

CONCLUSION

There can be no doubt from this report that a spontaneously exploding center fuel tank was not the cause of the Crash of TWA Flight 800. From the findings of fact previously discussed and the considerable body of circumstantial evidence contained here, one can logically draw the following conclusions:

1. There is no evidence that the Center Wing Tank of TWA Flight 800 exploded due to mechanical failure as the initiating event.
2. There is substantial evidence that the Center Wing Tank was ruptured from an exterior shockwave and exploded late in the breakup sequence.
3. Eyewitness testimony and forensic evidence in the Debris Field and the Flight Data Recorder fully support a missile engagement of TWA flight 800.
4. TWA Flight 800 was destroyed by an airbursting anti-aircraft missile.
5. What is not yet fully known is who fired the missile or missiles, which struck Flight 800.
6. The preponderance of evidence strongly points to a hostile attack by enemies of the United States.
7. The TWA FL800 crash occurred 2 days before the start of the 1996 Olympics in Atlanta.
8. The United States was warned by Israeli intelligence of a terrorist risk to TWA FL800 prior to the event.
9. Two FBI Agents from the Mellville Long Island Office of the FBI witnessed the event. Normal procedures would dictate that the White House was notified immediately.
10. High officials in the White House may have conspired with political appointees in the Justice Department and the Transportation Department to hide the facts from the American electorate prior to the 1996 elections and the Atlanta Olympics.
11. The White House moved quickly when Pierre Sallinger made his missile cover-up allegation, causing Clinton to issue Executive Order 13039 on 11 March 1997.
12. It appears that after the reelection of the Clinton Administration, a decision was made in the spring of 1997, to vigorously promote and blame the loss on a non-existent mechanical failure.
13. The White House appears to have lied to the American public about the significance of specific terrorist threats that predicted the event.
14. The Justice Department may have subverted the air-crash investigation by:
 - a. Denying Title 49 crash investigators access to hundreds of eyewitnesses and their testimony.
 - b. Denying access to positive explosive residue test results
 - c. Denying access to autopsy information and Lab Tests proving shrapnel from the missile warhead had wounded victims.
 - d. Denying access to eyewitness accounts of the shootdown by FBI Agents.
 - e. Denying access to lab tests on residue samples taken from various critical aircraft parts.

- f. Denying access to unspecified real evidence.
 - g. Denying access to military experts and information pertaining to full sized anti-aircraft weapons
15. The Justice Department may have subverted the air-crash investigation by threatening personnel in corporations Party to the Investigation with Federal Obstruction of Justice criminal prosecution.
 16. The Justice Department threatened private citizens with Federal Obstruction of Justice prosecution.
 17. The Justice Department may have subverted the air-crash investigation by illegally seizing and failing to return private property, (i.e. Pictures, negatives, videotape, etc.) from citizens.
 18. The Justice Department filed frivolous lawsuits against Mr. & Mrs. Sanders and Captain Stacey for an alleged crime the Deputy director of the FBI had already committed himself. (Giving away souvenirs from Flight 800 to relatives of the victims).
 19. The Justice Department may have subverted the investigation by delaying the arrests of Captain Stacey and the Sanders family seven months until immediately prior to the Public Hearing in December 1997 in order to intimidate other investigators to keep silent about inside information.
 20. The Justice Department may have subverted the investigation by advising witnesses not to speak to anyone else about their observations.
 21. The Justice Department may have subverted the investigation by attempting to convince eyewitnesses they did not see what they thought they did.
 22. The Justice Department may have subverted the investigation by failing to ensure FBI Agents established a professional database of eyewitness information. FBI Agents failed to electronically record witness statements, establish exact elevation and bearing information on missile sightings, ask questions about missile speeds, or even establish exact GPS fixes of witness positions, or in some cases even go to the witness site.
 23. The Justice Department may have subverted the investigation by failing to have victims who were hit by shrapnel properly x-rayed.
 24. The Justice Department may have subverted the investigation by having no-nonsense, Title 49 air-crash investigators removed from the investigation.
 25. The Justice Department may have subverted the investigation by having the senior check pilot for TWA (a meticulous, Title 49 authorized investigator) charged and prosecuted for having a suspicious residue made available for outside testing.
 26. The Justice Department may have subverted the investigation by deliberately establishing an “Us vs. Them” attitude in the FBI inside the investigation.
 27. The Justice Department promoted this attitude openly by failure to censure or discipline a rogue FBI Agent who grabbed a TWA captain by the throat and slammed him against a wall at the Calverton hanger. The TWA captain was an authorized, Title 49 investigator who had asked the agent why he brought his wife into a closed, air-crash investigators group meeting. Neither the FBI Agent nor his wife was a member of the group. This was in violation of security procedures.

28. The Justice Department may have subverted the investigation by failing to identify suspicious surface radar contacts and misrepresenting that fact to the media and outside investigators.
29. It is my opinion that Chairman of the NTSB, Mr. Hall, and the Director of Aviation Safety at NTSB, Mr. Loeb, entered into an agreement to promote a center wing tank mechanical failure as a cause in March 1997, in spite of contrary evidence.
30. It is my opinion that Chairman Hall and Dr. Loeb provided false testimony both orally and in writing to the United States Congress and to the American people through the media in the following manner.
 - a. By publishing misleading and false stories in the media.
 - b. By grossly misrepresenting the flammability of modern Jet-A fuel.
 - c. By fabricating an Air Force accident that didn't happen.
 - d. By falsely describing a 737 aircraft cabin fire on the ramp in Manila as a center tank explosion.
 - e. By misrepresenting three Air Force mishaps involving air refueling tanker aircraft that were fueled with explosive JP4 military fuel as being similar to TWA 800.
31. Chairman Hall and Dr. Loeb may have subverted the investigation in the following manner:
 - a. By communicating to subordinates that the official findings of the NTSB investigation cause of the mishap will be: "Center wing tank explosion caused by mechanical failure".
 - b. By ignoring all eyewitness evidence.
 - c. By ignoring testing or falsely misrepresenting test reports exculpatory to the NTSB theory. These include the CAL Tech fuel test series, the Evergreen Flight test series, the Bruntingthorpe audio and center tank explosion test series and NASA laboratory test series.
 - d. By ignoring the 105-millisecond shock wave Doppler sound recorded on the CVR from the first warhead burst.
 - e. By ignoring the last data line on the DFDR and the 4 forensic proofs that validate the aircraft power was on until at least 20:31:13.15, proving data on the 12-second line was valid.
 - f. By ignoring Captain Mundo's testimony of "no fuel" in the center wing tank.
 - g. By ignoring eyewitness testimony, forensic evidence in the Debris Field and other proofs of the catastrophic failure of vertical and horizontal stabilizers coincidental or immediately after loss of the forward cabin.
 - h. By changing and rewriting early NTSB findings in order to make them comply with the NTSB theory and public statements.
 - i. By deliberately falsifying the Debris Field database to hide early tail-plane failures and the early breach of cabin integrity over the last row of seats that was witnessed by surface observers.
 - j. By firing and attempting to have prosecuted the Title 49 investigator who caught the NTSB officials falsifying the Debris Field data.
 - k. By shutting down the CVR Analysis Group and withholding from them the data from their own Bruntingthorpe test series that proves the center wing tank was not the initiating event.
 - l. By ignoring the significance that a passenger from Row 10, Seat 2 (Frame 615) was the first object in the Debris Field.

- m. By ignoring the fact that an external shock wave from a missile airburst striking the aircraft first at Frame 615 will produce a 105-millisecond loud sound on the CVR.
 - n. By refusing to allow Naval officers responsible for the debris recovery to answer any questions at the Public Hearing in Baltimore, thereby denying Title 49 investigators the opportunity to expose NTSB falsification of the Debris Field.
 - o. By circulating a rumor at the Baltimore Hearings that Chairman Hall wouldn't let the Navy take questions about the recovery effort in order to save the Navy embarrassment about improperly tagging debris.
32. Officials in the White House, Justice Department and the NTSB appear to be withholding information from the American people and the United States Congress that protects the identity and motives of those who attacked TWA FL800.
33. Officials in the White House, Justice Department and the NTSB appear to have conspired with the CIA to produce a videotape that is commonly referred to by aviation professionals as the "CIA Cartoon". This videotape was produced to attack the credibility of hundreds of witnesses, and was contrived by linking a series of gross assumptions and lies that neither reflects credible witness statements or actual forensic evidence.
34. Based on the fact that TWA Flight 800 was the likely target of a State Sponsored terrorist attack, which is an Act of War, and the fact that the Administration has covered up this act for political expediency prior to the 1996 election, the Congress should do one or more of the following:
- a. Hold Congressional Hearings into the cause of the crash of TWA Flight 800.
 - b. Request the Justice Department appoint an Independent Counsel to investigate.