Thank you for writing to President Clinton via electronic mail. Since June, 1993, whitehouse.gov has received over one million messages from people across the country and around the world.

Because so many of you write, the President cannot personally review each message. The mail is first read by White House Correspondence staff. Your concerns, ideas, and suggestions are carefully recorded and communicated to the President weekly with a representative sampling of the mail.

We are excited about the progress of online communication as a tool to bring government and the people closer together. Your continued interest and participation are very important to that goal.

Sincerely,

Stephen K. Horn
Director, Presidential Email
The Office of Correspondence

P.S. Please read on - you may find the following information useful.

-- This is the only electronic message you will receive from whitehouse.gov. No other message purporting to be from the President or his staff with an address at whitehouse.gov is authentic. If you have received such a message, you have been
spoofed.

-- You will receive only one autoresponder message per day.

-- The only personal addresses at whitehouse.gov are the following:

   President@whitehouse.gov
   Vice.President@whitehouse.gov
   First.Lady@whitehouse.gov

Please write to Mrs. Gore and other White House staff by regular mail. The address is:


-- On October 20, 1994, President Clinton and Vice President Gore opened a World Wide Web home page called "Welcome to the White House: An Interactive Citizens' Handbook" and it remains one of the more popular spots on the Web. The White House home page provides, among other things, a single point of access to all government information available electronically on the Internet. "Welcome to the White House" can be accessed at:

   http://www.whitehouse.gov

-- White House documents and publications are available on the World Wide Web (see above) and by email. To receive instructions on retrieving documents by email, please send a message to the following address:
publications@whitehouse.gov

In the body of your message, type "Send Info" (without quotes); do not include other text (such as message headers or signature lines (.sig files)). The instructions will be sent to you automatically.

****************************************************
************
List of Clinton Administration Accomplishments (three documents compose the whole):

To: publications@whitehouse.gov
   Message body:   send file 317571
                   send file 317573
                   send file 317575

****************************************************
************

-- The White House Public Access Email FAQ (Frequently Asked Questions) document is available at the following address. The FAQ, among other things, lists alternate sources of government information, i.e., the Congressional email projects. Send an email message (no text necessary) to:

   faq@whitehouse.gov

(This FAQ address is an autoresponder only; any comment sent to this address will not be acknowledged.)
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faq@whitehouse.gov
From: barry@corazon.com  
Date: September 6, 1996 3:51:11 PM PDT  
To: webmaster@www.dot.gov  
Subject: Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff to reach addressee as you see fit. Please ensure picture of Boeing 747 is attached with .jpg viewer if necessary. Thank you, John Barry Smith barry@corazon.com

Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
Dear Mr. Investigator, National Transportation Safety Board, Ron Schleede
Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,
Hello, Sir. I have important news to give. Your life is in
immediate danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight. Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at http://www.corazon.com

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off. The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil.

Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it’s not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, Leon, as that was the way I thought of you when I voted for you as Congressman several times in Monterey.

Mr. Panetta, we met in 1980 in your second floor office on Alvarado where I personally thanked you for inquiring on my behalf on a personnel matter while I was stationed in Korea. The last time I saw you, you were walking alone across Toro Park
during Earth Day in 1992, just before your selection as Budget Director. I remember thinking, what a job politics is shaking hands at a post hippie ecology get together. I was with a friend selling United Nations videos, not a hot seller. I live up on Country Club Drive in Carmel Valley and pass your family’s hand painted sign, Villa Bella Donna, every day on the way to drop my daughter off at Tularcitos Pre-School.

I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash which tears off the nose leading to total destruction and the deaths of all aboard. This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800 or call me at 408 659 3552 or visit my web site at http://www.corazon.com. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

Dear Mr. Secretary, I invite you to a visit to my web site at http://www.corazon.com. named after my wife, Corazon Luna Smith.

Mr. Peña, traveller to traveller, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith
Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot’s license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH -1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at http://www.corazon.com along with the official accident reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.

The forward cargo door has two Airworthiness Directives against it and has killed nine persons already in UAL Flight 811. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Hinson, naval officer to naval officer, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. James Hall, Chairman, National Transportation Safety Board,

Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL
Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800.

The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at http://www.corazon.com. The cause of the door openings is unknown and must be discovered.

Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

Mr. Robert Francis, Vice Chairman, National Transportation Safety Board

Dear Mr. Vice Chairman, IÕve seen you on TV and believe you are a compassionate man above all. I appeal to you to prevent the future deaths of innocent passengers in early model Boeing 747s whose forward cargo door may inadvertently open outward and upward, tearing off with skin into the slipstream, exposing a large gash in the side of nose which then tears all the way off. Please compare evidence collected in the explained cargo door crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and currently, TWA Flight 800.

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York.
in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to hull at catastrophic event.

The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. Ron Schleede, Investigator, National Transportation Safety Board.

Dear Mr. Investigator, you have seen the hole on UAL Flight 811. Could that hole become larger in the slipstream and tear the whole nose off? I think so.

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.
Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will fine 105 pages of documentation, support, argument, and correspondence from all over the world regarding this matter, the inadvertent opening of the forward cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.: 
Fact: All four crashes were early model Boeing 747s.
Fact: All four crashes had deaths.
Fact: All four crashes had a short loud sound before destruction.
Fact: All four crashes had abrupt power cut.
Fact: All four crashes had start of destruction start near forward cargo hold.
Fact: All four crashes had apparent explosions in forward cargo hold area.
Fact: All four crashes had explosive decompression.
Fact: Three crashes had nose snap off.
Fact: Three crashes had radar blips during destruction, possibly all four.
Fact: Three crashes had nine or more missing bodies never recovered, possibly all four.
Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four.
Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four.
Fact: Two crashes had crew talking on radio when catastrophic event occurred, possibly all four.
Fact: One crash had visual clue, possibly all four.
All of the above clues fit the puzzle that is solved by the
inadvertent opening of the forward cargo door of early model high flight time Boeing 747s in flight.

Mr. Schleede, pilot to pilot, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved this cargo door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy.
Prevention is not as glamorous but more powerful than curing. Please prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.
Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Mr. Louis Freeh, Director, Federal Bureau of Investigation,

Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.
Fidelity, Bravery, Integrity, and there is no qualifier in front of ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith
Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb.

The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.

Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company
    US Air Force
    TWA

From: barry@corazon.com
Date: September 21, 1996 3:18:51 PM PDT
To: webmaster@www.dot.gov
Subject: The President, Airplane crash cause and danger

Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
Dear Mr. Investigator, National Transportation Safety Board, Ron Schleede
Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,
Hello, Sir. I have important news to give. Your life is in immediate danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight. Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at http://www.corazon.com
Your life, the lives of those who fly with you, and all the
passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil.

Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it’s not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, as that was the way I thought of you when I voted for you as Congressman several times in Monterey.

Mr. Panetta, we met in 1980 in your second floor office on Alvarado where I personally thanked you for inquiring on my behalf on a personnel matter while I was stationed in Korea. The last time I saw you, you were walking alone across Toro Park during Earth Day in 1992, just before your selection as Budget Director. I remember thinking, what a job politics is shaking hands at a post hippie ecology get together. I was with a friend selling United Nations videos, not a hot seller. I live up on Country Club Drive in Carmel Valley and pass your family’s hand painted sign, Villa Bella Donna, every day on the way to drop my daughter off at Tularcitos Pre-School.

I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but
then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash which tears off the nose leading to total destruction and the deaths of all aboard. This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800 or call me at 408 659 3552 or visit my web site at http://www.corazon.com. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

Dear Mr. Secretary, I invite you to a visit to my web site at http://www.corazon.com. named after my wife, Corazon Luna Smith.

Mr. Peña, traveller to traveller, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot’s license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH -1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at http://www.corazon.com along with the official accident reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my
opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.

The forward cargo door has two Airworthiness Directives against it and has killed nine persons already in UAL Flight 811. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Hinson, naval officer to naval officer, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. James Hall, Chairman, National Transportation Safety Board,

Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800.

The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at http://www.corazon.com. The cause of the door openings is
unknown and must be discovered.

Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

Mr. Robert Francis, Vice Chairman, National Transportation Safety Board

Dear Mr. Vice Chairman, I’ve seen you on TV and believe you are a compassionate man above all. I appeal to you to prevent the future deaths of innocent passengers in early model Boeing 747s whose forward cargo door may inadvertently open outward and upward, tearing off with skin into the slipstream, exposing a large gash in the side of nose which then tears all the way off. Please compare evidence collected in the explained cargo door crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and currently, TWA Flight 800.

The specific similarities will be: 1. Short loud sound on CVR. 2. Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to hull at catastrophic event.

The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by
documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. Ron Schleede, Investigator, National Transportation Safety Board.

Dear Mr. Investigator, you have seen the hole on UAL Flight 811. Could that hole become larger in the slipstream and tear the whole nose off? I think so.

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will fine 105 pages of documentation, support, argument, and correspondence from all over the world regarding this matter, the inadvertent opening of the forward cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing
Fact: All four crashes were early model Boeing 747s.
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Fact: All four crashes had a short loud sound before destruction.
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Fact: Two crashes had crew talking on radio when catastrophic event occurred, possibly all four.
Fact: One crash had visual clue, possibly all four.
All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s in flight.
Mr. Schleede, pilot to pilot, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,
Dear Ms. Attorney General, your late mother would have loved this cargo door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course,
tragedy.
Prevention is not as glamorous but more powerful than curing. Please prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.
Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. Louis Freeh, Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.
Fidelity, Bravery, Integrity, and there is no qualifier in front of ÓInvestigationÓ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from
the disintegrating wing vaporized and exploded, mimicking a bomb.

The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.

Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com
Date: October 3, 1996 11:15:46 AM PDT
To: web@usdoj.gov
Subject: TWA crash cause by hole in nose

Webmaster, please forward to Ms. Gorelick's office for review. "Even a small hole in the plane could cause the crash...and it is for that reason that recovery of as much of the plane -- wreckage -- as possible is necessary," Gorelick said. She added that it could be an eight-inch or 10-inch hole.


The evidence already exists for the cause of the crash of TWA 800, cargo door opening in flight and you are right about a hole causing crash, the nine foot by 15 foot hole which allows wind to
come in and tear nose off. John Barry Smith

From: barry@corazon.com  
Date: November 24, 1996 2:14:13 PM PST  
To: heroes@heroes.net  
Subject: I claim two full rewards

To: INTERAGENCY REWARDS COMMITTEE  
From: John Barry Smith  
Date: 24 November 1996  
Subject: Reward claims  
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.  
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988. 
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.  
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."
I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103. My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on website, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:
INTERAGENCY REWARDS COMMITTEE
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Immigration and Naturalization
Service, the Federal Aviation Administration, the Department of Energy, and the Department of State.
In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: barry@corazon.com
Date: December 16, 1996 10:48:45 AM PST
To: heroes@heroes.net
Subject: I claim two full rewards

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 16 December 1996
Subject: Reward claims
My name is John Barry Smith and I repeat my claim for two full rewards on this day, 16 Dec 96, First time was 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988,
terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

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provisions of the law which allowed for payment of rewards
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favorable resolution of terrorist attacks against United States
persons." Specific reward
amounts for particular terrorist incidents were no longer
announced. It was instead announced the Secretary of State is
authorized to pay for information
regarding any past, present, or planned future act of terrorism.

From: barry@corazon.com
Date: January 6, 1997 12:18:39 PM PST
To: heroes@heroes.net
Subject: I claim two full rewards

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 6Jan 97 1996
Subject: Reward claims
My name is John Barry Smith and I repeat my claim for two full rewards on this day, 6Jan 97 and 16 Dec 96, First time was 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."
I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.
My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.
The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to
the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on website, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

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announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: barry@corazon.com
Date: January 23, 1997 11:02:00 AM PST
To: heroes@heroes.net
Subject: I claim two full rewards

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 16 December 1996
Subject: Reward claims

My name is John Barry Smith and I repeat my claim for two full rewards on this day, 16 Dec 96, First time was 24 November 1996. And again on 23 Jan 1997, Please acknowledge receipt of this email claiming rewards and receipt of previous certified letter and earlier emails.

Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on website, www.corazon.com.

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From: John Barry Smith <barry@corazon.com>
Date: November 2, 1997 5:09:31 PM PST
To: heroes@heroes.net
Subject: Still claiming two rewards

To: heroes@heroes.net
From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 2 November 1997 and previously 24 Nov 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."
I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.
My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.
The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.
The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com. Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.
My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: barry@corazon.com
Date: November 22, 1998 8:56:53 AM PST
To: heroes@heroes.net
Subject: I still claim two full rewards again

Dear Committee, 22 Nov 98
I reiterate my claim for two full rewards based upon below claim made two years again and repeated regularly.

Cheers,
John Barry Smith

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.
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In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: John Barry Smith <barry@corazon.com>
Date: September 10, 1999 4:54:13 PM PDT
To: heroes@heroes.net
Subject: I claim two full rewards.
To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 10 September 1999
Subject: Reward claims

My name is John Barry Smith and I claim two full rewards on this day, 10 September 1999.

Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."

I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.
The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on website, www.corazon.com. Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

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persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: John Barry Smith <barry@corazon.com>
Date: September 10, 1999 5:00:07 PM PDT
To: mail@dssrewards.net
Subject: I claim again two full rewards.

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 10 September 1999
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 10 September 1999.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over
Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

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To: heroes@heroes.net
From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on
this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

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The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web
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From: barry@corazon.com  
Subject: I claim two full rewards  
Cc:  
Bcc:  
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE  
From: John Barry Smith  
Date: 2 November 1997 and previously 24 Nov 1996  
Subject: Reward claims  
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.  
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.  
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.  
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led
to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."
I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.
My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.
The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.
The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.
Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.
My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:
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Bureau of Investigation, the Drug Enforcement Administration, the U.S. Marshals Service Witness Security Program, the Immigration and Naturalization Service, the Federal Aviation Administration, the Department of Energy, and the Department of State.

In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

To: heroes@heroes.net
From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 6Jan 97 1996
Subject: Reward claims
My name is John Barry Smith and I repeat my claim for two full rewards on this day, , 6Jan 97 and 16 Dec 96, First time was 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past
events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988. Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.
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To: heroes@heroes.net
From: barry@corazon.com
Subject: I still claim two full rewards again
Cc:
Dear Committee, 22 Nov 98
I reiterate my claim for two full rewards based upon below claim made two years again and repeated regularly.

Cheers,
John Barry Smith

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over
Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

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In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

From: John Barry Smith <barry@corazon.com>
Date: October 30, 2000 7:37:52 AM PST
To: heroes@heroes.net
Subject: I claim three rewards for aircraft accidents causes identified

Dear Interagency Rewards Committee:

30 Oct 00

I claim three rewards for identifying the causes of three aircraft accidents, AI 182, TWA 800, and PA 103. The cause is open
cargo door in flight.
I have previously claimed the rewards going back to 1996.

I request to be interviewed concerning my claims of reward.

Cheers,
John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.
US Navy reconnaissance navigator, RA-5C 650 hours.
US Navy patrol crewman, P2V-5FS 2000 hours.
Air Intelligence Officer, US Navy
Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C
To: heroes@heroes.net
From: John Barry Smith <barry@corazon.com>
Subject: I claim two full rewards.
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 10 September 1999
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 10 September 1999.

Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical
failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.
Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.
My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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regarding any past, present, or planned future act of terrorism.

To: heroes@heroes.net
From: barry@corazon.com
Subject: I still claim two full rewards again
Cc:
Bcc:
X-Attachments:

Dear Committee, 22 Nov 98
I reiterate my claim for two full rewards based upon below claim
made two years again and repeated regularly.

Cheers,
John Barry Smith

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on
this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html,
"...the Secretary of State is authorized to pay for information
regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past
events. My information has removed an act of terrorism against
an airliner, AI 182, in 1985, and removed an act of terrorism
against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."
I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.
The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.
The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.
Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.
My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.
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In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

To: heroes@heroes.net
From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:
To: INTERAGENCY REWARDS COMMITTEE  
From: John Barry Smith  
Date: 16 December 1996  
Subject: Reward claims  

My name is John Barry Smith and I repeat my claim for two full rewards on this day, 16 Dec 96, First time was 24 November 1996. And again on 23 Jan 1997, Please acknowledge receipt of this email claiming rewards and receipt of previous certified letter and earlier emails.

Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two
events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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To: heroes@heroes.net  
From: barry@corazon.com  
Subject: I claim two full rewards  
Cc:  
Bcc:  
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE  
From: John Barry Smith  
Date: 24 November 1996  
Subject: Reward claims  
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global
impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

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From: mail@dssrewards.net
Date: November 2, 2000 11:03:35 AM PST
To: barry@corazon.com
Subject: RE: I claim three rewards.

Thank you for your interest in the Rewards Program. However, due to the fact that your information does not give pertinent terrorist related information, no reward is available. Thank you for your support.
Reward for Justice

-----Original Message-----
From: John Barry Smith [mailto:barry@corazon.com]
Sent: Thursday, November 02, 2000 12:32 PM
To: mail@dssrewards.net
Subject: I claim three rewards.

Dear Interagency Rewards Committee:

30 Oct 00

I claim three rewards for identifying the causes of three aircraft accidents, AI 182, TWA 800, and PA 103. The cause is open cargo door in flight and not terrorist bombs or missiles. I have previously claimed the rewards going back to 1996.

I request to be interviewed concerning my claims of reward.

Cheers,
John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Commercial pilot, instrument rated, former FAA Part 135
To: heroes@heroes.net
From: John Barry Smith <barry@corazon.com>
Subject: I claim two full rewards.
Cc:
Bcc:
X-Attachments:

My name is John Barry Smith and I claim two full rewards on this day, 10 September 1999.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events.
My information has removed an act of terrorism against an airliner,
AI 182, in 1985, and removed an act of terrorism against an airliner,
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

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failure
and not terrorist acts for AI 182 and PA 103 is on web site,

Investigation into cargo door cause for other crashes is pending
as
per requests of Representative Sam Farr, D-CA, 17th district, to
the
Federal Aviation Agency; and Senator John McCain, R-Ariz. and
e-mails
to the FBI at newyork@fbi.gov.

My phone is 408 659 3552, email, barry@corazon.com, home
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551 Country Club Drive, Carmel Valley, CA 93924.

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It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.

To: heroes@heroes.net
From: barry@corazon.com
Subject: I still claim two full rewards again
Cc:
Bcc:
X-Attachments:

Dear Committee, 22 Nov 98
I reiterate my claim for two full rewards based upon below claim made two years again and repeated regularly.

Cheers,
John Barry Smith
To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events.
My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however,
new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

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The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

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In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons." Specific reward amounts for particular terrorist incidents were no longer announced. It was instead announced the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism.
To: heroes@heroes.net
From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 16 December 1996
Subject: Reward claims
My name is John Barry Smith and I repeat my claim for two full rewards on this day, 16 Dec 96, First time was 24 November 1996. And again on 23 Jan 1997, Please acknowledge receipt of this email claiming rewards and receipt of previous certified letter and earlier emails.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events.
My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am
103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now. 

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending
as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

My phone is 408 659 3552, email, barry@corazon.com, home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996. Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism." I claim the rewards for providing information regarding past events. My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an
airliner, Pan Am 103, in 1988.

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to
the destruction of both aircraft.

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Immigration and Naturalization Service, the Federal Aviation Administration, the Department of Energy, and the Department of State.

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From: John Barry Smith <barry@corazon.com>
Date: November 27, 2001 7:57:50 AM PST
To: mail@dssrewards.net
Subject: Again claiming three rewards for eliminating three terrorist accused airplane crashes.

Dear Interagency Rewards Committee:

27 Nov 01

I claim three rewards for identifying the causes of three aircraft accidents, AI 182, TWA 800, and PA 103. The cause is open cargo door
in flight and not terrorist bombs or missiles. 
I have previously claimed the rewards going back to 1996.

I request to be interviewed concerning my claims of reward. 
Pertinent terrorist related information is located at www.corazon.com.

Cheers,
John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.
US Navy reconnaissance navigator, RA-5C 650 hours.
US Navy patrol crewman, P2V-5FS 2000 hours.
Air Intelligence Officer, US Navy
Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C
To: heroes@heroes.net
From: John Barry Smith <barry@corazon.com>
Subject: I claim two full rewards.
Cc:
Bcc:
X-Attachments:

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 10 September 1999
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day, 10 September 1999.
Quoting your page http://www.heroes.net/pub/heroes/index.html, "...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events.
My information has removed an act of terrorism against an airliner, AI 182, in 1985, and removed an act of terrorism against an airliner, Pan Am 103, in 1988.
Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.
To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention,"
frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.

The support and documentation for the claim of mechanical failure and not terrorist acts for AI 182 and PA 103 is on web site, www.corazon.com.

Investigation into cargo door cause for other crashes is pending as per requests of Representative Sam Farr, D-CA, 17th district, to the Federal Aviation Agency; and Senator John McCain, R-Ariz. and emails to the FBI at newyork@fbi.gov.

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It was instead announced the Secretary of State is authorized to pay
for information regarding any past, present, or planned future act of terrorism.

To: heroes@heroes.net
From: barry@corazon.com
Subject: I still claim two full rewards again
Dear Committee, 22 Nov 98
I reiterate my claim for two full rewards based upon below claim made
two years again and repeated regularly.

Cheers,
John Barry Smith

To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims
My name is John Barry Smith and I claim two full rewards on this day,
24 November 1996.
Quoting your page http://www.heroes.net/pub/heroes/index.html,
"...the Secretary of State is authorized to pay for information regarding any past, present, or planned future act of terrorism."
I claim the rewards for providing information regarding past events.
My information has removed an act of terrorism against an airliner,
AI 182, in 1985, and removed an act of terrorism against an airliner,

Quoting your same page again, "On December 21, 1988, terrorists destroyed Pan American Flight 103. The terrorist bombing of Pan Am 103 over Scotland points to the global impact of terrorism. The plane carried 259 citizens from 30 nations, including Americans, when it was destroyed over Lockerbie, Scotland; another 11 persons perished on the ground," is given as an example of an act of terrorism which is eligible for the reward. I claim that reward now.

To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts regarding the past events, AI 182 and PA 103.

My justification for claiming favorable resolution of the two events is that they were not terrorist acts. I have removed the terrorist acts from the causes of AI 182 and PA 103 because the destruction causes of PA 103 and AI 182 were mechanical failures and not terrorist acts.

The same mechanical failure of AI 182 and PA 103 was the inadvertent opening of the forward cargo door in flight leading to the destruction of both aircraft.
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From: John Barry Smith
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My name is John Barry Smith and I repeat my claim for two full
rewards on this day, 16 Dec 96, First time was 24 November
1996. And
again on 23 Jan 1997, Please acknowledge receipt of this email
claiming rewards and receipt of previous certified letter and
earlier
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To further quote from your page, "In December 1988, however, new emphasis was placed on provisions of the law which allowed for payment of rewards in cases where information led to the "prevention, frustration, or favorable resolution of terrorist attacks against United States persons."

I claim the two rewards for favorable resolution of terrorists acts...
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From: barry@corazon.com
Subject: I claim two full rewards
Cc:
Bcc:
X-Attachments:
To: INTERAGENCY REWARDS COMMITTEE
From: John Barry Smith
Date: 24 November 1996
Subject: Reward claims

My name is John Barry Smith and I claim two full rewards on this day, 24 November 1996.

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From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:03:08 AM PDT
To: mail@dssrewards.net
Subject: RE: I claim three rewards.

Thank you for your interest in the Rewards Program. However, due to the fact that your information does not give pertinent terrorist related information, no reward is available. Thank you for your support.

Reward for Justice

Dear Rewards for Justice,

It's all pertinent terrorist related information. PA 103 TWA 800 and AI 182 are all terrorist related. www.corazon.com gives hundreds and hundreds of pages of terrorist related analysis and research. Why not interview me by an aviation expert, who I assume you have access to if you are looking to explain why planes blow up, who can quickly check out my explanation with a few questions.

Would not the aviation community be better off if the terrorism problems went away? Is that not your goal, to reduce terrorist acts in aviation accidents? I have done that.

I again claim the rewards for explaining the 'terrorist' acts against TWA 800 of missiles, of PA 103 and AI 182 as bombs, thereby reducing the terrorist threats against the aviation industry and governments.

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive, Carmel Valley, CA 93924
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.
US Navy reconnaissance navigator, RA-5C 650 hours.
US Navy patrol crewman, P2V-5FS 2000 hours.
Air Intelligence Officer, US Navy
Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C