

Flight 800 Revisited

By Allan Glasschroeder
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Now that National Guard have been dispatched around some of America's largest airports over official shoulder-fired missile concerns, what better time for candid review of the 11th hour CIA video coloring engineering disaster to blame for Flight 800's destruction?

Facts alleged in e-mail by convicted FBI traitor Robert Hanssen, published in the appendix of *The Bureau and The Mole* suggest more probably than not terror the real cause. Shades of Los Angeles Airport July 4, 2002, when El-Al security had gunned down a heavily armed Egyptian, Israeli agents had been deployed around the perimeter of the Newark airport monitoring inbound flights. Flight 800 had gotten behind an El-Al jet that had taken on new passengers.

As Hanssen had explained...

Did you know we grabbed some Israeli students in Newark with walkie talkies hanging around the inbound flight path of the El Al flight? They said they were hired by the Israeli Consulate in NY to look for anything suspicious like someone getting to shoot at the plane. If they saw anything suspicious, they were to use the radios. The radios were on a secret security channel directly to the El Al flight to wave it off. This is not stupid. This is careful. Israel, as a nation, hasn't stayed alive by dumb luck. Israel is thorough. You don't want to underestimate them. Whenever we do, we get burned.

Let common sense be your guide. Given this heightened semblance against evil by an ever vigilant Israeli intelligence force, what are the chances of the very next plane taking off exploding from a wire which has seldom if ever ignited a 747 passenger jet before? One is reminded of the good slide rule of Oxford Professor R. W. Johnson on Ted Koppel's KAL 007 *Nightline* episode. "Either you've got to take a chance of several billions or trillions to one against such a hypothesis- the chances are that high," calculated Doctor Johnson, "or else, you have got to then work on the other possibility, which it was off course by- deliberately."

Circa September 11, Attorney General John Ashcroft has listed reasons for heightened terror alerts, for example, the orange alert on the first anniversary...

Last year at this time, United States intelligence discerned similar patterns of terrorist threat reporting overseas. In addition, other recent events parallel terrorist activity that occurred in the weeks prior to last year's attacks.

Yet that's exactly the red flag terror expert Youssef Bodansky had waived in his best seller *Bin Laden*...

Radical Islamists, some with established track records, quickly claimed responsibility for downing TWA800. The sequence of early warnings and communiqués claiming responsibility, in the context of the overall Islamist dynamics in the Arab world, is critical in understanding the reasons for the downing of TWA 800.

Moreover, Bodansky had witnessed shades of *Have Shoes Will Travel* Richard Reid...

Most of the missing parts are...from the area covered by rows 17 to 28- just above the fuel tank- in particular right-side rows 24 and 25. There are still unexplained fist-sized holes in the back of the seats in row 23.

So pretend for a moment you're a magistrate asked to decide if there's good reason to believe terror the cause of Flight 800's destruction...

A joint intelligence committee concludes that Ossama and friends have been active around New York and Washington airports as early as 1995.

On July 17, 1996, undoubtedly because of the warnings and communiques, Israeli spotters guard the perimeter of the airport against an attack. For months investigators act as if Flight 800's destruction is an act of terror.

Based upon such credible intelligence a former House expert on terrorism concludes Flight 800 had been destroyed by radical Islamists. In fact radical Islamists admit their murder. Moreover, physical evidence bolsters the possibility of a shoe bomber, perhaps corroborating their confession.

Year's later, and only after an undeniable SA-7 attack on an Israeli charter jet over Kenya, federal authorities finally get around to ordering the same watchdog tactics Israeli agents had been waging around the airport that fateful day.

Consider then "the other possibility," the flaring of a wire while a *Black Hand* had already shaped around Flight 800. The chances of this wire sparking at Murphy's proverbial "worst possible moment" must be equivalent to the sun flaring at Fatima by something other than a miracle!

And your decision please?

Not surprisingly, a March 2002 National Air Disaster Alliance dissent in an FAA Fuel Tank Working Group, prepared on behalf of member survivors and families, some of whom had loved ones aboard Flight 800, had cited Reid's misadventures as a "nonconventional ignition source" of such explosions. Any question in light of the federal authorities' March 28, 2003 heightened action, such ignition should now be deemed most conventional?

The long and short of this...

*Loved ones twisted down the runway
As "800" overhead,
Now black marble on Long Island
White doves spiraling as wave's bend.*

The families of Flight 800 deserve better than 11th hour videos! What's here is "probable cause" to believe the CIA, well aware of failure to give the 110% effort the Israelis do, has covered up errors and omissions.

About the Author

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