

Affidavit of Richard Russell

1. My name is Richard D. Russell. I was employed as a pilot for Capital Airlines on June 27, 1955 which became United Airlines in 1961 until I retired on March 1, 1990. During this period, I was a member of the Air Line Pilots Association (ALPA) and served 8 years as a copilot representative while domiciled in the New York area.

2. Upon moving to Los Angeles, I was appointed as an air safety representative and served in that capacity for 26 years. ALPA jobs are all volunteer positions and no compensation is paid. Such representatives act as an interface between the various federal, state and local governmental agencies and, in this case, the Air Traffic Control System and the pilot group. The job involved my spending a good bit of time at various radar facilities where I learned how to interpret radar indications, to read the data blocks as well as the limitations of the various pieces of equipment.

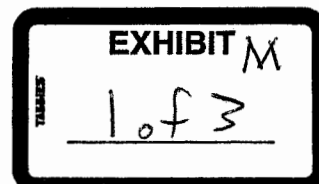
3. I have also served as an ALPA accident investigator during the NTSB accident investigation group on the United Airlines DC-8 Freighter that crashed in Detroit, Michigan in 1981. I was assigned to the systems committee and later to the flight data and cockpit voice recorder committee. In 1989, I was an ALPA member of the NTSB accident investigation team on the United Airlines B-747 accident at Honolulu, HI.

4. I continue to serve as president of an aviation consulting business in Daytona Beach, Florida.

5. I was amazed to watch Ken Bacon, the Pentagon spokesman, announce that TWA 800 had exploded over Long Island Sound shortly after departing John F. Kennedy Airport. I knew that there was something wrong and could not understand why the Pentagon was announcing the demise of a civilian airliner crash unless the military was involved.

6. I expressed my concern to many people and about one month later, a long time friend called and asked me to listen very closely. He related that he had just attended a high level briefing where a controller showed a radar tape on which he identified a rogue target as a missile in close proximity to TWA800, just prior to the loss of the transponder signal from TWA 800.

7. I wrote down the information verbatim and the next day, called the ALPA Air Safety department, for whom I had worked for 26 years, to pass along what I thought would answer many of their questions but was appalled by their response. They asked what I expected them to do with this information. After this rebuff, I decided to seek the advice of 11 former ALPA accident investigators and air safety representatives. One of them



betrayed my trust and put the information out on the Internet. That story went around the world in a couple of days.

8. My source of this information was employed at the time and asked to remain anonymous. I respected his wishes but continued to ask for a copy of the tape, and one day the tape appeared and it was as advertised.

9. To this day, it has never been released to the public nor has it been made a part of this investigation. As a result, no one has ever been required to explain this rogue target.

10. My options were to go to the news media but soon found out that no one was interested in making a public showing. All network and independent stations would not air this tape.

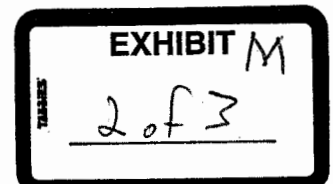
11. Pierre Salinger had visited me prior to the arrival of the tape and I received a call from him in Paris. He invited me visit and that Paris Match Magazine was willing to break this story. I made the trip and a couple of weeks later, the story was released along with still photos of the rogue target in close proximity to TWA 800.

12. In late March, the FBI came to my home, armed with a subpoena for me to appear before the Grand Jury in New York, but told me that I could satisfy the subpoena if I would hand over the tape. Not wishing to make such an appearance, I gave them a "copy" of the tape. I sent one e-mail message about the FBI confiscation of the tape and predicted that they would probably announce that it was a fraud. Indeed they did but a few days later announced that the tape was authentic.

13. I do not remember the date that the subject radar tape was delivered to me but believe it to be some time in February 1997. The tape showed a non-beacon target in close proximity to TWA 800 just prior to the TWA B-747 target indicating a loss of a transponder signal.

14. The radar antenna turns at the rate of one revolution every 4.7 seconds which means that a new picture is presented at each turn. The tape shows the rogue target on only 3 sweeps of the antenna and they indicate that the target is traveling at a speed of approximately 600 kts.

15. It has been suggested that these targets are only "anomalies." An anomaly is presented towards the end of this tape and it is quite different from this target that displays direction. An anomaly seems to always return to the same spot. The rogue target is moving in the same direction.



16. I believe that the original message that was sent out is accurate. No evidence has been presented which would make me change my mind as to the cause of this tragedy.

17. The tape showed a non-beacon target in close proximity to TWA 800. That target disappeared from the scope just prior to the loss the transponder signal from TWA 800.

18. I knew that there was something wrong, something that was amiss. A controller had identified a target on the videotape as a missile. This information was given to me, and I went to a number of accident investigators, and finally talked with them. I sent out an e-mail message to 11 accident investigators.

19. One of them put it on the Internet, and it went around the world in a couple of days.

20. I continued to ask for a copy of the tape, and one day it appeared. The tape was as advertised, but little has been made of that. It has been kept from the public. It has not been made public, that I know of. I guess some of the investigators have seen this and they've looked it over, but very little has come out of that.

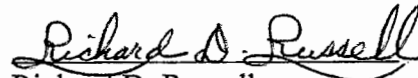
21. The FBI came to my home and removed it under a subpoena from the Grand Jury.

22. I said that it would probably be dubbed as a fraud, and they did. The next few days, they said, no, it was a true tape.

23. It has been suggested that these targets are only "anomalies." An anomaly is presented towards the end of this tape and it is quite different from this target that displays direction. An anomaly seems to always return to the same spot. The rogue target is moving in the same direction.

I declare under penalty of perjury that the foregoing is correct.

Date: January 2, 2003.


Richard D. Russell

