

Affidavit of Rear Admiral Clarence A. Hill, Jr. USN (Ret)

1. I am Rear Admiral "Mark" Hill (the nickname by which I am better known in the fleet), a veteran of 35 years of service encompassing submarines, naval aircraft, aircraft carriers and ammunition ships serving in WWII, Korea, Vietnam and most of the contingencies in between. My career was heavily weighted with sea, combat and operational duty but also interspersed with tours ashore in planning and legislative duties at the seat of the government and under diplomatic assignment abroad

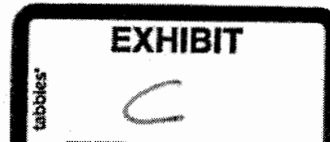
2. All of the statements appearing below are true and all opinions rendered are of the highest certainty.

3. Following graduation from the Naval Academy and then Submarine School, I served for two and one half years in the submarine USS RAY (SS271) in the Pacific during World War II, completing five successful war patrols with RAY credited with destroying over 100,000 tons of enemy ships while also rescuing 23 downed aviators. Ordered to flight training following that war I was designated a Naval Aviator in 1948 and commenced a career progression through various carrier squadrons, from props to jets, culminating in command of Attack Squadron 72 flying A-4 jets with Air Wing Seven, thence to USS SARATOGA (CV-60) as Executive Officer, the ammunition ship USS WRANGELL (AE-12) as Commanding Officer and finally to Command of the USS INDEPENDENCE (CV-62).

4. In combination with Admiral Thomas H. Moorer, former Chairman, Joint Chiefs of Staff, we agreed to be part of an informal association at the request of Reed Irvine of Accuracy In Media (AIM) under the name of Association of Retired Aviation Professionals (ARAP). Our interest in this effort was peaked by press implications that the U.S. Navy might have been involved in the loss of TWA-800 and we were concerned that the image of the U.S. Navy could be tarnished without professional representation to counter the spin often put on an event by the media before adequate factual information was made available.

5. Having great confidence in the professional knowledge and investigative ability of Commander William H. Donaldson, USN (Ret), in aviation accidents, we were prepared to add our voices in support of his work on TWA-800 following a thorough briefing by him prior to the first press conference organized by AIM. During the length of our active duty careers both of us had participated frequently in aircraft accident investigations since determining the facts and the truth without prejudice, prejudgment or outside coercion was essential to preclude a repetition. That is why aircraft accidents in the U.S. Navy have always been non-punitive to the interested parties. Failure to do so would have made the cost of carrier aviation prohibitive long ago. As a member of the panel in the first press conference the foregoing was the substance of my opening statement.

6. At that first AIM press conference one of the panel members along with Bill Donaldson and me was Fred Meyer, a veteran helicopter pilot who had begun his flying career as a Naval Aviator, had served at great length in the Vietnam War as a rescue pilot for downed airmen, had switched to the Air Force while in a reserve status and was airborne in a helicopter on the evening of 17 July, 1996, when TWA-800 went down off the south coast of Long Island. His eyewitness testimony of watching a surface to air missile strike in the vicinity of the left wing root of TWA-800 dovetailed closely with what Bill Donaldson had



uncovered separately through his investigation. What made it ever more significant, in my view, than the hundreds of witness accounts subsequently offered, was Meyer's proximity to the event along with his detailed professional knowledge from his combat experience of how an ordnance explosion appears under similar circumstances.

7. Following the first press conference I appeared in two more as a member of the panel and then about four more as a participant in the audience in a position to question witnesses or other panel members. By that time I was aware of how the National Transportation Safety Board (NTSB) and other government agencies were spinning the results of the accident investigation to fit what appeared to me to be preconceived notions of how the aircraft had failed. From the standpoint of my background knowledge in ordnance, pilot skills in jet aircraft and aerodynamics involving swept wing aircraft, as well as standard accident investigative procedures, my queries were directed at two claims being made by spokesmen for the NTSB and/or the CIA in behalf of the NTSB.

First: That the explosion terminating TWA-800's flight at an altitude above 13,000 feet was caused by a wiring failure and short circuit in the center wing tank.

Second: That the streak of light going up from ground or sea level ending in an explosive burst as seen by eyewitnesses was really an optical illusion resulting from the TWA-800 climbing over 3,000 feet after losing its left wing and two engines before gravity could take over.

8. Taking each in turn, without a clear explanation of the preflight condition of TWA-800 prior to its departure from Kennedy Airport on its fatal flight, the public would be left with the impression that thousands of gallons of volatile fuel were subjected to high voltage ignition causing an explosion with enough overpressure to blow off the left wing of the airplane at its strongest point.

9. One of the witnesses that had not been able to testify at the first press conference was Captain Mundo. He had been a TWA Captain with, as I remember it, at least 3,000 hours of experience, or more, in the 747. He knew that airplane and like many veterans with the airlines he was available to fill in as a flight engineer when called upon after retiring as an active pilot, so he had served in that capacity on that same airplane on the flight previous to its final one. That flight originated at Athens, flew non-stop to Kennedy and, as flight engineer, it was his duty to adjust the fuel throughout the system. He stated that he had exhausted the fuel in the center wing tank and then used the sump pump to take out any residual jet fuel as well as any water present – as there is always some water present – which is why they have sump pumps.

10. But that airplane was on the ground for about three hours before taking off for another cross-ocean flight. At that point I asked Captain Mundo, you're telling us here, that you evacuated that tank; why was it not filled for the next flight? He said, because instead of going as far as Athens, they were only going to Paris and they didn't need it. Consequently, we knew that tank was empty.

11. Well, that means the center wing tank had a thimble-full of kerosene, or the equivalent in vapor. This is a huge tank, much bigger than a large room, literally. And there is no way that



you can ignite a tiny sample of something as stable as jet fuel mixed with water and blow the left wing off the strongest airplane ever built.

12. As for the second NTSB claim, illustrated by a CIA video attempting to show a swept wing 747 aircraft with one wing blown off taking two engines with it, no nose and no manual control, climbing over 3,000 feet, in an effort to persuade the public that the eyewitness accounts of a missile were wrong, I can only say at the outset that none of those involved had ever been pilot qualified in modern jet aircraft. Swept wing aircraft require positive control of the engine thrust to maintain a constant glide path for a safe landing. Without power that aircraft will drop immediately and unless the nose is pushed over it will stall. In either case it will go down, not up and any attempt to show even a part of it rising above its level of flight would have to be parts blown a few feet in the air as a result of the explosion. As Commander Donaldson commented, once the airplane goes beyond about twenty degrees nose-up, it can't fly anymore because wings that are no longer into the wind can't produce lift. And here we are speaking of a jet that has already lost one of its wings and, with it, half its power.

13. I feel confident in saying that TWA-800 was brought down by a missile.

14. When queried as to how the deed was done I can only speculate. In view of the information available by radar intercepts on surface contacts that were in the vicinity that evening showing at least one surface ship departing the area at some 32 knots, that if units of the U.S. Fleet were not involved and I do not think they were, it could have been a "cigarette boat." A small boat at very high speed could easily go from the missile launch position at roughly 30 knots, get out to sea beyond the horizon, be picked up by a mother ship, sink it and be gone. That is an example and just an example. If asked the question of who did it my answer has always been "I do not know," but September 11th teaches that it could have been any number of people or countries who bear a grudge against the United States.

15. What was needed throughout this entire investigation with so many unanswered questions and conflicting information was a formal congressional hearing with witnesses testifying and replying to cross examination under oath. An investigation for the purpose of getting at the truth and not just a "white wash."

16. The two most reliable sources in support of an aircraft accident investigation are an eyewitness with the bona fide and experience to make clear what was seen along with an expert witness regarding the aircraft itself and its mechanical and aerodynamic characteristics. The more of these that are available to the accident board the better the chances are of reaching a believable and truthful conclusion. The fact that the NTSB saw fit to disavow witnesses and investigators with those qualifications is, in my view, prima facie evidence that it was in pursuit of a cover-up as opposed to a hunt for the truth.

17. Commander William S. Donaldson (deceased) is a nationally recognized aircraft accident investigator and was among the most capable. I worked with him throughout this investigation many times on a daily basis, by phone, by mail and in person. I am appending a copy of one letter that he addressed to the Washington Post for its OpEd page, with a copy to me, in which he outlines the host of discrepancies that the NTSB had overlooked in its attempt, as he puts it, "to prove a fatally flawed theory" as to how TWA-800 crashed with the "loss of 230 souls aboard." I agree with both his assertions and his conclusions.




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18. On more than one occasion during these proceedings I heard Admiral Moorer express his opinion publicly and with members of the press present that it was a missile that brought TWA-800 down and that congressional hearings were required to get at the facts and the truth.

19. I have read the short statements by Captain Lahr and Colonel Pence in addition to the more detailed statement by Fred Meyer and agree with them all.

I hereby certify and affirm under penalty of perjury that the foregoing is true.

Date: *June 2, 2003*


Rear Admiral Clarence A. Hill, Jr., USN (Ret)



William S Donaldson, Cdr. USN/Ret
39175 Cobrum's Wharf Road
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July 4, 2000

The Washington Post
Op-Ed Section

The NTSB - To be or not to be?

The National Transportation Safety Board, NTSB, is rapidly approaching a survival crisis. The members of the Board [all presidential political appointees] are slated to meet in public on the 22nd and 23rd of August 2,000. Their agenda is a bomb with the fuse burning. After spending scores of millions of dollars over a four year period in a failed and dubious attempt to prove a fatally flawed theory, they will be publicly discussing for the first time since December of 1997 the still unexplained crash and loss of 230 souls aboard TWA Flight 800.

On 17 July, 1996 the aircraft went down at sea just after sundown, approximately 7.3 nautical miles off the Long Island south shore, under extremely suspicious circumstances.

For the first time in its history, the NTSB, the lead federal agency for air crash investigation, has pro-actively abandoned its congressional mandate. Along the way, NTSB chairman Hall, a Clinton appointee and the Tennessee presidential campaign finance director of Mr. Gore's 1992 presidential campaign who has no discernible technical training or even understanding of rudimentary aviation principles, has refused to allow his investigators to:

1. Personally interview witnesses.
2. Test nitrates found on critical internal fuel tank parts to determine if it was explosive residue.
3. Do the proper metal protocols to determine which fuel tank exploded first.
4. Explain why the top left wing skin exploded off the aircraft.
5. Explain why the left wing failed at its strongest point,
6. Explain why the bottom of the center wing tank is domed up [not bowed out].
7. Explain why the NTSB hasn't done the Stinger live missile firing at full 747 inboard fuel tanks recommended by the nation's best department of defense air weapons experts,
8. Explain why the right side-wall of the number two main tank is blown out [into the CWT] and now mostly missing.
9. Explain why the portion of the forward spar that comprises the forward wall of the number two main tank is also blown out and largely missing.



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10. Explain why the NTSB assisted the Justice Department in hiding a witness who claims to have seen a missile strike the aircraft on the forward wall of the number two main tank,
11. Explain why the nearest radar, Islip's ASR-8, clearly shows the aftermath of a missile hit [passing through the aircraft from left (wing) to right side]. Explain the formation of a separate and distinct missile debris field on radar 2.8 nautical miles to the southwest of the main crash site. I had predicted (in a Wall Street Journal letter to the editor April 24, 1997) the existence of this very debris field. Ironically, Air Force missile experts had made exactly the same prediction to FBI agents in late 1996.
12. Explain why the covert search for missile parts was suddenly shut down six days after my letter appeared in the wall street journal when the captains of the contracted boats expected the operation to continue for at least another six months.
13. Explain why neither the Justice Department nor the NTSB is concerned with numerous unidentified surface radar contacts that were within missile range of Flight 800 when it exploded.

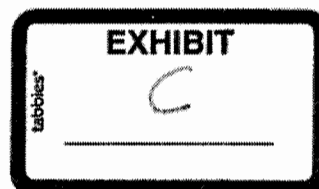
The only hearing the Chairman of the NTSB has allowed to date was the one in December 1997, the minimum requirement mandated by law. That so-called public hearing, was turned into a showcase for administration spin. Only the NTSB's weakly contrived theory of a spontaneous explosion of the aviation kerosene in the Boeing 747's center wing tank was considered. The hundreds of eyewitnesses who saw a streak of light intersect the aircraft were banned, along with any discussion of other theories.

The fact that such an event is literally impossible because of the extremely low volatility of aviation kerosene and the superb ignition free design of the 747 fuel tank system didn't faze these intrepid presidential political appointees. It is also a theory that is openly mocked by senior military aviators, airline captains and outside air crash investigators

After spending millions on the investigation without one shred of physical proof, Mr. Hall is still narrowly focused on making the Boeing Corporation the deep-pocket scapegoat of one of the nation's worst air tragedies. When all the facts are considered, it will become clear the aircraft was shot down. The fact that this severe breach of national security happened only fifteen weeks before the 1996 presidential election and 3 days before the opening ceremony of the Atlanta Olympics, of course, had nothing to do with determining this was an accident. If successful they will have deflected criticism of politicians and agencies in the administration that had advance warning of a probable missile attack and failed to act.

At the urging of Deputy Director of the FBI, James Kallstrom, in a letter to the NTSB immediately before the 1997 public hearing, none of the 755 witnesses interviewed by special agents were allowed to speak. Indeed, the word witness was not even used in the entire week of the hearing for fear that the media might give credibility to what these people observed.

Mr. Kallstrom, in charge of the FBI investigation, consulted directly and sometimes in person with the president and White House staff throughout. At the same time he was bullying or ignoring his own investigators and Department of Defense missile experts. In fact, when Mr. Richard Bott provided a D.O.D. report to Mr. Kallstrom in October of 1997 recommending the



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firing of specific missile weapons systems at 747 full fuel tanks, the deputy director summarily shut down the FBI investigation three weeks later without taking any action. Furthermore, by placing the criminal investigation in a "pending-inactive status" he was able to hide all of the witness testimony from legitimate air crash investigators and department of defense investigators for years. He is now in FBI retirement, consulting for CBS and enjoying a far more lucrative private sector security position.

Mr. Kallstrom and Mr. Hall's fear of eyewitnesses was, and still is, more than justified. Hundreds of the witnesses described a portion or all of the flight profile of a shoulder fired missile with a few precisely describing an impact on the aircraft's left wing root.

These witnesses were, in fact, so credible, that within three days of the event field agents from Suffolk County Police Department (Deputy Inspector Douglas S. Matulewich), and special agents of the FBI (Special Agent Stephen Bongardt) were beginning to realize these witnesses were pointing to more than one missile firing position at sea, and in close proximity to Flight 800's surface track.

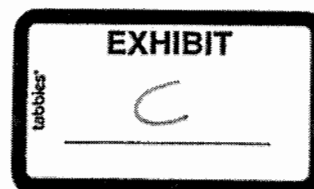
By using global positioning satellite [GPS] portable equipment coupled with a hand-bearing compass, these aggressive investigators were able to more precisely determine two distinct firing positions, both of which were in range of Flight 800 when it exploded had shoulder fired missiles been launched from small boats. Both investigators sent precise memoranda describing these positions up their chains of command.

Approximately ten months later, acting as the chief air crash investigator for the Associated Retired Aviation Professionals [ARAP] and without foreknowledge, I inadvertently duplicated the efforts of the Suffolk County Marine Police and the FBI. Using the same type of GPS equipment and hand-bearing compass with a different mix of eyewitnesses, I came to the same conclusion that the aircraft had been fired on from two surface positions at sea. ARAP documented these conclusions in an interim report sent to the United States Congress in July of 1998.

Responding to SA Bongardt's investigation in the late summer and fall of 1996, the administration launched a two-pronged search program. A side scan sonar search for underwater missile artifacts was immediately initiated and the urgent precedence (probably from the White House) of this effort appears to have slowed down the initial effort at recovering aircraft debris and even victims bodies.

Immediately following the presidential election in November of 1996, a much more visible and more politically risky effort began. The administration, using Chairman Hall of the NTSB to pay for it; contracted through the navy supervisor of salvage, a total of five commercial fishing dredges to secretly recover specific stinger missile parts.

Two sets of the best military satellite navigation equipment was installed aboard each civilian boat, and a non stop, 24 hour a day, four boat dredging operation began with two man teams of FBI agents as well as satellite navigation technicians embarked aboard.



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A complex dredging plan was developed for 360 degrees around the initial explosion point of Flight 800. The intent was to dredge every inch of the ocean bottom out to a radius of 2.7 nautical miles to recover missile components. That was the maximum range of a Stinger missile engagement versus a Boeing 747 at flight 800's altitude. The best Air force missile guidance experts, utilizing their computers based in Dayton Ohio, had provided this vital data to the FBI on Special Agent Bongardt's request. Less than 1/4 of this huge area had any chance of containing aircraft debris. They were looking for missile parts.

When FBI agents first embarked aboard the fishing vessels in early November 1996, immediately after Clinton/Gore were safely reelected, they brought drawings of Stinger missile parts in the manual provided to them by the New York office. Agents first going aboard the contract fishing vessel ALPHA OMEGA, discovered that its crew had already recovered and then discarded back overboard as worthless junk, a missile ejector can (the first stage of a shoulder fired missile). This happened on or about October 4, 1996 while fishing very near Flight 800's explosion point, but outside the aircraft debris search area.

Chairman Hall of the NTSB, provided false cover for this covert administration operation by spinning the press into believing the six month operation was designed to find a missing scavenge pump from the aircraft center wing tank. Unfortunately for Mr. Hall, investigators working with us from inside several agencies were able to determine that the so-called missing CWT scavenge pump had been recovered still mounted on its proper bulkhead and it went missing only after someone unbolted and walked away with it. Furthermore, internal NTSB working documents generated early in the search process and now in my possession (posted at twa800.com) clearly state that pump was found before the dredging operation began.

Knowing that I would be a potentially hostile witness to the NTSB, Chairman Duncan of the House Aviation Subcommittee invited me to testify, May 6, 1999 in hearings he was conducting into the continuation of NTSB out-year funding. My testimony recommended, based the NTSB's failed investigation of Flight 800, and in the presence of Chairman Hall, that he and other political appointees in the NTSB be fired for cause, and the NTSB be reorganized and manned solely by civilian and military aviation professionals.

During that testimony, I also pointed out, if the NTSB attempted to close the investigation without first doing all the necessary testing, I would consider that evidence of criminal malfeasance. I still do. These tests should include, at a minimum; (a) proper metal examination protocols to determine which fuel tank exploded first and (b) shoulder fired missile testing against a 747 as recommended by Department of Defense missile expert, Richard Bott,

It would behoove everyone in this country to carefully listen to the statements of ARAP'S senior military member: "It's clear and there is no doubt this aircraft was shot down. It's time for the media to get off their backsides and for congress to hold hearings and take action." Condensed from the remarks of Admiral Thomas Moorer, legendary Naval Aviator, holder of the Silver Star and a distinguished former Chairman of the Joint Chiefs of Staff, the nation's highest military office.



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So question remains. Is the NTSB, to be or not to be? Will the NTSB have the political will to present the eyewitness testimony at the August hearings or is it just another abused federal agency on the list of those politicized for the benefit of politicians in the administration? Does the United States Congress have the will to hold hearings that this investigator (as well as airline captains, civilian air crash investigators, and flag and general officers representing the best in military aviation from three services) believe will reveal that the truth about the loss of TWA Flight 800 was deliberately withheld from the American public.

Sincerely,

Cdr. William S Donaldson, USN ret.
Chief Investigator ARAP



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oath of Rear Admiral Mark Hill, USN/Ret

Given Name: Clarence A. Hill, Jr.

1. I am Rear Admiral Mark Hill, USN/Ret.
2. All of the statements appearing below are true and all opinions rendered are made to a high degree of certainty.
3. In all aircraft probe investigations it is usual if not universal for investigators to share information and assessments for review by other investigators. It is also common for experts to review one another's conclusions.
4. I stand by the videotaped statements that I made, appearing below. I have read the below comments made by Commander William S. Donaldson, and agree.

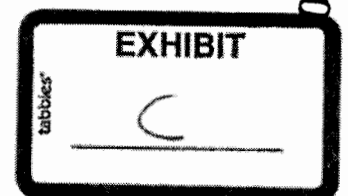
Admiral Hill

I spent two and a half years in submarines in World War II. I became a Naval aviator thereafter. I went up the carrier route, culminating in command of one of our big carriers. In combination with the former chairman of the Joint Chiefs of Staff, Admiral Tom Moorer, we agreed to be part of what is really an informal association.

And one of the witnesses that was not able to testify in that first press conference was Captain Mundo. He had been a TWA captain with I think at least 3,000 hours of experience, or more, in the 747. He knew that airplane. He had flown, as the flight engineer, from Athens to Kennedy before that airplane took off a few hours later. As part of his duty was to adjust the fuel throughout the aircraft. They used the center wing tank. It has a sump pump. And he used that sump pump to take out any residual jet fuel and any water that's present, as there always is some water present, and that's why they have the sump pumps.

And then they took off, three hours later, about, from Kennedy, in another cross-ocean flight. And I asked Captain Mundo, you're telling us here, that you evacuated that tank; why was it not filled in the next flight? He said, because instead of going as far as Athens, they were only going to Paris and they didn't need it. Consequently, we know that tank was empty.

Well, that means it had a thimble-full of kerosene, or the equivalent, vapor. This is a huge tank, much bigger than this room, literally. And



there's no way that you can ignite a thimble-full of kerosene and blow off the left wing of the strongest airplane ever built.

We know a missile brought the aircraft down.

A cigarette boat at very high speed, a small boat, could easily go from the spot where they launched the missile, at roughly 30 knots, get out to sea, be picked up by a mother ship, sink it, and be gone. That's an example, and just an example.

We want to have some of the questions answered that have been asked, that have never been properly answered.

(Q. In what forum?)

Well, we have felt all along that it could only come about with a formal congressional hearing, where people were put under oath.

Commander Donaldson:

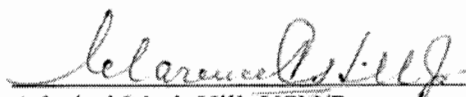
If you cover up the truth of what happened to this airplane, for whatever the political reason, you've done world aviation a tremendous disservice. Because the threat is there. This was the 27th large aircraft hit by these missiles in the last 15 years. Not all of them went down.

When you see a streak go up, and go up 13,800 feet, in seconds, 4 or 5, 6, 7 seconds, that's supersonic. Yeah, it's supersonic. Only a fighter aircraft or a missile can achieve those kinds of speeds. And an investigator can pretty quickly determine, as the FBI guys did, that when you're 8 or 10 miles away and you see something go that high that quick, it's just a matter of trigonometry. I mean, any high school kid can figure it out. It's got to be a missile.

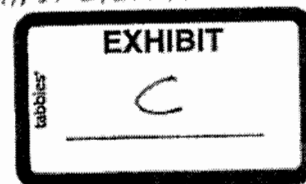
Once it goes beyond about 20 degrees nose up, it can't fly anymore because these wings are no longer into the wind they can't produce lift. So ladies and gentlemen, I know it's been in affect at least since Newton's time. Its called gravity. This 333 tons are going to stall, less the nose, are still going to be there and everything there, when the time the airplane quits flying, is going down.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Date: October 22, 2003.


Admiral Mark Hill, USN/Ret
Rear Admiral Clarence A. Hill, Jr.

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