

## **EXHIBIT 14 - ANALYSIS OF MISSILE FIRING POSITION #1**

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1. The ISLIP Air Search Radar Eight (ASR 8), located at the McArthur Airport on Long Island, recorded a stationary surface radar contact 3 nautical miles east of Moriches Inlet and 1 nautical mile off shore. This surface radar contact was 7.3 nautical miles north of TWA FL800 when the aircraft exploded.
2. The FBI has not publicly identified the stationary target.
3. A missile was observed to have been fired vertically from at or near the position of the stationary radar target then tipping over and flying straight out to sea, on a heading of approximately 170° magnetic. This was the first of two successful missile engagements of TWA FL800.
4. Missile #1 was seen to have maneuvered hard left immediately prior to detonation.
5. The missile would have to fly at least a 9.5 nautical mile profile to make the intercept when vertical ascent is included.
6. A mach 3 missile would achieve an intercept of TWA FL800 approximately 20 seconds after launch from the stationary radar target's position.
7. Paul Angelides stepped out on his beachfront deck with the missile already climbing out high in the sky (60° above the horizon). He was an estimated 2,000 yards from the launch point. He observed the missile fly directly out to sea and explode 15 to 20 seconds later, the first of three explosions.
8. The launch noise and rocket motor burn noise (constant thunder) shook the floor of Mr. Angelides's house, lasted 20 seconds, terminating in the series of explosions he observed earlier.
9. Witness Bileau and McBride were 3 nautical miles west of Mr. Angelides on the Moriches Inlet rocks. They observed the same missile as Paul Angelides, three miles east, and heard the first launch noise and the beginning of continuous thunder of rocket burn just before they observed the first explosion.
10. Sound takes 17.4 seconds to traverse the distance between Moriches Inlet rocks and the estimated missile launch point.
11. This missile was first seen by scores of people, from as far away as 15 nautical miles, at the same place in the sky well away from Flight 800's track.
12. These witnesses agree on visual bearing lines, high relative motion, brightness of the exhaust and a series of bright and loud terminal explosions. (How many times can a center wing tank explode?)
13. The probability these witnesses observed anything other than a surface to air missile engagement is zero.