

Interim Report

on the
Crash of TWA Flight 800
and the
Actions of the NTSB and FBI



Cmdr. Bill Donaldson, USN/Ret.
And the
Associated Retired Aviation Professionals
July 17, 1998



Order of Events

- Introductions
- Opening Statement
- Formal Brief, Report Overview
 - » Cmdr. Donaldson
- Witness Comments & Expert Availability
 - » Captain Mann
 - » Captain Mundo
 - » Mr. Gipe
 - » Major Meyer
 - » Mr. Goss
 - » Cmdr. Donaldson
- Final Comments
 - » Admiral Thomas Moorer, Former Chairman - Joint Chiefs of Staff



Introductions

- Cmdr. William S. Donaldson, USN Ret.
- Captain Howard T. Mann, TWA Ret.
- Captain Albert Mundo, TWA Ret.
- Major Fredrick Meyer, USN / ANG Ret. - Eyewitness
- Mr. Albert Gipe, Consulting Engineer - Eyewitness
- Mr. Richard Goss, Businessman - Eyewitness
- On Tape
 - » Mr. Paul Angelides, Consulting Engineer - Eyewitness
 - » Captain Randy Adams, Scallop Boat Skipper - Eyewitness
 - » Captain Roland Penny, Tug Skipper, Ret. - Eyewitness



Opening Statement

Two years after the crash of TWA Flight 800 the NTSB still does not have an answer as to what caused the crash. They have theorized that the Center Fuel Tank spontaneously exploded, yet they have not been able to find an ignition source, or any other conclusive evidence that supports this theory, except the fact that the aircraft crashed. Thus far they have generated more questions than answers. They say they have been looking for the “Smoking Gun” but have been unable to find it.

Our 16 month investigation has successfully correlated witness testimony to the physical evidence. All point conclusively to one cause for the crash - a proximity fused, airbursting anti-aircraft missile exploded below and to the left of the nose of the aircraft.

Hundreds of eyewitnesses believe they saw a missile shoot down TWA Flight 800. They have been ignored, intimidated and insulted by agencies of the federal government trying to prove they didn't see what they did. The CIA produced a slick video of the crash which has been widely shown by the news media. It shows the aircraft climbing 3,000' trailing burning fuel in an attempt to explain away eyewitness statements. The problem with this video is that it is not only aerodynamically impossible and fails to depict what the aircraft actually did, but insults the intelligence of professionals who know a climbing 747 would never be described as streaking by anyone.

This report proves that the witnesses were right and the government is hiding the truth.

Contents



- Why the NTSB's Theory is Wrong!
- Evidence Supporting a Missile
- Eyewitnesses
- Evidence of a Cover-up
- Conclusion

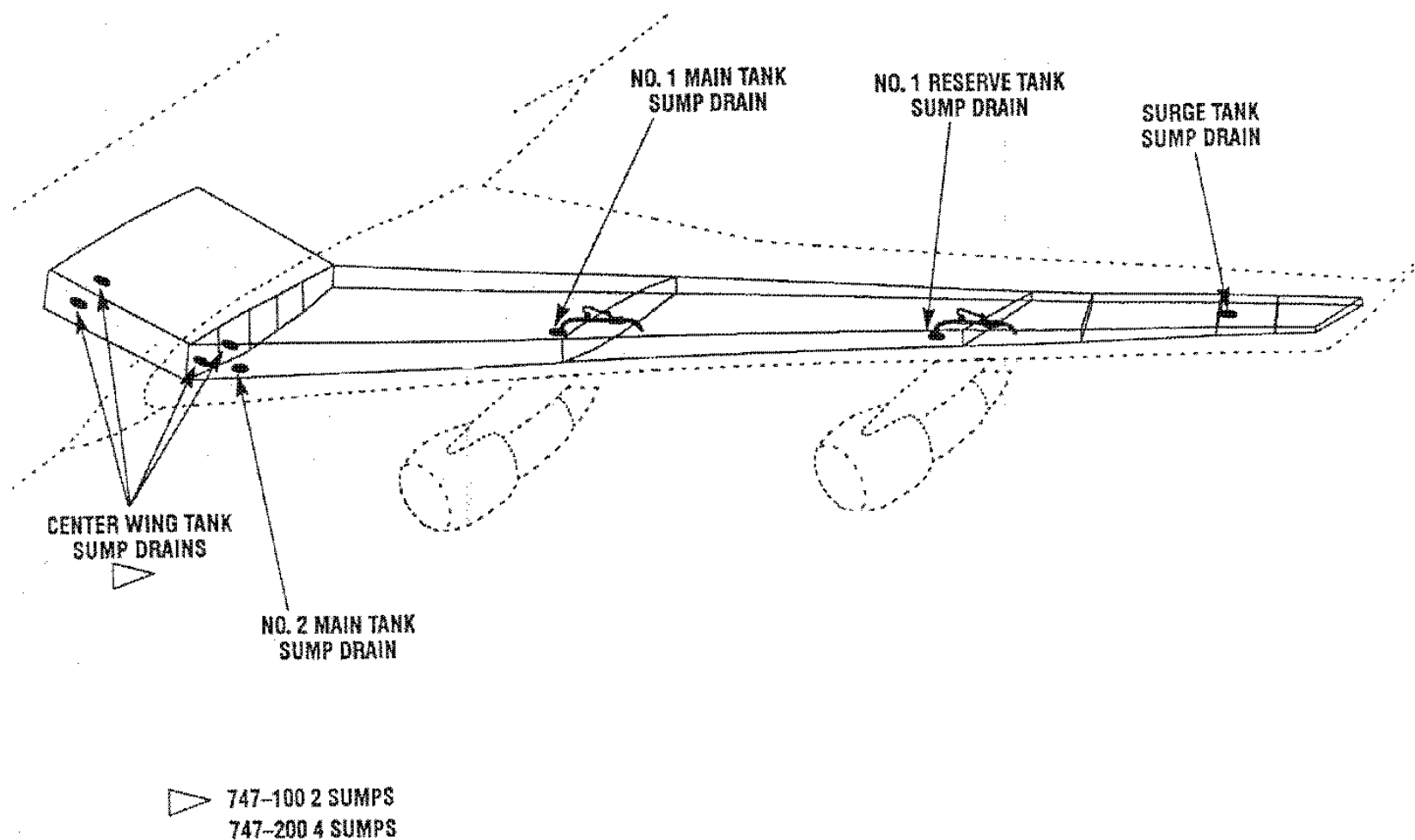


NTSB's Mechanical Theory is Wrong

- Internal Ignition Impossible - Boeing Design Criteria
- 150,000 Years of Flight Time
- Fuel Properties, Aviation Fuels Handbook
- NTSB Comments on Properties of Fuel
- Contract Tests
- Flammable vs. Explosive Tank
- Hot Tank Scare - June 1997
- Videos of Explosive Tank - Hydrogen vs JetA fuel



Fuel Tank Sumps



28-11-006TW

FUEL SUMP DRAIN VALVES, LOCATION



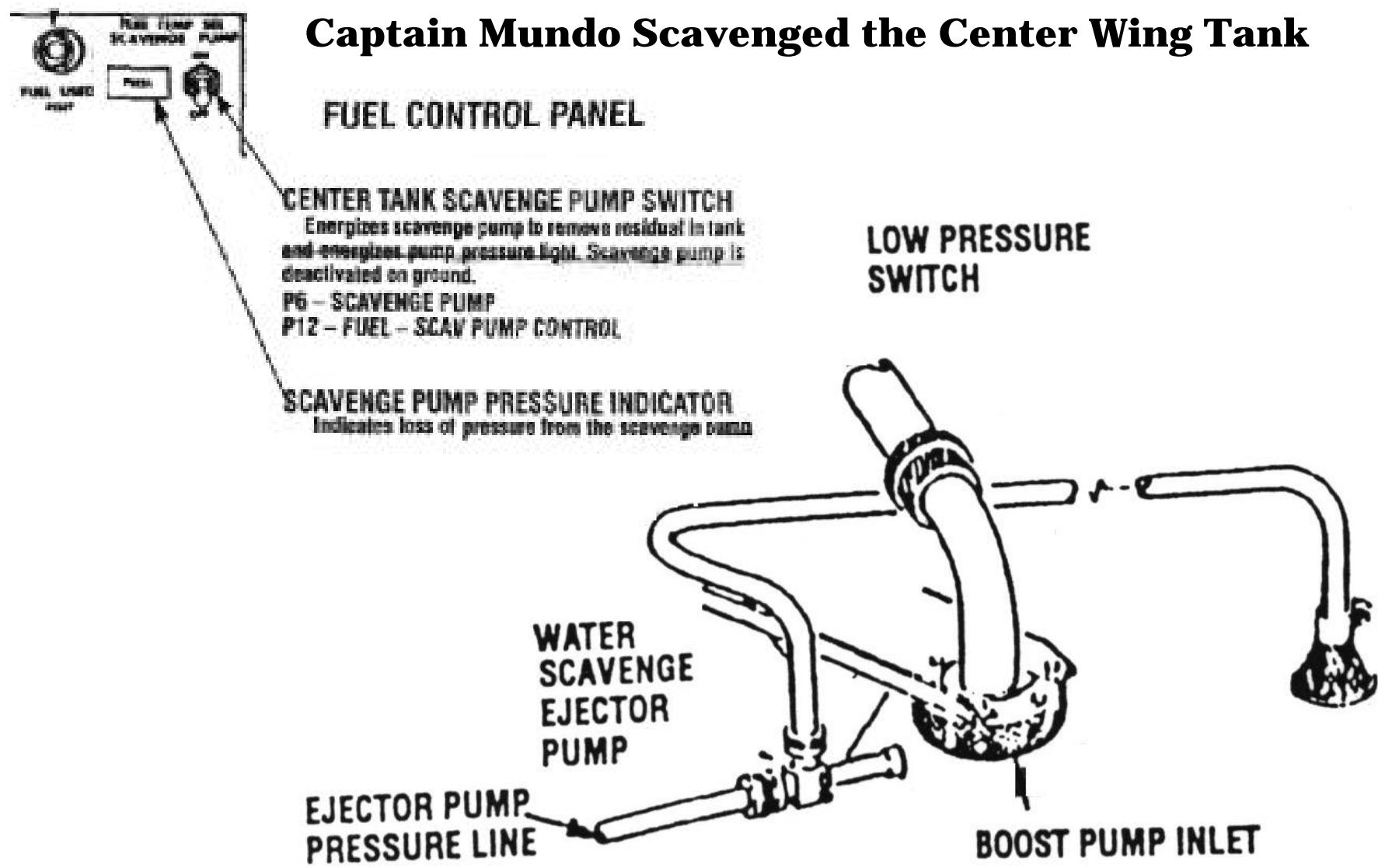
NTSB's Mechanical Theory is Wrong

- October 1997 Fuel Temperature Test
- Letter to Hall
- NTSB Copies Simple Fuel Temperature Test
- FBI Comment
- Verification Tests, 185° F vs. 127° F
- The Learning Channel, Government Spin
- Tank Implosion
- CW 504



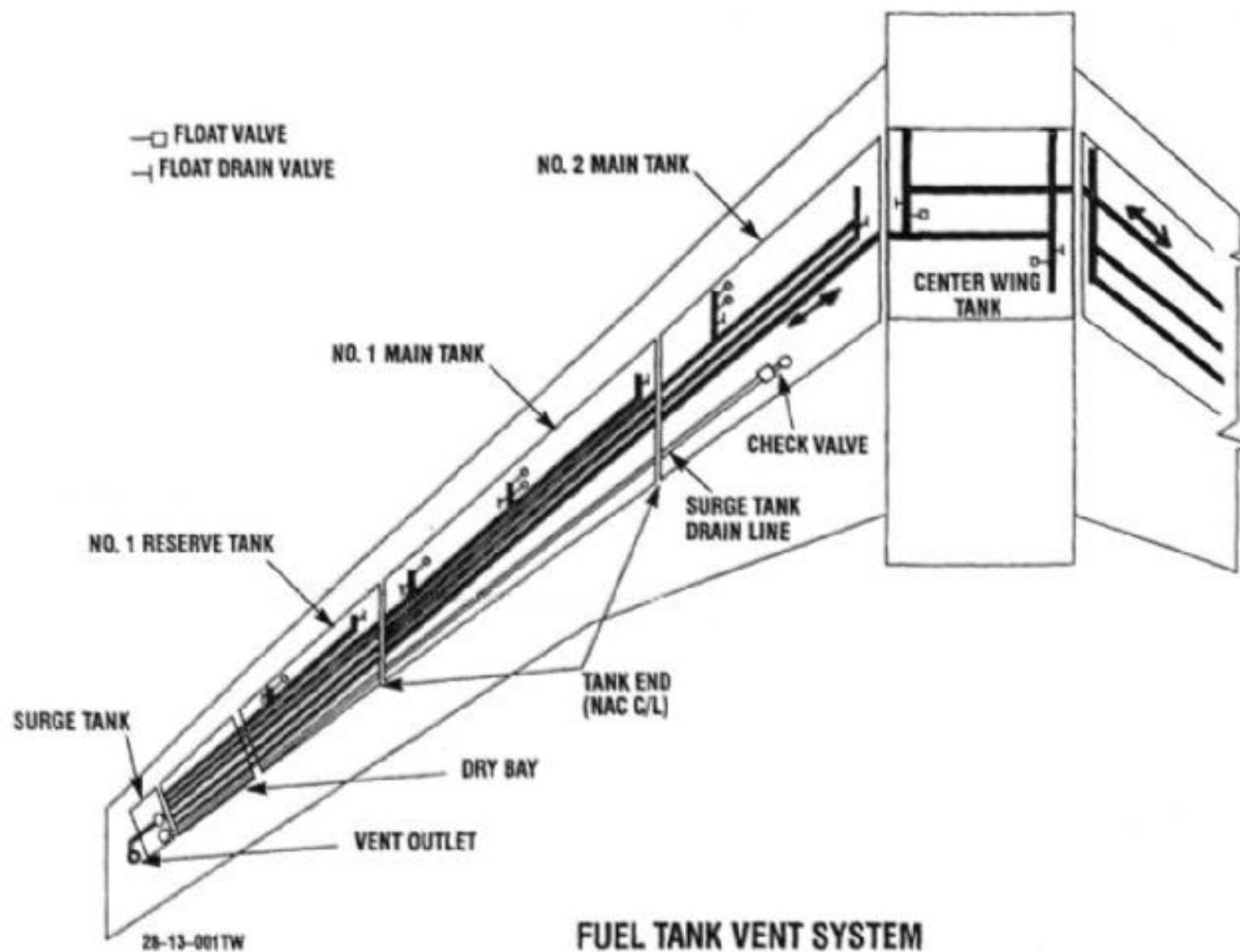
Center Wing Tank Water Scavenge Pump

Captain Mundo Scavenged the Center Wing Tank



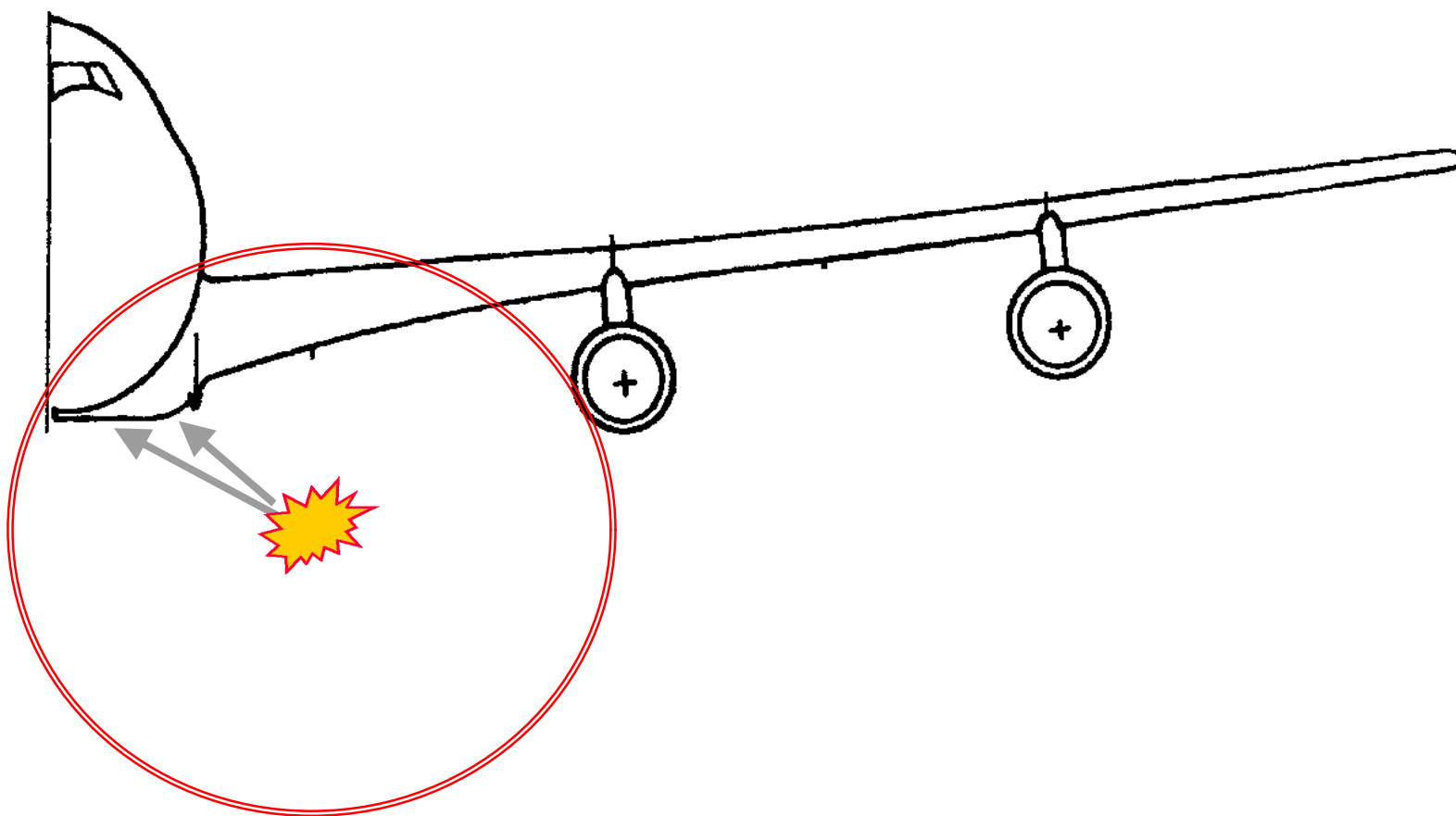


Fuel Tank Vent System



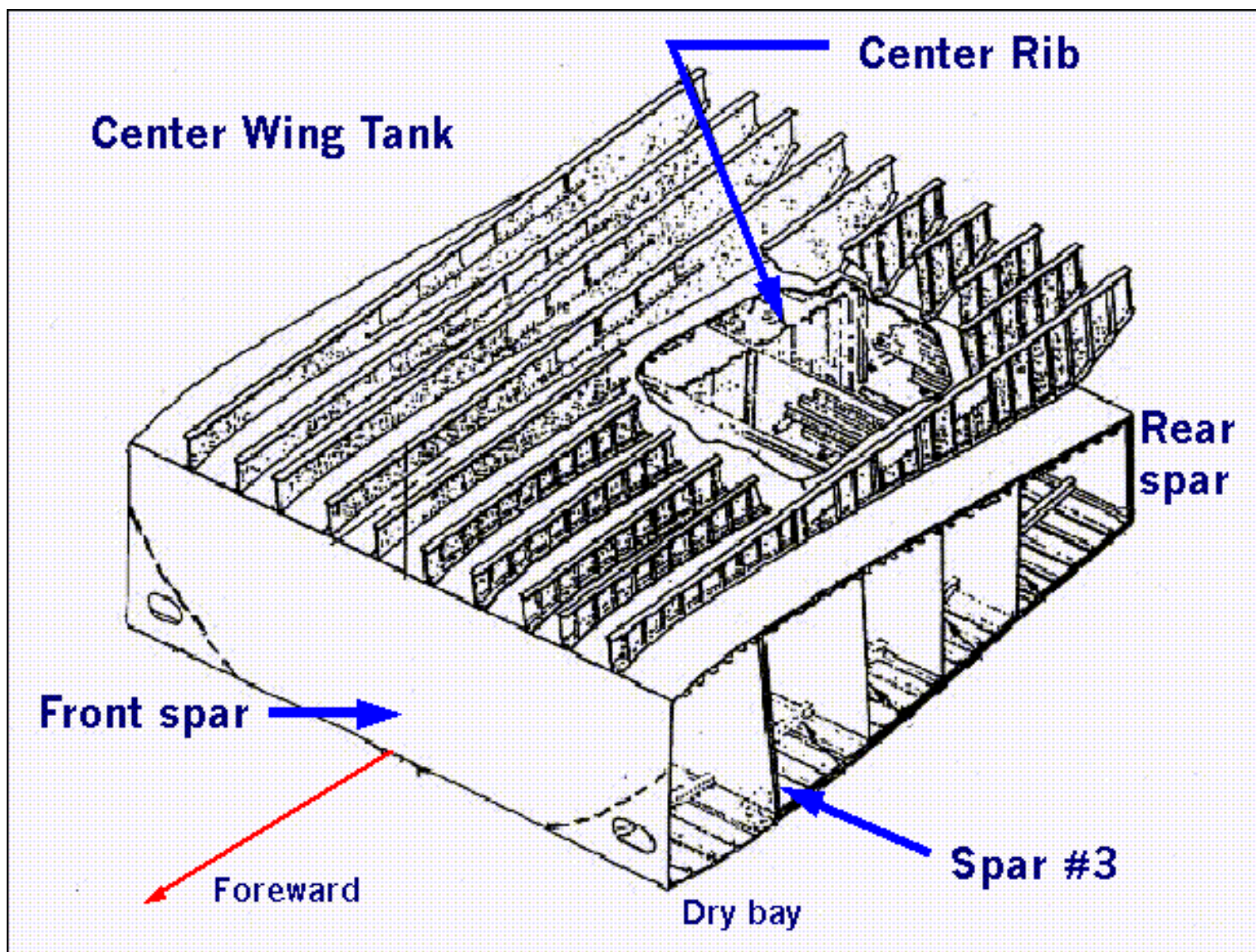


Location of CW 504



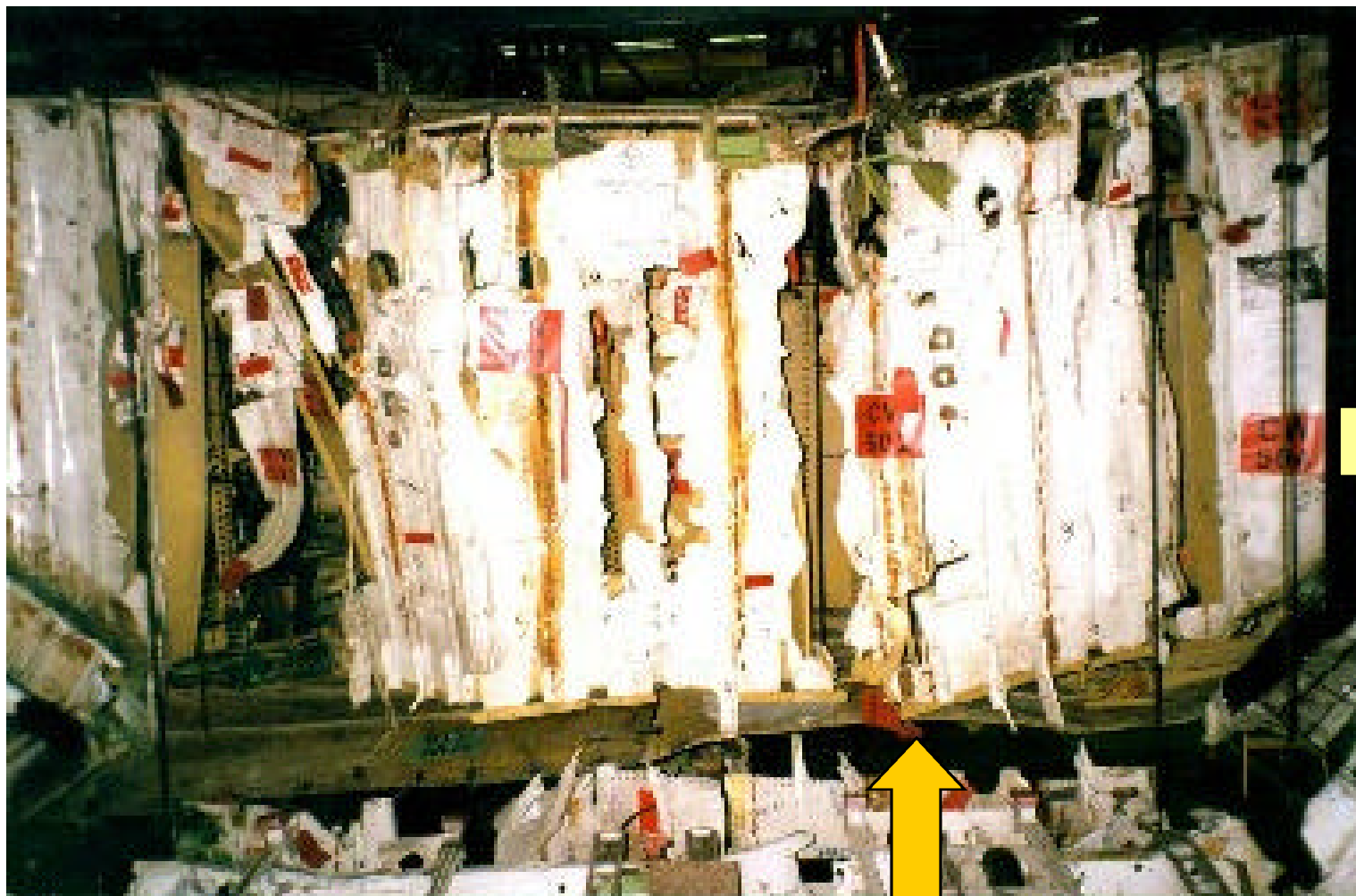


Center Wing Tank





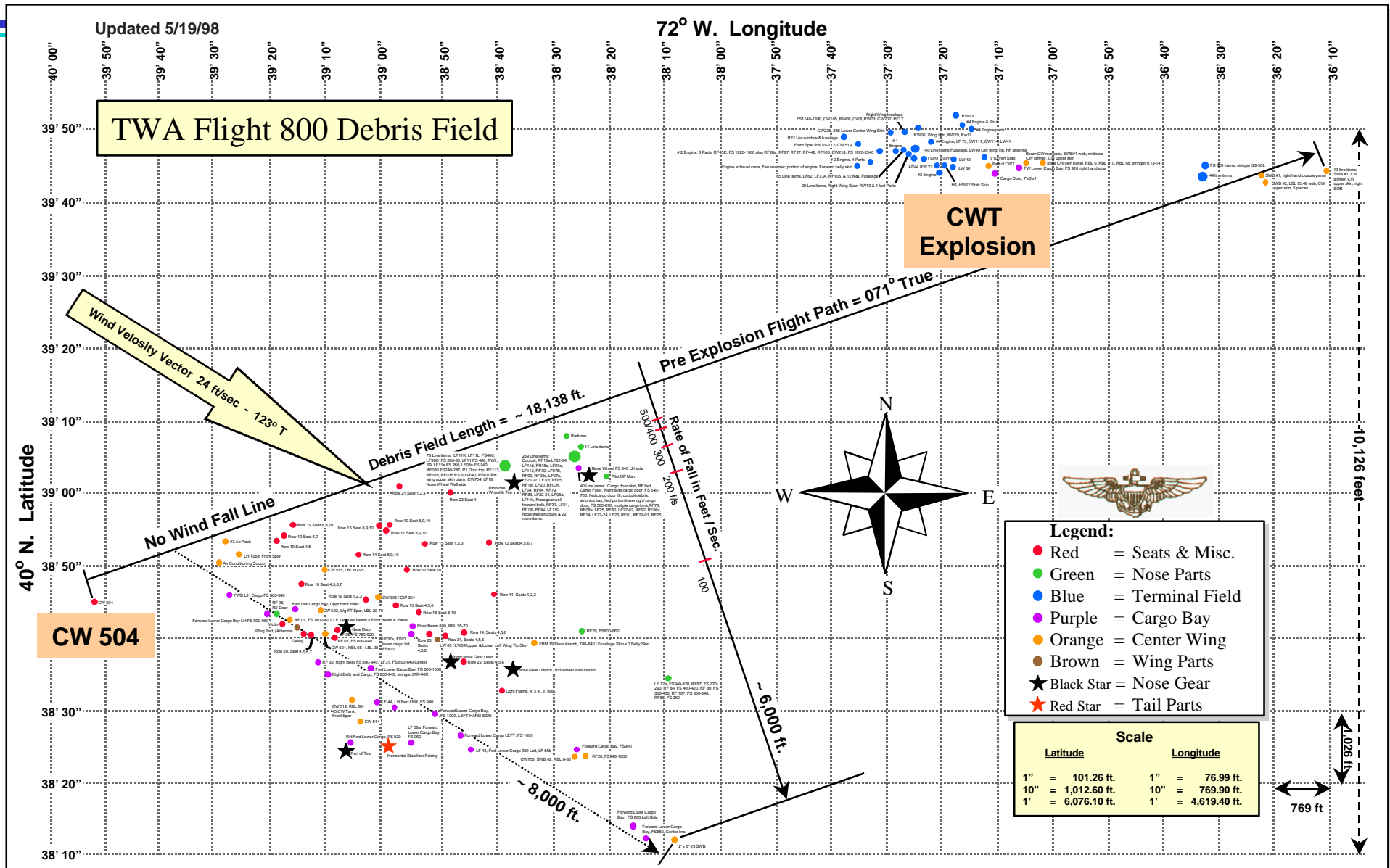
Front Spar - Center Wing Box - looking aft.



CW 504

Floor Beam buckled upward

Center Wing Tank - Last of Three Explosions





Bruntingthorpe - A Disaster for NTSB Theory

- 8 lbs. of Propane
- Fragmentation Patterns
- Sound Patterns
- CVR Analysis Working Group
 - » Not allowed to see their own test data
 - » Not allowed to reconvene
- Bruntingthorpe Test Data withheld from TWA & Boeing



Fuel Tank Explosion History

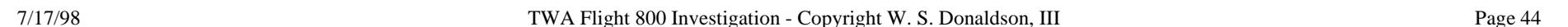
- 1959 Lockheed Super Constellation, Milan **AVGAS**
- 1967 Boeing 707, Rome **JP4**
- 1976 Iranian 747, Madrid **JP4**
- 3 Air Force KC 135 Tankers **JP4**
- 1990 Philippines Airlines 737, Manila **Jet A**

- NTSB's Congressional Testimony



Evidence of Warhead Burst

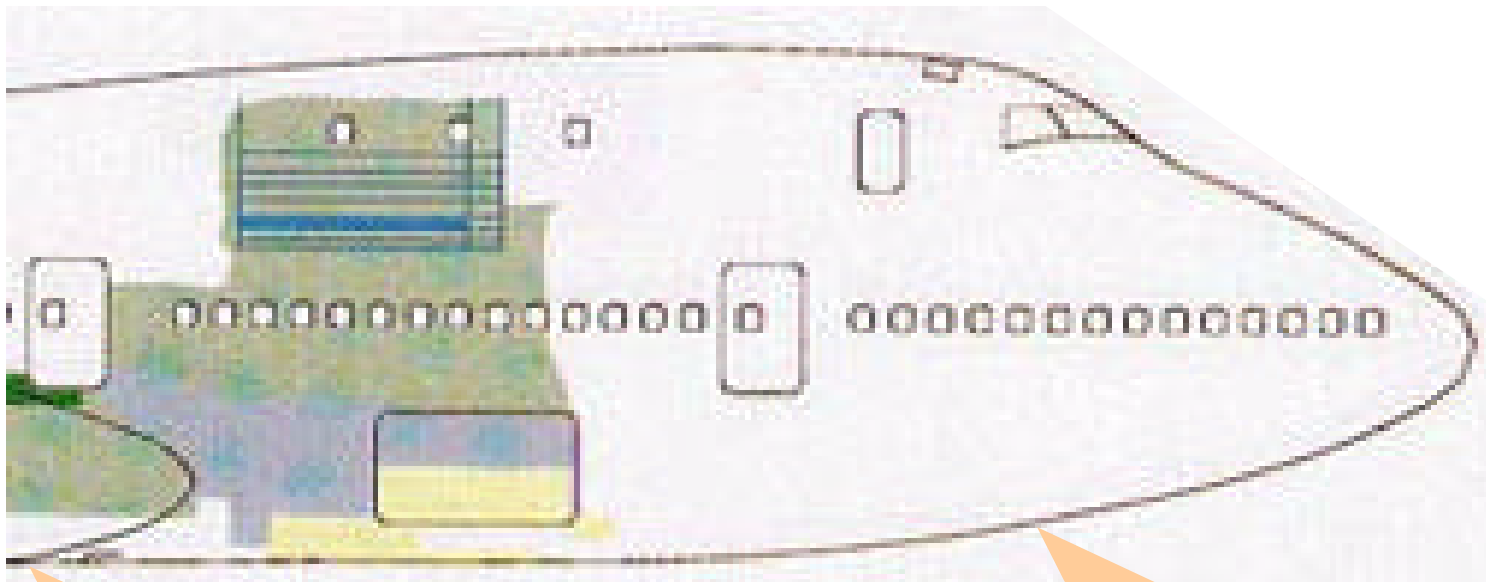
- Debris Field - 3 Explosions
- High Energy Breakup Sequence
 - » Nose, Tail & Wing
- Boeing Energy Statements
- NTSB Energy Calculations
- Nose Gear Breakup - .82 mach
 - » Fuselage Witness Marks
 - » Horizontal Stabilizer Impact Marks
- Left Upper Wing Skin Fragmentation
- Center Tank Implosion Evidence
- Aircraft Rolls Over
- Vertical Stabilizer Failure
- Locations of Recovered Seats
- Locations of Recovered Bodies
- High Velocity Shrapnel in Bodies
- High Velocity Holes in the Aircraft - Forward left side
- Airburst Displacement of the Aircraft
- Cockpit Voice Recorder
- Flight Data Recorder
- Inertial Navigation System
- Fuselage Failure - In Tension & Compression





Damage to Landing Gear Doors

- Gear Doors 62 feet from Center Wing Tank
- Gear Door Damage & Location in Debris Field
- Tire Witness Marks above R3 Door
- Tire Witness Mark on Horizontal Stabilizer

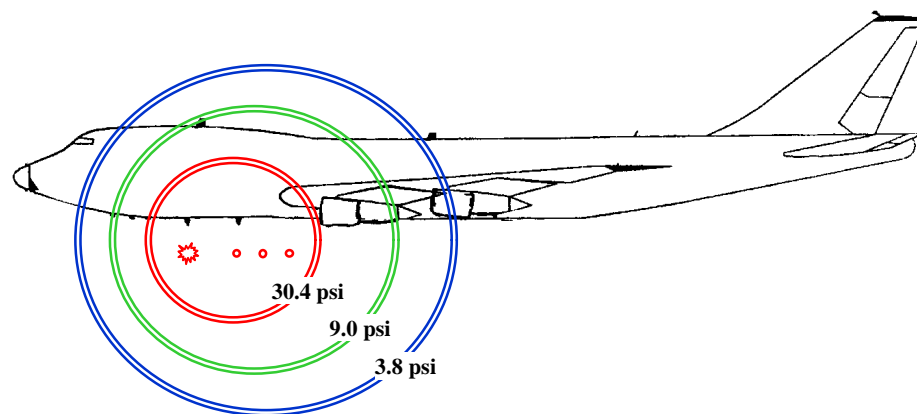
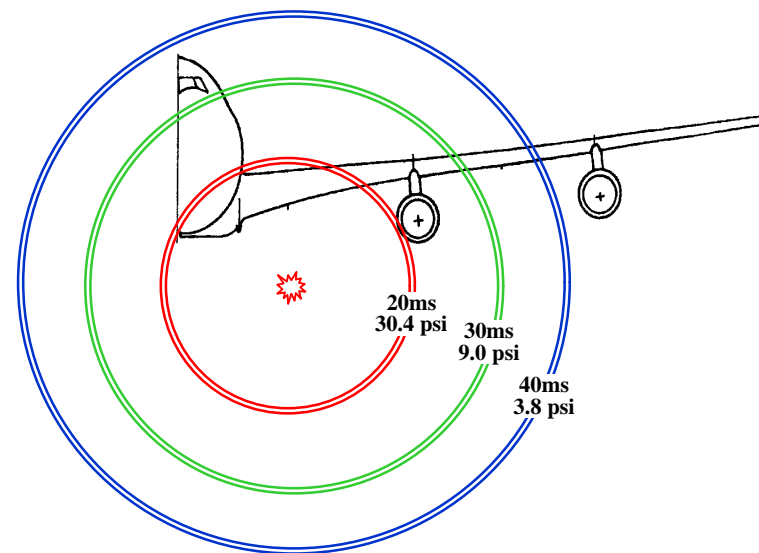
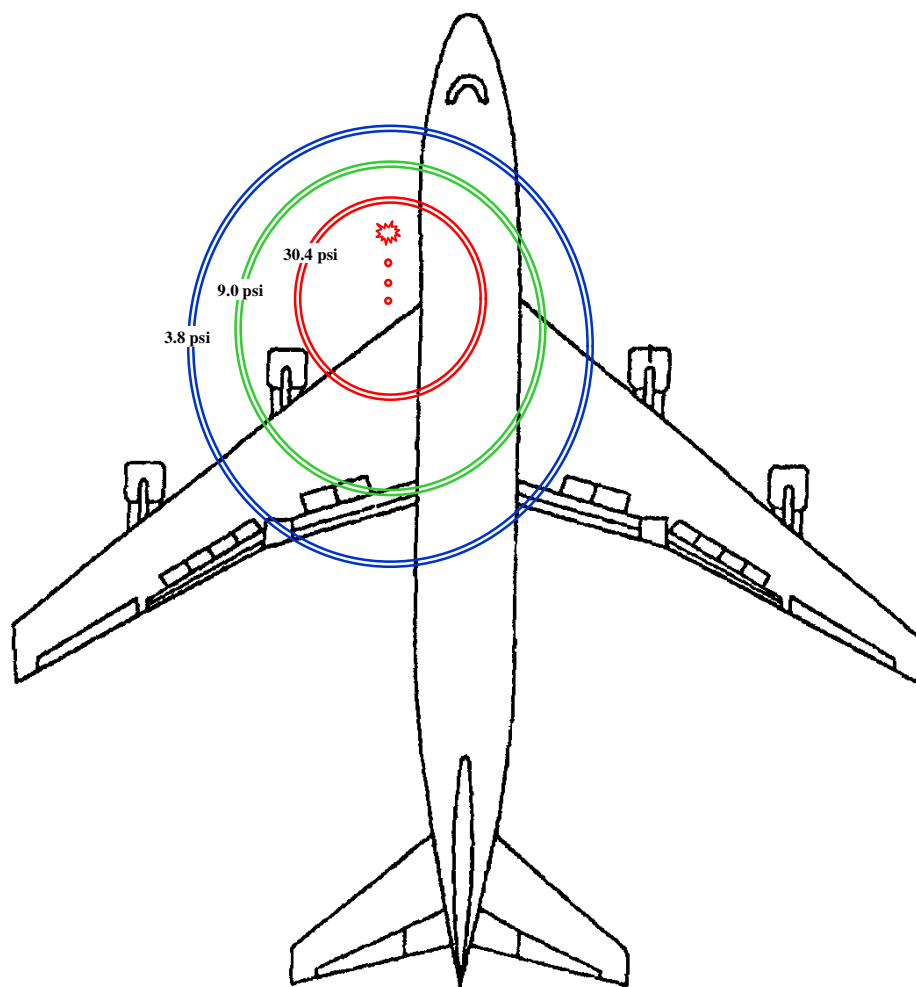


Center Wing Tank

Nose Gear Doors



Airburst - First 40 Milliseconds





105 ms Loud Sound

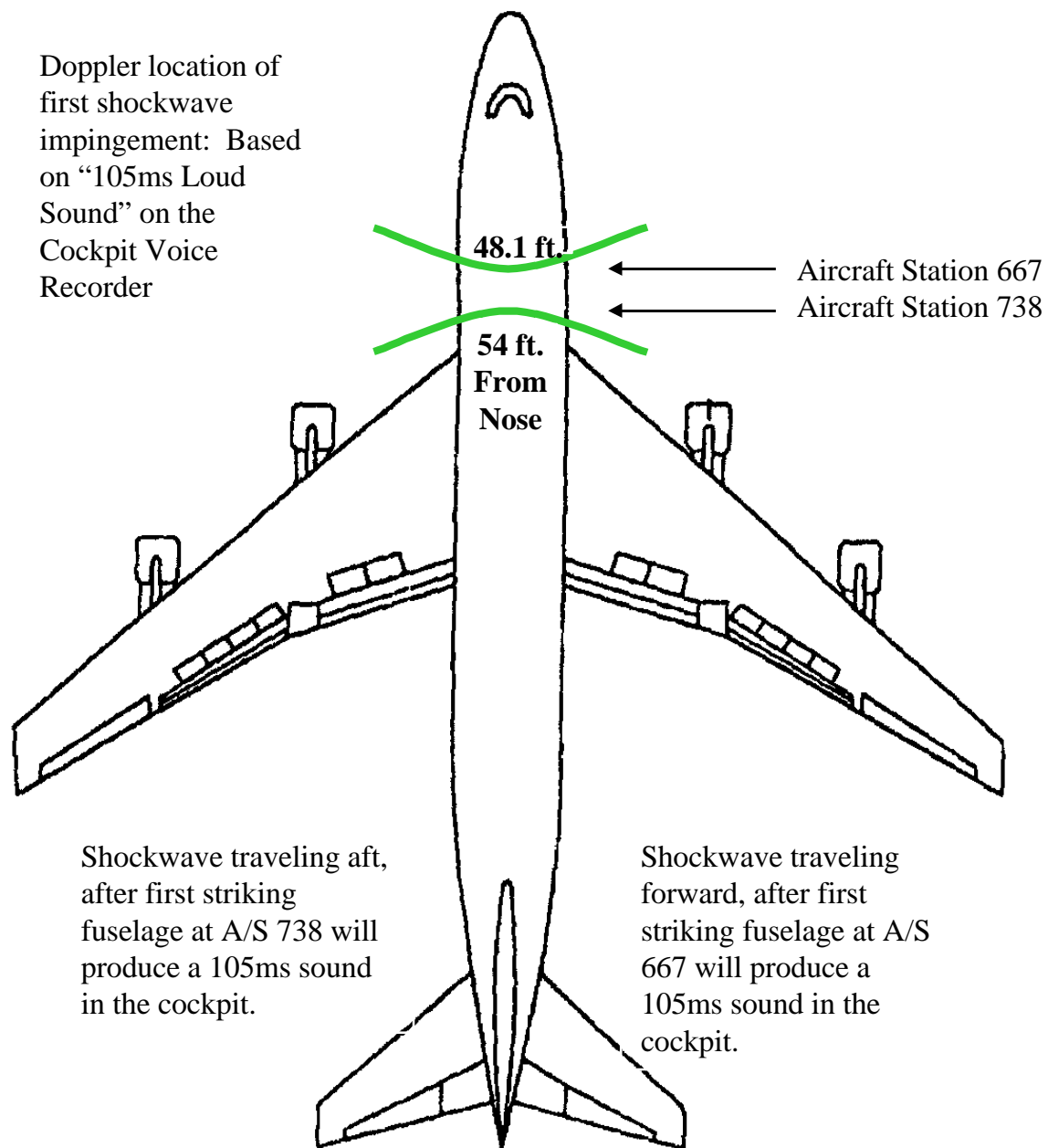
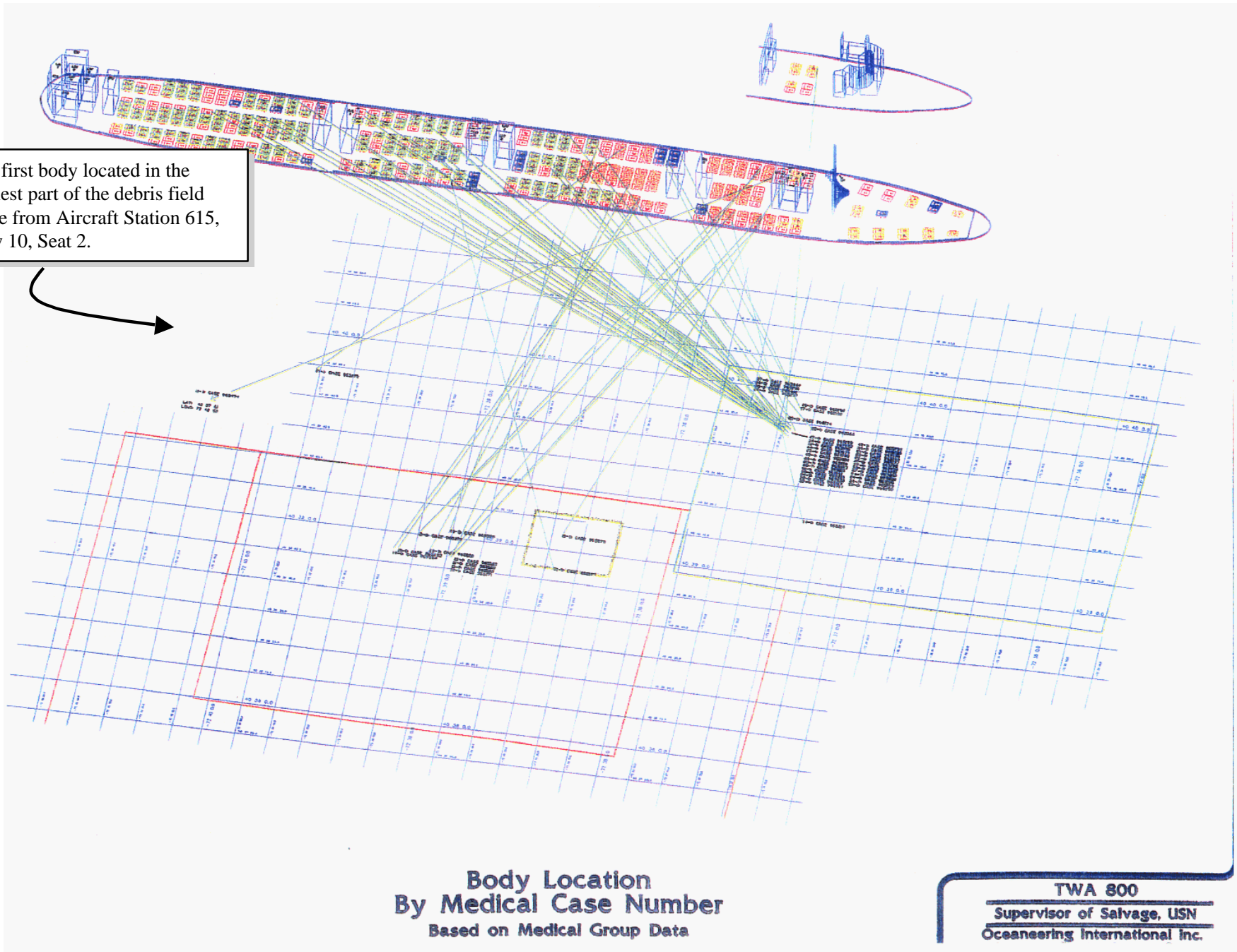


Exhibit 22 - Location of Recovered Bodies in the Debris Field



The first body located in the earliest part of the debris field came from Aircraft Station 615, Row 10, Seat 2.





High Energy Damage



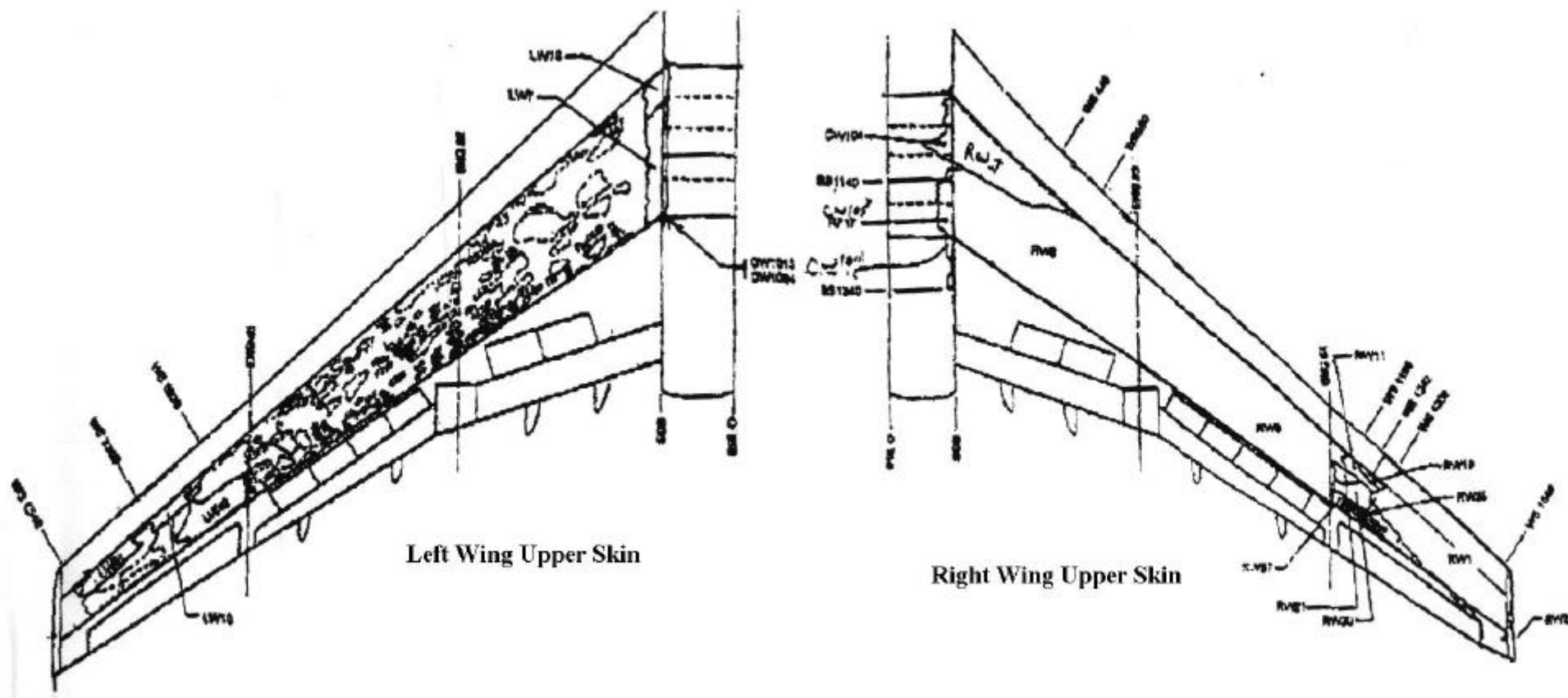


Skin Pedaled Outward





Upper Wing Skin Fragmentation





Flight Data Recorder

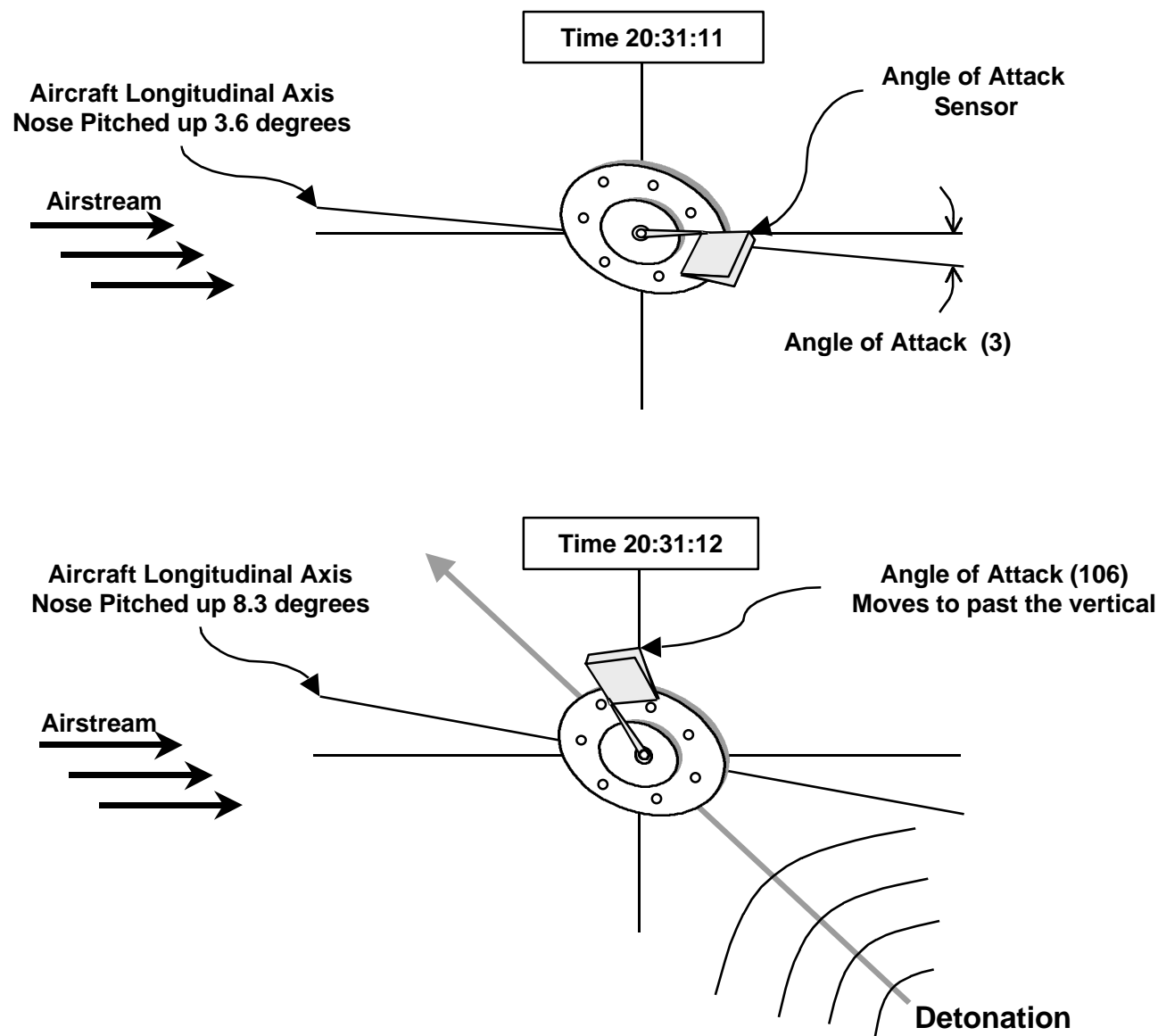
TWA Flt. 800, B747-131, Takeoff to End of Data

Tabular Data No. 1, Created: January 09, 1997, National Transportation Safety Board

LOCAL TIME (ref. CVR)	MSL Alt. (FEET)	IAS (KNOTS)	Pitch Angle (degrees)	Elevator Position Right (degrees)	Mag. Heading (degrees)	Roll Angle (degrees)	Rudder Position (upper) (degrees)	Angle of Attack (degrees)	EPR Engine 1 (ratio)	EPR Engine 2 (ratio)	EPR Engine 3 (ratio)	EPR Engine 4 (ratio)	Long. Accel. (g)	Vert. Accel. (g)	VHF	Pitch Trim Stab Pos (degrees)
20:31:10	13747.00	290	3.6	0.1	82	0	0.63	3	1.31	1.29	1.29	1.3	0.10	0.9	Off	3
	13757.00		3.6	0.4	82	0	0.72	3					0.10	0.9		3
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:11	13772.00	288	3.6	0.1	82	0	0.72	3	1.3	1.29	1.3	1.3	0.10	0.9	Off	3
		298					0.72	3	1.3	1.29	1.29	1.29	0.10	0.9	Off	
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:12	10127.00	100	8.3	11.2	163	144	77.76	106	1.14	2.46	2.36	2.44	0.10	0.9	Key	4
			2.2	-0.2	276	0	-36.54	30					0.18	-0.89		
							0.72	3					0.18	-0.89		
20:31:13													0.05	1.02		

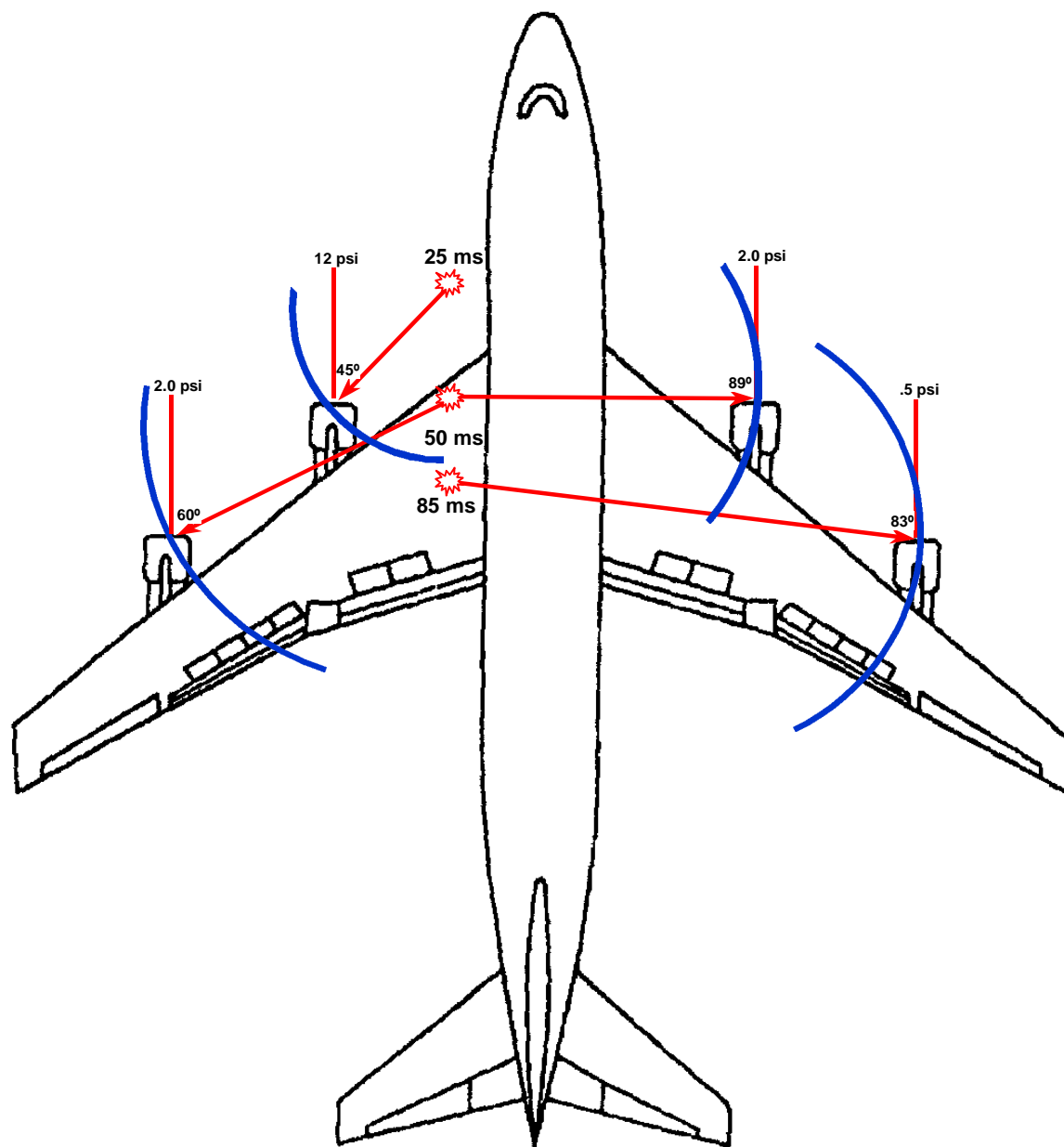


Angle of Attack





Shockwave Effect on Engine Pressure Ratios

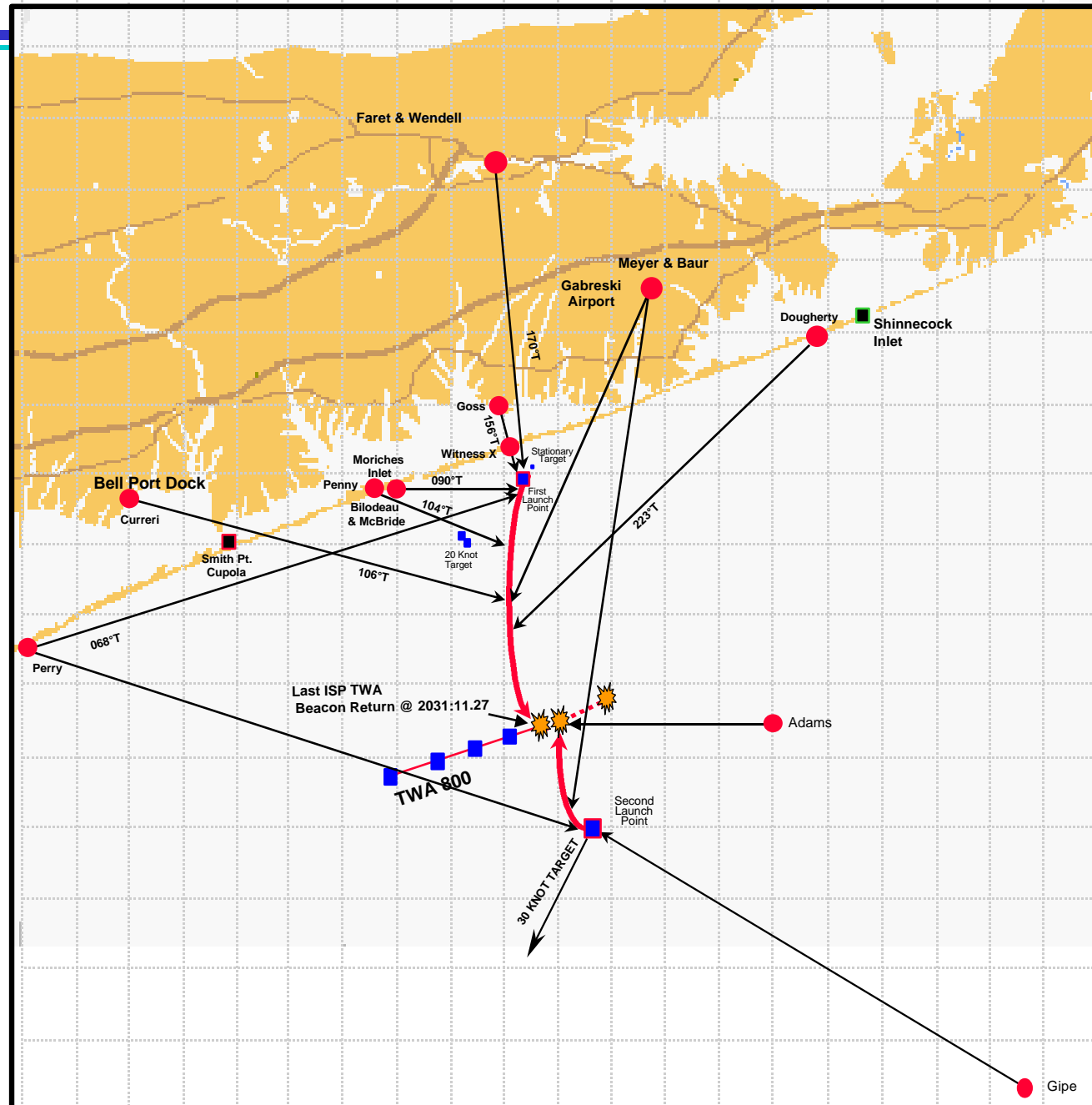




Model Demonstration

- Pitch
- Yaw
- Drift
- Nose Tire
- Witness Marks
- Horizontal Stabilizer
- Number 3 Engine
- Vertical Stabilizer

Triangulation of Witnesses Bearings



TWA Flight 800 Investigation

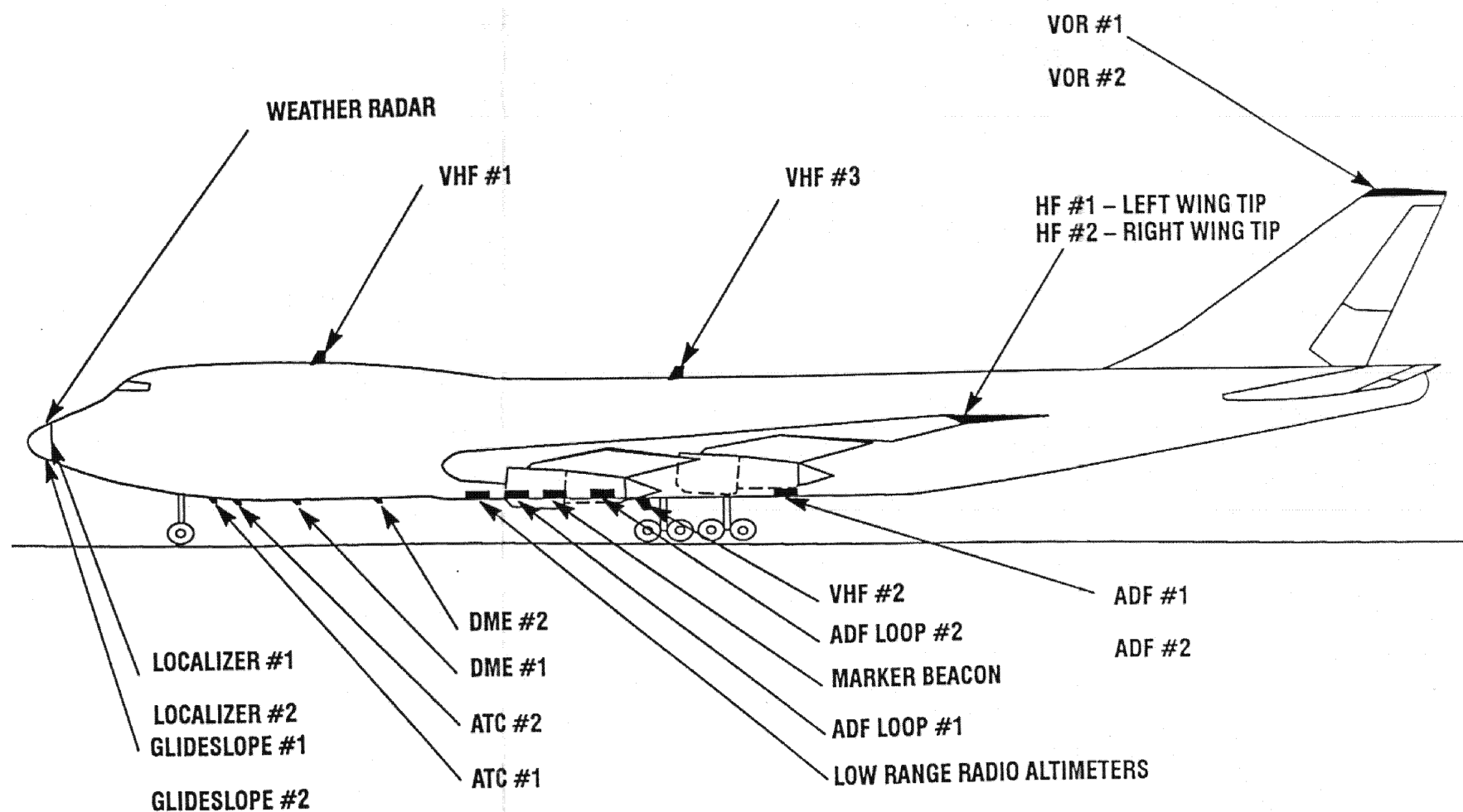


Anti-Aircraft Missiles

- Man Portable Air Defense Systems - MANPADS
 - » Too small, too slow, too low.
 - » IR guidance, erratic flight path, very small warhead
 - » Low visibility during rocket burn
 - » Low sound and shockwave profile
 - » Contact fused
- Standard Sized Anti-Aircraft Weapons
 - » 100+ lb. Warhead
 - » 10+ mile range
 - » Stable Flight Path
 - » High visibility during rocket burn
 - » Loud launch & rocket burn noises & sonic shockwave
 - » Proximity fused
- Examples of Full Sized Anti-aircraft missiles
 - » Phoenix
 - » Sparrow



Location of VOR DME Transmitter Antennas



ANTENNA LOCATIONS - GENERAL

23-00-002TW

747 ALL
10/88



Evidence of a Cover-up

- Eyewitness Special Agent George Gabriel - Secret
- Bruntingthorpe Tests Data - Secret
- Debris Field Data - Secret
- Eyewitness Testimony - Secret
- Identification of Surface Radar Contacts - Secret
- FBI Briefing of Missile Launch Position - SA Steve Bongart
- White House Reaction, Kobar Towers and Flight 800 Warning
- Executive Order 13039 on 11 March 1997 - 1 day after Sallinger
- Falsification of Debris Field Database - Linda Kuntz Story
- Radar Tape Witch Hunt
- Frivolous Prosecution of James Sanders & his Wife
- Handling of Explosive Residues at Calverton
- NASA's Finding of Nitrates - NTSB Stops Testing
- Recovery of Flight Data Recorders
- Obstruction of Justice Threats to Individuals & Corporations
- Unlawful Confiscation of Private Property
- Tampering with Witness Testimony



Conclusions

- The Center Wind Tank Scenario is Impossible
- A Large Airbursting Anti-Aircraft Missile Shot down TWA Flight 800
- The FBI was an Eyewitness
- Justice Department acted quickly to suppress evidence and subvert Title 49 of the US Code
- The NTSB Leadership is either Incompetent or participated in the cover-up
- The NTSB's promotion of the mechanical failure theory is threatening flight safety.
- The ongoing suppression of evidence is providing continuing protection for the parties responsible.



Cmdr Donaldson's Profile

My first official aircraft crash investigation was of an accidental air to air missile shootdown of a Navy A4 in 1977 - I am a Graduate of crash analysis training from the Naval Post Graduate School - I've had six Technical Articles for pilots published in Approach Magazine. I've got thousands of hours of tactical jet flight time - I've instructed advanced air combat maneuvering, air to air gunnery, towed airborne targets for aircraft and ships, dropped thousands of bombs, flew 89 air to ground combat missions in North Vietnam and Laos, even dueled and won with a North Vietnam Sam Site. I've served as the Fleet Commander's observer for major Fleet exercises - I've run a multiple carrier Fleet Air Exercise as the air operations officer. I am a Graduate of Air traffic controllers school; for two years I ran the carrier air traffic control center on CVN 59 (27 air controllers), and I was the nuclear weapons targeting officer for the Fleet Commander in Southern Europe. For three years, I served as maintenance officer in a jet squadron - I served as JAG investigator for Commander in Chief Atlantic when false charges were leveled against a Navy pilot by FAA personnel. I've participated in confidential operations against terrorist states. For the record AIM has funded me on two occasions. I am not officially attached to the Aviation Sub-Committee in any way - what I discover is shared with them quickly. My observations are based on hours of eyewitness conversations, including one who watched a missile all the way to detonation.