

**From:** autoresponder@WhiteHouse.gov  
**Date:** July 29, 1996 7:04:48 AM PDT  
**To:** barry@corazon.com  
**Subject: Re: Leon Panetta**

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:

The White House, Washington, D.C. 20500.

-- 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.

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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.)

**From:** autoresponder@WhiteHouse.gov  
**Date:** September 3, 1996 9:26:32 AM PDT  
**To:** barry@corazon.com  
**Subject: Re: More Fiction Stories part 2 "So Now You Will Die..."**

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**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 Pe<sup>^</sup>a

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 were 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 find 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 "Investigation", 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 Pe<sup>^</sup>a

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 Pe<sup>^</sup>a , 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. Pe<sup>^</sup>a, 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 were 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

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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](http://www.corazon.com) you will find 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.

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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 inflight.

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 "Investigation", 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.

Ms. Gorelick, how about a nine foot by 15 foot hole? That hole happens when the forward cargo door opens in flight, photograph of hole in side of plane is on website, <http://www.corazon.com>.

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 web site, [www.corazon.com](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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:** 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 web site, [www.corazon.com](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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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 web site, [www.corazon.com](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto: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:** 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto: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:** 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto: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.

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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.

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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: 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

#### INTERAGENCY REWARDS COMMITTEE

The Director of the Diplomatic Security Service, or his/her designee, chairs an interagency committee which identifies reward candidates and then recommends rewards to the Secretary of State. This committee serves as the forum for discussion of many aspects of the Program. The Interagency Rewards Committee is comprised of representatives from the White House National Security Council staff, the Central Intelligence Agency, the Department of Justice, the Federal 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: 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

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To: [heroes@heroes.net](mailto:heroes@heroes.net)

From: [barry@corazon.com](mailto: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 ago 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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](http://www.corazon.com)

[barry@corazon.com](mailto: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](mailto:heroes@heroes.net)

From: John Barry Smith <[barry@corazon.com](mailto: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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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 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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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](mailto:heroes@heroes.net)

From: [barry@corazon.com](mailto: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](http://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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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: 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](http://www.corazon.com).

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My phone is 408 659 3552, email, [barry@corazon.com](mailto:barry@corazon.com), home address, 551 Country Club Drive, Carmel Valley, CA 93924.

Reference material below:

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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:** 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](http://www.corazon.com)

[barry@corazon.com](mailto: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](http://www.corazon.com).

Investigation into cargo door cause for other crashes is pending  
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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](mailto:newyork@fbi.gov).

My phone is 408 659 3552, email, [barry@corazon.com](mailto: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,

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emphasis was placed on provisions of the law which allowed for  
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I claim the two rewards for favorable resolution of terrorists  
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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  
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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: 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.

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

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My information has removed an act of terrorism against an airliner,

AI 182, in 1985, and removed an act of terrorism against an airliner,

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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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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 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](http://www.corazon.com).

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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."

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airliner,  
Pan Am 103, in 1988.

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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."

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the destruction of both aircraft.

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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.

**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](http://www.corazon.com).

Cheers,

John Barry Smith  
(831) 659-3552 phone  
551 Country Club Drive,  
Carmel Valley, CA 93924  
[www.corazon.com](http://www.corazon.com)

[barry@corazon.com](mailto: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](mailto:heroes@heroes.net)

From: John Barry Smith <[barry@corazon.com](mailto: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,

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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](mailto:heroes@heroes.net)

From: [barry@corazon.com](mailto: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 ago 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."

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My information has removed an act of terrorism against an airliner,

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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."

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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](http://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

[www.corazon.com](http://www.corazon.com)

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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