

The Players in the Jim Hall Early Retirement from the NTSB Over TWA 800 FDR Evidence Inconsistencies

By: Glen H Schulze 5 Jan., 2008

The Citizen Investigators

- 1) Captain Howard Mann, a retired TWA 747 Pilot from the Boston Area,
- 2) Cmdr. William Donaldson, a retired USN Jet Aircraft Pilot with accident investigation experience from Annapolis, Maryland,
- 3) Marilyn Brady, a paralegal lady from West Palm Beach, Florida,
- 4) Richards Hirsch, a retired engineer from Riverside, California,
- 5) Dave Hendrix, a reporter for the *Riverside Press Enterprise*, Riverside, California,
- 6) Glen Schulze, a Tape Recording Consultant for UT Austin Applied Research Labs, Littleton, Colorado,
- 7) And, Don and Donna Nibert, the parents of 16 year old Cheryl Nibert, one of sixteen French Class Students who perished aboard TWA 800 at 13,700 ft., Montoursville, Pennsylvania.

The NTSB Staff

Jim Hall, Chairman National Transportation Safety Board, 1997 to 2000, an attorney from Tennessee with strong political and family ties to the Gore family with no aeronautical experience

Dennis Grossi, TWA 800 FDR Specialist

Jim Cash, TWA 800 CVR/FDR Specialist

The Sequence of Major Events

17 July, 1996: The Boeing 747 TWA FL 800 explosively disintegrates at 13,700 ft above the Atlantic Ocean 8 miles off Moriches Bay, LI, NY with all 230 aboard perishing. At the direction of the White House the FBI assumes lead command of the investigation with the NTSB relegated to second class involvement.

8 December, 1997: The FBI claims no crime involved and the NTSB assumes control and begins Public Hearings and starts publishing NTSB accident report dockets.

Year 1998: Mann and Donaldson perform in depth analyses of Grossi's FDR Report and claim they find evidence consistent with an external explosive air pressure blast just in front of and above the Boeing 747. Reporter Hendrix publishes several detailed stories challenging the NTSB's probable cause of the accident, i. e., the breakdown of old wiring inside the center fuel tank.

Years 1998/1999: The publishing of Mann's, Donaldson's and Handrix's TWA 800 investigations on the net results in Mann, Donaldson, Hendrix , Nibert, Hirsch, Brady and Schulze forming an unofficial ad hoc Group of 7 concentrating on the NTSB FDR Report. Brady and Hirsch form telephone and email relationships with the NTSB's Grossi and swamp him with questions he doesn't clearly answer about his FDR report. Grossi publishes several "clarifying" addendums to his original FDR Report and then becomes belligerently non responsive.

Brady, Hirsch, Mann, Nibert and Schulze all send independent FOIAs to the NTSB requesting a copy of the FDR tape.

After almost a year the NTSB's Cash responds but sends differing copies of the TWA 800 FDR tape to the FOIA recipients. None of the copies carry any certification statement or annotation explanation of content and the Hirsch FDR copy arrives in reversed and unexplained time sequence.

The delayed and differing FDR copies do little to satisfy the Group of 7 and their efforts are redoubled to expose the truthful and full content of the FDR flight parameter data, particularly at the end of controlled flight.

Fall/Spring 1999, 2000: Schulze diligently compares the differing NTSB FDR copies and discovers major inconsistencies with the now numerous NTSB FDR data tables of flight parameters and event times. Schulze claims, in a private letter to Nibert, that the FBI and NTSB have probably collectively and knowingly withheld the last 4 seconds of FDR flight parameter data from the public.

22 August, 2000: The NTSB conducts final TWA 800 Public Hearing and reports probable cause as frayed and old wiring providing spark ignition to the 50 pounds of fuel ullage in the near empty center wing fuel tank. The final NTSB Public Hearing consists basically of one group of NTSB management staff asking softball and tendentious questions of the NTSB Docket Authors. No questions from the hundreds of highly inquisitive citizen attendees are allowed and no hard factual evidence is presented supporting the NTSB's theory.

12 December, 2000: Nibert asks Schulze to join him and his wife in a two hour meeting with Hall, Grossi and Cash at NTSB Headquarters. Nibert asks for release of the original FDR tape to independent research laboratories for confirmation of the questionable NTSB workmanship. Hall refuses. World Net Daily Reporter Cashill, working from the

Schulze Authored Meeting Minutes, later authors a detailed report of this meeting between the Niberts and NTSB Chairman Jim Hall.

19 December, 2000: Five days after meeting with the Niberts Jim Hall unexpectedly resigns from the NTSB Chairmanship with two years remaining on his 5 year tenure and with the critical FDR questions remaining unanswered. Jim Hall never again personally or officially communicates with the grieving Niberts.