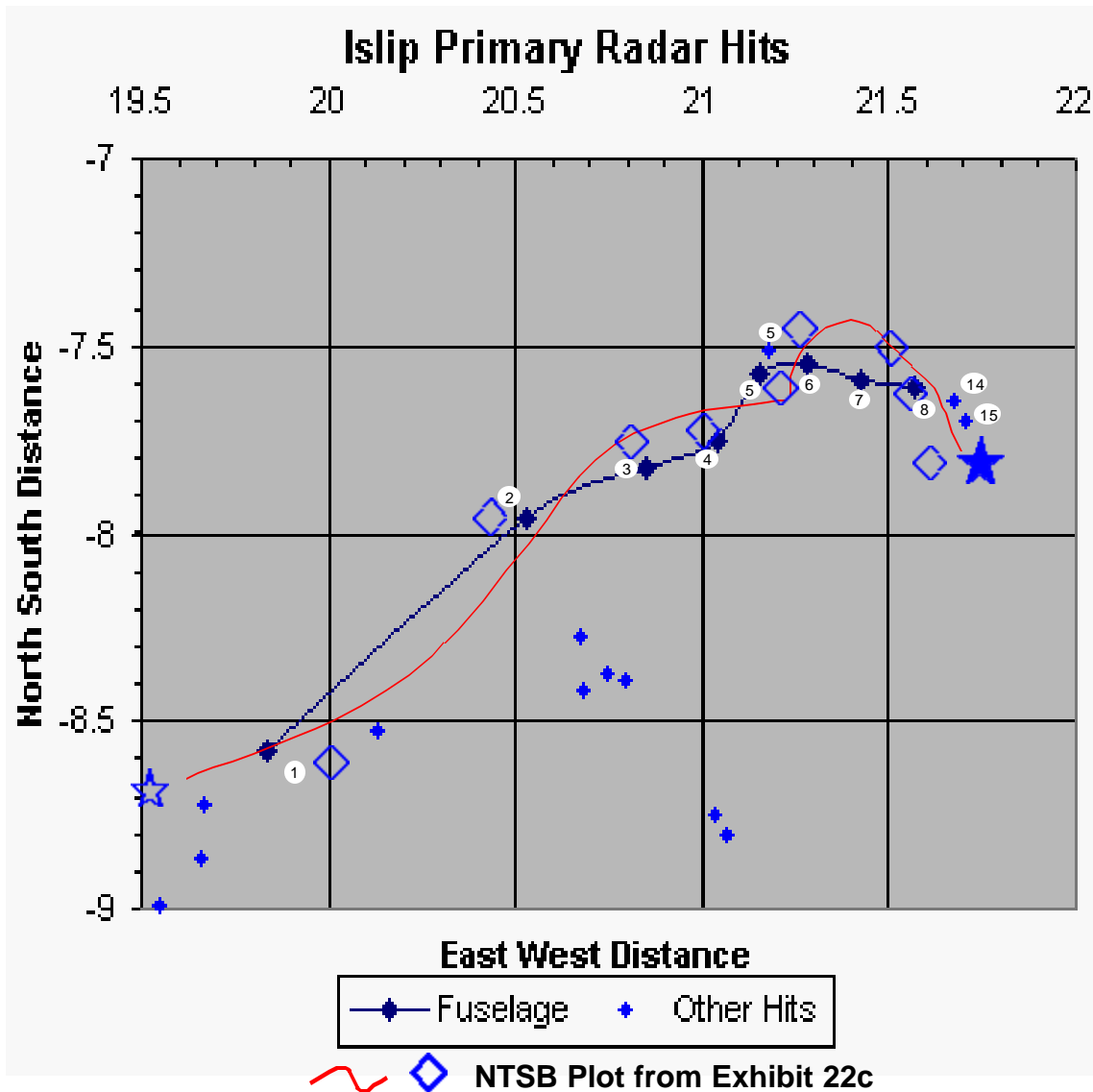
Elapsed time from IE to Impact = 53.33 seconds

**What happened to the 11.12 Seconds ?**

**-- Estimated Ballistic Fall Line**

**When you use a ballistic fall simulation  
you get a match with the radar data**

\* There are actually only 8 radar hits which equals 37.5 seconds - see analysis on next page



This is a plot of the recently released Islip ASR-8 radar which shows up in dark blue and is overlaid on the NTSB Exhibit 22c radar plot shown in light blue with a red trend line. Each radar sweep is numbered.

**Two things stand out:**

- The NTSB plot does not match the released radar data.
- The NTSB plot shows 9 radar hits before impact but the radar data shows only 8 hits. The NTSB mistakenly plotted two hits on sweep 6 as two separate hits. The second hit on sweep 6 was probably the left wing as it separated prior to the massive explosion.

The **net result** is that the radar only tracks the wreckage for 8 hits or 37.5 seconds, not 42.21 sec. Therefore the total discrepancy with the NTSB data is over 15 seconds. In order for the aircraft to have climbed as claimed by the CIA and NTSB it would have to have been in the air for these additional 16 seconds, yet it did not show up on radar after hit 8 and at hit 8 it was at its final resting place in the debris field. Therefore, it must have fallen in a ballistic trajectory, not climbed like a “streaking missile”.