Dear Congressman Farr, 2 Mar 01

As predicted in email earlier, the Navy would stop bombing Vieques. They announced today they are. So, the pressure is there all along and only clear now to replace Vieques with Fort Hunter Liggett.

Sir, the Navy already has bombing ranges all over the West to include China Lake, Fallon, and Fort Irwin. They do not need another one. They want another one because they are bored with bombing the desert and want more realistic terrain. Big Sur is that terrain. Are we at war?

No one love jets, carriers, and airports more than I do...in the appropriate time and place.

More details on what it's like to actually fly off carriers and bomb things are available from me at your convenience, Mr. Farr.

Respectfully,

John Barry Smith
Navy Won't Bomb on Vieques for Now

*Updated 6:16 PM ET March 1, 2001*

Rep. Luis Gutierrez, D-Ill., Speaks at a News Conference on...

(AP) By ROBERT BURNS, AP Military Writer

WASHINGTON (AP) - The Bush administration suspended Navy bombing on the Puerto Rican island of Vieques Thursday while negotiators pursue a permanent solution to the bitter dispute over U.S. military use of the island.

The decision, revealed by Defense Secretary Donald H. Rumsfeld, is a concession to the new Puerto Rican government, which wants the Navy to withdraw entirely from the training range it has used on Vieques for decades. The Navy has resisted, saying Vieques is vital to training for its Atlantic fleet.

Rumsfeld discussed the matter with Puerto Rican Gov. Sila Calderon on Tuesday.

On Vieques, the decision was cheered by opponents of the Navy's presence.

"This triumph is a momentary triumph and not an eternal
victory," said anti-Navy activist Ismael Guadalupe. "We need to redouble our efforts now to try to transform this suspension into a halt to Navy bombing on the island forever."

"What we want is the Navy to leave and give us back our land," he said.

Navy Capt. Mike Brady, a spokesman at U.S. Atlantic Fleet headquarters at Norfolk, Va., said the decision to suspend training on Vieques affects the USS Enterprise aircraft carrier battle group and a Marine Corps amphibious ready group led by the USS Kearsarge.

It is not a permanent halt to training on Vieques, although that could be the eventual outcome.

"The battle group and the amphibious ready group are expected to receive an adequate level of training to deploy" as scheduled in late April, Brady said. They will use the waters off Puerto Rico to do other training, but they will not be able to use Vieques for practice bombing and naval gunfire training.

In seeking to retain the Vieques training range, the Navy has argued that it is the only means of providing the training to ensure that battle groups begin their overseas deployments fully ready for combat.

After meeting with Rumsfeld in the Pentagon on Tuesday, Calderon told reporters that she asked him to delay Navy training exercises on Vieques until he reviews a study suggesting noise from the bombing has caused heart disease among residents.

Asked about the state of discussions with Calderon, Rumsfeld
told reporters Thursday, "The Navy is going to proceed with some aspects of their training but not using the inner range, pending the discussions that are taking place." His term "inner range" refers to the bombing range and other training areas on the island, other officials said.

Rumsfeld would not comment further.

The Navy calls Vieques the "crown jewel" of its Atlantic training sites, saying exercises there are vital to national defense because they uniquely combine air, sea and land maneuvers that cannot be done elsewhere.

The Navy owns two-thirds of Vieques and its bombing range covers 900 acres - under 3 percent of the island. It used live bombs until two went astray in a 1999 practice and killed a civilian guard on the bombing range.

Bombing was halted and protesters occupied the range for more than a year before the Navy swept them out in May.

Under an agreement reached in January 2000 between then-President Clinton and then-Gov. Pedro Rossello, training with inert bombs instead of live ones resumed and Vieques' 9,400 resident were to decide in a referendum next November whether the Navy should stay or leave. The agreement, which Calderon considers invalid, says that if islanders vote to expel the Navy, it would have to leave by May 2003.

**Carrier jets part of plan for bomb drills**
RANGE WOULD BE NEAR BIG SUR
The U.S. Navy's proposal to use a bombing range near Big Sur for its jet fighters will include sorties flown from the decks of aircraft carriers cruising off the coast of California.

The Navy confirmed the carrier plan Wednesday -- and also clarified its definition of flights, explaining the number of actual annual sorties will be 2,820, significantly more than the 900-1,000 "flights" it had suggested.

The vast majority of sorties will be flown from Lemoore Naval Air Station, 67 miles away.

The Navy's plan to intensify its use of the Doolittle Aircraft Training Area at Fort Hunter Liggett has alarmed environmentalists and others, who say that it would disrupt a wild area stretching from Big Sur to Hearst Castle and threaten such species as the California condor.

Fort Hunter Liggett is a 165,000-acre Army base in southern Monterey County, about 15 miles east of the Big Sur coast. Rep. Sam Farr, the Santa Cruz Democrat whose district includes the area, opposes the plan.

The Navy plans a demonstration Saturday morning, in which reporters will be driven to the target area to witness an F/A-18 Hornet drop the 25-pound steel practice device that will be used there. The devices, painted blue to indicate that they contain no explosives, simulate the aerodynamics of large bombs, and emit what the Navy says is no more than a puff of smoke on impact.
``There's some lying up there right now,'' said Cmdr. Charles Gillman, a special projects officer on the staff of the U.S. Pacific Fleet. ``This place has been used for decades.''

Later Saturday, the Navy will host what it calls ``more of an open house'' than a public hearing in King City. It will show off practice bombs, and have videos and audiotapes for the public to see and hear, as well as members of the fighter wing from Lemoore.

People, however, will be able to leave written statements or make oral ones that will be included in the environmental assessment the Navy is preparing.

**Flight plans**

Earlier reports had mentioned the Navy planned between 900 and 1,000 ``flights'' per year, but on Wednesday the Navy said a ``flight'' is from one to four aircraft, as opposed to one aircraft taking off and landing.

Each flight would spend no more than 30 minutes over the target, regardless of the number of aircraft involved; would not descend to the target for low-level practice until it is within the boundaries of Hunter Liggett; would not fly at supersonic speeds; and would travel to and from the target area at relatively high altitudes -- a minimum of 22,000 feet, according to one officer.

Planes from Lemoore, which is near Fresno, will generally return to Lemoore. Carrier-based planes will generally return to the ships that launched them, unless for some reason they are going
on to Lemoore. The Navy put the number of carrier-based sorties at no more than 135 a year.

``The carriers transit north and south along the coast," Gillman said, ``and just on their way by, they may launch a few sorties toward Hunter Liggett to get the same sort of training" their counterparts at Lemoore get. Lemoore is home base for the jet fighters assigned to the four U.S. aircraft carriers in the Pacific.

Neither Gillman nor Cmdr. Dave Koontz, a public affairs officer based in San Diego, could say where the aircraft carriers were likely to be when they launched planes toward Hunter Liggett.

``Well beyond the horizon," Gillman said. ``Anywhere from 70 to 100 miles out to sea. They want that distance to stay away from FAA airspace" -- that is, commercial and private aviation flight paths.

**Debate goes to the Web**

Opponents of the plan have launched a Web site, [www.venturatrust.org](http://www.venturatrust.org), that includes such headlines as ``Why Is the Navy BOMBING the Ventana Wilderness?" The Navy has countered with a Web site of its own, [www.airpac.navy.mil/fhl](http://www.airpac.navy.mil/fhl), which includes a ``Fact vs. Fiction" section as well as a painting of one of Jimmy Doolittle's B-25s taking off from the USS Hornet in 1942 for a raid on Japan. The target range is named for Doolittle.

Farr plans to attend Saturday's meeting. He has written opponents of the plan that he is ``appalled that the Navy would consider proposing a bombing range in an area that is one of the
most environmentally pristine in the country."

And that was before the Navy made clear that it would be launching planes toward Hunter Liggett from carriers.

``That makes a difference," said Farr's Monterey office director, Donna Blitzer,``because they would be flying over the sanctuary" -- the Monterey Bay National Marine Sanctuary, which Farr helped to create.

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From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Subject: RE: I can help you regarding the Navy bombing of FHL

Thank you very much. That is helpful information. I will make sure the Congressman and his D.C. staff are aware of your information

You are welcome, Donna,

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Dear Mister Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimitroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, and FBI agents at the New York office, 16 Jan 01

This is John Barry Smith responding with a rebuttal to Chairman Jim Hall of NTSB who states in a 14 December 2000 letter that the wiring/cargo door explanation for TWA 800 has been considered and ruled out. The NTSB, as represented by the Chairman, Jim Hall, and Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim states that the NTSB has considered the wiring/cargo door explanation for TWA 800 and ruled it out based upon evidence and has corresponded with me numerous times. That evidence is incomplete and NTSB has not corresponded with me numerous times. NTSB has written me a few times with short statements of opinion telling me they are right and I am wrong. In addition, the NTSB has failed to respond to the specific absolute refuting evidence to the center tank as the initial event and have consistently refused for over four years to discuss the wiring/cargo door explanation or even meet with me to allow me to present a decade of research and analysis which has led me to conclude that the same probable cause of faulty wiring leading to a ruptured/open cargo door in flight has caused four Boeing 747 accidents, including UAL 811 and TWA 800. The actual refuting evidence to the center tank
explanation and the actual confirming evidence of the wiring/cargo door explanation is listed below in response to NTSB assertions.

NTSB: ÔThank you for your October 2, 2000, letter regarding Mr. John Barry Smith's assertion that the TWA flight 800 accident was caused by a wiring/switch fault in the accident airplane's electrical system, which led to the rupture of the midspan latches of the forward cargo door in flight. He asserts that this rupture precipitated the sequence of events that led to the explosion of the fuel/air vapor in the center wing tank (CWT).Ô

JBS: Yes, that is my assertion with the clarification that it was wiring based upon new evidence of the faults of Poly X wiring in all aircraft, and in particular, early model Boeing 747s such as TWA 800, which shorted on the door unlatch motor.

NTSB: ÔAs you know, on August 23, 2000, the National Transportation Safety Board concluded that the probable cause of the TWA flight 800 accident was an explosion of the CWT resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but the Board concluded that, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.

NTSB: ÔAs you know, on August 23, 2000, the National Transportation Safety Board concluded...Ô

JBS: Concluded but not published. The final report is yet to be
available to the public six months after the ÒNational Transportation Safety Board concluded.Ó Why is that?

NTSB: "The source of ignition energy for the explosion could not be determined with certainty...."
JBS: The NTSB does not have an ignition source for the center tank explosion which is conclusive evidence that the probable cause of initial event as center tank explosion is not confirmed and that all other reasonable alternative explanations are plausible until ruled out by proper and thorough evaluation. A reasonable alternative mechanical explanation that has precedent and supported by official documents should be thoroughly investigated. The wiring/cargo door explanation is mechanical, plausible, supported by Public Docket evidence, has precedent in a similar type aircraft and has not been thoroughly investigated to the standard set by the precedent, UAL 811 in NTSB AAR 92/02. To say an explosion happened and not have the ignition source positively identified after years of searching and tests is to say the current explanation is incomplete and very possible not the initial event. There are three essential factors for a fuel explosion; air, fuel, ignition source; to not have all three is to admit the current explanation may be wrong. In fact, the wiring/cargo door explanation does have an ignition source for the CWT explosion; a FODDed, on fire engine number three which ignited the center tank as the disintegrating wreckage fell after the explosive decompression caused by the ruptured/opened cargo door in flight allowed the nose to be torn off. This scenario is supported by wreckage debris locations, CVR and FDR data, and the precedent of UAL 811’s FODDed and on fire engine number three. The actual refuting evidence of the center tank as the initial event is the absence of any sooted material on the passengers or the fuselage forward of the wing indicating the nose came off first in a generally straight tear line followed by the explosion of
the tank which sooted those parts of the fuselage aft of the leading edge of the wing. In addition, the sudden loud sound on the CVR does not match the sound of a center tank explosion as compared with a known center tank explosion CVR sound in a NTSB chart. Also, the port side just forward of the wing is smooth while the starboard side is shattered which indicates a unilateral event and not the bilateral damage that a center tank event would show. The NTSB explanation as a center tank explosion is partly right because the center tank did explode, but the NTSB has the timing wrong, it was not the cause but a symptom.

NTSB: Ò...the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.Ó

JBS: So very vague as to be meaningless. A short circuit outside the CWT includes 98% of the aircraft. The wiring/cargo door explanation has precedent of bare wires in the cargo door area of the confirmed cargo door accident, UAL 811. TWA 800 wreckage has bare wires in that cargo door area:

The Systems Exhibit 9A, page 116:
"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

(Note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone.)
Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing cargo compartments.)

NTSB: ÒThe Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door. All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill. There were no indications of preimpact failure of the hinge at the top of the door. Investigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure. This evidence indicates that the door was closed and locked at impact. Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact.

NTSB: ÒThe Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door.""

JBS: Considered but not investigated nor evaluated to the standard set for confirmed ruptured/open cargo door in flight, UAL 811. The UAL 811 AAR 92/02 has a complete metallurgical examination of the entire door, latches, cams, pins, overpressure relief doors, manual locking handle, hinge, and torque tubes. The TWA 800 ÔconsiderationÔ of the forward cargo door consists of one sentence, Docket Number SA-516,
Exhibit No. 15C, Report Number 97-82, Section 41/42 Joint, Forward Cargo Door, "Examination of the lower lobe forward cargo door showed that all eight of the door latching cams remain attached (along with pieces of the door itself) to the pins along the lower door sill." A one sentence dismissal of a plausible mechanical explanation with precedent in a similar accident by an incomplete examination of eight of ten latches is not up to the aircraft accident investigation standards set by the NTSB in previous reports.

NTSB: "All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill."

JBS: Misleading statement from NTSB of the word "all"; there are ten latches per cargo door for a total of twenty latches. Only eight have been recovered and were attached to a cargo door sill which was found in the aft debris field. The only two references to a ÔsillÕ in the TAGS database refer to the aft sill, none for the forward:

8/5/96 0:00:00,,"C122",,,"40 39 46.90",-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A","L16","Fuselage","Green","FS 1880",10/12/96 12:55:48,"8/05/96-70",0,0,,
8/25/96 0:00:00,,"C2155",,"C714","40 39 46.40",-72 37 27.80","FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)","RF98","16L","Fuselage","Green","FS 1810"

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: ÔUpdated Wreckage Not Included in Tags Table.Ô

Eight is not ten. Ten is complete for forward cargo door; eight is
incomplete. The two missing latches are the midspan latches, the location of which is exactly where the outward peeled ruptures occur in the forward cargo door as confirmed by photographs of the actual shattered forward cargo door wreckage of TWA 800.

ÒXÓ marks the spot of the outward peeled rupture of the aft midspan latch of the forward cargo door of TWA 800. Note hinge and red paint smears on fuselage skin above shattered door.

The large gaping hole to the left of the yellow tag marks the spot of the outward peeled rupture of the missing forward midspan latch of the forward cargo door of TWA 800. Also note red paint smears above hinge, inward pillowing of skin lower down on door pieces, and absence of most of recovered door pieces.

NTSB: ÒThere were no indications of preimpact failure of the hinge at the top of the door.Ó

JBS: There were indications of failure at the top of the door with red paint smears that would only occur when the door ruptured/opened in flight. These paint smears match the style of paint smears of the UAL 811 cargo door area when the door ruptured/opened out and upward and slammed into the fuselage skin above leaving door paint on the fuselage.

NTSB: ÒInvestigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure.Ó

JBS: The items only refer to the eight pieces recovered and do not refer to the two missing midspan latches. Metallurgical examination and report of those Òcams, pins, and sill piecesÓ is
absent, unlike the two AAR of UAL 811.

NTSB: ÒThis evidence indicates that the door was closed and locked at impact.Ó

JBS: Absolutely false logic and refuted by the incomplete recovery of evidence and absolutely refuted by photographic evidence of the actual wreckage of the few recovered door pieces which show outward petal shaped ruptures, paint smears, and the location of wreckage debris in the ocean that indicated clearly the forward cargo door ruptured in flight as the initial event and separated in pieces which created the entire shattered area around the forward cargo door on the starboard side. The port side opposite the cargo door is smooth and unshattered which refutes the center tank explosion as the initial event since a ÔcenterÕ event would cause equal bilateral damage, not the severe unilateral damage on starboard side, the cargo door side. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is closed and locked at impact. The actual confirming evidence that the forward cargo door opened in flight is the photographs showing the outward peeled ruptures at the two midspan latches, the engine blade in the right horizontal stabilizer, and the sudden loud sound on the CVR which matches a previous ruptured cargo door in flight on a similar type aircraft.

NTSB: ÔFurther, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact.Ó

JBS: Absolutely incorrect and proven by photographic evidence. There is no ÔdoorÕ; there are dozens of pieces of the door with most of it still missing and unrecovered as shown by photographs
and the recovered wreckage database. To say a "door" is "in the closed position" when the manual locking handle has not been recovered and examined to determine if it is in the proper position and stowed is to give a worthless opinion about the status of a door. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is in the closed position at the time of impact. The few pieces of the forward cargo door which were recovered were found many hundreds of yards apart from each other according to wreckage plot and indicate the door did not shatter upon impact but before impact. The TAGS database lists all the pieces of the forward cargo door which were recovered and constitute less than 50% of the door and confirmed by the wreckage reconstruction: (Note "White" tag which means it was later changed and contradicts the Chairman's statement below.)

8/4/96 0:00:00, "B155", "40 39 04.30", -72 38 27.20, "forward cargo door lift", "L22", "Fuselage", "Yellow",
8/5/96 0:00:00, "B189", "40 39 04.30", -72 38 27.20, "FS 540-580 STR 24R-30R with top right corner of forward cargo door", "RF3D", "L21", "Fuselage", "Yellow", "FS 540-580",
8/5/96 0:00:00, "B221", "40 39 04.30", -72 38 27.20, "small section of upper forward cargo door", "RF3E", "L21", "Fuselage", "Yellow",
8/5/96 0:00:00, "B223", "40 39 04.30", -72 38 27.20, "FS 600-720 STR 24R-26R with rear top part of forward cargo door", "RF3C", "L21", "Fuselage", "Yellow", "FS 600-720",
8/8/96 0:00:00, "B334", "40 39 04.70", -72 38 26.80, "forward cargo door segment", "RF3M", "Fuselage", "Yellow",
8/26/96 0:00:00, "B2015", "metal strap with internal cargo door switch for forward cargo door; FS 560; WL 164; RBL 96", "L21", "Fuselage", "White", "FS 560",
8/5/96 0:00:00, "B2029", "B223", "40 39 04.30", -72 38 27.20, "forward cargo door
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: "You indicate that Mr. Smith claims that "only eight [of 20 door latches from TWA flight 800] have been recovered, and they are all from one sill found in the aft debris field" and that "[t]he only cargo door sill found in the aft fuselage debris field belongs to the rear cargo door, and is not the forward cargo door sill." The forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840. The aft portion of the airplane, including wreckage from the rear cargo door, was found in the "green" wreckage recovery zone, which contained most of the airplane wreckage, including pieces of the fuselage aft of about station 1000. Therefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door."

JBS: "The "forward cargo door" was not found anywhere. It was
shattered into many pieces (one found in ÔwhiteÕ zone) as shown by the reconstruction photographs and less than 50% of the total door was recovered as shown by the TAGS wreckage database. The important pieces to determine if the cargo door was properly latched/did not rupture in flight are missing to include the manual locking handle, and the two midspan latches. None of the recovered pieces of the forward door were sooted which refutes the center tank as initial event since the forward door is very near the center tank. There was only one cargo door sill recovered and it was found in the aft debris field.

In addition, the color of a tag was changed even though the piece landed in a different color zone which depicts the actual landing location of the debris.

ODOCKET NO. SA-516
EXHIBIT NO. 211
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.
Appendix 8: Tag Renumbering Procedure
(5 pages)
TWA 800 Tags System Procedure
Tag Re-Numbering
OTECH CAJ 9/25/96
Applicability:
When a tag number needs to be changed. Primarily reason: when the tag alpha designator (A B C or X Y Z) or color code (RED, YELLOW, GREEN) is found to be at odds with the debris field in which the object was actually found. Such tags are referred to as Ôout-of-areaÕ tags.
Re-tagging may also be necessary for debris field locations which cannot be verified. If database validation processes indicate that existing tag location
information is not verifiable, then re-tagging to WHITE will be accomplished using this procedure and associated documentation. For those situations where documentation indicates that re-tagging would revise the debris field location (i.e., the tag color should be changed), back-up documentation will be maintained to support the re-tag action.

JBS: At odds with the debris field? The debris field is reality. Pieces landed where they landed for a physical reason. Sophisticated location techniques were used and latitude and longitude locations were logged as the pieces were retrieved. Where the pieces landed is of paramount importance and to administratively change the landing location is very misleading and nonexcusable. The pieces were found to be at odds with the debris field only using the center tank as the initial event. The original location of the debris field pieces make sense when using the wiring/cargo door explanation to explain why fuselage pieces forward of the wing landed where they did. (The overall debris appraisal was made by Docket Number SA-516, Exhibit No. 22A, Trajectory Study, page 3: "The wreckage distribution shows that parts were initially shed from the area just forward of the wing.") The center tank is not Ôjust forward of the wingÕ while the forward cargo door is. The center tank is aft of the leading edge of the wing and thus parts were not initially shed from that area which means it was not the initial event.

NTSB: ÔTherefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door.Ô

JBS: A completely wrong and ignorant statement by Chairman
Hall of NTSB. I never said and do not assert now that “the only recovered cargo door pieces were those from the rear cargo door.” In fact, I refer over and over to the forward cargo door pieces; they are conclusive proof that the forward door ruptured in flight. To say I assert “the only recovered cargo door pieces were those from the rear cargo door,” is to show conclusively that the NTSB does not understand the wiring/cargo door explanation, has not seriously considered the explanation, has not discussed the explanation with me, and is content with confused thinking about it.

The wiring/cargo door explanation does refer to the recovered pieces of the aft cargo door (also to many other parts of TWA 800) and asserts that the only cargo door sill of two which were on TWA 800 when it took off was found in the aft debris field and is most likely that of the aft cargo door, a door which is identical in size, function, and parts to the forward cargo door. All pieces of the aft cargo door recovered are listed below; (Note that there are more pieces recovered for the aft door than for the forward door and no “white” changed tags.)

8/4/96 0:00:00, "C111", "40 39 46.90", "-72 37 27.90", "aft cargo door cutout (#1860)/seats/fuselage", "Green", 8/5/96 0:00:00, "C122", "40 39 46.90", "-72 37 27.90", "aft cargo door - lower sill latches and locks", "RF45A", "L16", "Fuselage", "Green", "FS 1880", 8/21/96 0:00:00, "C644", "40 39 46.89", "-72 37 26.59", "aft cargo door lower aft section", "RF45F", "L15.5", "Fuselage", "Green", "FS 1910", 8/25/96 0:00:00, "C2155", "C714", "40 39 46.40", "-72 37 27.80", "FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)", "RF98", "16L", "Fuselage", "Green", "FS 1810"
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: You also state that Mr. Smith asserts that "all ten locking latches, the manual locking handle, the viewing ports, and two 'overpressure relief doors' have not been fully accounted for in the investigation and are not in the wreckage database."

The Safety Board recovered and accounted for all of the closing hardware for the forward cargo door. All ten of the closing cams
and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane. (A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)

NTSB: “The Safety Board recovered and accounted for all of the closing hardware for the forward cargo door.”

JBS: Absolutely not true: “all the closing hardware” is missing from all of the wreckage pieces databases, from the public docket, from examination and evaluation in Exhibits, and the actual wreckage reconstruction. In fact, all of the forward cargo door has not been recovered, accounted for, or evaluated, with less than 50% recovered and those few consist of “segments” “pieces” and “parts.” The closing hardware is extensive and included, torque tubes, bellcranks, manual locking handle, ten cams, pins, latches, and overpressure relief doors within the door. To claim that all closing hardware for the forward cargo door was recovered and accounted for is a falsehood.

JBS: There is no documentation that of the twenty identical closing cams and pins, the alleged ten belong to the forward cargo door and not the aft. There is no documentation of the missing two midspan latches from the forward cargo door being found. There is no evaluation of the condition of any of the cams and pins of either door. In the entire wreckage databases there is no report of any “cams” nor “pins” in the recovered structure database. The two midspan latches of the forward door are not
physically located on the reconstructed portion of the airplane as proven by photographs.

NTSB: Ò(A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)Ó

JBS: Misleading statement by NTSB and metallurgist Jim Wildey, as the two midspan latches are not trivial Ôalignment pins and camsÕ, but identical cams, pins, and latches to the lower eight. The top of the door is held by a lengthwise hinge and the lower sill of the door is held by eight latches. The two sides, each eight feet tall, are held in by one latch per side, the midspan latch. The lower eight latches have locking sectors which press against the cams to prevent inadvertent opening in flight. The two midspan latches have no locking sectors. This absence of two sectors per door is the fatal design error of the door in addition to being outward opening and nonplug. An Airworthiness Directive issued after the forward cargo door of UAL 811 ruptured/opened in flight to strengthen the locking sectors had no effect on the two midspan latches because they have no locking sectors to strengthen. Those two locations is where the ruptures occurred in TWA 800, at the midspan latches where no locking sectors existed, as confirmed by photographs. To Ônot discuss the two alignment pins and cams on the sides of the doorÔ as NTSB admits is to admit to an incomplete examination and evaluation of the forward cargo door, a door initially considered to be the initial event of TWA 800.

NTSB: ÔIn your letter, you also indicate that Mr. Smith asserts that "[b]lades on the Number 3 engine were found damaged, in a manner consistent with explosive decompression of the adjacent forward cargo door." However, physical evidence indicated that
damage to the number 3 engine's fan blade airfoils was due to the blade mid span shrouds shingling (overlapping) and tearing out part of the airfoils when the engine impacted the water. Further, the damage noted on the number 3 engine's low- and high-pressure compressor airfoils was similar to that observed on the other three engines' compressor airfoils. None of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Therefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.

NTSB: ÔNone of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Ô

JBS: Absolutely incorrect statement as shown by actual examination of engine number three as reported in the TWA 800 Public Docket:

Exhibit 8A, Page 11, paragraph 3, discussing results of engine 3 disassembly, "Of the 46 fan blades in the fan rotor, 21 blades with complete or partial airfoils and 6 root sections were recovered. All of the fan blades had sooting on the convex airfoil surfaces. Most of the full length airfoils were bent rearward and the tips outboard of the outer midspan shroud were bent forward slightly. About half of the fan blades had impact damage to the leading and trailing edges. Almost all of the impact damage to the airfoils could be matched to contact with the midspan shroud on an adjacent blade. One full length blade had four soft body impacts along the leading edge and a partial airfoil had a soft body impact, which had some streaking extending rearward."

NTSB: ÔTherefore, this damage does not support Mr. Smith's
contention that the forward cargo door separated in flight.

JBS: The damage to engine number three conclusively supports the wiring/cargo door explanation that the forward cargo door separated in flight by showing that foreign objects and door skin ejected after explosive decompression were ingested into the adjacent engine number three which led to uncontainment and the spitting out of a blade into the right horizontal stabilizer immediately behind the engine. Docket No. SA-516, Exhibit No. 7A, Structures Group Report, page 33: "5.1 Horizontal Stabilizer, "Some of the items found in the horizontal stabilizer are sections of seat track, a stator blade from turbine section, and glitter." On 5.1.1 Right Horizontal Stabilizer, page 34, "An engine stator blade from turbine section penetrated the upper honeycomb surface near the outboard trailing edge.

JBS: Only 58% of the fan blades were recovered which means 42% were missing. It is very likely the 'stator blade' found in right horizontal stabilizer was from engine number three which sits directly in front of it. "Almost all' of the 'impact damage,' was explained which implies some wasn't explained. All blades in engine three had soot. Soot means fire. FOD usually means fire. Only engine number three had any sooting inside engine. One full blade and one partial blade had 'soft body impacts'. There is nothing normally soft inside a jet engine. Soft body impact means foreign object damage which could mean the soft bodies of passengers ejected from the open fuselage, as happened with UAL 811. Streaking could be blood streaks. Missing blades in engine three and one blade found directly aft in right horizontal stabilizer recovered far away from main engine means uncontainment in flight. Uncontainment means engine number three was not intact at water impact but implies destruction and fire in flight. The FODDed, uncontained, spewing blades, on fire
engine number three is very likely the plausible ignition source for the nearby center tank which was disintegrating into fuel vapor as it fell.

NTSB: Finally, you state that Mr. Smith asserts that "[t]he FDR [flight data recorder] plots of TWA [flight] 800, Pan Am [flight] 103, and UAL [United Airlines flight] 811 are consistent with the explosive decompression of the right forward cargo door" and that "[b]ad wiring ... caused the forward cargo doors to open in flight on high time B747's [including these airplanes and Air India flight 182] ... and that [t]he photographic, CVR [cockpit voice recorder], FDR, FOD [foreign object damage], and other evidence points to a common scenario of cargo door failure." You also state that Mr. Smith believes "the outward peeled ruptures in metal shown in photographs ... are clear evidence of cargo door failure, not of a [CWT] explosion. Mr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door. However, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door. Further, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure of the cargo door.

NTSB: Mr. Smith is correct that the United Airlines flight 811
accident was caused by the in-flight separation of the forward cargo door.

JBS: I assert the above because of NTSB AAR 90/01 and 92/02 regarding UAL 811: NTSB conducted an incomplete investigation of the forward cargo door of UAL 811 and came to an incorrect probable cause in AAR 90/01 for its opening in flight leading to nine fatalities: Improper latching. Upon further investigation the door was found to be properly latched and the cause to be electrical. A new AAR was published which was AAR 92/02, giving the new probable cause. The NTSB TWA 800 investigation in AAR 00-03 is also incomplete leading to the wrong probable cause as the center tank exploding as the initial event. A precedent has been set of NTSB conducting an incomplete investigation leading to an incorrect probable cause in an AAR leading to the event occurring again (UAL preflight uncommanded opening of cargo door) and thus having to write another AAR with the new probable cause. This sequence will happen again unless further investigation of the wiring/cargo door explanation is conducted for TWA 800. A precedent has been set for NTSB to further investigate an accident even though a final AAR has been published. A precedent has been set for NTSB to discover and admit an error of opinion and correct it.

From
NTSB AAR 92/02:

NTSB/AAR-92/02
(SUPERSEDES NTSB/AAR-90/01)

The wrong probable cause in AAR 90/01 for UAL 811: ÔThe National Transportation Safety Board determines that the Probable Cause(s) of this Accident was: The sudden opening of
the improperly latched forward lobe cargo door in flight and the subsequent explosive decompression.Ó

The new probable cause in AAR 92/02 for UAL 811: ÒBefore the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving. Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01.

The issues in this investigation centered around the design and certification of the B-747 cargo doors, the operation and maintenance to assure the continuing airworthiness of the doors, cabin safety, and emergency response.

The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.Ó
NTSB: ÒHowever, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó

JBS: There is not Òoverwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó That NTSB statement is unsupported opinion and shows that NTSB also influenced incorrectly the PA 103 probable cause as reported in AAIB AAR 2/90. Pan Am 103 is another similar event of TWA 800. It has many similarities that match TWA 800 which are supported by facts, data, and evidence. The wiring/cargo door explanation concludes PA 103 was an ruptured/open cargo door inflight, as was Air India Flight 182. PA 103, AI 182, and TWA 800 are the only Boeing 747 accidents to have the following unusual and rare similarities:

- non Section 41 retrofit
- early model
- poly x wired
- Boeing 747
- experienced hull rupture forward of the wing in cargo bay.
- nose came off
- damaged number three engine
- sudden sound on CVR
- loud sound on the CVR
- short duration sound on the CVR
- abrupt power cut to FDR
- outward peeled skin in cargo door area
- longitudinal break in forward cargo door,
- more severe inflight damage on starboard side
at least nine never recovered bodies
vertical fuselage tear lines forward of the wing and aft of cargo
doors
torn off skin in forward cargo door area on starboard side,
outward peeled skin in cargo door area
downward bent floor beams in cargo door area,
destruction initially thought to be have been caused by a bomb.

NTSB: ÒFurther, regarding Mr. Smith's contention that the
"outward peeled ruptures" from the TWA flight 800 airplane are
indicative of an in-flight cargo door failure, the investigation's
Sequencing Group (which included participants from all of the
parties to the investigation) reached a different conclusion. The
Sequencing Group determined that the damage to the airplane
was consistent with an overpressure in the CWT as the initiating
event, not a failure of the cargo door.

JBS: Again, that conclusion is unsupported opinion which is
contradicted by facts, data, and evidence elsewhere in the Public
Docket such as NTSBÔs own Trajectory Study. The Sequencing
Group is James F. Wildey II, National Resource Specialist-
Metallurgy. He is not an aircraft accident investigator. The TWA
800 Public Docket SA-516, Exhibit 18A is the Metallurgy/
Structural Group Chairman Factual Report Sequencing Study,
signed by only Mr. Wildey. Contrary to the NTSB statement
above, the Sequencing Group did not determine that the failure
of the cargo door was not the initiating event as the words,
ÒCargo DoorÓ are not to be found in any of the 57 page exhibit.
There is nothing in the ÒStudyÓ about the forward cargo door,
which is a serious omission as the ruptured/opened door was
initially considered by NTSB to be the initial event and the
forward cargo door lies very close to the center tank. This is
further evidence that the wiring/cargo door explanation has not
been properly evaluated by NTSB.

NTSB: ÒMr. Smith's assertion that the CVR evidence for the four accidents mentioned in your letter indicate a common scenario is also incorrect. The CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies. In contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.

NTSB: ÒThe CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies.Ó

JBS: The CVR examinations for all four accidents have ruled out a bomb sound and match each other and UAL 811. To state a bomb went off in an aircraft and yet have the CVR not have a bomb sound is to logically rule out the bomb as the cause of the sudden loud sound and thus the accident. An alternative must be found and it is in the explosive decompression sound. UAL 811 had that explosive decompression sound and it matches AI 182, TWA 800, and PA 103.

NTSB: ÒIn contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door
revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.Ó

JBS: NTSB Chart 12 below which compares all CVR sound of the four accidents. They match in the very rare occurrences of a sudden loud sound, not a bomb sound, which is then almost immediately followed by an abrupt power cut to the FDR. UAL 811 did not have any Ôlower-order eventsÔ picked up by the CVR as the time in the chart is in milliseconds. In spite of much effort to make the sudden loud sound a bomb sound, the sounds lack the low frequencies which exist in bomb sounds and the rise time is too slow for the explosion of a bomb. All of the four sounds match the known sound of the explosive decompression of UAL 811 forward cargo door rupturing/opening in flight. The NTSB CVR study omits any detailed analysis of this important sudden loud sound.

NTSB: ÔIn sum, Mr. Smith's position is simply not supported by the facts. Our correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times, indicating that Board investigators have considered his theories and that no evidence exists to support his conclusions. In March 1998, I informed Mr. Smith that our correspondence had exhausted this issue and that he should expect no further response from the Board on this subject. I am pleased to have had this opportunity to provide you with details about the Board's position on this issue. However, I continue to believe that it would not be
productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.

NTSB: “In sum, Mr. Smith's position is simply not supported by the facts.”

JBS: My position is supported by ample facts from four similar accidents, from the Public Docket, from government AARs, from photographs, and other official documents.

NTSB: “Our correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times,...”

JBS: I have written the NTSB many times but they have not responded numerous times to me. Senator John McCain wrote suggesting a meeting with me but NTSB declined. Congressman Sam Farr has asked for a meeting with me but NTSB, Mr. Drake, refused and reiterated that, in fact, they will not correspond, discuss, meet with me ever. (Note the effort to make the messenger the point of argument instead of the message of wiring/cargo door explanation. I am trivial; the message of wiring/cargo door safety item is paramount.)

NTSB: “However, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.”

JBS: Not productive? The NTSB and the FAA have never tried for a productive exchange of ideas with me. NTSB has selected random statements and attempted to contradict them while ignoring the irrefutable facts that rule out center tank explosion
as initial event and support the wiring/cargo door explanation. Those facts among many which will never go away are:
Sudden loud sound on the CVR.
Stator blade in right horizontal stabilizer.
Photograph of forward cargo door showing paint smears, missing midspan latches, outward petal shaped rupture holes at midspan, pillowing inward force on other parts of door.
Three other similar events with similar evidence with one event, UAL 811, being a confirmed electrical/cargo door caused accident:

TWA 800 and UAL 811 were both:
aged
high flight time
poly x wired
early model Boeing 747
and shortly after takeoff
while climbing
experienced a sudden initial event in the forward cargo hold
which left a
short
sudden
loud
sound on the cockpit voice recorder, an
abrupt data loss to the flight data recorder,
foreign object damage to starboard engine #3
more severe inflight damage on starboard side,
smooth port side forward of the wing
at least nine never recovered bodies,
torn off skin in forward cargo door area on starboard side,
rupture at forward cargo door at aft midspan latch,
outward peeled skin on upper forward fuselage,
downward bent floor beams in cargo door area,
vertical fuselage tear lines forward of the wing and aft of forward cargo door,
inadvertent opening of forward cargo door considered as probable cause.
bare wires found in cargo door area.
destruction initially thought to be have been caused by a bomb but ruled out later.

In summation:

The matching facts between UAL 811 and TWA 800 are sufficient to warrant a thorough investigation of the wiring/cargo door explanation for TWA 800 which would match the standard of aircraft accident investigation of UAL 811 with its two AARs, 90/01 and 92/02. The wiring/cargo door explanation is supported by enough evidence to interview the discoverer at length about it.

"When men are ruled by fear, they strive to prevent the very changes that will abate it.Ó Alan Paton.

NTSB is driven by fear and pride. Pride comes before a fall.

Therein lies the fault/mistake/crime.

The tragedy is not that a government agency, in this case NTSB, FAA, and FBI, missed something.

The tragedy is not that a civil servant, in this case, James Wildey, was asked to do something, aircraft accident investigation, in which he was not qualified as a metallurgist.
The tragedy is not that an agency, NTSB, relied on an official for an evaluation report which was error filled, laden with mistakes, and incomplete, the instant quoted letter and Exhibit 15C.
The tragedy is not that an agency composed of individuals, Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, makes up its mind as to a sequence of events, center tank explosion as initial event, and then tries very hard to make that sequence make sense even to the extent of altering evidence, yellow and red location tags to white tags.

The tragedy is not that an agency with a politically connected appointed official, Jim Hall, not very educated about the area he has responsibility for, aviation, tries to find an explanation that does not ruffle too many feathers, a one of explosion with unknown ignition source.

The tragedy is not that taxpayer money is wasted on a huge project, TWA 800 wreckage reconstruction, and then the evidence discovered, ruptured forward cargo door in many pieces with most missing, is ignored.

The tragedy is not than an official, Mr. Schalekamp, saw the evidence of ruptured cargo door in flight and agreed, but later quickly recanted when he realized it was not the official position.

The tragedy is not than an official of an agency, Mr. Streeter of FAA, refuses to get involved with an issue that the agency can pass over to another, FAA to NTSB and FBI to NTSB, although that agency is tasked with the issue, public safety.

The tragedy is not that an investigating agency, NTSB, FAA, and FBI, focuses solely on an explanation that fits its perceived best interest, bomb, missile, or random event, while ignoring all reasonable alternatives which are perceived to be contrary to that
interest, wiring/cargo door explanation.

The tragedy is that the agencies, NTSB, FAA, and FBI, were informed over a period of years of a serious public safety issue and actively rejected any evaluation of that issue to the extent of changing the evidence, to wrongly accuse a citizen, to refuse to confirm or rule out the presented facts, data, and evidence, and of refusing to meet with the proponent, or discuss through letters the reasonable, plausible explanation. To miss a life or death safety item is human and understandable and sad; to reject a life or death safety item given by a qualified citizen over a period of years supported by documentation is inhuman and incomprehensible and a tragedy. And you, NTSB, FAA, and FBI, have done that for over four years and are doing that right now.

The metaphor I think of is that of a crossing guard who is told over and over again a truck is coming and to put down the guard to protect the children continually crossing the street. The guard says no. The guard says I’m wrong. The guard says I’m crazy. The guard says go away. The guard ignores the verbal, written, graphic warnings supported by documents, photographs, and testimony that an event which has happened before is going to happen again, a truck plowing into a group of children at a crosswalk because the guard refused to put down the barrier. The guard then attacks me by saying bad things about my character and motives. The guard never asks, Why do you say that a truck is coming?

And then of course the truck comes, just as TWA 800 came along as I was presenting my correlation to UAL 811 for PA 103 all during the early 1990s prior to July 17th, 1996, to media and the insurance agency. I knew right away what TWA 800 was and immediately starting informing NTSB, FAA, and FBI of the
forward cargo door problem with Boeing 747s.

The error of judgment which leads to the tragedy is continuously rejecting for over four years an experienced citizensÕ opinion supported by facts, data, evidence, photographs, charts, documents, interviews with witnesses, and precedent which contradicts that agencyÕs opinion. I have been in a sudden, night, fiery, fatal, jet aircraft accident. I have spent forty years in aviation related endeavors. After years of research, I offer a mechanical explanation with precedent in a similar type aircraft. Wiring/cargo door explanation for TWA 800 is plausible, reasonable, and must be further investigated lest it occur again. Further investigation starts with meeting with me. For a public safety agency to refuse to meet and discuss a plausible explanation for a fatal accident with a citizen when the official version is incomplete is inexcusable and most likely criminal should another cargo door rupture open in flight leading to fatalities.

The tragedy is that the agencies entrusted by the public to protect their lives do not and will not ask the question of an experienced citizen with supporting documents to explain his public safety discovery: wiring will again short a door unlatch motor on and the midspan latches of the forward cargo door of a Boeing 747 will rupture again leading to fatalities, as happened with AI 182, PA 103, UAL 811, and TWA 800. The public trust has been betrayed by officials who will not inquire or investigate a reasonable alternative to their position because of fear and pride. The question has never come, ÔMr. Smith, why do you say that wiring caused the forward cargo door of TWA 800 to rupture at the midspan latches?Ô

In summary: An amateur sleuth going up against the initial
mystery and the authorities believing a different way has a hard job. He has to be persuasive, charming, have all the right answers, and at least have some authority who will discuss with him the alternatives. It worked for Sherlock Holmes in fiction and the Campbells for UAL 811. The problem is that the persons who usually go against the common wisdom and discover a contrary truth are not likable nor charming. They do not say what the agency wants to hear and thus become well liked. It takes a confident, tolerant government agency who really wants to do its job right and solve the mystery of TWA 800 by discussing alternatives with someone they instinctively don’t like. NTSB is not that agency. Nor the FAA. Nor the FBI.

In sum: What is left for this individual citizen who has labored more or less alone for over a decade with no support from government, manufacturer, airline, media, or independent safety organizations? Bitterness, anger, sarcasm, ridicule, are not usual persuasive words but they do make one smile and grimace, keep the morale up, and allow the wiring/cargo door cause to continue to the next Chairman so I will say one word which sums up my attitude towards authority who has got it wrong, keeps on repeating the error, refuses to meet with someone who can correct that life and death error, and yet officially seriously evaluates explanations that make no sense such bombs, missiles, meteorites, and a spontaneous fuel tank explosion with a mystery ignition source:

HA!

Respectfully submitted,

John Barry Smith
(831) 659-3552 phone
From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: JulieSwinglemccain
Subject: Wiring/cargo door explanation

Dear Mister Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeney Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, and FBI agents at the New York office, 16 Jan 01

This is John Barry Smith responding with a rebuttal to Chairman Jim Hall of NTSB who states in a 14 December 2000 letter that
the wiring/cargo door explanation for TWA 800 has been considered and ruled out. The NTSB, as represented by the Chairman, Jim Hall, and Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim states that the NTSB has considered the wiring/cargo door explanation for TWA 800 and ruled it out based upon evidence and has corresponded with me numerous times. That evidence is incomplete and NTSB has not corresponded with me numerous times. NTSB has written me a few times with short statements of opinion telling me they are right and I am wrong. In addition, the NTSB has failed to respond to the specific absolute refuting evidence to the center tank as the initial event and have consistently refused for over four years to discuss the wiring/cargo door explanation or even meet with me to allow me to present a decade of research and analysis which has led me to conclude that the same probable cause of faulty wiring leading to a ruptured/open cargo door in flight has caused four Boeing 747 accidents, including UAL 811 and TWA 800. The actual refuting evidence to the center tank explanation and the actual confirming evidence of the wiring/cargo door explanation is listed below in response to NTSB assertions.

NTSB: ÒThank you for your October 2, 2000, letter regarding Mr. John Barry Smith's assertion that the TWA flight 800 accident was caused by a wiring/switch fault in the accident airplane's electrical system, which led to the rupture of the midspan latches of the forward cargo door in flight. He asserts that this rupture precipitated the sequence of events that led to the explosion of the fuel/air vapor in the center wing tank (CWT).Ó

JBS: Yes, that is my assertion with the clarification that it was wiring based upon new evidence of the faults of Poly X wiring in
all aircraft, and in particular, early model Boeing 747s such as TWA 800, which shorted on the door unlatch motor.

NTSB: ÒAs you know, on August 23, 2000, the National Transportation Safety Board concluded that the probable cause of the TWA flight 800 accident was an explosion of the CWT resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but the Board concluded that, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.

JBS: Concluded but not published. The final report is yet to be available to the public six months after the ÒNational Transportation Safety Board concluded.Ó Why is that?

NTSB: "The source of ignition energy for the explosion could not be determined with certainty,..."

JBS: The NTSB does not have an ignition source for the center tank explosion which is conclusive evidence that the probable cause of initial event as center tank explosion is not confirmed and that all other reasonable alternative explanations are plausible until ruled out by proper and thorough evaluation. A reasonable alternative mechanical explanation that has precedent and supported by official documents should be thoroughly investigated. The wiring/cargo door explanation is mechanical, plausible, supported by Public Docket evidence, has precedent in a similar type aircraft and has not been thoroughly investigated
to the standard set by the precedent, UAL 811 in NTSB AAR 92/02. To say an explosion happened and not have the ignition source positively identified after years of searching and tests is to say the current explanation is incomplete and very possible not the initial event. There are three essential factors for a fuel explosion; air, fuel, ignition source; to not have all three is to admit the current explanation may be wrong. In fact, the wiring/cargo door explanation does have an ignition source for the CWT explosion; a FODDed, on fire engine number three which ignited the center tank as the disintegrating wreckage fell after the explosive decompression caused by the ruptured/opened cargo door in flight allowed the nose to be torn off. This scenario is supported by wreckage debris locations, CVR and FDR data, and the precedent of UAL 811’s FODDed and on fire engine number three. The actual refuting evidence of the center tank as the initial event is the absence of any sooted material on the passengers or the fuselage forward of the wing indicating the nose came off first in a generally straight tear line followed by the explosion of the tank which sooted those parts of the fuselage aft of the leading edge of the wing. In addition, the sudden loud sound on the CVR does not match the sound of a center tank explosion as compared with a known center tank explosion CVR sound in a NTSB chart. Also, the port side just forward of the wing is smooth while the starboard side is shattered which indicates a unilateral event and not the bilateral damage that a center tank event would show. The NTSB explanation as a center tank explosion is partly right because the center tank did explode, but the NTSB has the timing wrong, it was not the cause but a symptom.

NTSB: Ò...the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication
JBS: So very vague as to be meaningless. A short circuit outside the CWT includes 98% of the aircraft. The wiring/cargo door explanation has precedent of bare wires in the cargo door area of the confirmed cargo door accident, UAL 811. TWA 800 wreckage has bare wires in that cargo door area:

The Systems Exhibit 9A, page 116: "Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

(Note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing cargo compartments.)

NTSB: ÒThe Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door. All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill. There were no indications of preimpact failure of the hinge at the top of the door. Investigators verified that these cams, pins, and
sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure. This evidence indicates that the door was closed and locked at impact. Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact.

NTSB: "The Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door."

JBS: Considered but not investigated nor evaluated to the standard set for confirmed ruptured/open cargo door in flight, UAL 811. The UAL 811 AAR 92/02 has a complete metallurgical examination of the entire door, latches, cams, pins, overpressure relief doors, manual locking handle, hinge, and torque tubes. The TWA 800 ÔconsiderationÔ of the forward cargo door consists of one sentence, Docket Number SA-516, Exhibit No. 15C, Report Number 97-82, Section 41/42 Joint, Forward Cargo Door, "Examination of the lower lobe forward cargo door showed that all eight of the door latching cams remain attached (along with pieces of the door itself) to the pins along the lower door sill." A one sentence dismissal of a plausible mechanical explanation with precedent in a similar accident by an incomplete examination of eight of ten latches is not up to the aircraft accident investigation standards set by the NTSB in previous reports.

NTSB: "All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill."

JBS: Misleading statement from NTSB of the word "all"; there are ten latches per cargo door for a total of twenty latches. Only
eight have been recovered and were attached to a cargo door sill which was found in the aft debris field. The only two references to a ‘sill’ in the TAGS database refer to the aft sill, none for the forward:
8/5/96 0:00:00,"C122",,"40 39 46.90","-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A","L16","Fuselage","Green","FS 1880",10/12/96
12:55:48,"8/05/96-70",0,0,,
8/25/96 0:00:00,"C2155",,"C714","40 39 46.40","-72 37 27.80","FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)"","RF98","16L","Fuselage","Green","FS 1810"

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: ‘Updated Wreckage Not Included in Tags Table.’

Eight is not ten. Ten is complete for forward cargo door; eight is incomplete. The two missing latches are the midspan latches, the location of which is exactly where the outward peeled ruptures occur in the forward cargo door as confirmed by photographs of the actual shattered forward cargo door wreckage of TWA 800.

‘OXÔ’ marks the spot of the outward peeled rupture of the aft midspan latch of the forward cargo door of TWA 800. Note hinge and red paint smears on fuselage skin above shattered door.

The large gaping hole to the left of the yellow tag marks the spot of the outward peeled rupture of the missing forward midspan latch of the forward cargo door of TWA 800. Also note red paint smears above hinge, inward pillowing of skin lower down on door pieces, and absence of most of recovered door pieces.
NTSB: ÒThere were no indications of preimpact failure of the hinge at the top of the door.Ó

JBS: There were indications of failure at the top of the door with red paint smears that would only occur when the door ruptured/opened in flight. These paint smears match the style of paint smears of the UAL 811 cargo door area when the door ruptured/opened out and upward and slammed into the fuselage skin above leaving door paint on the fuselage.

NTSB: ÒInvestigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure.Ó

JBS: The items only refer to the eight pieces recovered and do not refer to the two missing midspan latches. Metallurgical examination and report of those Òcams, pins, and sill piecesÓ is absent, unlike the two AAR of UAL 811.

NTSB: ÒThis evidence indicates that the door was closed and locked at impact.Ó

JBS: Absolutely false logic and refuted by the incomplete recovery of evidence and absolutely refuted by photographic evidence of the actual wreckage of the few recovered door pieces which show outward petal shaped ruptures, paint smears, and the location of wreckage debris in the ocean that indicated clearly the forward cargo door ruptured in flight as the initial event and separated in pieces which created the entire shattered area around the forward cargo door on the starboard side. The port side opposite the cargo door is smooth and unshattered which refutes the center tank explosion as the initial event since a ÒcenterÓ
event would cause equal bilateral damage, not the severe unilateral damage on starboard side, the cargo door side. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is closed and locked at impact. The actual confirming evidence that the forward cargo door opened in flight is the photographs showing the outward peeled ruptures at the two midspan latches, the engine blade in the right horizontal stabilizer, and the sudden loud sound on the CVR which matches a previous ruptured cargo door in flight on a similar type aircraft.

NTSB: "Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact."

JBS: Absolutely incorrect and proven by photographic evidence. There is no "door"; there are dozens of pieces of the door with most of it still missing and unrecovered as shown by photographs and the recovered wreckage database. To say a "door" is "in the closed position" when the manual locking handle has not been recovered and examined to determine if it in the proper position and stowed is to give a worthless opinion about the status of a door. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is in the closed position at the time of impact. The few pieces of the forward cargo door which were recovered were found many hundreds of yards apart from each other according to wreckage plot and indicate the door did not shatter upon impact but before impact. The TAGS database lists all the pieces of the forward cargo door which were recovered and constitute less than 50% of the door and confirmed by the wreckage reconstruction: (Note "white" tag which means it was later changed and contradicts the Chairman's statement below.)
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: You indicate that Mr. Smith claims that "only eight [of 20 door latches from TWA flight 800] have been recovered, and they are all from one sill found in the aft debris field" and that
"[t]he only cargo door sill found in the aft fuselage debris field belongs to the rear cargo door, and is not the forward cargo door sill." The forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840. The aft portion of the airplane, including wreckage from the rear cargo door, was found in the "green" wreckage recovery zone, which contained most of the airplane wreckage, including pieces of the fuselage aft of about station 1000. Therefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door.Ó

NTSB: ÒThe forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840.Ó

JBS: The Ôforward cargo doorÕ was not found anywhere. It was shattered into many pieces (one found in ÔwhiteÕ zone) as shown by the reconstruction photographs and less than 50% of the total door was recovered as shown by the TAGS wreckage database. The important pieces to determine if the cargo door was properly latched/did not rupture in flight are missing to include the manual locking handle, and the two midspan latches. None of the recovered pieces of the forward door were sooted which refutes the center tank as initial event since the forward door is very near the center tank. There was only one cargo door sill recovered and it was found in the aft debris field.

In addition, the color of a tag was changed even though the piece landed in a different color zone which depicts the actual landing location of the debris.
ÔDOCKET NO. SA-516
EXHIBIT NO. 211
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.
Appendix 8: Tag Renumbering Procedure
(5 pages)
TWA 800 Tags System Procedure
Tag Re-Numbering
OTECH CAJ 9/25/96
Applicability:
When a tag number needs to be changed. Primarily reason: when
the tag alpha designator (A B C or X
Y Z) or color code (RED, YELLOW, GREEN) is found to be at
odds with the debris field in which the
object was actually found. Such tags are referred to as Ôout-of-
areaÔ tags.
Re-tagging may also be necessary for debris field locations
which cannot be verified. If database
validation processes indicate that existing tag location
information is not verifiable, then re-tagging to
WHITE will be accomplished using this procedure and
associated documentation.
For those situations where documentation indicates that re-
tagging would revise the debris field
location (i.e., the tag color should be changed), back-up
documentation will be maintained to support the
re-tag action.Ô

JBS: At odds with the debris field? The debris field is reality.
Pieces landed where they landed for a physical reason.
Sophisticated location techniques were used and latitude and
longitude locations were logged as the pieces were retrieved.
Where the pieces landed is of paramount importance and to
administratively change the landing location is very misleading
and nonexcusable. The pieces were found to be at odds with the debris field only using the center tank as the initial event. The original location of the debris field pieces make sense when using the wiring/cargo door explanation to explain why fuselage pieces forward of the wing landed where they did. (The overall debris appraisal was made by Docket Number SA-516, Exhibit No. 22A, Trajectory Study, page 3: "The wreckage distribution shows that parts were initially shed from the area just forward of the wing.") The center tank is not Ôjust forward of the wingÕ while the forward cargo door is. The center tank is aft of the leading edge of the wing and thus parts were not initially shed from that area which means it was not the initial event.

NTSB: ÔTherefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door.Ó

JBS: A completely wrong and ignorant statement by Chairman Hall of NTSB. I never said and do not assert now that Ôthe only recovered cargo door pieces were those from the rear cargo door.Ó In fact, I refer over and over to the forward cargo door pieces; they are conclusive proof that the forward door ruptured in flight. To say I assert Ô... the only recovered cargo door pieces were those from the rear cargo door,Ó is to show conclusively that the NTSB does not understand the wiring/cargo door explanation, has not seriously considered the explanation, has not discussed the explanation with me, and is content with confused thinking about it.

The wiring/cargo door explanation does refer to the recovered pieces of the aft cargo door (also to many other parts of TWA 800) and asserts that the only cargo door sill of two which were on TWA 800 when it took off was found in the aft debris field
and is most likely that of the aft cargo door, a door which is identical in size, function, and parts to the forward cargo door. All pieces of the aft cargo door recovered are listed below; (Note that there are more pieces recovered for the aft door than for the forward door and no ÔwhiteÕ changed tags.)

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: “You also state that Mr. Smith asserts that "all ten locking latches, the manual locking handle, the viewing ports, and two 'overpressure relief doors' have not been fully accounted for in the investigation and are not in the wreckage database." The Safety Board recovered and accounted for all of the closing hardware for the forward cargo door. All ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane. (A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)

JBS: Absolutely not true: Ôall the closing hardwareÕ is missing from all of the wreckage pieces databases, from the public docket, from examination and evaluation in Exhibits, and the actual wreckage reconstruction. In fact, all of the forward cargo door has not been recovered, accounted for, or evaluated, with less than 50% recovered and those few consist of ÔsegmentsÕ
The closing hardware is extensive and included, torque tubes, bellcranks, manual locking handle, ten cams, pins, latches, and overpressure relief doors within the door. To claim that all closing hardware for the forward cargo door was recovered and accounted for is a falsehood.

NTSB: “All ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane.

JBS: There is no documentation that of the twenty identical closing cams and pins, the alleged ten belong to the forward cargo door and not the aft. There is no documentation of the missing two midspan latches from the forward cargo door being found. There is no evaluation of the condition of any of the cams and pins of either door. In the entire wreckage databases there is no report of any ‘cams’ nor ‘pins’ in the recovered structure database. The two midspan latches of the forward door are not physically located on the reconstructed portion of the airplane as proven by photographs.

NTSB: “(A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)

JBS: Misleading statement by NTSB and metallurgist Jim Wildey, as the two midspan latches are not trivial ‘alignment pins and cams’, but identical cams, pins, and latches to the lower eight. The top of the door is held by a lengthwise hinge and the lower sill of the door is held by eight latches. The two sides, each eight feet tall, are held in by one latch per side, the midspan latch. The lower eight latches have locking sectors which press against the cams to prevent inadvertent opening in
flight. The two midspan latches have no locking sectors. This absence of two sectors per door is the fatal design error of the door in addition to being outward opening and nonplug. An Airworthiness Directive issued after the forward cargo door of UAL 811 ruptured/opened in flight to strengthen the locking sectors had no effect on the two midspan latches because they have no locking sectors to strengthen. Those two locations is where the ruptures occurred in TWA 800, at the midspan latches where no locking sectors existed, as confirmed by photographs. To Ònot discuss the two alignment pins and cams on the sides of the doorÓ as NTSB admits is to admit to an incomplete examination and evaluation of the forward cargo door, a door initially considered to be the initial event of TWA 800.

NTSB: ÒIn your letter, you also indicate that Mr. Smith asserts that "[b]lades on the Number 3 engine were found damaged, in a manner consistent with explosive decompression of the adjacent forward cargo door." However, physical evidence indicated that damage to the number 3 engine's fan blade airfoils was due to the blade mid span shrouds shingling (overlapping) and tearing out part of the airfoils when the engine impacted the water. Further, the damage noted on the number 3 engine's low- and high-pressure compressor airfoils was similar to that observed on the other three engines' compressor airfoils. None of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Therefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.

NTSB: ÒNone of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Ó
JBS: Absolutely incorrect statement as shown by actual examination of engine number three as reported in the TWA 800 Public Docket:

Exhibit 8A, Page 11, paragraph 3, discussing results of engine 3 disassembly. "Of the 46 fan blades in the fan rotor, 21 blades with complete or partial airfoils and 6 root sections were recovered. All of the fan blades had sooting on the convex airfoil surfaces. Most of the full length airfoils were bent rearward and the tips outboard of the outer midspan shroud were bent forward slightly. About half of the fan blades had impact damage to the leading and trailing edges. Almost all of the impact damage to the airfoils could be matched to contact with the midspan shroud on an adjacent blade. One full length blade had four soft body impacts along the leading edge and a partial airfoil had a soft body impact, which had some streaking extending rearward."

NTSB: ÒTherefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.Ó

JBS: The damage to engine number three conclusively supports the wiring/cargo door explanation that the forward cargo door separated in flight by showing that foreign objects and door skin ejected after explosive decompression were ingested into the adjacent engine number three which led to uncontainment and the spitting out of a blade into the right horizontal stabilizer immediately behind the engine. Docket No. SA-516, Exhibit No. 7A, Structures Group Report, page 33: "5.1 Horizontal Stabilizer, "Some of the items found in the horizontal stabilizer are sections of seat track, a stator blade from turbine section, and glitter." On 5.1.1 Right Horizontal Stabilizer, page 34, "An engine stator blade from turbine section penetrated the upper honeycomb surface near the outboard trailing edge"
JBS: Only 58% of the fan blades were recovered which means 42% were missing. It is very likely the 'stator blade' found in right horizontal stabilizer was from engine number three which sits directly in front of it. "Almost all' of the 'impact damage,' was explained which implies some wasn't explained. All blades in engine three had soot. Soot means fire. FOD usually means fire. Only engine number three had any sooting inside engine. One full blade and one partial blade had 'soft body impacts'. There is nothing normally soft inside a jet engine. Soft body impact means foreign object damage which could mean the soft bodies of passengers ejected from the open fuselage, as happened with UAL 811. Streaking could be blood streaks. Missing blades in engine three and one blade found directly aft in right horizontal stabilizer recovered far away from main engine means uncontainment in flight. Uncontainment means engine number three was not intact at water impact but implies destruction and fire inflight. The FODDed, uncontained, spewing blades, on fire engine number three is very likely the plausible ignition source for the nearby center tank which was disintegrating into fuel vapor as it fell.

NTSB: ÒFinally, you state that Mr. Smith asserts that "[t]he FDR [flight data recorder] plots of TWA [flight] 800, Pan Am [flight] 103, and UAL [United Airlines flight] 811 are consistent with the explosive decompression of the right forward cargo door" and that "[b]ad wiring ... caused the forward cargo doors to open in flight on high time B747's [including these airplanes and Air India flight 182] ... and that [t]he photographic, CVR [cockpit voice recorder], FDR, FOD [foreign object damage], and other evidence points to a common scenario of cargo door failure." You also state that Mr. Smith believes "the outward peeled ruptures in metal shown in photographs ... are clear
evidence of cargo door failure, not of a [CWT] explosion. Mr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door. However, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door. Further, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure of the cargo door.

NTSB: ÒMr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door.Ó

JBS: I asset the above because of NTSB AAR 90/01 and 92/02 regarding UAL 811: NTSB conducted an incomplete investigation of the forward cargo door of UAL 811 and came to an incorrect probable cause in AAR 90/01 for its opening in flight leading to nine fatalities: Improper latching. Upon further investigation the door was found to be properly latched and the cause to be electrical. A new AAR was published which was AAR 92/02, giving the new probable cause. The NTSB TWA 800 investigation in AAR 00-03 is also incomplete leading to the wrong probable cause as the center tank exploding as the initial event. A precedent has been set of NTSB conducting an incomplete investigation leading to an incorrect probable cause
in an AAR leading to the event occurring again (UAL preflight uncommanded opening of cargo door) and thus having to write another AAR with the new probable cause. This sequence will happen again unless further investigation of the wiring/cargo door explanation is conducted for TWA 800. A precedent has been set for NTSB to further investigate an accident even though a final AAR has been published. A precedent has been set for NTSB to discover and admit an error of opinion and correct it.

From
NTSB AAR 92/02:

NTSB/AAR-92/02
(SUPERSEDES NTSB/AAR-90/01)

The wrong probable cause in AAR 90/01 for UAL 811: ÔThe National Transportation Safety Board determines that the Probable Cause(s) of this Accident was: The sudden opening of the improperly latched forward lobe cargo door in flight and the subsequent explosive decompression.Ô

The new probable cause in AAR 92/02 for UAL 811: ÔBefore the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the
lock sectors that deformed so that they failed to prevent the back-driving.
Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01.
The issues in this investigation centered around the design and certification of the B-747 cargo doors, the operation and maintenance to assure the continuing airworthiness of the doors, cabin safety, and emergency response.
The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.Ó

NTSB: ÒHowever, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó

JBS: There is not Òoverwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó That NTSB statement is unsupported opinion and shows that NTSB also influenced incorrectly the PA 103 probable cause as reported in AAIB AAR 2/90. Pan Am 103 is another similar event of TWA 800. It has many similarities that match TWA 800 which are supported by facts, data, and evidence. The wiring/
cargo door explanation concludes PA 103 was an ruptured/open cargo door in flight, as was Air India Flight 182. 
PA 103, AI 182, and TWA 800 are the only Boeing 747 accidents to have the following unusual and rare similarities: 
non Section 41 retrofit
early model
poly x wired
Boeing 747
experienced hull rupture forward of the wing in cargo bay.
nose came off
damaged number three engine
sudden sound on CVR
loud sound on the CVR
short duration sound on the CVR
abrupt power cut to FDR
outward peeled skin in cargo door area
longitudinal break in forward cargo door,
more severe in-flight damage on starboard side
at least nine never recovered bodies
vertical fuselage tear lines forward of the wing and aft of cargo door
torn off skin in forward cargo door area on starboard side,
outward peeled skin in cargo door area
downward bent floor beams in cargo door area,
destruction initially thought to be have been caused by a bomb.

NTSB: ÒFurther, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating
event, not a failure of the cargo door.

JBS: Again, that conclusion is unsupported opinion which is contradicted by facts, data, and evidence elsewhere in the Public Docket such as NTSBÔs own Trajectory Study. The Sequencing Group is James F. Wildey II, National Resource Specialist-Metallurgy. He is not an aircraft accident investigator. The TWA 800 Public Docket SA-516, Exhibit 18A is the Metallurgy/Structural Group Chairman Factual Report Sequencing Study, signed by only Mr. Wildey. Contrary to the NTSB statement above, the Sequencing Group did not determine that the failure of the cargo door was not the initiating event as the words, ÔCargo DoorÔ are not to be found in any of the 57 page exhibit. There is nothing in the ÔStudyÔ about the forward cargo door, which is a serious omission as the ruptured/opened door was initially considered by NTSB to be the initial event and the forward cargo door lies very close to the center tank. This is further evidence that the wiring/cargo door explanation has not been properly evaluated by NTSB.

NTSB: ÔMr. Smith's assertion that the CVR evidence for the four accidents mentioned in your letter indicate a common scenario is also incorrect. The CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies. In contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.
NTSB: ÒThe CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies.Ó

JBS: The CVR examinations for all four accidents have ruled out a bomb sound and match each other and UAL 811. To state a bomb went off in an aircraft and yet have the CVR not have a bomb sound is to logically rule out the bomb as the cause of the sudden loud sound and thus the accident. An alternative must be found and it is in the explosive decompression sound. UAL 811 had that explosive decompression sound and it matches AI 182, TWA 800, and PA 103.

NTSB: ÒIn contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.Ó

JBS: NTSB Chart 12 below which compares all CVR sound of the four accidents. They match in the very rare occurrences of a sudden loud sound, not a bomb sound, which is then almost immediately followed by an abrupt power cut to the FDR. UAL 811 did not have any Ôlower-order eventsÕ picked up by the CVR as the time in the chart is in milliseconds. In spite of much effort to make the sudden loud sound a bomb sound, the sounds lack the low frequencies which exist in bomb sounds and the rise time is too slow for the explosion of a bomb. All of the four
sounds match the known sound of the explosive decompression of UAL 811 forward cargo door rupturing/opening in flight. The NTSB CVR study omits any detailed analysis of this important sudden loud sound.

NTSB: ÓIn sum, Mr. Smith's position is simply not supported by the facts. Our correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times, indicating that Board investigators have considered his theories and that no evidence exists to support his conclusions. In March 1998, I informed Mr. Smith that our correspondence had exhausted this issue and that he should expect no further response from the Board on this subject. I am pleased to have had this opportunity to provide you with details about the Board's position on this issue. However, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.

NTSB: ÓIn sum, Mr. Smith's position is simply not supported by the facts.Ó

JBS: My position is supported by ample facts from four similar accidents, from the Public Docket, from government AARs, from photographs, and other official documents.

NTSB: ÓOur correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times,...Ó
JBS: I have written the NTSB many times but they have not responded numerous times to me. Senator John McCain wrote suggesting a meeting with me but NTSB declined. Congressman Sam Farr has asked for a meeting with me but NTSB, Mr. Drake, refused and reiterated that, in fact, they will not correspond, discuss, meet with me ever. (Note the effort to make the messenger the point of argument instead of the message of wiring/cargo door explanation. I am trivial; the message of wiring/cargo door safety item is paramount.)

NTSB: ‘However, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.’

JBS: Not productive? The NTSB and the FAA have never tried for a productive exchange of ideas with me. NTSB has selected random statements and attempted to contradict them while ignoring the irrefutable facts that rule out center tank explosion as initial event and support the wiring/cargo door explanation. Those facts among many which will never go away are:
Sudden loud sound on the CVR.
Stator blade in right horizontal stabilizer.
Photograph of forward cargo door showing paint smears, missing midspan latches, outward petal shaped rupture holes at midspan, pillowing inward force on other parts of door.
Three other similar events with similar evidence with one event, UAL 811, being a confirmed electrical/cargo door caused accident:

TWA 800 and UAL 811 were both:
aged
high flight time
poly x wired
early model Boeing 747 and shortly after takeoff while climbing experienced a sudden initial event in the forward cargo hold which left a short sudden loud sound on the cockpit voice recorder, an abrupt data loss to the flight data recorder, foreign object damage to starboard engine #3 more severe inflight damage on starboard side, smooth port side forward of the wing at least nine never recovered bodies, torn off skin in forward cargo door area on starboard side, rupture at forward cargo door at aft midspan latch, outward peeled skin on upper forward fuselage, downward bent floor beams in cargo door area, vertical fuselage tear lines forward of the wing and aft of forward cargo door, inadvertent opening of forward cargo door considered as probable cause. bare wires found in cargo door area. destruction initially thought to be have been caused by a bomb but ruled out later.

In summation:

The matching facts between UAL 811 and TWA 800 are sufficient to warrant a thorough investigation of the wiring/cargo door explanation for TWA 800 which would match the standard of aircraft accident investigation of UAL 811 with its two AARs, 90/01 and 92/02. The wiring/cargo door explanation is supported
by enough evidence to interview the discoverer at length about it.

ÒWhen men are ruled by fear, they strive to prevent the very changes that will abate it.Ó Alan Paton.

NTSB is driven by fear and pride. Pride comes before a fall.

Therein lies the fault/mistake/crime.

The tragedy is not that a government agency, in this case NTSB, FAA, and FBI, missed something.

The tragedy is not that a civil servant, in this case, James Wildey, was asked to do something, aircraft accident investigation, in which he was not qualified as a metallurgist.
The tragedy is not that an agency, NTSB, relied on an official for an evaluation report which was error filled, laden with mistakes, and incomplete, the instant quoted letter and Exhibit 15C.

The tragedy is not that an agency composed of individuals, Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimitroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, makes up its mind as to a sequence of events, center tank explosion as initial event, and then tries very hard to make that sequence make sense even to the extent of altering evidence, yellow and red location tags to white tags.

The tragedy is not that an agency with a politically connected appointed official, Jim Hall, not very educated about the area he has responsibility for, aviation, tries to find an explanation that does not ruffle too many feathers, a one off explosion with unknown ignition source.
The tragedy is not that taxpayer money is wasted on a huge project, TWA 800 wreckage reconstruction, and then the evidence discovered, ruptured forward cargo door in many pieces with most missing, is ignored.

The tragedy is not than an official, Mr. Schalekamp, saw the evidence of ruptured cargo door in flight and agreed, but later quickly recanted when he realized it was not the official position.

The tragedy is not than an official of an agency, Mr. Streeter of FAA, refuses to get involved with an issue that the agency can pass over to another, FAA to NTSB and FBI to NTSB, although that agency is tasked with the issue, public safety.

The tragedy is not that an investigating agency, NTSB, FAA, and FBI, focuses solely on an explanation that fits its perceived best interest, bomb, missile, or random event, while ignoring all reasonable alternatives which are perceived to be contrary to that interest, wiring/cargo door explanation.

The tragedy is that the agencies, NTSB, FAA, and FBI, were informed over a period of years of a serious public safety issue and actively rejected any evaluation of that issue to the extent of changing the evidence, to wrongly accuse a citizen, to refuse to confirm or rule out the presented facts, data, and evidence, and of refusing to meet with the proponent, or discuss through letters the reasonable, plausible explanation. To miss a life or death safety item is human and understandable and sad; to reject a life or death safety item given by a qualified citizen over a period of years supported by documentation is inhuman and incomprehensible and a tragedy. And you, NTSB, FAA, and FBI, have done that for over four years and are doing that right now.
The metaphor I think of is that of a crossing guard who is told over and over again a truck is coming and to put down the guard to protect the children continually crossing the street. The guard says no. The guard says I’m wrong. The guard says I’m crazy. The guard says go away. The guard ignores the verbal, written, graphic warnings supported by documents, photographs, and testimony that an event which has happened before is going to happen again, a truck plowing into a group of children at a crosswalk because the guard refused to put down the barrier. The guard then attacks me by saying bad things about my character and motives. The guard never asks, “Why do you say that a truck is coming?”

And then of course the truck comes, just as TWA 800 came along as I was presenting my correlation to UAL 811 for PA 103 all during the early 1990s prior to July 17th, 1996, to media and the insurance agency. I knew right away what TWA 800 was and immediately starting informing NTSB, FAA, and FBI of the forward cargo door problem with Boeing 747s.

The error of judgment which leads to the tragedy is continuously rejecting for over four years an experienced citizen’s opinion supported by facts, data, evidence, photographs, charts, documents, interviews with witnesses, and precedent which contradicts that agency’s opinion. I have been in a sudden, night, fiery, fatal, jet aircraft accident. I have spent forty years in aviation related endeavors. After years of research, I offer a mechanical explanation with precedent in a similar type aircraft. Wiring/cargo door explanation for TWA 800 is plausible, reasonable, and must be further investigated lest it occur again. Further investigation starts with meeting with me. For a public safety agency to refuse to meet and discuss a plausible explanation for a fatal accident with a citizen when the official
version is incomplete is inexcusable and most likely criminal should another cargo door rupture open in flight leading to fatalities.

The tragedy is that the agencies entrusted by the public to protect their lives do not and will not ask the question of an experienced citizen with supporting documents to explain his public safety discovery: wiring will again short a door unlatch motor on and the midspan latches of the forward cargo door of a Boeing 747 will rupture again leading to fatalities, as happened with AI 182, PA 103, UAL 811, and TWA 800. The public trust has been betrayed by officials who will not inquire or investigate a reasonable alternative to their position because of fear and pride. The question has never come, Mr. Smith, why do you say that wiring caused the forward cargo door of TWA 800 to rupture at the midspan latches?

In summary: An amateur sleuth going up against the initial mystery and the authorities believing a different way has a hard job. He has to be persuasive, charming, have all the right answers, and at least have some authority who will discuss with him the alternatives. It worked for Sherlock Holmes in fiction and the Campbells for UAL 811. The problem is that the persons who usually go against the common wisdom and discover a contrary truth are not likable nor charming. They do not say what the agency wants to hear and thus become well liked. It takes a confident, tolerant government agency who really wants to do its job right and solve the mystery of TWA 800 by discussing alternatives with someone they instinctively don't like. NTSB is not that agency. Nor the FAA. Nor the FBI.

In sum: What is left for this individual citizen who has labored more or less alone for over a decade with no support from
government, manufacturer, airline, media, or independent safety organizations? Bitterness, anger, sarcasm, ridicule, are not usual persuasive words but they do make one smile and grimace, keep the morale up, and allow the wiring/cargo door cause to continue to the next Chairman so I will say one word which sums up my attitude towards authority who has got it wrong, keeps on repeating the error, refuses to meet with someone who can correct that life and death error, and yet officially seriously evaluates explanations that make no sense such bombs, missiles, meteorites, and a spontaneous fuel tank explosion with a mystery ignition source:

HA!

Respectfully submitted,

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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
From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: ZANADOOD@aol.com
Subject: Re: Article on Ejecting From Aircraft

Hello, I now live near the Sanford International Airport, formerly Sanford Naval Air Station. While browsing the web I came across your article. I am a history buff and I found your story interesting. Thank you. James

Ah yes, Sanford. One time a Vigilante took off and crashed into Delrey something on the other side of the river.

Cheers,
Barry

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: Donna.Blitzer@mail.house.gov
Subject: Meeting with NTSB, please, please, please

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 3 November 2000
I received a letter from Congressman Farr today and dated 24 October 2000 stating the NTSB will not meet with me nor correspond with me either.

This is not right. I am enclosing a letter to Congressman Farr below in an effort to try to meet with NTSB to present a current safety issue with Boeing airliners. Can you forward this email letter to him?

Cheers,
Barry

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

Dear Congressman Farr, 3 November 2000

It is with deep disappointment that I read your 24 October 2000 letter to me stating that the NTSB will not meet nor correspond with me regarding my wiring/cargo door explanation for TWA 800 and others.

This is not right, sir. A federal public safety agency should and must listen to experienced citizens who have plausible mechanical explanations for aviation accidents, especially at the request of elected officials.

NTSB has rebuffed you, sir, just as they rebuffed Senator John
McCain, who also wrote NTSB and asked that they meet with me regarding the wiring/cargo door explanation.

This is outrageous behavior from a public safety agency. I can understand that under certain circumstances, none of which apply here, that a federal safety agency will not discuss aviation accidents with the public, such as: Wartime, hazardous cargo, VIP on board, experimental aircraft involved, overseas event, or politically sensitive accident. However, TWA 800 was in peacetime, no hazardous material, no VIP, non-experimental, near the USA, and not politically sensitive.

NTSB has a duty to listen, correspond with, and discuss with a citizen who has decades of aviation experience, ten years of research and investigation into these particular type accidents, who has photographs, documents, and letters to support the explanation, and who has politely and often asked for an interview for an opportunity to present the wiring/cargo door explanation for TWA 800. I do not offer conspiracy nonsense of anonymous rumors, but substantiated evidence by aviation accident investigators from around the world.

As it stands now, in 2000, a federal government safety agency with appointees in charge have rebuffed two elected officials who have simply asked NTSB to meet and talk with a constituent/citizen on a matter of public safety which if left unresolved has the potential to repeat and cause several hundred more deaths.

Have NTSB learned nothing from the Firestone fiasco that affected NHTSA, the National Highway Transportation Safety Agency? They knew about the tread separation problems and did nothing. More deaths ensued.
What can possibly be the reason why NTSB would not give a few hours attention to me to present facts, data, and evidence about several similar aviation accidents?

I ask again, Mr. Farr, could you request NTSB to meet with me?

When I ask/beg/ as I am doing now, a federal safety agency to just sit down and listen to me about a safety issue, and realize they are indifferent and uncaring, I really really have to rethink my whole outlook about American Democracy which is supposed to be responsive to its citizens through elected officials representing constituents. You are not asking money from them to give to me. You are asking for their time, time which they have pledged to give to this very mission, safety. The callousness of NTSB to ignore safety warnings is stunning; their arrogance in rejecting requests from elected officials is amazing; and their rejection of safety advice will probably have dire consequences as another wiring/cargo door event occurs.

Are elected officials really that impotent when it comes to asking appointees to do their job? You are asking NTSB to do their job, which is investigate probable causes for aircraft accidents. I've been in one, I fly airplanes, I know what I'm talking about when it comes to plane crashes.

For four years I have been asking NTSB to meet with me for an opportunity for me to present my twelve years of research and analysis for wiring/cargo door explanation. Please note that NTSB has never rebutted with evidence but always with opinion. Aviation safety is always facts, data, and evidence, and rarely opinion, because after all, the opinion of experts is that these airplanes are not supposed to crash and kill everyone on board.
I'm asking again, Mr. Farr, could you ask/request/order NTSB to meet with me?

My one piece of evidence I can offer for a brief look is below in a recent email to NTSB. It shows the actual wreckage of the actual 747 of TWA 800 and shows the actual rupture at the forward midspan latch of the forward cargo door. NTSB denies the cargo door ruptured/opened in flight, yet the evidence shows this door to be shattered outward in an explosive decompression petal shape.

I'm asking again, Mr. Farr, could you ask/request/order NTSB to meet with me?

Very Respectfully,

John Barry Smith
(831) 659-3552 phone
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Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com

To: NTSB
From: John Barry Smith <barry@corazon.com>
Subject: Want it, but can't have it both ways:Inward outward at same time
Cc:
Bcc:
X-Attachments:
Dear Gentlemen Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim, and Misters McSweeny Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter

3 October 2000

TWA 800 explanation that rules out ruptured forward cargo door in flight contains a basic contradictory paradox which refutes the claim that it was all latched and all intact at water impact.

You will note in the photos above of the actual forward cargo door area of TWA 800 that contains outward petal shaped rupture opening at the midspan latch and also note the inward pillowing on the door and adjacent fuselage skin.

Well, it is impossible for the water impact to do the inward pillowing and the outward explosion at the same time at water impact. Your rejection of the wiring/cargo door explanation can't have it both ways and remain logical and plausible.

The wiring/cargo door explanation does remain plausible and logical: In flight rupture/opening of forward cargo door in flight at the midspan latches which caused outward petal shaped rupture, supported by paint smears and missing latches. Then the door shattered into the many pieces as shown by wreckage reconstruction. Then the water impact of the pieces which caused the inward pillowing of the pieces as shown by photo.

Rupture outward at latches in flight/shattering pieces/water
impact pillowing on pieces.

That's the sequence that makes sense and does not contradict the laws of physics.

Your explanation of evidence above of inward pillowing and outward shattering at same time at water impact is a physical impossibility and strains the credulity and patience of any competent aircraft investigator.

You want it both ways, inward/outward, to support your explanation of spontaneous center tank explosion and to rule out wiring/cargo door explanation but you can't have it both ways if you want to remain credible and keep the respect of the NTSB and FAA.

The evidence is above and can not be refuted. To continue to reject the wiring/cargo door explanation and not interview the messenger is not right. You can make it right by doing the thing that aviation accident investigators do, evaluate every reasonable explanation for a probable cause of an airplane accident. Wiring/cargo door explanation for TWA 800 is that reasonable explanation that has not been thoroughly evaluated and should be and can be.

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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

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Subject: RE: Thanks for effort

yes, that is what it means. we will followup for a response

Thank you, and by the way, I have been a registered Democrat since 1964 and have voted for Sam Farr every time and my wife and I will again in November. My elderly mom and dad live in Pacific Grove and they have and will too.

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
I have the request in but have not had a response yet. Will follow up this week.

Dear Donna, thank you much, I'm keeping my fingers crossed, as they say.

Cheers,
Barry

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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

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: donna.blitzer@mail.house.gov
Subject: Request meeting with aviation safety personnel, please

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 2 Oct 00

Any word about my request for a safety interview with NTSB staff? Time is getting short as they are about to release the final report and once that's done, there is little chance of reopening the investigation. Just a letter from Congressman Farr asking aviation safety personnel to meet with me for an hour or so to present my wiring/cargo door explanation might get me the interview with NTSB personnel.

Cheers,

John Barry Smith
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551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
At 11:22 AM -0700 9/23/00, John Barry Smith wrote:
To: donna.blitzer@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Contact/TWA 800 NTSB letter
Cc: 
Bcc: 
X-Attachments: 
Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 23 Sep 00

This is John Barry Smith, we had a nice chat the other night at the Hyatt during the toxic plume exhibit on Wednesday. I'm the tall man with the long hair and the eight year old daughter.

I had asked that Congressman Farr write another letter to the NTSB asking them to please contact me to evaluate my twelve years of research into high time Boeing 747 accidents, in particular TWA 800.

http://www.corazon.com/correspondence.html Shows previous efforts by Congressman Farr and Senator McCain.

The emphasis here is to have them interview me. If Mr. Farr just asks them about the wiring/cargo door explanation they will politely refer them to previous statements made years earlier where they ruled out the open cargo door in flight. The facts, data, and evidence of my research need a chance to speak for themselves and that can only be done by a face to face meeting with any public safety official of the NTSB so that I may show
photographs and answer questions.

I will of course travel if necessary to meet with the officials.

It seems to me that public safety aviation officials should at lease meet with a citizen who has government aircraft accident reports and analysis for twelve years to examine the explanation, especially since the official version is not complete with an unexplained ignition source for the center tank explosion of TWA 800.

The wiring/cargo door explanation does explain the ignition source and the streak reported by eyewitnesses. There is no conspiracy, there are no missiles, there are no coverups involved, just a mechanical explanation for TWA 800 and others which has happened before.

Please get me a meeting with aviation public safety officials, preferably NTSB. They have field offices in LA and Seattle.

Cheers,
Barry

John Barry Smith  
(831) 659-3552 phone  
551 Country Club Drive, 
Carmel Valley, CA 93924 
www.corazon.com  
barry@corazon.com  
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.  
US Navy reconnaissance navigator, RA-5C 650 hours.
From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: JulieSwingle@mccainsenategov
Subject: Echelon has affected you, sir.

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator McCain, 6 June 1999

Exactly two years ago you wrote me a three page letter, D Day, June 6th, 1997, denying that you you or your office initiated any Secret Service investigation of me or my family. I believed you then sir, and I believe you now. But it happened. Echelon seems to explain it.

I have documented evidence in video/audio tape of Secret Service agents and your letter to me about that investigation that, in fact, Echelon exists and has done exactly that which Congress is upset about, abuses about privacy, specifically private emails from me to you which were read and acted on, without your knowledge but in your name, against this private citizen.

>Congress has squared off with the National Security Agency over a top-secret U.S. global electronic surveillance program, requesting top intelligence officials to report on the legal
standards used to prevent privacy abuses against U.S. citizens.

I was baffled for a year until I read about Echelon. The dangerous part is that it is working in the name of authority without authority being informed of its actions. A true artificial intelligence run amok for good intentions.

I'm available for any followup you may desire about this "Echelon" thing.

And my wiring/cargo door explanation for TWA 800 and others looks better every day that ADs come out from FAA about wiring problems in commercial airliners.

Very Respectfully,

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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

Below sent almost two years ago deducing existence of Echelon:
Dear Senator John McCain,

...The Secret Service investigation initiating event is not all data and physical laws and therefore more interesting. Who sent the armed agents? Will somebody please tell me?

1. Not you, sir. I believe that with all my heart.
2. Not me.
3. Not your staff.
4. No one else said they did it.
5. The Secret Service agent on the scene said, "McCain's office" did it.

Let's assume everyone is correct. Is there an explanation?
1. How about an intern on your staff who overreacted? Unlikely but possible.
2. How about a monitoring computer that screens all Senators' email and acts unilaterally upon suspicious ones? Possible. Have I stumbled upon a security firewall? I have previously repeated the offending paragraph and assume the computer, if it exists, would have again triggered a response. I have had not further contact from the Secret Service.
3. How about a monitoring agency who is alerted to suspicious emails by a computer and then acts based on human interpretation? Possible.

What other rational explanation can there be?

Regardless of the initiating source, a Secret Service investigation was carried out under your name, Senator McCain. If not initiated by you, that is a serious irregularity with potentially severe consequences. Today a nobody citizen, me;
tomorrow, a somebody person such as a member of a powerful family. If I were a Kennedy family member asking who referred the Secret Service to me for investigation, I would be getting an answer.

If the Secret Service is just carrying out orders from some other monitoring agency, that is another serious irregularity. Sooner or later the monitoring agency will be tempted to delete any unfavorable information about itself. Such as this email.

Congress, NSA butt heads over Echelon

BY DANIEL VERTON (dan_verton@fcw.com)

Congress has squared off with the National Security Agency over a top-secret U.S. global electronic surveillance program, requesting top intelligence officials to report on the legal standards used to prevent privacy abuses against U.S. citizens.

According to an amendment to the fiscal 2000 Intelligence Authorization Act proposed last month by Rep. Bob Barr (R-Ga.), the director of Central Intelligence, the director of NSA and the attorney general must submit a report within 60 days of the bill becoming law that outlines the legal standards being employed to safeguard the privacy of American citizens against Project Echelon.

Echelon is NSA's Cold War-vintage global spying system, which consists of a worldwide network of clandestine listening posts capable of intercepting electronic communications such as e-mail, telephone conversations, faxes, satellite transmissions,
microwave links and fiber-optic communications traffic. However, the European Union last year raised concerns that the system may be regularly violating the privacy of law-abiding citizens [FCW, Nov. 17, 1998].

However, NSA, the supersecret spy agency known best for its worldwide eavesdropping capabilities, for the first time in the history of the House Permanent Select Committee on Intelligence refused to hand over documents on the Echelon program, claiming attorney/client privilege.

Congress is "concerned about the privacy rights of American citizens and whether or not there are constitutional safeguards being circumvented by the manner in which the intelligence agencies are intercepting and/or receiving international communications...from foreign nations that would otherwise be prohibited by...the limitations on the collection of domestic intelligence," Barr said. "This very straightforward amendment...will help guarantee the privacy rights of American citizens [and] will protect the oversight responsibilities of the Congress which are now under assault" by the intelligence community.

Calling NSA's argument of attorney/client privilege "unpersuasive and dubious," committee chairman Rep. Peter J. Goss (R-Fla.) said the ability of the intelligence community to deny access to documents on intelligence programs could "seriously hobble the legislative oversight process" provided for by the Constitution and would "result in the envelopment of the executive branch in a cloak of secrecy."

Below is the paragraph I wrote to you Feb 19, 1997, which
offended Echleon/Secret Service which resulted in the investigation into me which SS said came from "McCain's office" and which you deny.

Please avoid the option to do nothing. In some cases that is wise, in this one it is not. The door hazard exists and can happen again with varying catastrophic consequences. May I be melodramatic, Senator? Why not. After the Tonkin Gulf incident in 1964, we attacked and bombed North Vietnam. After Pan Am 103 in 1988, we attacked and bombed Libya. After TWA 800 in 1996, we attacked and bombed Iraq; all for thought-to-be good reasons. Well, if Air Force One or any of the four E-4Bs (Airborne Command Posts) (all modified Boeing 747s with outward opening cargo doors) have that forward door open in flight tearing off fuselage skin allowing the 300 knot CAS slipstream to enter nose and tear it off leading to the death and destruction of all aboard including the President and other high officials, then we will attack and bomb somebody. And it would be wrong. Just fix the door again and prevent the crash is the answer. (The door has failed before.)

Below sent to you sir on 4/19/97 in response to SS visit:

To: JulieSwingle@mccainsenate.gov
From: John Barry Smith <barry@corazon.com>
Subject: What did I do to deserve such treatment?
Cc:
Bcc:
X-Attachments:

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Senator McCain,

The visit by the Secret Service has been preying on my mind. The senior agent, Ms. Janice K. Griffen stated to me during the interview, "This referral was from McCain's office." They came by 24 hours after my email (attached) to you asking if I could be melodramatic. I assumed 'yes', but apparently the answer was 'no'.

I 'wrote my congresssman' a United States Senator, a non threatening, polite, factual, relevant email and soon thereafter:
1. Two agents,
2. Federal,
3. Armed and with authority to shoot to kill,
4. showed up unannounced,
5. at my front door,
6. requesting to see me.

I was having my car washed and missed the agents by twenty minutes. Only my wife in her robe and my five year old daughter were present at that initial meeting. My five year old was alone with two armed agents for a few minutes while my wife changed into something more formal.

This is preying on my mind. My legal and proper democratic pursuit of a mechanical cause for an airplane crash has put the lives of my wife and daughter in the line of fire. This is very distressing. And if you think I exaggerate, imagine having your wife and child greet two armed persons in civilian clothes who
show up unannounced at your front door. Not very reassuring is it. What did I do to deserve such treatment?

Senator, I am a good guy. You are a good guy. Let's act like good guys. Good guys are open and talk to each other. We are pilots, the matter is in your Committee, it is an important aviation matter; let's do something about it. And do it now and fast before another several hundred people die.

The cargo door explanation is not going to go away.

The NTSB is intrigued by the door, the public knows about the door, I know about the door, the press knows about the door, the politicians know about the door, Boeing knows about the door, and FAA knows about the door; it's not going to go away unless satisfactorily and thoroughly ruled out by a proper investigation. Checking latches which have been manhandled by the FBI for four months is not a conclusive test of door locked on TWA 800.

Support for above claims:
1. NTSB is Aviation Week article of 10 Mar 97
2. Public is the thousand and more emails from around the world to me discussing the explanation.
3. My door web site.
5. Politicians include you, sir, Senator John McCain, who has referred the matter to your committee.
6. Boeing has recently inquired to the Air India Task Force of Canada inquiring into the status of the foward cargo door according to staff member Rich Spruel at phone 1604 264 2352 which indicates Boeing is conducting its own investigation into door. (John Schneider is Air India Task Force leader.)
7. FAA knows about door in correspondence with Representative Sam Farr D-CA to me from Certification Section.

Senator McCain, the door was seen visually, seen on radar, and heard on cvr. To not confront that reality is not right.
This missile myth is growing and will be hard to refute later. The US Navy is impugned wrongly. The center tank fire as initial event is growing and will be hard to refute later. Boeing is impugned wrongly.

The NTSB AAR on TWA 800 will have to face the door head on and rule it out completely or the validity of the report will be questioned.

Talk to me. I am a good guy. I am on your side. We want the same thing, answers why a plane crashed. I have some and am missing one big one, why did the door open?

Very Respectfully,

John Barry Smith

408 659 3552 phone

barry@corazon.com email

www.corazon.com web site

551 Country Club Drive

Carmel Valley, CA 93924

Attachments below:

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official
said." Aviation Week and Space Technology, 10 Mar 97 Page 35.

Mr. Purdy of the New York Times.

>"One man writes at least once a week to the board, pushing his theory that >the front cargo door of the plane blew off, setting in motion a catastrophic >chain of events."

Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
Subject: Boeing 747 Information
To: barry@corazon.com

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.
Sincerely,

John McCain
U.S. Senator

JM/jes

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator John McCain, Sunday, June 29, 1997

This evening I watched Discovery Channel as a B-17 pilot was describing his P-51 escorts in WWII. He said he watched the Mustangs as the sky suddenly 'glittered' when they dropped their wing drop tanks upon sighting the enemy. The glitter was the sun reflecting off the spinning away shiny objects, in this case drop tanks at 180 knots giving glitter. In the case of TWA 800, it was the forward cargo door spinning away in the evening sunlight at 300 knots giving streak.

So, TWA 800 is all facts and data and physical laws and therefore cut, dried and boring. The Secret Service investigation initiating event is not all data and physical laws and therefore more interesting. Who sent the armed agents? Will somebody please tell me?

1. Not you, sir. I believe that with all my heart.
2. Not me.
3. Not your staff.
4. No one else said they did it.
5. The Secret Service agent on the scene said, "McCain's office" did it.

Let's assume everyone is correct. Is there an explanation?
1. How about an intern on your staff who overreacted? Unlikely but possible.
2. How about a monitoring computer that screens all Senators' email and acts unilaterally upon suspicious ones? Possible. Have I stumbled upon a security firewall? I have previously repeated the offending paragraph and assume the computer, if it exists, would have again triggered a response. I have had not further contact from the Secret Service.
3. How about a monitoring agency who is alerted to suspicious emails by a computer and then acts based on human interpretation? Possible.

What other rational explanation can there be?

Regardless of the initiating source, a Secret Service investigation was carried out under your name, Senator McCain. If not initiated by you, that is a serious irregularity with potentially severe consequences. Today a nobody citizen, me; tomorrow, a somebody person such as a member of a powerful family. If I were a Kennedy family member asking who referred the Secret Service to me for investigation, I would be getting an answer.

If the Secret Service is just carrying out orders from some other monitoring agency, that is another serious irregularity. Sooner or later the monitoring agency will be tempted to delete any unfavorable information about itself. Such as this email.

Which leads to encryption. Based upon your position, Senator, as Chairman of the Commerce Committee who has held hearings on encryption, I'm including my public key which you may use to encrypt a reply to me which only I can decrypt using my private key. The explanation for public keys is attached and from the PGP 5.0 Manual; the actual public key is the garbled text that
follows. I encourage you to send me your public key and use encryption in email for knowledge and practice since you are very important in the encryption/decryption issue. Your webmaster should be able to assist in the technique of encryption/decryption of any messages. If you send me your public key, then I can encrypt messages to you.

I'm assuming I still live in a country where the government trusts its citizens enough to let them communicate between themselves in private. Should you and I be able to talk in complete privacy, Senator? Or not? Should I be able to communicate with my fellow Vietnam War buddies in private? Or not? Easy answer: Yes.

Back to life and death:

The image I have is a high altitude bombing raid over Germany in the last year of WW II with hundreds of B-17s and P-51s droning along with contrails streaming. Then the Focke-Wulf 190s attack. The escort fighters release their long range shiny metal fuel tanks and prepare for battle, now lean and mean. The crews of the bombers watch as the hundreds of metal tanks drop away and decelerate from the slow cruise of 180 knots to terminal velocity down. This is seen and reported by the crews as 'glitter'. Glitter falling from the sky as the sun reflects off the shiny metal objects. So pretty just before death approaches in machine guns firing and bombs dropping. Beauty before ugliness.

I ask again for a substantive discussion with an aviation government official regarding the factual events of TWA 800. I urge the experiment using a C-141 pushing out shiny pieces of metal to recreate the events of TWA 800 to rule in or rule out the forward cargo door as source of streak and mystery radar blip. I request the reason why I was investigated by government agents of the Secret Service.

"Strong reasons make strange actions." 'King John.' Act III
Scene IV. William Shakespeare.

My strong reason is trying to prevent death from a sudden fiery jet airplane crash based on forty years of flying airplanes and surviving one sudden fiery fatal jet airplane crash.

I make a strange action, email in a new style, folksy; and different, quoting plays and songs.

A normal action is writing to you, Senator McCain, and using all non violent, calm, reasonable, objective, and factual argument to persuade you that four high time Boeing 747s had the forward cargo door inadvertently open in flight leading to death and destruction, AI 182, PA 103, UAL 811, and TWA 800. I knew this before TWA 800 and I know it after. Normal action is required to prevent this door from opening again when it shouldn't. So simple an event and so severe the consequences.

During my research I listen to music; one song is called, "Mother." It's from the CD "The Wall," by Pink Floyd. It's the conversation between a child/citizen, and the mother/government.

The child/citizen asks,
"Mother, do you think they'll drop the bomb? 
Mother, do you think they'll like my song? 
Mother, will they try to break my balls? 
Mother, should I build a wall? 
Mother, should I run for President? 
Mother, should I trust the Government? 
Mother, will they put me on the firing line? 
Mother, is this just a waste of time? 
Mother, will you tear your little boy apart?"

The Mother/government answers,
"Hush now baby, don't you cry, 
Mother will make all your nightmares come true, 
Mother's gonna keep you right under her wing, 
She won't let you fly but she may let you sing,
Mother will keep you comfy and warm, 'Course Mother'll help you build a wall. Mother won't let anyone tell you the truth, Mother won't let anyone dirty get through, Mother will always know where you've been, Mother will keep you healthy and clean, You'll always be baby to me."

The theme is an overly protective government that treats its citizens as children and also weak citizens who insist on treating its government as a parent. I find the government treating me as a child to be true in the current instance regarding the crash of TWA 800.

In reviewing again your letter of 6 June 1997, Senator, (thank you again for responding,) I paraphrase the contents:

1. You're a busy man so didn't answer earlier.
2. I should trust the experts at NTSB to find the accident cause.
3. It's against the law to be a passenger representative.
4. A Committee hearing was held on TWA 800.
5. I should contact the experts directly if I want to talk to them.
6. Personal appointment unlikely.
7. You already have internet/web site assistance.
8. You or staff did not initiate Secret Service investigation of me.
9. Wait for the NTSB report.

To paraphrase the paraphrase:
Everything is fine, we are doing all we can do, the experts have everything under control, trust them, don't worry, now go away, be quiet, and wait.

I'm not a child and you are not a mother, Senator McCain. We are pilots who have been in a shooting war and crashing airplanes. We know fear, terror and despair. Regarding plane crashes we are brothers. Listen to me; talk to me, please. Listen to me please about the cause of the crash of TWA 800 and others;
inadvertent opening of the forward cargo door in flight. Talk to me please and tell me who sent the armed agents to my house uninvited and unannounced.

I see the government as a large unfertilized egg and the small sperm, me, trying to get inside and transfer my DNA of plane crash information. I'm failing. I can't get through the membrane. Others do: Boeing representatives, Pratt and Whitney representatives, TWA representatives, pilots union, FBI, TV reporters, magazine writers, lawyers, and politicians. All get through to the government with their DNA of crash explanation while a lone member of the public just bangs his head against the wall politely rebuffed by words and intimidated by armed agents.

Should I ever get through the wall I will present this information to you, sir:

1. Inadvertent openings of the forward cargo door have caused the fatal accidents of four high time Boeing 747s, AI 182, PA 103, UAL 811, and TWA 800. A mechanical problem and fixable.
2. I was interrogated by armed agents based on a peaceful email and referred by "McCain's office." Why?

Both of these statements are true from my point of view. Both statements require confirmation and explanation from your point of view. I can give both.

Respectfully,

John Barry Smith
MAJ USA (Ret)

408 659 3552
Below is from PGP manual:
"Distributing Your Public Key
After you create your keys, you need to make them available to others so that they can send you encrypted e-mail and verify your digital signature. You have several alternatives for distributing your public key:
¥ Make your public key available through a public key server
¥ Include your public key in an e-mail message
¥ Export your public key or copy it to a text file
Since your public key is basically composed of a block of text, it is really quite easy to make it available through a public key server, include it in an e-mail message or export or copy it to a file. The recipient can then use whatever method is most convenient to add your public key to their public keyring."

Here is my public key:
-----BEGIN PGP PUBLIC KEY BLOCK-----
From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:03 AM PDT
To: GrassleySenator
Subject: Documents to support FBI/NTSB TWA 800 investigation

Charles Grassley
United States Senate
135 Hart Senate Office Building
Washington, DC 20510-1501
(202)224-3744

Dear Senator Grassley, 30 November 1998

Attached is documented evidence to support position that FBI was
focused on their own explanation for TWA 800 (bomb or missile), did not consider other explanations, and did not interview persons with an alternate explanation, (Wiring/Cargo Door), who requested to be interviewed.

Whether I am right or wrong about wiring/cargo door explanation for TWA 800, I have not been interviewed by the FBI after repeated requests over a two and a half year period. The below emails to the FBI will explain everything. I have tried objective, personal, reasonable, telling a story, facts, data, evidence, precedent, and logic using US government reports as basis for conclusions, but no interest from the FBI.

Senator Grassley, I invite your investigators to check out the wiring/cargo door explanation at www.corazon.com and interview me please. Let me explain the wiring/cargo door explanation to an aviation expert that knows about airplane crashes and not about finding bad guys. TWA 800 was a plane crash, not a bank robbery. I offer a mechanical explanation for TWA 800 that has happened before, UAL 811, and that probable cause was provided by NTSB: Inadvertent opening of the forward cargo door in flight caused by a faulty electrical switch or faulty Poly X/Kapton wiring. IÕm stating the same cause is for TWA 800.

Please do to me, an interview, that you are suggesting the FBI did not do and should have, thoroughly check out all reasonable explanations for TWA 800, not only the favorite of the moment, bomb or missile or center tank explosion but a reasonable mechanical explanation supported by facts, data, and evidence, wiring/cargo door.

"When the premier federal law enforcement agency fights the truth, innocent people can get hurt," said Grassley, a longtime FBI critic who chairs the Judiciary subcommittee on administrative oversight and the courts. "This is the ugly side of the FBI that people don't see."
Sir, I see it. And 229 people did get hurt on Swiss Air Flight 111 because of probable electrical problems caused by the same kind of wire that was on TWA 800, Poly X/Kapton.

Senator John McCain and Congressman Sam Farr are well aware of wiring/cargo door explanation for TWA 800; they are open minded:

Text of 1 May 98 letter from Congressman Farr:

"Dear Mr. Smith:
Thank you for contacting me recently regarding your ongoing interest in the forward cargo door of TWA flight 800. I appreciated hearing from you.
I am, of course, glad to help, and am therefore in touch with the appropriate government agency on your behalf. I will write to you again as soon as a response is available, but please let me know if there is anything further that I can do for you in the interim.

Sincerely,

Sam Farr
Member of Congress

6 June, 1997. Senator McCain writes to me and states, "My staff reviewed the detailed information you provided concerning a faulty cargo door which could have caused the crash. They promptly contacted the appropriate agencies and were advised they had received similar correspondence from you and were aware of and looking into your theory. Inasmuch as the investigation is not yet complete, I expect that the information you provided is being handled appropriately by the crash investigation team."

Excerpt of 4 Mar 98 letter from Senator John McCain to me: "I have received your letter regarding the forward cargo door of TWA Flight
800, and your interest in meeting with someone at the National
Transportation Safety Board (NTSB) relating your concerns. I have
contacted the NTSB on your behalf, about your concerns. I have asked
for a prompt response to be sent directly to you."

Senator, there is no qualifier in front of the word, "Investigation" for the
Federal Bureau of Investigation. I ask again for an interview with the
FBI, NTSB, or your office, Senator Grassley. I really have important
information for consideration.

Respectfully,

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

FBI Role in TWA Case Draws Senate Scrutiny
By Michael Grunwald
Washington Post Staff Writer
Thursday, November 26, 1998; Page A01
In September 1996, two months after TWA Flight 800 exploded off the Long Island shore, an FBI agent led a woman in cutoff jeans into the high-security hangar where the wreckage was stored. She surveyed the debris, then announced her conclusion: A bomb hidden in a suitcase near the left wing had destroyed the plane.

She was wrong: A two-year investigation ultimately concluded that mechanical failure, not sabotage, downed TWA 800. But her error, according to Senate investigators reviewing the FBI's $20 million probe, was not surprising, considering her area of expertise. She was a self-described psychic.

The decision to call in a soothsayer was apparently a one-time mistake by a low-level agent, but according to several National Transportation Safety Board officials and a former high-ranking FBI scientist, it was not the bureau's only error. The critics have told Senate investigators that the FBI mishandled evidence and mistreated the safety board during the TWA probe. They will testify at a Judiciary subcommittee hearing this winter, the first public airing of the tensions that simmered between the two agencies.

An even larger problem, according to witnesses cooperating with the inquiry by Sen. Charles E. Grassley (R-Iowa), was that FBI officials made a near-rush to judgment, setting out to find evidence of a bomb or missile instead of setting out to find the truth.

FBI officials angrily reject the allegations. They see the massive TWA investigation as a model for the future, noting that even though they suspected at the outset that terrorists brought down Flight 800, they conducted a thorough and open-minded probe that eventually reached the right conclusion. James K. Kallstrom, the former head of the FBI's New York office, said conspiracy theorists have accused the FBI of suppressing, not promoting, evidence that a bomb or missile killed all 230 people aboard the Boeing 747.

"We never went off half-cocked -- it was the absolute opposite of that," said Kallstrom, who led the TWA 800 investigation and is now director of security for a national credit card firm. "What a crazy notion. Let me tell you something: I'm looking forward to this hearing."
"Oh, it's easy to criticize us now," Kallstrom added. "Just remember: We got it right."
But several NTSB officials -- along with William Tobin, the FBI's former chief metallurgist -- have told Grassley's investigators that the bureau came close to getting it wrong. They allege that FBI officials were convinced terrorists had targeted the plane, and often scoffed at their suggestions that a mechanical malfunction could have ignited fumes in the jumbo jet's center fuel tank. The critics also say the bureau's hasty assumptions about TWA 800 may have helped fuel the conspiracy theories, such as the Navy missile scenario proposed by Oliver Stone for a special that was rejected by ABC after complaints by the NTSB and some ABC reporters.
The federal officials have criticized the FBI on many issues, from a barrage of early media leaks suggesting sabotage to its refusal to let NTSB investigators photograph evidence to a supervisor's destruction of a piece of evidence. Some argue that the problems with the investigation reflected broader problems at the bureau: a dismissive attitude toward science, a preoccupation with turf, a reluctance to cooperate.
"When the premier federal law enforcement agency fights the truth, innocent people can get hurt," said Grassley, a longtime FBI critic who chairs the Judiciary subcommittee on administrative oversight and the courts. "This is the ugly side of the FBI that people don't see."
Memories of the World Trade Center and Oklahoma City bombings were still fresh when Flight 800 exploded on July 17, 1996, and investigators from the FBI and the NTSB initially assumed someone had attacked the New York-to-Paris flight. In the days after the explosion, Kallstrom publicly vowed to bring those responsible to justice. But while dozens of subsequent news media reports quoted unnamed sources suggesting the FBI had evidence of sabotage, citing discoveries of "explosive residue" and "blast damage in the forward landing gear," there was never an official declaration of a criminal act.
After conducting more than 7,000 interviews and chasing more than 3,000 tips from the public, the FBI ultimately concluded in November 1997 that there was no evidence of any criminal wrongdoing. The NTSB
then took sole control of the investigation, but has yet to determine exactly what caused the fuel tank explosion. Nevertheless, it has been the most exhaustive and expensive investigation in aviation history, prompting tighter security guidelines and new NTSB recommendations to prevent explosions in fuel tanks.

The culture clash between the two agencies was an open secret during the investigation, even though NTSB officials never complained about it publicly. Now, though, NTSB metallurgists Frank Zakar and Michael Marx and supervisor Hank Hughes are cooperating with Grassley's investigators.

Zakar, Marx and Hughes will not comment publicly until the hearing, but NTSB managing director Peter Goelz acknowledged in an interview that the safety board had problems with the FBI. "Inevitably, there's going to be elbowing back and forth in an investigation like this," Goelz said. "In our opinion, some of the FBI's actions may have prolonged the investigation, and they may have given rise to some of the conspiracy stuff out there. But they certainly didn't ruin the investigation."

The skirmishing over turf began almost as soon as the plane exploded. That night, amid widespread fears that terrorists might strike again, the FBI dispatched 400 agents all over Long Island. NTSB investigators did not arrive until dawn and it quickly became evident that their staff levels, resources and equipment were paltry compared with the FBI's. So the FBI took control of the crash site, even though legally the safety board was supposed to be in charge until it was clear a crime had been committed.

NTSB officials have told Grassley's investigators they felt intimidated by the phalanx of FBI agents with guns, but Kallstrom called those complaints ludicrous. "We took a dominant role because we had a dominant mission," he said. "The NTSB didn't even have people ready to go. What the hell was I supposed to do, wait around for them to get ready?"

For months, the bureau controlled access to witnesses, specimens and the crash scene, and did not allow NTSB investigators to photograph
evidence or copy reports of FBI interviews. In many cases, the board's investigators said they had to reinterview witnesses about air safety issues after they realized that FBI agents had asked them only criminal investigative questions. "If anything's going to give rise to grassy knoll theories, that's it," Goelz said. "We should have had access to everything."

In a series of memos to his FBI supervisors reviewed by The Washington Post, Tobin complained about an internal atmosphere of intimidation, "a bias toward sabotage" and "the tendency to try to fit the evidence or data to a particular theory." Tobin, who also criticized the FBI during the highly publicized investigation of its crime laboratory and recently retired as chief FBI metallurgist, wrote that he "felt like a salmon swimming upstream" on Long Island, surrounded by FBI explosives experts unwilling to consider the possibility of an accident. "In the near hysteria that existed, my continual urgings of prudence and caution in interpretation of events were not well received in some quarters in light of what was considered obvious and overwhelming 'forensic evidence,' " Tobin wrote on Sept. 15, 1996. "My repeated judgments that the material damage and deformity was not consistent with blast damage was considered heresy in the law enforcement community. . . . The last time I brought the subject up, it was brusquely indicated to me that mechanical failure was not possible."

Kallstrom denied those allegations, saying that in fact it was Tobin who jumped to conclusions, pressuring Kallstrom to announce that mechanical failure caused the disaster far earlier than he should have. Tobin and the NTSB scientists also have alleged several FBI procedural foul-ups, all of which Kallstrom either denied or said he could not recall. Some were goofy but inconsequential, like the psychic who was summoned to the high-security hangar, or the "military officer" who helped oversee helicopter landings near the hangar until he was exposed as a fraud in a costume. Other allegations were more serious, from poor documentation of forensic evidence such as seat covers and poor training of FBI technicians to a failure to use global satellite positioning for victim recovery and the expertise of the Bureau of Alcohol, Tobacco
and Firearms for explosives analysis.

In one misstep, according to NTSB witnesses, the FBI tried to store bloodstained clothing and other physical evidence in a refrigerated truck. But the refrigeration unit ran out of fuel over a hot September weekend, and the evidence baked for more than two days in 90-degree heat. By the time the problem was fixed, mold had grown all over it. The witnesses also reported that an FBI agent hammered two pieces of wreckage together in the hangar, and an FBI supervisor ripped metal fragments out of a seat cushion during an argument about their trajectory. The two FBI employees in question were both transferred out of the explosives unit last year after they were accused of mistakes in earlier cases by the Justice Department's inspector general. Tobin argues in his memos that the explosives unit was part of the problem on Long Island. In one, Tobin complained of bomb team specialists saying things like "only a bomb could have caused this damage" without offering scientific proof, often "in an intimidating tone."

"The cowboys were in control, not the scientists," said attorney David K. Colapinto, who represents Tobin as well as former FBI chemist Frederic Whitehurst, whose allegations of misconduct launched the lab investigation. "That's been the big problem at the FBI."

Grassley's hearing could revive fading memories of Inspector General Michael R. Bromwich's stinging 1997 report on the bureau's crime lab. The lab has a new director and recently passed muster with the national accreditation body for the first time. The explosives unit, which was reconstituted under a new supervisor, has earned praise for its recent work in the U.S. embassy bombings in Kenya and Tanzania.

In any case, FBI officials say they have put the past behind them. After Swissair Flight 111 crashed off Nova Scotia on Sept. 2, killing all 229 people aboard, an FBI spokesman noted the next day that "preliminary indications show absolutely no sign of a criminal act." The investigation -- which the FBI did not lead -- ultimately confirmed that.

"Things have changed," said Donald Kerr, the assistant FBI director who runs the lab. "It's very clear that the role of science is more important at
Flight 800 aftermath
Focus is now on FBI's actions

Saturday, November 28, 1998
THE FBI calls it a perfect example of how to investigate a plane crash. The National Transportation Safety Board calls it a disaster. Nearly 2 1/2 years after TWA Flight 800 exploded over Long Island Sound, killing all 230 people on board, the two agencies assigned to look into the explosion are still at each other's throats over the way the probe was conducted.

Now Congress is going to investigate the investigation. It may sound absurd, but it's actually a good idea. Although the FBI eventually concluded that the blast was caused by mechanical failure, not sabotage, the agency took $20 million, 7,000 witnesses, and 16 months to come to that conclusion.

In the wake of the investigation, the FBI is accused of running roughshod over NTSB officials, mishandling evidence, and of brushing aside scientific opinion in an overzealous attempt to support sabotage theories.

Both agencies agree that the FBI got it right in the end. But NTSB officials say the FBI's early conclusions helped make the investigation the most expensive in aviation history, and hampered both agencies and the families of the victims from learning the truth sooner. At one point, the FBI even turned to a soothsayer, who told agents that a bomb hidden in a suitcase brought the plane down.

The FBI led the investigation and controlled the crash scene, even though the NTSB was legally authorized to do so. NTSB officials say they were not allowed to photograph evidence -- normal agency procedure -- or make copies of interviews done by the FBI. Even when
NTSB officials were given access to witness statements, many had to be re-interviewed because FBI agents had only asked sabotage-related questions, which many people believe gave life to unfounded missile and bomb theories.

NTSB officials also say the FBI refused the expertise of other federal agencies and, in some cases, mishandled evidence. In one instance, NTSB officials say bloodstained clothing was improperly stored, and mold grew on it.

The grievances will be addressed during Senate Judiciary subcommittee hearings this winter. The sooner the better.

Disasters like TWA Flight 800 should be a time for federal agencies to share their expertise to get results -- not a time to wage turf wars.

CRASH OF TWA FLIGHT 800

New York Field Office

Phone:

1-888-245-4636

E-Mail:
On the evening of Wednesday, July 17, 1996, TWA Flight 800, carrying 212 passengers and 17 crew members, exploded and crashed into the Atlantic Ocean off the coast of Long Island shortly after taking off from New York City's John F. Kennedy International Airport en route to Paris. There were no survivors, and at this time the cause of the crash has not been determined.

Information from the public is always critical to the ability of law enforcement to do its job. As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash. A special toll-free line has been established for this purpose. If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to newyork@fbi.gov.

All calls will be kept in the strictest confidence.
I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.

e-mail at barry@corazon.com

phone 4086593552

address 551 Country Club Drive
Carmel Valley Ca 93924

This is John Barry Smith. I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.

e-mail at barry@corazon.com
I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.

The culprit was caught on radar. A radar blip fell with the aircraft, news reports state. The cargo door opened inadvertently and explosive decompression leading to disintegration of wing storing fuel to fireball. Extensive research on UA Flight 811, Pan Am 103 and other accidents has led me to this inescapable conclusion. I welcome contrary discussion.

Email at barry@corazon.com.

John Barry Smith email at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924
From ???@??? Tue Aug 06 22:36:48 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA crash cause
Cc:
Bcc:
X-Attachments:
How about investigating crash cause? Here's your answer.

Flight Summaries of Three Flights:
TWA Flight 800, UAL Flight 811, Pan Am Flight 103
#
#
(From news sources:)
TWA Flight 800 was a scheduled passenger flight from New York to Paris. The flight was uneventful until after departure from New York. While climbing through 13,500 feet an event occurred which tore the nose off the aircraft. The nose fell into the sea. The rest of the aircraft continued on descending until approximately 9,500 feet where it exploded into a fireball and dropped into the sea. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A streak was seen near the aircraft just before destruction. A strange radar blip was seen before destruction falling with the aircraft. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased. No evidence of a bomb has been found on recovered wreckage. Front cargo door found in pieces. The aircraft was a Boeing 747-131, an early 747 with high flight time and flight cycles.
#
Explanations for TWA Flight 800: Boeing 747-131 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Door opening and tearing off would be visible as streak as it reflects evening sun at 13500 feet near New York City on July 17th. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane
after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

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(From UAL Flight 811 Accident Report NTSB)

UAL Flight 811 was a scheduled passenger flight from Los Angeles to Sydney, Australia, with stops in Honolulu, Hi and Auckland, New Zealand. The flight was uneventful until after departure from Honolulu. While climbing from FL220 to FL230 the crew heard a "Thump" followed by an explosion. An explosive decompression was experienced and the #3 and #4 engines were shutdown because of FOD. The FLT returned to Honolulu and passengers were evacuated. Inspection revealed the forward lower lobe cargo door departed inflight causing extensive damage to the fuselage and cabin adjacent to the door. Investigation centered around design and certification of the door which allowed it to be improperly latched, and the operation and maintenance to assure airworthiness of the door and latching mechanism.

Additional information extracted from report: Front cargo door found in two pieces. Crew erroneously reported bomb onboard to tower after hearing explosion. Radar tracked door down to ocean contact. Recorders played loud bang/sound then silence. Nine passengers were ejected and lost at sea. The aircraft was a Boeing 747-122, an early 747 with high flight time and flight cycles.

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Explanations for UAL Flight 811: Boeing 747-122 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off depending of variables such as angle of attack, airspeed, turbulence and strength of fuselage. Cargo door would be picked up as radar return as it spun away from aircraft. Door opened inadvertently because of various reasons
consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

(From Pan Am Flight 103 Accident Report Dept or Transport)

Pan Am Flight 103 was a scheduled passenger flight from London to New York. The flight was uneventful until seven minutes after leveling off after climb. While level at FL310 an event occurred which tore the nose off the aircraft. The nose fell to the ground. The rest of the aircraft continued on descending and crashing into the town of Lockerbie. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A strange radar blip was seen before destruction. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased.

Additional information extracted from report: Front cargo door found in two pieces. Reconstruction shows cargo door area in first sequence of destruction. Eight passengers missing and not accounted for. The aircraft was a Boeing 747-121, an early 747 with high flight time and flight cycles.

Explanations for Pan Am Flight 103: Boeing 747-121 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as
design error, improper latching, electrical problems, wear and tear, or other unknown reason.

Summary of the Summaries: Three early Boeing 747-100 series high flight time, high cycles aircraft with history of front cargo door malfunctions, while climbing after takeoff or shortly thereafter, experience an event which tears a large hole in each right side of each nose at forward cargo door area. Three aircraft later exhibit destruction pattern starting at forward lower lobe cargo door. Three aircraft had flight data recorders record a thump/bang/loud sound, then silence. Three aircraft had radar blips recorded leaving aircraft. Three aircraft deposit front cargo doors in two or more pieces. Two noses are torn off which leaves two aircraft to crash leaving two wreckage trails. Two nearest trails have contents of front baggage compartment indicating contents left first. Two aircraft had no calls from crew to ground. Two aircraft had no survivors. Two aircraft, possibly three, had under ten passengers not accounted for. One aircraft erroneously reports a bomb explosion on board but lands safely allowing investigation to reveal cause of inflight explosion to be inadvertent opening of forward lower lobe cargo door due to design error, improper maintenance, and a faulty switch or wiring in the door control system.

Comment: All statements above supported by documentation. All explained by an inadvertent opening of the forward cargo door in flight. Happened before, happened now; hope it doesn't happen again.

#Contents

barry@corazon.com

From ???@?? Thu Aug 08 17:07:43 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Jiggs
Cc:
Bcc:
Is there a high official of the FBI nicknamed Jiggs? Could you please have him get in touch with me at 408 659 3552 or email me. Barry Smith

From ???@??? Sat Aug 10 00:08:47 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Appear for public help
Cc: 
Bcc: 
X-Attachments:
Message-Id: <v01540b04ae31835fc8b9@[165.227.94.148]>

The paper said today that crash officials are appealing for public help. Here I am, http://www.corazon.com/barryhome.html giving documentation for cargo door opening as cause of TWA crash. I am retired military officer with address, phone web site, and email address. The site documents rational explanation for cause of crash. Please respond. John Barry Smith 551 Country Club Drive Carmel Valley, CA 93924 408 659 3552 barry@corazon.com

From ???@??? Tue Oct 08 21:34:08 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Forward to Secret Service
Cc: 
Bcc: 
X-Attachments:
Message-Id: <v01540b03ae807909da3e@[165.227.94.216]>

Please forward to the Secret Service as this refers to the danger to the life of the President of the United States.
Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.
Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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 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
ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and
man to man, I ask that you check out the forward cargo door as the
cause of the crash of TWA Flight 800. My Social Security Number is
562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of
Investigation.

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

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

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

CC: Boeing Company
US Air Force
TWA

From ???@??? Mon Sep 02 10:37:50 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Fiction story about TWA 800
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0bae5061e918a7@[165.227.94.168]>

Fiction story, there's another on the web site at fictionbelieveme.html
Please forward.
#
Plane Crash Investigation
Fiction by John Barry Smith
1 Sep 1996
There was once a plane crash. It was terrible. Many children, boys, girls, men and women died terribly by being burnt, smashed, cut, and suffocated. Their families and friends cried when they found out. Everyone was sad and upset. It was a mystery why the plane crashed. Everyone said, "Find out why the plane crashed."
So they did. Here's how they found out how the plane crashed. The government established an agency composed of experts to investigate the circumstances and events leading to, during, and after the crash. The government agency, called the National Transportation Safety Board, or the NTSB, appointed a person to oversee the Board. He was called the Appointee. He believed that his Administration oversaw the safest aviation transportation system in the world. And he was right.
The Appointee went to the scene of the crash. It was a mess; bodies and pieces of plane were everywhere. The NTSB took charge and organized teams to recover the pieces of the bodies and the plane. The pieces of bodies went in one direction and the pieces of plane to another where it was put back together. The bodies were not put back together, or they were, I'm not sure about that.
The NTSB had an investigator, called the Investigator, but needed more help; like most government agencies they were underfunded and understaffed. No government agency ever has enough funds or staff, that's why they are called government agencies. The Investigator believed that he investigated aircraft accidents fairly and comprehensively. And he was right.
The NTSB Appointee asked the company who made the airplane if they would send someone over to help discover why his airplane crashed and killed all these people. The airplane maker said, sure, here he is, you can call him the manufacturer's representative; we can call him the Maker.
The Maker went to the crash site to help the NTSB. He believed his airplane to be the strongest, safest airplane in the world. And he was right.
Everybody had ideas why the plane crashed. The most exciting ones were the most talked about, of course. What is the most exciting one you can think of? Boom? Yes! A bomb goes boom in a boom box is an
exciting idea. But, it's been done before, so this time, bomb go boom in a boom box was not accepted right away. But maybe an exciting rocket powered missile could have hit the airplane? Maybe! So the Government agency involved with missile attacks by foreigners, the Federal Bureau of Bomb Investigation, was brought into the mystery. The FBBI assigned an agent, the Agent, who believed that he conducted investigations that were complete and based on fact. And he was right. He initially wanted to find a bomb but if he couldn't get that, he would settle for a missile; so they started examining every piece of the airplane for explosive residue. Residue is something very small, invisible trace usually, which is found on something very small, a fragment actually. Explosive residue can be found around a child's cap gun or a nuclear explosion so if the residue is found, the conclusion can be very flexible and be made to fit whoever makes the discovery. So everyone worked very hard to find explosive residue. And they found some! But there was nothing around the residue that looked like an explosion had hit it so the residue stood alone waiting.

The NTSB Appointee, his Investigator, the Maker, and the FBBI Agent were all at the hangar where the pieces of the plane were being put back together one day. They stood around. They each had a cup of coffee in a cup with their agency logo on it which matched their windbreakers. They were sharp.

"How about them 'Niners," one of them said, "think they got a chance 'gainst Dallas this year?"

"No," the Agent replied.

"How's the investigation going?" asked the Investigator.

"Wait a minute, that's my question," said the Appointee.

"Well, I can ask that question, too," said the Agent.

"Yeah, me too," said the Maker.

"OK, OK, everybody can share and ask the question, how's the investigation going?" said the Appointee.

"What investigation," said the agent, and they all laughed. They got along awfully nice together.

"Well, the plane came apart in the air. The nose separated first and fell
forming a debris trail. The rest of the airplane fell and exploded later forming its own debris trail," said the Maker.

"We haven't found any conclusive evidence of a bomb or missile or any hostile action against the plane," said the Agent.

"We reviewed the paper history of the plane and discovered it is an early model Boeing 747 and has over fifty thousand hours of flight time with several airlines flying all over the world in all types of conditions. There are also two Airworthiness Directives against the only item in front of the wing near where the destruction occurred on the right side which caused the nose to come off: the forward cargo door," said the Investigator.

An Airworthiness Directive is an order to the airline from the Federal Aviation Authority that a very dangerous condition exists and if the instructions in the Airworthiness Directive are not followed exactly, the aircraft is not permitted to fly. The forward cargo door had two Airworthiness Directives based upon previous events in which passengers were killed because of the door malfunctioning and opening in flight.

"The people are trusting us to find out what's wrong. They are continuing to fly in this type aircraft. I have consoled the victim's families. We will give daily press briefings and keep the public fully informed of all our discoveries regardless how trivial we think they may be now. I've asked for help from the public, has anyone received any help?" asked the Appointee.

"Yes, I have," said the Investigator.

"What was the help," asked the Appointee.

"An informed member of the public, who has vast experience in many aspects of aviation, suggested I visit his web site which has a hundred pages of documented evidence linking three crashes of similar type aircraft to this crash. The linking evidence is solid. He said to compare this crash to another which is similar and had a solution. The conclusion is that the inadvertent opening of the forward cargo door is tearing off leaving a big hole which causes the whole nose to come off. I reviewed the pages and they are legitimate extracts from government reports. The
member of the public said he was granting our request for help and suggested we rule out the cargo door right away," the Investigator concluded.
"Well, that was very nice of the public," said the agent, "what a nice guy."
"That's very interesting," said the Maker, "let me check out that theory, where is the cargo door?"
"Over there," said the Agent who had previously checked it for explosive residue and found none even though a large explosion was suspected in the vicinity. The Maker walked over to the pieces of the door.
"What's the address of the web site," asked the Appointee, "I'd like to peruse the pages."
"http://www.corazon.com" said the Investigator, "and his email address is barry@corazon.com."
The Appointee went over to a nearby computer, went on the internet, booted up a web browser, put in URL address, and started reading the pages.
The Investigator asked the Agent, "Can you get us copies of the other accident reports although they belong to foreign countries."
"Can do easy, GI," said the agent and immediately picked out the small cellular phone from his coat and made a call. The logo of his agency was on the back of the phone and matched his coffee cup and windbreaker. He was sharp.
The Agent called some other agents who called some people who obtained the files and faxed them to the Agent in the hangar. "Yeah, getting confidential files from a foreign government quickly, piece of cake," the Agent mumbled under his breath.
"Hey this is great," said the Investigator, as the faxes came across.
"Look at the evidence of voice recorder, radar information, destruction sequence, engine evidence, body pathology, and aircraft reconstruction, it all matches! And the one crash that we definitely know was a cargo door has matching evidence to the mostly mysterious ones."
"Who said the one sure cause was a cargo door?" asked the Agent.
"Me," said the Investigator, "I did that crash and it was the door opening in flight, we found the door, it was unlocked, all the evidence is correct."
"Hey this is great! This is very interesting," said the Appointee while reading the one hundred pages of the crash web site. "All the evidence matches. There is a link of cargo door opening to all these crashes. We should check this out."

Just then a loud shout went up over by the cargo door reconstruction area. The Appointee, the Agent, and the Investigator all looked over at the Maker who was jumping up and down shouting, "Come over here, come over here, I've found it, I've found it!"

Now, everybody reading this story, relax, don't panic, everything is going to be all right. This is just a story and not real life. We'll take a little break here to rest our brains.

Look around, you're still safe, you understand most of what your reading, and it's easy to just read words. To review: A terrible thing happened. The government is going to find out what happened so that it does not happen again. This is how they do it. Everything is organized before the terrible thing happens so that the truth will come out quickly and you can quit worrying. The four concerned parties were the Maker, the Investigator, the Agent, and the Appointee. The people who actually flew in the airplane and died in the airplane, the Pilot and the Passenger, were not concerned, not represented, and thus were not included. They would probably get too emotional, anyway.

"Over here, over here," shouted the Maker, "I've found it!"

The Appointee, the Agent, and the Investigator rushed over the to Maker who was kneeling next to the forward cargo door pieces.

"Look at this," said the Maker, pointing to the cam locks, the cam sectors, the locking pins, the door control wire bundle and the edges of the broken door. "Yes it's all here," said the Maker, "here is the locked lock sectors, the unlocked cam sectors, the worn metal cams and locking pins, the frayed wire bundle, and the broken pieces of door."

"What's it mean?" asked the Agent.

"It means that the door looked locked but wasn't fully latched. The metal is worn from constant use. The frayed wire bundle sent a erroneous
signal to the door to open. The door opened up and outward into the slipstream and broke in half right here," said the Maker, pointing to the broken door halves.

"You know, I was right all along," continued the Maker, "my first airplane of this type did not have a door like this, only later was it added at the airlines insistence. And then later we changed the door so that it opens inward and upward so that if the door opens accidentally in flight the inside pressure will keep it closed and it will not tear off a large piece of nose skin which leads to the whole nose tearing off and crashing the airplane. See, we learn from our mistakes," finished the Maker, contentedly.

"Ah," said the Investigator, "this new crashed door matches the old crashed doors which match the known cause of door opening crash. It definitely is the door opening which caused the crash," finished the Investigator, contentedly.

"And look," said the Agent, "the floor beams are bent and fractured in the same way as a door opening event and not the opposite way as in an explosive event. It definitely was not a bomb but a door opening which caused this crash," said the Agent, contentedly.

They had found out the cause of their crash. They had done their job. They had earned their pay. They had fulfilled their years of education, striving, and experience. By teamwork, preparation and patience, they had unraveled a mystery. They all reached into their coat pockets for their cellular phones to make the calls to their bosses.

The Maker called his home office and spoke to the Chief Executive Officer. The Maker explained the door mechanical problem and how to fix it. The CEO told the Maker he would talk with the Board of Directors and get back to him. The Maker hung up satisfied with a job well done.

The Agent had called his Director and explained the discovery of the door problem. The Director had told the Agent he would talk with the Attorney General and get back to him. The Agent hung up satisfied with a job well done.

The Investigator called his family and told them of the door discovery.
His family said they would talk with his buddies and would get back to
him. The Investigator hung up satisfied with a job well done.
The Appointee called the Secretary and told him of the door problem
discovery. The Secretary said he would talk to the President and get
back to him. The Appointee hung up satisfied with a job well done.
"Well, what caused the door to open," asked the Appointee.
"Good question," said everybody.
"We'll get to that later," said the Maker, as they all waited for the phones
to ring with the news from their bosses about congratulations, raises,
promotions, assignments, and interviews.
The phone rang. It was for the Maker. He opened the cellular flap and
listened to his boss.
The phone rang. It was for the Agent. He opened the cellular flap and
listened to his boss.
The phone rang. It was for the Investigator. He opened the cellular flap
and listened to his boss.
The phone rang. It was for the Appointee. He opened the cellular flap
and listened to his boss.
After a few minutes of listening, the Maker, the Agent, the Investigator,
and the Appointee folded the cellular flaps closed and put their phones
back inside their jackets. They were silent. They went to a table and had
a cup of coffee.
"How about them 'Niners, think they got a change against Dallas this
year?" asked the Agent.
"No," said the Maker. "I think I may have been a bit hasty in my
conclusion about the cause of the crash."
"I might have jumped the gun, too," said the Investigator.
"I may have rushed to a conclusion, also," said the Agent.
"I could have been brash," said the Appointee. "Let's reconsider."
"Yes, let's reconsider," they all agreed. And they did.
"I'll start," said the Maker, "my Chief Executive Officer reported from
the Board of Directors who said that I may have been a bit hasty about
the cause of the crash. Now that the cause of the crash might be
determined to be a faulty forward cargo door, these events will take
place as soon as it is official. Seven billion dollars of orders for this model aircraft will be cancelled, two billion dollars in liability claims will be paid by the company, new orders for our other aircraft will be slow in arriving, if ever; the repair costs for the faulty doors on all the aircraft will cost one billion dollars, our quality reputation will disappear, our stock price will disappear costing us billions in company value, and ten thousand employees will be laid off with no pension or health plan, including me. My boss asked me if I understood very clearly what he had told me, especially about the laid off with no pension part. I said I did," concluded the somber Maker. After a moment's reflection he added, "I definitely was a bit hasty about the cause of this accident. I'm reconsidering the accident cause right now." "I'm next," said the Investigator. "My wife told me that I might have jumped the gun on the accident cause. When she called all my buddies and told them the cause of the accident was a door, they said that they were involved in the previous accidents which were said to be bombs but are now proven to be incorrect. Their reputations are shot, they have lost their credibility as accident investigators, they will not be able to get a job, their self esteem is gone, and they have said for me never to ever again contact them in any way. My wife is very concerned about my position now that I would be the enemy of all my coworkers. She fears for her security and for our daughter who may now not be able to afford dentistry and will have all the other kids laughing at her funny mouth. She might have to go to her parent's house with our daughter. She asked did I understand what she had said, especially the part about her going to her parent's house with our daughter. I said I did," concluded the somber Investigator. After a moment's reflection he added, "I definitely jumped the gun on the accident cause. I'm reconsidering right now." "My turn," said the Agent. "My Director informed the Attorney General who said that I may have rushed to a conclusion on the accident cause. He said that now that the cause was a mechanical problem caused by us and not a bomb from foreign enemies the new request for additional funds for new agents will not be approved. Because our current agent staffing guide is based upon previous bombing incidents on airplanes
that now appear not to have happened, our current staff will be reduced. Since we made errors in announcements of explosive finds, the public has lost confidence in our judgment and all our surreptitious activities such as monitoring mail and communications through court orders will be curtailed because of lack of court approval. With the general lessening of fear from foreign terrorists our recent inroads into overseas areas with local liaison offices, we will be told to leave and return to the United States and leave the overseas investigations to the locals or the CIA. Because we bungled this bombing investigation we will not be able to expand our investigative efforts into other areas, such as bankruptcies, and will be restricted to domestic crime. Since our budget will be slashed, our mission curtailed, and our employees laid off, I am to be assigned to a place I don't want to go to, for longer than I can stand, doing a job I hate. The Director asked me if I understood what he said, especially about the new assignment part. I said I did," concluded the somber Agent. After a moment's reflection he added, "I definitely rushed to a conclusion on the accident cause. I'm reconsidering right now."

"I guess I'm last," said the Appointee. "My Secretary called the President who said I could have been brash about the accident cause. The President said that now that the cause might be a mechanical problem which has gone on for years undetected instead of foreign terrorists, many changes will occur. When the manufacturer loses orders he lays off employees who are upset and vote against him. When the manufacturer lays off employees they don't pay their bills and go bankrupt and the entire economy of a large area of the country is adversely affected with people who will not vote for him. The billions of dollars coming into the country from overseas for airplanes will not be coming in and the national debt rises upsetting all the people who will not vote for him. The billions of dollars for airplanes will now go to a foreign country making them stronger. The cause being undetected for so long has allowed other planes to crash and kill people upsetting the victim's families and friends who will not vote for him. The reputation of the country resides in the quality of its products and the number one
product of America has now shown to be defective, allowing the world to laugh at us. In addition, he will now have to apologize to a foreign leader for erroneously blaming him for bombing and destroying an aircraft resulting in sanctions against his country resulting in hardship for millions of his innocent citizens. The blame for the delay in detecting the cause, the blame for allowing the defective door to be certified as OK, the lack of oversight in enforcing the Airworthiness Directives, the revelations of sloppy paperwork and maintenance records will ensure that his administration will not be returned to power in the upcoming election. The President said that if he goes down everyone goes down. I will be replaced as Appointee and will never be appointed to anything higher than pre-school yard monitor for the rest of my life. The Secretary asked me if I understood everything he said, especially about the schoolyard monitor part. I said I did," concluded the somber Appointee. After a moment's reflection he added, "I definitely was brash on the accident cause. I'm reconsidering right now."

So they reconsidered. They did not consider their own well being; they were above selfish self interest. They thought about their company, about their friends, about their mission, and about their country. Their personal safety, the security of their families, their aspirations about their careers, and the respect of their fellows did not enter into their considerations one bit. They cared about a higher truth. They thought about loyalty to company, mission, friends, and country. They thought about right and wrong. They were not traitors. They were not thieves. They were not bad people. They realized they had to re-evaluate the cause of the crash. They needed to look closer at the evidence. They needed to consider some new conclusions based upon the closer look at the evidence. So they did.

They looked at the radar evidence of blips just before the two aircraft disintegrated. Hey, could be an anomaly, they all agreed. They looked at the one half second loud sound then silence from the four aircraft. Hey, listening closer to this short sound makes it clear that this sound is different from all the rest of the short loud sounds. They are all different short loud sounds, they all agreed.
They looked at the FODDED engine number three of the three aircraft. Hey, this foreign object junk could be anything, including the lining of the intake. The FOD could be anything, they all agreed.

They looked at the missing bodies in the same seats in the three aircraft. Hey, could be sharks or wolves that made them disappear, they all agreed.

They looked at the sudden power cut on the four aircraft. Hey, power cuts off all the time; plug comes out, power station goes out, circuit breaker pops, could be anything. The sudden power cut could be anything, they all agreed.

They looked at the tearing off of the nose on the four aircraft. Hey, could be a bomb. That's right, they all agreed, it could be bombs which tore the nose off all the four aircraft.

They looked at the same type of early model, high flight time Boeing 747 of the four aircraft. Hey, coincidence, they all agreed.

They looked at the streak seen by eyewitnesses. Hey, drunk partygoers see all sorts of stuff, they all laughed, as they agreed to disregard eyewitness evidence.

They decided to ignore cargo door latch cams, lock sectors, pull in hooks, and frayed wire bundles, as well as bent and fractured floor beams, as being too complicated, too difficult to understand and prone to misinterpretation.

The Airworthiness Directives against the door were to be mentioned with no comment. The photographs of the reconstructed fuselage showing the destruction sequence were changed to drawings by an artist who closely followed instructions on what to represent.

They reviewed the evidence. They came to the conclusion that the previous conclusion was hasty, brash, and rushed. It could have looked like an inadvertent opening of the forward cargo door was the probable cause of the crash, but then again it could look like it wasn't. It all depended on how you looked at it. It was only natural to look at it from the company's best interest, the agency's best interest, the family's best interest, and the country's best interest, if they had a choice. And they did have a choice. They came to the sober, well thought out,
conservatively reasoned explanation for the crash was unknown. Their consciences were clear. They had closely examined the evidence and interpreted it in the best possible light for the best interests of their company, their friends, their mission, and their country. They were patriots. They called their bosses on the phones with the new conclusion. They listened, they beamed, they hung up.

"Well," said the Maker, "orders for new planes are pouring in. Our company is more prosperous than ever now that the cause of the crash is not the company's fault. I've just been promoted, given a raise, and given a new assignment I've been wanting for years. My Chief Executive Officer wants to personally pat me on the back," the Maker concluded happily.

"Well," said the Investigator, "my friends have all invited me other to their house for football and a party. I don't have to bring any beer either. My wife said she got a baby sitter for our daughter and she's home right now waiting for me wearing her special outfit. She wants to personally pat me," the Investigator conclude happily.

"Well," said the Agent, "my director said that since the terrorist danger is still out there, all around, our mission of catching our enemies will proceed as planned, overseas and elsewhere. Also, budgets won't be cut and staff won't be reduced. He personally wants to shake my hand and wants me as his right hand man in the home office," the Agent concluded happily.

"Well," said the Appointee, "the President said he is getting much positive feedback from polls claiming the great confidence the people have in their leader who protects them from foreign enemies and domestic problems. The unemployment rate remains low, his campaign contributions continue to pour in, the society continues to travel and do business, confidence in his administration and its supervision of the regulatory agencies is high, his opponents have no issues to attack him with, he gets to be belligerent to non-nuclear countries and appear strong, and he just wants to see me personally and give me a great big hug. He also asked me to pick a job, any job, that my heart desires in the
whole government, and it's mine, just like that," concluded the Appointee happily.
"How about them 'Niners," one of them said, "think they got a chance against Dallas this year?"
"Hell, yes," they all shouted, and went home, happy, guiltless, and content.
And that's how smart, honest, educated people can come to the wrong conclusion about an aircraft accident cause.

#Comment: Best interest rules.

#Contents

barry@corazon.com

From ???@??? Sun Aug 11 10:06:42 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: The President's Life is in Danger
Cc:
Bcc:
X-Attachments: :Master:2649:811holephoto.JPG:
Message-Id: <v01540b12ae33598aee3b@[165.227.94.246]>

There is an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet web site at http://www.corazon.com/barryhome.html

Forward cargo doors are coming off Boeing 747s inflight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the local newspaper, and interested friends. John Barry Smith
Dear Mr. President, Bill Clinton

Dear Mr. Chief of Staff, Leon Panetta

Dear Mr. Secretary of Transportation, Federico Peña

Dear Mr. Director, Federal Aviation Authority, David Hinson

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

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

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

Dear Ms. Attorney General, Department of Justice, Janet Reno

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

Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom

Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

Mr. Panetta, we met in 1980 in your second floor office on Alvarado where I personally thanked you for inquiring on my behalf on a personnel matter while I was stationed in Korea. The last time I saw you, you were walking alone across Toro Park during Earth Day in 1992, just before your selection as Budget Director. I remember thinking, what a job politics is shaking hands at a post hippie ecology get together. I was with a friend selling United Nations videos, not a hot seller. I live up on Country Club Drive in Carmel Valley and pass your family's hand painted sign, Villa Bella Donna, every day on the way to drop my daughter off at Tularcitos Pre-School.
I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash which tears off the nose leading to total destruction and the deaths of all aboard. This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

Sincerely, John Barry Smith

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

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

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

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

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

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

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

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

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

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

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

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

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

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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 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 ÓInvestigationÓ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company

US Air Force
TWA

From ???@??? Sat Sep 21 15:20:45 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: The President, Airplane crash cause and danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0dae69b8379003@[165.227.94.163]>

WEBMASTERS: Please forward this email to appropriate staff

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

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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.

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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.

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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 conoler 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 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

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

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company
    US Air Force
    TWA

From ??@?? Tue Aug 06 04:06:27 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 crash cause
Cc:
Bcc:
X-Attachments:
Please refer me to the appropriate official dealing with the TWA 800 crash. My web site at http://www.corazon.com/barryhome.html deals extensively with the matter. I have important information to pass on regarding this tragic accident. The cause is a cargo door and the dangerous condition continues to exist. The NTSB appears ignorant in the possibility of mechanical cause of an inadvertent cargo door opening causing the nose of 747 to come off and may miss or destroy evidence confirming that cause. Let us assume there is still a link between an informed caring citizen and a responsive government agency responsible for lives. email barry@corazon.com

Date:Fri, 16 Aug 1996 02:04:43 -0400
Message-Id: <v01540b00ae395d28e9f7@[165.227.94.221]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: webmaster@ntsb.gov, newyork@fbi.gov,
WebmasterFAA@MAIL.HQ.FAA.GOV,
    nefft@afsync.hq.af.mil, president@whitehouse.gov,
    boewxx01@ccmail.ca.boeing.com
From: barry@corazon.com
Subject: The President's Life is still in Danger

There is still an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies.
The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659
3552, back
up phone number 408 659 7564, email barry@corazon.com  internet
web site
at http://www.corazon.com/barryhome.html
Forward cargo doors are coming off Boeing 747s inflight. The doors
must be
locked shut until further notice. This alert notice is being sent to the
White House, NTSB, FBI, US Air Force, FAA, news television, the
local
newspaper, and interested friends. Original message sent 11 August
1996
John Barry Smith

The pattern tells the tale.
Email: barry@corazon.com

From ???@??? Fri Sep 06 15:42:51 1996
To: SCHLEDR@ntsb.gov
From: barry@corazon.com
Subject: Airplane crash cause
Cc:
Bcc:
X-Attachments: :Master:31652:811holephotocropped.JPG:
Message-Id: <v01540b01ae55f13ec4ce5c5[165.227.94.220]>

Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Pe^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; itÔs 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.

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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.

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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:
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Fact: Two crashes had crew talking on radio when catastrophic event occurred, possibly all four.
Fact: One crash had visual clue, possibly all four.

All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s 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.

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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 ???@??? Sat Nov 09 08:58:41 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Public Tip
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00aea97ed037f7@[165.227.94.201]>

To: FBI agent reviewing Email, pay attention to me. A tip from the public got you Dillinger. A tip from this public person will get you TWA. The tip is the cause of the crash was the inadvertent opening of the forward cargo door in flight. I am more qualified to give you a tip about TWA crash than was the lady in red for John Dillinger.

I request that Mr. Kallstrom be given this tip to read further.

Mr. Kallstrom, TWA had an explosive event but was not a bomb. It was explosive decompression that mimics bomb. That did not destroy the
plane. The force that did it was the storm of 300 knots of wind into a nine foot by 15 foot hole in the right side of the weakened nose of the 747.

What does "Kallstrom" mean? I believe it means a storm of some kind. You would be aware of the force of 300 knots, others aren't. It is twice the most violent hurricane on earth. And the size of the hole this force blew into was nine foot by 15 foot, a double car garage door size. That force blew into the nose of TWA and blew nose off in an instant.

That is basic common sense of wind force and hole, it is not high tech aerodynamics and does not require experts to figure out. TWA 800 was brought down by mechanical event which mimicked bomb and missile. The door flew away and at dusk looked like streak as it reflected evening orange sun. The pressure equalizing event of door opening caused an explosion. The destroying force, however, was the 300 knots windstorm into weakened fuselage hole.

The storm of wind brought down TWA 800.

The FBI can salvage its reputation as fair investigative agency by finding and determining cause of TWA as mechanical even though it is not in the perceived FBI interest to not have terrorists doing the crime. FBI aviation experts can evaluate cargo door cause by reviewing web site that has complete accident reports of similar crashes.

Be fair, check out mechanical cause as well as human evil. The NTSB is doing center tank fire. It's true, there was a fire but after initial event of door opening, nose tearing off, fuselage and wing falling and disintegrating and spinning jet engines igniting Jet A fuel vapor into fireball. Just as explosive decompression was red herring for bomb, streak red herring for missile, fireball is red herring for initial event as fireball. Cargo door fits all the evidence and has consistently held up over these past four months. It's documented on web site, at http://www.corazon.com. I am the messenger, the lady in red, the message of the movie theater in Chicago, the cargo door is on the web site. Please evaluate.

I am not anonymous, John Barry Smith, 408 659 3552, barry@corazon.com
Dear Mr. Kallstrom, here is the answer to TWA crash.
Friday, 15 November, 1996

Crash of TWA 800: Analysis of two possible causes.
Not a bomb.
Not a missile, friendly or enemy.
Not a meteor/space debris.
Not pilot or other crew error.
Not environment/weather factors.
Not air traffic control.
Not other aircraft/midair.
What else is there?
Mechanical/equipment failure.
What failed?
What is the evidence?
Yes, aircraft was in climb.
Yes, visual streak observed at event.
Yes, primary radar return recorded just before event.
Yes, secondary radar return disappeared abruptly.
Yes, sudden loud sound heard on cockpit voice recorder, CVR.
Yes, abrupt power cut to flight data recorder, FDR.
Yes, fifteen never recovered bodies after extensive search.
Yes, nose separated from rest of aircraft.
Yes, one or more engines exhibited foreign object damage, FOD.
Yes, fireball observed.
Yes, center fuel tank exploded.
Yes, explosive damage on wreckage.
Yes, two main wreckage trails.
Yes, nose wreckage was closer to event than rest of aircraft wreckage.
Yes, breakup started at forward part of fuselage, over or just in front of wing.
Yes, aircraft was high time/high cycles Boeing 747-131.
Yes, 230 people died.
What initial mechanical/equipment failure caused the crash and still satisfies the evidence?

There are only two; center fuel tank explosion and inadvertent opening of the forward cargo door. Which is more likely? Let us examine them side by side.

Climb: Fuel tank contents were same as takeoff, climb should have no effect on explosion. Or: Climb is pressure changing mode of flight and might assist in popping cargo door.

Streak: Fuel streaming out of wing and somehow catching fire leading to explosion. Or: Shiny metal cargo door with white fuselage skin attached spinning away at orange dusk on clear summer night at 13700 feet.

Radar blip anomaly just before event: Tank fire doesn't fit. Or: Large metal cargo door with fuselage skin attached spinning away at 13700 feet close to ground radar site.

Secondary radar return disappeared abruptly. Center fuel tank exploded and cut off power to transponder. Or: Cargo door opened and with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing transponder.

Sudden loud sound on CVR. Tank explodes and sound is recorded on cockpit voice recorder before power is severed. Or: Cargo door with fuselage skin tore away causing explosive decompression loud sound to be recorded on cockpit voice recorder before power is severed.
Abrupt power cut to flight data recorder. Center fuel tank exploded and cut off power to FDR. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing FDR.

Fifteen never recovered bodies: Center tank explosion cremated passengers sitting in explosion area. Or: Cargo door and fuselage skin tore away exposing passengers who were ejected in decompression and sucked into number 3 jet engine and cremated.

Nose separated from rest of aircraft: Center tank explosion cuts fuselage in two just forward of the wing. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing.

One or more engines foreign object damage. Center tank explosion ejects debris into running engines. Or: Cargo door tore away exposing baggage compartment which explosive decompression ejects material into engines.

Center fuel tank exploded into fireball. Center tank explodes from unknown ignition source. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose allowing rest of wing and fuselage to fall and disintegrate into mass of fuel vapor and spinning jet engines which exploded.

Explosive damage on wreckage. Center tank explodes. Or: Cargo door with fuselage skin tore away allowing explosive decompression to occur in passenger compartment and cargo hold which mimics explosion.

Two main wreckage trails. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to
enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank near forward part of wing explodes. Or: Cargo door and fuselage skin tears away just forward of the wing. Aircraft was high time/cycles Boeing 747-131. Two hundred thirty people died.

So, two theories exist which explain much of the evidence. Here is why the cargo door theory is more credible than the center tank explosion theory.

Mechanical/equipment failure. Both are mechanical/equipment failure, Center tank has yet to be discovered essential ignition source which isn't supposed to be ignition source while cargo door is a complicated, previously known to fail and kill, mechanical system with four airworthiness directives against if. Cargo door more likely failure.

Streak at event. Metal door with metal skin spinning away could be reflected orange dusk light and appear as streak. Time of year, altitude, clear night, sun angle, and type of object all fit streak as spinning door. Tank fire with streaming fuel on fire is less likely. Cargo door more likely streak.

Primary radar return before event. Metal door with metal skin spinning away could be primary radar return recorded on nearby ground radar. Center tank would not give return. Cargo door more likely radar return.

Secondary radar return disappeared abruptly. Center tank explosion and nose separating when nine foot by 15 foot gash appears allowing 300 knot wind to enter and tear off nose would both cause abrupt secondary radar return to disappear. Tie.

Sudden loud sound on CVR. Center tank explosion and cargo door would both give sudden loud sound on CVR. Tie until sound matched to fuel tank explosion or explosive decompression.

Abrupt power cut to FDR. Center tank explosion and cargo door causing nose separation would both cause abrupt to FDR. Tie.

Fifteen missing bodies. Center tank explosion and cargo door would
both cause missing never to be recovered bodies. Tie.

Nose separated from rest of aircraft. Center tank explosion would cause nose to separate. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing. Tie.

One or more engines foreign object damage. Center tank explosion and cargo door opening would both cause engines to be foddered. Tie.

Fireball. Center tank explosion and cargo door opening leading to fuselage disintegration would both cause fireball. Tie.

Center fuel tank exploded. Center tank explosion and cargo door would both cause center tank to explode. Tie.

Explosive damage on wreckage. Center tank explosion and cargo door opening would both cause explosive type damage on wreckage. Tie unless no fire explosive damage found on nose section.

Two main wreckage trails. Center tank explosion and cargo door opening would both cause two main wreckage trails. Tie.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explosion and cargo door would both cause nose wreckage to be closer to rest of aircraft wreckage. Tie.

Aircraft was high time/cycles Boeing 747-131. Center tank fire and cargo door more likely on aging aircraft. Tie.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank explosion and cargo door opening would cause breakup at forward part of fuselage. Tie unless breakup is traced to above and forward of the wing on the right side, nearer to the cargo door.

Yes, 230 people died. Center tank explosion and cargo door could both cause the deaths of all passengers. Tie.

Many of the evidence explanations are ties, a few go to cargo door and none alone go to center tank fire. Cargo door theory is more likely.

Additional statements to support cargo door theory.

A structural breakup of a Boeing 747 which is disintegrating in flight can catch fire into a fireball as shown by the Saudi Arabian Airlines Boeing 747 involved in a midair over India. The initial event was not a
center tank fire and yet there was fireball.
Eyewitness pilot saw the fireball of TWA 800 and stated altitude of fireball was 7500 feet, initial event for TWA 800 was at 13700 feet. Center tank fire was secondary event.
Foreign object damage can be cowling material or baggage or human material.
Explosive decompression produces loud sound and mimics a bomb for pressure damage on seats and baggage.
NTSB computer simulation traced inflight breakup of TWA 800 to above and forward of the wing on the right side, exactly where the hole is formed when the cargo door tears away with fuselage skin.
Cargo doors opening in flight are more common than inflight fuel tank explosions.
A cargo door accident exists, UAL 811, with much evidence which matches TWA 800. Two other Boeing 747 crashes exist with much evidence which matches TWA 800 and UAL 811, none of which was caused by center tank fire.
Tank fire accident of Iranian Boeing 747 exists which does not match TWA 800 in wreckage pattern, left wing alone, or extreme weather and lightning.
A Boeing 737 tank fire on the ground does match a Boeing 747 in flight.
Cargo door theory includes center tank explosion.
Additional statement to support center tank explosion. It happened, there was a center tank explosion.
Forward cargo door theory can be proved or disproved easily by examination, experiment and observation:
1. examine forward cargo door for steel rods to confirm AD 88-12-04 complied with on TWA 800.
2. examine cargo door for status of cam latches, unlocked or locked.
3. examine cargo door lock sectors, unlocked or locked.
4. examine cargo door lock sectors and cam sectors for wear and gouging.
5. examine cargo door manual locking bar for locking position.
6. examine all door electrical switches for proper operation.
7. check maintenance history of TWA 800 for previous cargo door problems.
8. note condition of cargo door, in how many pieces to match UAL 811.
9. note position of cargo door when found, close to event site or far away indicating time it left aircraft.
9. detect frayed wiring in door control system.
10. examine direction of buckled floor beams, up or down indicating decompression or explosion.
11. match TWA 800 evidence with other similar crashes leaving similar evidence.
12. check for presence or non presence of evidence of fire/explosion on separated nose.
13. match sudden on loud sound on CVR to sound library of in flight aircraft explosions and decompressions.
14. match abrupt end of tape signals on FDR to two other abrupt end of tape Boeing 747 crashes.
15. confirm by computer simulation that 300 knot wind blowing into nine foot by 15 foot hole in right side of weakened nose will tear nose of in an second.
16. examine wreckage for more severe in flight debris damage on right side of aircraft to include wing fillet, leading edges of wing and horizontal stabilizer and vertical stabilizer, engine cowls and pylons.

A low cost experiment to reproduce the streak and radar anomaly is to take several two car garage doors painted silver and white and push them out the back of a C-130 going as fast as it can at 13700 feet on clear evening with same sun angle as July 17th near New York and look for streak and radar primary return. They will be there, two mysteries explained at reasonable cost.

Analogies:
1. A hole is cut in a balloon. A patch is put on the hole in balloon. The balloon is blown up and deflated 20000 times. The next inflation the balloon pops. The site of the popping is at the patch. The patch has failed before. The patch is a likely cause of the balloon popping.
2. A soda can has a semi cut hole in the top to drink out of. The can is the pressurized hull and quite strong. The semi cut hole can not be opened by pressing on it with fingers. But once the semi cut hole/door seal is broken by pressing on the hole with the metal tab using leverage, the soda fluid/debris escapes in the explosive decompression and flies into face/engines. Now the semi cut hole can easily be pressed down further with little force from finger because the structural integrity of the soda can/hull has been cracked.

Now is the time to investigate another reasonable mechanical cause theory, with evidence, the real possibility of inadvertent opening cargo door in flight. This event leads to a large gash in nose the size of double car garage door allowing twice hurricane force winds to enter and tear off weakened nose in a second leaving evidence of visual streak, radar blips, FOD, sudden loud sound on tape, abrupt power cut to FDR, same missing bodies in general same seating, damage start location of forward cargo hold in front of the wing on the right side, wreckage trails, and it happened to TWA Flight 800, it happened before to UAL Flight 811, and it will happen again.

Disregard the demeanor of the discoverer/messenger, examine the message of cargo door, and exploit the medium of internet to email barry@corazon.com and study cargo door web site at www.corazon.com. Sincerely, John Barry Smith

From ???@??? Wed Nov 20 08:10:02 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b20c8d2d597da@[165.227.94.114]>

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.
Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour.

Well, sir, to a Jarhead from a Swabbie, please listen to me.
I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.

The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.
Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now copilot for Continental Airlines out of Honolulu. While he was in Da Nang in '68 flying F4s, I was flying off the Enterprise in RA 5Cs.

I am trying to establish credibility for this messenger who gives you a unusual but true message, the cause of the crash of TWA 800 and other 747 crashes. Consider me the scout giving his report.

I am a decorated combat veteran, Mr. Kallstrom. I have the 'V' for combat valor on my commendation medal, the absence of which led to the suicide of the CNO. Does that 'V' count for anything with you, Mr. Kallstrom?

Semper Fi.
Always Faithful.
To proper investigative techniques.
Such as check out all possible explanations, not just the ones you want it to be.

I have one you don't want, it is called the inadvertent opening of the forward cargo door in flight. The message of cargo door is fully documented on web site, http://www.corazon.com. I will let the facts speak for themselves because as a messenger I may be less persuasive.

As a former sailor, unable to say Semper Fi, but speaking to a fellow
Navy shipmate, I can say, General Quarters, General Quarters, this is no drill, all crew to assigned battle stations.

Mr. Kallstrom, I ask that you assign an aircraft crash investigation specialist to review the extensive web site and give his evaluation to you. Please, check out the cargo door explanation. John Barry Smith, enlisted service number 587 88 44, officer service number before switching to SSN, 708554. SSN 562 58 2308.

I left the active Navy in 1969 and stayed on in the Reserves as an Air Intelligence Officer, learning investigative and information gathering skills which I have used for the TWA 800 crash: deduced conclusions decided from afar based on current and researched information. As a Navy Lieutenant with Top Secret clearance I was taught by the FBI in the Hoffman Building in 1972 by an FBI agent nicknamed Jiggs. I admired him for his neutral but comprehensive investigation style. The counter terrorism class went to his home for bar-b-que.

So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.

John Barry Smith, MAJ, USA (Ret)

From ??@?? Sat Nov 23 20:16:34 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Work with NTSB on Sikorsky radar tape.
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01aebd0b1b9403@[165.227.94.141]>

Mr. Kallstrom, there is apparently a good radar tape of TWA 800 disintegrating. If the tape has the door on it spinning away others may think it is a missile. It is the door reflecting primary returns. The nose
separating should be on the tape as well as when the center fuel tank explodes turning a few large pieces into many small pieces.

Also, number three engine, the only burnt engine, was in the debris field and when fodded, jet engines spit out hundred yards of flame. There is your ignition source of the fireball, the flame from the fodded engine number three as it falls in the disintegrating fuselage and wing after door opens and allows 300 knot wind to enter large hole in right side of nose and tear nose off. All the consequences and evidence follow my above description.

Most imperative you start investigation of forward cargo door. Cooperate with NTSB as you review the tape to observe and confirm the above description holds true second by second.

Sequence to observe for radar returns is door goes, spins away, nose separates and falls away, rest of plane falls and comes apart in large pieces and then suddenly turns to many small pieces as center tank explodes, then all of the debris falls to sea. John Barry Smith

Sikorsky Aircraft of Stratford, Connecticut, the world's foremost manufacturer of helicopters, confirmed on November 19 that it had previously released to the FBI a tape of a radar session of July 17, this at the request of the FBI.

A spokesperson contacted through the office of the president of Sikorsky confirmed that Sikorsky operates sophisticated radar equipment at its airfield, and that, following the July 17 crash of TWA 800, Sikorsky, along with other aviation firms and airfields in the region, was requested by the FBI to provide radar tapes to investigators.

Sikorsky will neither confirm nor deny that any missle track or other anomaly appeared on their radar (or the tape), stating that such an announcement concerning a matter under federal investigation is the purview of either the FBI or NTSB.

From ???@??? Tue Nov 26 12:54:41 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Mr. Kallstrom, scenario to pursue

Mr. Kallstrom, I read the below quotes and request that you pursue this scenario, an inadvertent forward cargo door opened and led to the destruction of the TWA 800, support and documentation of claim is on web site, www.corazon.com

You said you owe that to the American people. Yes, sir, you do. You owe, me, an American, an American combat veteran, to pursue the scenario of mechanical failure, specifically, the opening of a door, which led to the destruction of TWA 800. John Barry Smith

> James Kallstrom, the FBI assistant
director who is leading the criminal investigation
> of the crash, said only that the bureau is pursuing every scenario.
> ÒWe would not be doing our job if we didnÔt look into all these things, even though some may seem farfetched or remote,Ó he said.
> Agents also are re-interviewing
> Ôanyone who touched that airplane.Ô
> ÒWe owe that to the investigation, to the American people, and surely we owe it to
families of the victims of this tragedy,Ó he said.

From ???@??? Wed Dec 18 10:47:31 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0daedd7c42eee1@[165.227.94.124]>

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.

Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour.
   Well, sir, to a Jarhead from a Swabbie, please listen to me.
I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.
   The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.
   Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now copilot for Continental Airlines out of Honolulu. While he was in Da Nang in ’68 flying F4s, I was flying off the Enterprise in RA 5Cs.
   I am trying to establish credibility for this messenger who gives you an unusual but true message, the cause of the crash of TWA 800 and other 747 crashes. Consider me the scout giving his report.
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So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.
John Barry Smith, MAJ, USA (Ret)

From ???@??? Fri Dec 27 15:17:06 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b03aee9976baa09@[165.227.94.158]>

Please forward to Agent Charles Christopher
>SMITHTOWN, N.Y. Ñ In a hangar
> filled with the wreckage of TWA Flight 800, a
> mangled seat immediately caught the attention of
> FBI Special Agent Charles Christopher.
> He had found what he was looking for:
> the seat where his wife, Janet Christopher, a flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time.
Please investigate the cargo door theory on web site http://www.corazon.com
The explanation for the crash of TWA 800 and others is plain to see by
reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and conservative conclusions and you will understand how and why and when your wife died.

Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.

Sincerely, John Barry Smith

From ???@??? Wed Jan 01 18:21:00 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01ae05ab960dc@[165.227.94.137]>

Please forward to Agent Charles Christopher, message number two.
Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

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Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.

Sincerely, John Barry Smith

From ???@??? Mon Jan 06 12:16:23 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01aef69d6cd6ff@[165.227.94.195]>

Mr. Christopher, you owe it to your wife to check out the cargo door theory at www.corazon.com John Barry Smith>
whose wife, a flight attendant, died on the plane.

Christopher said he went there because "I owe it to my wife. I didn't abandon her because she got killed."

"I felt some comfort just being there," he added.

Please forward to Agent Charles Christopher, message number two. Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

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Please investigate the cargo door theory on web site http://
www.corazon.com
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reviewing the documentation and using proper openminded
investigation techniques. Stick to the facts, the evidence, and
conservative conclusions and you will understand how and why and
when your wife died.
Call me at 408 659 3552 for discussion, or email at barry@corazon.com
for further amplification.
Sincerely, John Barry Smith

From ???@??? Sat Jan 25 21:49:42 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: request to be interviewed
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b02af102f099ee3@[165.227.94.198]>

My name is John Barry Smith.
I request to be interviewed regarding the crash of TWA 800. Call me at
408 659 3552 for phone interview. I read that you have interviewed four
hundred people regarding this case. Interview me.
I know the cause, it was the inadvertendent opening of the forward cargo
doors in flight. Full documentation on web site www.corazon.com
The president's life is in danger as he flies in a modified 747-200 as well
as the four E-4Bs, Airborne Command Post aircraft which are modified
Boeing 747-200s with outward opening cargo doors, just like the one
that opened in TWA 800.
Now, I await an interview from an FBI agent regarding this information
that the President's life is in danger. I request Agent Charles Christopher
to be the interviewer, have him call me at number above or email me at
address below. He knows about TWA 800 and other airplanes. Will you please acknowledge receipt of this message informing you that the President's life is in danger.
Sincerely, John Barry Smith
From ???@??? Mon Feb 03 10:31:28 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: President's life is in danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00af1b6eb20834@[165.227.94.178]>

Dear FBI, the below email was sent to the Secret Service. I invite you to contact me also. John Barry Smith.
My name is John Barry Smith. The President's life is in danger. Please acknowledge this alert to the life of the President. My email is barry@corazon.com, my phone is 408 659 3552, my address is 551 Country Club Drive, Carmel Valley, CA 93924, my web site is www.corazon.com, my Navy enlisted service number was 587 99 44, my Naval officer service number was 708554, my Army service number is 562 58 2308, my SSN is 562 58 2308. The President's life is in danger because he flies in Air Force One, which is a modified Boeing 747, one of which has recently mysteriously crashed. The cause of that crash, TWA 800, was the inadvertent opening of the forward cargo door in flight, an event which may occur to Air Force One, either of the two of them, and also the the four E4-Bs, which are also modified Boeing 747s. The danger is real but slight. I request that you evaluate the threat to the President's life by airplane crash by checking out the web site at www.corazon.com by an aviation expert who can advise you about the danger.

At the very least, a mysterious Boeing 747 crash has occurred with no explanation and the President flies in a Boeing 747, as well as members of the Secret Service. The same mysterious cause of TWA 800 may
bring down Air Force One. I know the cause of TWA 800, it is the inadvertent opening of the forward cargo door in flight and it can happen to Air Force One and the four E-4Bs because they are also Boeing 747s with outward opening cargo doors. At the very worst, the forward cargo door may open on Air Force One, tearing skin with it, exposing a large hole into which the 300 knot slipstream enters and tears off the nose of the plane leading to its destruction and death to all aboard.

Please acknowledge receipt of this warning by calling me, interviewing me, or emailing me, John Barry Smith.

From ???@??? Thu Feb 13 11:58:42 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Contaminated evidence
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01af28b1df4898@[165.227.94.161]>

Regarding TWA 800: Tom Thurman was involved with the evidence of Pan Am 103, a crash similar to TWA 800. The evidence from Pan Am 103 may be contaminated along with the current evidence contamination. I suggest the Pan Am 103 evidence be checked out for vailidity and Mr. Thurman questioned about it. John Barry Smith

> An investigation by the department's inspector general
> has sharply criticized the laboratory for poor
> management practices and sloppy handling of evidence.
> It has rasied questions about procedures and
> contaminated evidence.
The investigation began in late 1995 and produced a secret draft report last month. A final report is not expected until March at the earliest.

Gorelick's comments were the first by a department official discussing how many cases already have been affected.

She said the continuing review might add to the number of cases, and added it remained too soon to say whether any high-profile criminal prosecutions would be jeopardized.

You Won't Believe Me So Now You Will Die:
Curse to Follow

Fiction by John Barry Smith,
based upon true stories and personal experiences.

1 Sep 96
This is the web site for the fatal crash of the next early model Boeing
747 to fall from the sky in pieces. The date is anytime after 1 September 1996 so the actual numbers will have to be filled in by you. I'll just make some helpful guesses, OK?

The Crash:
Airline: Random, fill in actual.
Type Aircraft: Boeing 747-100 series or Boeing 747-200 series
Flight Number: Random, fill in actual.
Date: Random, fill in actual date after 1 Sep 96
Time: Night takeoff
Flight Mode: Climbing
Altitude: Random, fill in actual.
Speed: About 330 miles per hour or 300 knots calibrated airspeed.
Fatals: All on board, maybe one survivor.
Passenger List: Place your name here as well as anyone else likely to be travelling with you.
From: Random, fill in where you took off.
To: Random, fill in where you thought you were going to land.
Where: Over ocean
Radar Information: Radar blips just as destruction starts and during breakup.
Data Recorder: Abrupt power cut.
Voice Recorder: Short loud sound then silence.
Engine Info: Engine number three foreign object damage.
Wreckage Trails: Two, one for the nose and the other for the rest of the plane.
Damage starts where: In the forward cargo hold area just forward of the wing.
Official Cause: Terrorist bomb, or fuel tank explosion, or friendly fired missile, or... you'll have to help me out here because all I can think for crash cause is a reasonable, common sense, mechanical explanation that has happened before, happened now, and will happen again. But you don't want to hear that explanation. You will not listen. You will not understand. You won't believe me and now you will die.
Details of crash: Well, here I'll just have to tell it to you like a story, like
I'm telling it to you personally, like it's totally about you, OK? I think so. Here we go.

All passengers, including you, were eager to get on board and get settled into their seats so they stood at the entrance of the boarding ramp when the flight number was called. The attendant took their tickets and they moved on board and found their assigned seats. Some sat in the magic seats which are in rows eight to twenty eight. Sometimes when passengers sit there they disappear and are never seen again, even though many people spend many hours looking for them.

The airplane had over fifty thousand hours flight time amongst several airlines flying in all conditions in all parts of the world for twenty five years. It was maintained to United States Federal Aviation Regulations standards. These 747s will last forever, you thought.

You picked a seat selection in the rear because you heard that was the safest. When a plane crashes and has survivors, they usually are from the rear, that's the theory, you thought, as you stuffed your carry on bag under your seat.

You got settled in for the six hour flight from where you are now to where you are going. A one hour climb, a four hour cruise at thirty thousand plus feet of altitude, then a one hour descent to landing and cheated death again, you chuckled to yourself.

The first part of the flight was to pretend you were in a car on the freeway. OK, buckle up the seat belt, put your seat in its full upright position and look out the window at all the pretty sights. You read the crash card in the pocket in the seat back in front of you and looked at the escape hatches nearby. You wondered what happens if some crazy person walks over and unlocks that little escape door. Does it open easy or hard and then what? Oh well, forget about it, no use worrying about stuff you can't control.

The three person flight crew of the Boeing 747 had finished the preflight walk around, looking carefully at the outside of the aircraft for hydraulic leaks, oil leaks, bent metal, open hatches, or anything else they didn't expect to find. They discovered nothing unusual.

The baggage handlers had finished their job and had loaded all the
passenger's baggage, full of spare underwear and shoes, into the three cargo holds. The two aft cargo doors and the forward cargo door were all closed electrically. The complex system of lock sectors, cam latches, pull back hooks and door stops had functioned correctly. There was wear, of course, on the cam and locking pins. And the door control cable bundle was frayed, of course, from the many openings and closing of the door. If the door has to be opened at the last minute for some extra baggage, then it can be opened mechanically by back driving the sectors with a ratchet wrench. This sometimes damages the cam sectors so they appear to be locked but they are not.

On your flight, the door was not opened at the last minute and back driven mechanically. The frayed wire bundle did not rub against the metal fuselage. The wear and tear on the metal was not excessive. On your flight the door closed normally.

The early Boeing 747 fired up its number 1 engine, (all the way on the left,) then 2, then 3, then 4, (all the way on the right). The large plane lumbered out to the end of the runway.

Takeoff clearance was given and the pilot pushed the throttles all the way forward. There was not another fully loaded Boeing 747 on the runway in front of you and you did not collide with it, as happened before in the number one worst aviation crash ever. You took off smoothly.

The plane started to climb. A loaded Boeing 747 gains altitude slowly. You reached 300 knots calibrated airspeed, stabilized, and started the long climb to cruising altitude.

Now it was time to pretend you were in a cafe chatting with friends by having some peanuts and a complimentary beverage but it would be some time before the steward got to your seats in the rear. The climb continued uneventfully.

You thought ahead to when you would pretend you were in a movie theater and watch the movie. And then you looked forward to later when you would pretend to be your bed at home in your bedroom by leaning back in your seat with a pillow behind your head and trying to go to sleep.
Already the group in back of you was pretending they were in the living room back home by talking loudly and laughing at stories. One woman's voice mentioned she is saving her receipt for purchased china at the duty free store to avoid taxes, just in case she is hassled. The receipt says something about buying saucers.

Ground radar was tracking you two ways: One was by the ground radar energy beam reflecting off your large metal airframe and returning to the radar set. Depending on how long that returned beam took, a distance was determined. The other way was by sending a radar beam to trigger a box which sent back another beam to the radar set. Again, by timing and decoding the signals a distance, an altitude, an airspeed, and heading could all be determined so that the ground personnel could direct your plane safely and keep it from colliding with others.

The flight crew was in communication with the ground controllers who were issuing orders on what heading to fly, what altitude to maintain until a certain time, and what codes to put in the box to be triggered by the ground radar.

The Captain came on the speaker and spoke with that reassuring, everything is normal, everything is gonna be all right, sit back, enjoy the flight voice, and he was so glad you could join us here with this wonderful airline in this wonderful airplane on this wonderful day. You could just see him with that touch of gray in his hair, that impeccable uniform, and those steely eyes with a glint of friendliness, if you just got to know him.

During the climb you half listened to the loud conversation in back of you. One voice grated. This guy, obviously an idiot with an annoying voice, was complaining how he thought this flight was going to be on a different airplane but they substituted this early model Boeing 747 at the last moment because of unexpected passenger loads.

You thought, that's right, Jack, airlines have to make money too, you know, and if this plane makes more money than the other one, then this is the plane to fly in; no profit, no flying at all. Wake up, dummy, and join the real world.

The guy in back wouldn't shut up as he went on about a series of similar
crashes that were attributed to bombs, or fire, or something, but he knew, and nobody else knew, that the causes were really a forward cargo door popping open, being torn off in the wind exposing a large hole in the nose, the nose tearing off, and the plane crashing, killing everyone, on airplanes similar to this one.

Then why are you flying, you idiot, you thought, and why are you the only idiot to know about it. The guy answered as if reading your thoughts, his wife had a credit card that gave a mile for every dollar she charged and enough miles had accumulated for a free flight somewhere. He said he thought a dollar meant a mile which meant a mile, but a mile meant a tenth of a mile and he hated to be lied to right off the bat by the people into whose hands he was putting his life.

What the hell is that guy talking about, you thought. Where are earplugs when you need them. And wasn't it against the law to talk about blowing up airplanes?

The guy went on, I refused to let her or my daughter fly in these dangerous planes so I took the flight, just because I love flying and have been flying for years. It's my life.

You mean you have one, news to me, you giggled to your self. Yeah, nobody believes me, the loud guy said to the others which you hoped were pretending to be sleepy and closing their eyes so that maybe he would shut up. Yeah, even though I've written to the President about his airplane, Air Force One, which is an early 747, the FBI, who wants bomb information and not mechanical details, the NTSB, the FAA, the news people, and, of course, my friends who got spooked about the President and the FBI and stopped talking to me along with the government agencies who ignored me.

Get a clue, idiot, you thought, does being ignored tell you anything, like right now when nobody is replying to you.

Well, life is tough out there and you just have to take your chances with an act of God once in a lifetime, wrong place at the wrong time event, said one new female voice.

Oh, no, don't encourage him, you thought.

The loud idiot said that finally he figured that since nobody agreed with
him over the years, that maybe he was wrong and what the hell, the risk was small anyway, and if you can't trust your pilot, your manufacturer and your government, who can you trust.

Exactly right, you idiot, now shut up. You thought again about putting some earplugs in because the last thing you wanted to think about, as you listened to the reassuring steady whine of the huge four jet engines carrying you three hundred and thirty miles an hour through the night air, was airplane crashes. Give me a break, you thought, I've got enough to worry about without thinking about things I have no control over. Maybe I'll order a drink and pretend I'm at my favorite bar with my buddies watching football. You pushed the overhead button to get the attention of the steward but realized that the steward had two hundred people to give beverages to before he got to you so you just lay back and took a deep breath and relaxed. And the button didn't make the light come on anyway, it was broken, but no problem. It was trivial.

But it made you think, how many pieces was this plane made of? How many didn't work? If the story were true about a structural defect in Boeing 747s, you thought, why did the manufacturer not do something about it? Why did not the government transportation agencies investigate it and find out the real cause? Why did not the TV and radio and newspapers write about it? It must be bull, some nut with a strange story just to get attention. But...but...but..you thought back to the crashes and remembered thinking, they can't all be bombs, and in your experience, the simplest, ordinary, cause of an event is usually the correct explanation, not the weird ones that make good movies.

So you thought about airplane movies, they did always have a crash in them someplace, didn't they? But usually someone lived and you always expected that someone would be you, didn't you?

The plane lumbered on, gaining altitude as the fuel burned off, the speed stayed the same, and the excess thrust was converted to lift.

There was no bomb aboard. There were no explosives stored in the baggage compartment. No one was on a boat aiming a missile at you. There were no fires in the lavatory about to be started by a smoker. The engines were running perfectly. The crew was not asleep or drunk. The
ground control personnel had normal working equipment with good power backup as they watched you on radar and talked to you on high powered radio transmitters. There was no crazy hijacker on board. There were no mountains ahead higher than you were. You were not lost. The flight controls were responding correctly to pilot inputs. There were no corroded metal panels about to part. Everything was working normally; everything looked normal, everything sounded normal. The pilot keyed the mike to tell the ground that everything was normal. But of course, everything was not normal. For some reason, and I don't know the reason, and if I don't know the reason, then I know you don't know the reason because I'm telling this story, the forward lower lobe cargo door motor was powered up and started to whine. The motor moved the door locks and cams to the open position. Why? Who knows? It could have been one of lots of reasons: faulty electrical short, defective lock mechanism, door not shut properly, wear and tear, maybe an incorrect open signal sent to door control system by interacting avionics transmitters located behind nose wheel; who knows? Who cares? Well, you care because as the door cracked open in the fast moving air flow the higher pressure air inside the cargo compartment pushed the door open quickly into the low pressure outside air. The right side cargo door instantly flew up and out on its upper piano hinges, hit the fuselage in front of the wing, broke in two and the lower half flew off into space reflecting ground radar beams as it went. It also reflected the sun which was barely seen above the horizon at your altitude. The sunlight reflected off the spinning shiny metal door and appeared as a streak to viewers on the ground far away as it fell. The upper half of the forward cargo door remained attached to the hinges and tore off a large piece of fuselage skin above the door and flew off into space reflecting ground radar beams as it went into space. These pieces later landed closest to the door opening event because they left first and fell first. The door being cracked open and being torn away happened so fast that the huge hole opened up in the nose before anybody realized it. The high pressure air in the now open cargo compartment rushed out in an
explosive force to equalize with the low outside pressure air. This rushing noise was loud and was heard as a loud sound, or bang, or thump on the cockpit voice recorder. Baggage from the cargo compartment was pushed outside into the engine intake airstream which was being sucked into the huge 40000 pound thrust engine number three, the inboard engine on the starboard side. The hi-bypass jet engine sucked in the plastic, metal, and wood baggage. The foreign objects hit the high speed revolving turbine blades and were cut up and passed through to the burner section which cremated the small items. The metal objects blunted the leading edge of the turbine blades which rubbed against the intake and started a disintegration process inside the engine which led to excessive vibration which would shortly lead the engine to detach from the pylon and airframe and land separately from the other engines.

The floor beams buckled downward as the high pressure air in the now open passenger compartment pushed the beams down into the now low pressure cargo compartment.

The large hole above the cargo hold and passenger compartment allowed carry on baggage, metal carts, and humans to be pushed out into the fast moving airstream and to be sucked into the number three engine which was vibrating badly but still powerful enough to ingest foreign objects and mulch them up, burn them up, and spit them out. At least ten passengers in the magic seats in rows eight to twenty eight were pushed from their seats into the airstream to be sucked into the intakes and were ground up, mashed, and burnt to small particles which were exhausted into the thin air to drift away on the winds.

As this was going on, you were peacefully thinking about airplane movies having crashes and someone usually lives and that someone would be you. That's what you were thinking one half second ago, and that's what you were thinking as the door popped open and pressure changes started happening.

Continued in Part Two.

From ???@???, Tue Sep 03 09:24:33 1996
To: WebmasterFAA@mail.hq.faa.gov, cnn.feedback@cnn.com,
You Won't Believe Me So Now You Will Die:
Curse to Follow

Fiction by John Barry Smith,
based upon true stories and personal experiences.
1 Sep 96

Part Two

As this was going on, you were peacefully thinking about airplane movies having crashes and someone usually lives and that someone would be you. That's what you were thinking one half second ago, and that's what you were thinking as the door popped open and pressure changes started happening.
The now nine foot by thirteen foot hole in the right side of the nose of the early model Boeing 747 allowed the three hundred and thirty miles per hours air pressure into the slashed open cargo compartment. The heavy volume of fast moving air pressed against the bent and fractured floor beams. The fuselage skin on the other side of the nose blew out. The beams broke.
The entire nose forward of the wing came off. The power cables and information cables were severed at the nerve center behind the nose
wheel. The nose fell down disintegrating as it went and formed its own debris trail very close to the event because it left before the wings and tail and the rest of fuselage.

As the nose fell, the flight crew inside was pushing buttons and calling for help but all the power had been instantly cut as the nose separated from the rest of the airplane.

Now you were aware something was going on because your eardrums exploded. The normal air pressure in the middle ear cavity behind the eardrum pushed out into the now low pressure of your ear canals which were open to the now low pressure of the passenger compartment. It felt as if your brain exploded. It hadn't, that should come later. What happened to you would be called, at the pathologist's report, barotrauma, or bilateral tympanic membrane rupture.

The now headless aircraft, which had been going three hundred and thirty miles per hour, was no longer aerodynamic and slowed to one hundred miles per hour in a few seconds. Full soda cans flew forward and impacted in the seat backs making strange holes. You were pressed into the seat in front of you in a whiplash. Many of the people around you died by breaking their necks. But you were in the rear of the plane and tightly belted so did not die, just stunned.

The aircraft carcass descended and picked up speed again. The fuselage started to disintegrate, the wings started to disintegrate, and the tail started to disintegrate. Forty thousand gallons of fuel was vaporized and surrounded the falling debris. It was about to be ignited by the hot exhaust of one of the remaining three engines still running at full power but spooling down from disrupted airflow and fuel supply.

Inside the disintegrating fuselage cabin the rush of air mixed with the screams of the remaining living passengers. One of those was you and another was the loud guy.

All you could think of was reaching under your seat and taking out your carry on bag because you knew you had a parachute there. You had never sky dived but a friend did and had asked you to buy a harness and parachute for him and bring it back. He had already paid you for the just packed and ready to go parachute. It was red and white and blue and real
pretty.
You reached down, pulled out your carry on bag, pulled out the chute, unstrapped the seat belt, put on attached harness and chute, and started to get up to open the escape hatch to jump out. The noise and pain were deafening and excruciating.
The loud guy saw you and grabbed hold of your leg and wouldn't let go. "Take me with you," he screamed.
Yeah, right, you thought, I've never jumped out of a plane before, my parachute has never been tested before, I don't know how much weight the chute can handle, I'm scared and in pain, there's a smell of gas in the air, dead bodies are everywhere, and you want me to take you with me, risking my life even more than it is now. And I don't even like you, you son of bitch, this is probably all your fault. If you hadn't talked about airplane crashes in early Boeing 747s giving similar accident evidence when the cargo door opens up in flight, this never would have happened. So you hit the loud guy in the face with your elbow; he fell back, you looked at his face and he was mouthing words which looked like, "I give you a curse, you are cursed, I curse you."
Ha, you thought, that's all I need, like I'm not cursed now. You reached an emergency exit and just as you were about to open it, the whole side of the fuselage peeled away and everyone near you, including the loud guy, floated out into dusk lit space.
On the ground the radar operators noticed a sudden strange blip that flew away and that all of a sudden many primary, skin paint radar blips appeared where your plane was supposed to be and the secondary radar transponder replies had stopped. They called the crew but got no response. So they called air sea rescue and gave the location of last position before communications and radar contact were lost.
You and the loud guy fell together through the sky amongst all the debris and fuel vapor. You looked over and dimly saw, in the waning sunlight, two halves of a door weaving back and forth like frisbees. The door halves came toward you and just as they approached, they veered and came together in the middle of the loud guy. You could see his head on the top half of his body look down and then look up at you. He...
strangely grinned and mouthed some words. They looked like: "The cam lock sectors are in the unlocked position but the locks are in the locked position. I was right, it was the inadvertent opening of the forward cargo door inflight that causes crashes of early model Boeing 747s giving similar destruction evidence. And it happened to us!"

With that the loud guy and door separated into two pieces and floated away and floated away, finally.

You pulled the ripcord and the drogue chute opened up and pulled the main chute out to inflate in the rushing air.

Just then one of the three hot jet engines ignited the fuel vapor and the entire remaining fuselage and wing and tail erupted into a huge fireball seen for miles around.

But you were mostly above the fireball. That is, the chute was above the fireball, you weren't. The burning fuel vapor expanded and just reached you as you had slowed your descent with the open parachute. The fire burnt all your clothes off, and melted the polyester material in your shirts, socks, pants, and underwear into your skin, like a permanent tattoo.

But the main chute was intact. Then minute pieces of debris blew in your eyes and partially blinded you. Other pieces of debris were spinning around like razor blades and a few pieces flew by and cut several of the lines connecting you to the parachute. Your velocity increased because of the decreased lift provided by the chute.

Everything was under you now. The nose had since landed and formed its own debris trail. The rest of the aircraft was falling into the water forming its own debris trail. The flight data recorders had fallen into the water and were transmitting a homing signal for the searchers and investigators to find. The engines had landed, some with foreign object damage and debris still inside the burn chambers. The radar blips were fading from the ground radar screens. The fire had gone out. Many parts of passenger bodies were floating on the water after they had hit and exploded like a water balloon thrown from a rooftop ten thousand feet high onto a hot driveway.

It was just you coming down, injured, in pain, disfigured, in a damaged
parachute too fast to survive. But, as luck would have it, as you predicted, someone usually survives in airplane crash movies and you figured it would be you. Just under you was an island with a big volcano on it. The volcano was so high that snow would fall and remain all year long. A tall tree stood over a very deep snowbank which angled downward towards the sea. You couldn't see much because you were blinded, but you felt your still rapidly descending body hit the branches of the tree which slowed you down, although breaking your back, and then you felt yourself land into the soft deep snow which slowed you down, although breaking your neck, and then you felt yourself sliding and sliding and sliding down the hill, slowing all the time until you came to a stop. You looked up. You couldn't move, in severe pain, deaf and blind, but you were alive. Ha, you thought, I fooled you. You can't kill me. You did wonder though, what was the curse that the loud guy had given you. You passed out. A local scientific team had seen you, found you, called for helicopter rescue, and sent you to a hospital where you went into surgery and coma for six weeks. During the six weeks this is what happened. The search was immediately started to retrieve the flight data recorders. Radar tapes were reviewed. A strange radar blip before the destruction started was reviewed over and over again and dismissed as an anomaly. The streak was dismissed as eye witness exaggeration. The radar blips recorded during the complete destruction were tracked to the sea and the search area was defined. Searchers found debris and floating bodies. The FBI was called in to investigate because Boeing 747s just don't fall out of the sky. The FBI assigned five hundred agents to the investigation. They started investigating all passengers who had flown on the destroyed aircraft and all passengers who had flown on the plane the flight before. Many suspicious persons were discovered and issued subpoenas to appear before a judge to answer questions and present records or be held in contempt of court and go to jail. The FBI asked the Treasury Department to assign agents of the Alcohol Tobacco, and Firearms to assist them in the investigation because they didn't have
enough agents. The NTSB was in charge of the investigation. The few investigators available became garbage collectors for the debris which was then analyzed by the FBI which stated that they knew a bomb blew the airplane out of the sky and they would just have to find the proof and would, sooner or later. The FBI quietly released all interesting information that supported a bomb theory every day to the press while denying they were the source leaving the impression that the NTSB was of the unofficial opinion that it was a bomb but didn't want to go on record just yet.

The flight data recorders were found. The cockpit voice recorder ended with a short loud sound, or thump, or bang, which baffled the investigators. The data recorders ended abruptly which indicated a sudden power cut to the data recorders which baffled the investigators. The investigators said that a mechanical defect which would cut the power supply that quickly was a remote possibility but that it is not ruled out. No possible defects were offered as candidates.

Some crazy guy started emailing the NTSB to investigate the possible opening of the forward cargo door in flight, just like UAL flight 811, which had a cargo door open and tear off in flight, killing nine people and leaving much evidence before returning and landing safely. Compare Flight 811 data to the recent crash, the crazy guy said. And Pan Am 103, and Air India 182. He was reassured by the NTSB investigator that everything was all right.

Engine number three was brought up to the surface with foreign object damage inside it.

Two massive debris trails were laid out and more debris retrieved. The FBI took control of the two pieces of the forward cargo door and sent it to the FBI laboratory in Washington DC for evidence of bomb residue. The lab tech moved the latches and locks and cams around from their found position to examine all the crevices for explosive residue. None was found.

The recovered body count grew daily but never got below ten with many of the missing assigned to the magic seats from row eight to twenty
eight.
The floor beams above the cargo hold were recovered and put aside.
Paper work discovered that two Airworthiness Directives were against the forward cargo door on early 747s. One was called "To Insure That Inadvertent Opening of the Lower Cargo Door Will Not Occur Flight," an event termed not acceptable by the FAA. A possible cargo door opening was not ruled in or out or ever mentioned as a potential cause of crash.
The Boeing representative who was assisting the NTSB investigation reassured investigators that the Boeing 747 is a strong airplane and would not have any mechanical defects and therefore it would be a waste of time to look for one and the time is better spent looking for a one time only type event cause such as a leaking fuel tank explosion which fault could be placed on the airline which had not managed to place a representative on the investigation team.
The investigation team was led by a very cautious, sensitive man who spent many hours consoling the grieving families of the dead passengers. He made it a priority to recover the bodies ahead of clue filled debris. He was surrounded by engineers, investigators, and aviation employees who had a very intense personal interest in the determination of the cause of the crash. Their lives, livelihoods, families, careers, promotions, retirement, self esteem, and identity were all riding on the outcome of the investigation. They were very obliging in assisting the NTSB and worked long hours presenting the truth as they saw it.
The FBI continued its minute examination of every piece and fragment of the wreckage looking for microscopic traces of explosive. Some invisible molecules were found on very tiny pieces. A meeting was held to determine if the FBI should supersede the NTSB as leader of the investigation. The decision was made to wait a while longer. Without official authority the FBI continued to issue subpoenas, tail foreign nationals, monitor phone calls, intercept mail, and prod informers for information.
The same crazy guy with a web site who says forward cargo door did it
all goes on the radio and talks about it. Some newspaper reporters call but lose interest when it is discovered the guy also says the forward cargo door brought down another Boeing 747 which everybody in the world knows was a bomb, not a cargo door. He must be crazy. He even said another bomb blown up plane years ago was a cargo door. Three 747s blown up by bombs and he thinks it's a cargo door opening. "We'll be in touch, see you later," they said, ever so polite.

You remain in a coma, oblivious to it all. The world waits for your recovery to shed some light on the mystery. Your eardrums heal. Your eyes regain some vision. You start to shake in your hospital bed. Your eyelids quiver. Your fingers twitch. Every move is carried live on TV under the "developing story" caption.

However, more weeks go by and not much happens. The daily press briefing is discontinued from lack of interest. The crash is old news supplanted by newer airplane crashes. The press loses interest in crash cause since the exciting bomb or missile idea fades leaving boring mechanical problem as possibility. It looks like the US is not going to go to war to get even with someone by killing a lot of strangers. The media attention moves on.

The body count ends with ten unrecovered bodies from the shark filled water. Most of the debris is brought to the surface. It looks like the cause will be unknown until a probable cause is issued a year or so later by the government when most interest is lost.

The aircraft manufacturer breathes a sigh of relief, their airplanes will still be built and sold. The airline breathes a sigh of relief, their airplanes will not be grounded. The insurers breathe a sigh of relief, claims take years to settle, especially with an unknown cause. The engine manufacturers breathe a sigh of relief, their engines are OK. The government breathes a sigh of relief, the administration is not embarrassed by lack of oversight and employment is kept high by making the planes and flying the passengers around. The passengers scratch their heads and say, well, you got to trust someone, and if you can't trust the government, who can you trust?

The crazy guy with the web site sits typing all day long, scanning photos
all day long, responding to email all day long, and uploading pages to his web site all day long. Web site hit count goes down and down as interest is lost in old news. No one calls, no one emails, friends get tired of hearing about the stupid cargo door thing, family roll their eyes and look at each, he's off again, try to change the subject, wife says, as she has said for six years, I don't want to hear about that anymore.

His four year old daughter brings accident report book to web site guy, opens it up to picture with hole in side of nose and says, hole, then she picks and points to picture of pieces on ground and says, pieces, then she points to reconstructed fuselage sequence and says, airplane, then she points to forward cargo door and says, door. Web site guy thinks if a four year old can understand concept of door opening up in flight exposing large hole in nose which tears off which causes plane to crash into pieces, then there is hope that others will understand, the doors will be fixed, planes fly again and life goes on.

Rejuvenated with energy and hope, he shuts down web site and plays computer game with daughter thinking, this is what's real and important, not some strangers far away who will hurl out of their seats into the night to their deaths. Hell, probably some of them are escaping bank robbers and deserve to die. He and daughter play video game, forgetting all about stupid forward cargo door opening in flight thing.

You start to come out of coma. The doctors allow you to be interviewed. The FBI is chosen to interview first with others watching on closed circuit TV. You are badly burned, mostly deaf and blind and a quadriplegic. You communicate to others by moving a pencil clamped between your teeth and slowly tapping out your answers, letter by letter, on a computer keyboard which flashes your answers around the world on the internet.

First, the FBI welcomes you and assures you everything is all right and the little IRS problems, discrepancies really, that were discovered when investigating your life have been, well, will be, taken care of. And they just have a few questions about the cause of your terrible accident.

What do you remember seeing? they shout loudly so that you can hear. You hazily recall a sharp visual image and peck out, "Flying pieces of
metal, moving back and forth."
Ah, says the FBI. What did they look like?
"They moved together, like they had a life of their own," you tapped, thinking back to the two halves of the door floating and coming together in the midsection of that loud idiot.
"It was terrible," you typed, unprompted, "they hurt him, oh, they hurt him, and then they went away."
Hmmmm, said the FBI inside the hospital room.
Hmmmm, said the manufacturer representatives.
Hmmmm, said the insurers.
Hmmmm, said the many involved government agencies.
Hmmmm, said the TV reporters.
How did it happen, they asked the FBI to ask. The FBI asked.
"Everything was normal, I heard a great noise and felt a great pain, and the plane went down. It was as if something had hit the plane and cut it in two," you typed.
Hmmmm, went everybody.
Thank you, said the FBI, we'll get back to you on that, here's our card; if you think off anything else, just give us a call.
You went to sleep as the administered drug took effect.
More days passed. You rested. The web site guy had a new interest, putting in a brick walkway next to his driveway. Everyone agreed that was a good interest, so real, so satisfying, so fulfilling, so non-weird. His wife and friends started talking to him again.
The manufacturer and airlines and insurers and government representatives were very busy, however. One day they all got together in a oiled wood paneled room and asked what can we live with regarding this plane crash, flight so and so, the exact number was fading in their memories actually. The amount of money riding on the cause of the crash was very clear to them. It was 2.1 billion dollars.
They reviewed the evidence. They had radar blips of a plane bursting in mid-air. Electrical power was cut suddenly. There was no real evidence of a bomb and that had been done before anyway, twice. The weather was fine. The pilots were cool. And they had an eyewitness account and
some found notes in a passenger's purse. The eyewitness testimony indicated a mid-air collision with a thinking, controlled object. The tattered note evidence indicated flying saucers.

It was agreed that the only plausible explanation, based upon available evidence, that would be acceptable to the innocent manufacturers of engine and airframe, to the innocent airline, and to the innocent government agencies was the cause of the crash to be a mid-air collision with an unidentified flying object or objects that departed the scene. The fact that the UFO was not seen on radar was explained that it was a stealth UFO. The fact that no metal not common to the crashed airplane was found was explained as aliens have high technology metals which don't leave traces when they hit ordinary human made aluminum. The choice of one or more objects was added so as to appear not too certain of the event but to give an impression of mature latitude.

Everyone agreed this was fine solution. The manufacturer and airline could not be held to blame for a mid-air with an invisible flying saucer, it could happen to anyone. The insurer was elated because now the liability was limited to a small amount per passenger instead of a huge amount for negligence. The TV and other lesser media such as newspapers and magazines loved the idea knowing ratings would soar as the fake pictures and reasoned conjectures flooded into the talk shows. The government was very satisfied because now it could ask for and receive unlimited extra funding for research into alien defense mechanisms, hiring more agents, buying more machines, and being able to cloak much more activity and spending as Top Secret, Need to Know Only, and not many people needed to know, that's for sure. In fact, the fewer people that know, the better, was the motto of the heads of the government agencies as they submitted their confidential revised funding requests.

The accident report was released. It ignored all aspects of a mechanical malfunction and emphasized the sudden power loss, the strength of the airplane, the written evidence, and the conversation of the only eyewitness. It came to the conclusion that the probable cause of your crash was a mid-air collision in the forward cargo hold area with an
unidentified flying object/objects that departed the scene. As an appendix, a recent scientific discovery of life on Mars was added, just for information's sake.

You came out of the coma again. Your head was clear. You researched your accident and several others. You remembered the conversation of the loud guy talking about similar accidents to early model Boeing 747s giving similar evidence which now matched your accident. You remembered the whine of the door motor and the decompression. You remembered the door halves coming together and the cam latches being confirmed as being open by the loud guy. Now you knew what caused the huge plane to crash and what caused all the others to crash and kill all those people. You wanted to stop the killing, to stop the crashes, to fix the doors and to tell the world what had happened and how to fix it. You knew it could happen again.

You started typing on your computer into the internet after finding the original, now abandoned, crash web site about doors. You started the site back up again and typed, "It was the opening of the forward cargo door in flight that caused my plane to crash. I felt it. The opening in flight of the forward cargo door is causing the crashes of early model Boeing 747s. It is all documented, common sense, reasonable and likely. The problem can be fixed forever."

You were ignored; you were not believed; you were scorned; you were rebuffed; you were rejected.

You called a physician known to assist troubled people out of existence. After the deadly injections, you typed to the world, "It's true, I am cursed. I know the truth. Goodbye."

You had previously written a code virus to be placed in personal computers to automatically appear on every anniversary of your crash date.

The crash anniversary arrived. The virus took effect. The message displayed to the world: "You won't believe me so now you will die."

The End

#Comment: When the next 747 crashes...Key word here is fiction.

#Contents
barry@corazon.com

From ???@??? Thu Aug 15 23:06:13 1996
To: webmaster@ntsb.gov, newyork@fbi.gov,
WebmasterFAA@mail.hq.faa.gov, nefft@afsync.hq.af.mil,
president@whitehouse.gov, boewxx01@ccmail.ca.boeing.com
From: barry@corazon.com
Subject: The President's Life is still in Danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00ae395d28e9f7@[165.227.94.221]>

There is still an immediate, although slight, danger to the life of the
President of the United States caused by the inadvertent opening of the
lower forward cargo door in the Boeing 747-200 aircraft in which he
flies. The door may open in flight exposing a large hole in the nose of
Air Force One leading to the sudden destruction of the aircraft and death
to all aboard, including the President. My name is John Barry Smith,
Major, US Army, Retired, address and SSN on request, phone number
408 659 3552, back up phone number 408 659 7564, email
barry@corazon.com internet web site at http://www.corazon.com/
barryhome.html
Forward cargo doors are coming off Boeing 747s inflight. The doors
must be locked shut until further notice. This alert notice is being sent to
the White House, NTSB, FBI, US Air Force, FAA, news television, the
local newspaper, and interested friends. Original message sent 11 August
1996 John Barry Smith

From ???@??? Fri Jan 17 11:45:28 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: You have the answer.
Cc:
Here it is six months, I wish we had an answer to what caused this tragedy," James Kallstrom, an FBI assistant director heading the criminal probe into the crash, said earlier this week. ``It's not for a lack of having a totally dedicated team.

``I know six months seems like a long time and must create tremendous frustration on the families and citizens, but . . . we will not sleep until we know what caused this tremendous tragedy," he said.

The answer is the inadvertent opening of the forward cargo door in flight on TWA 800. Now you can go to sleep. Or wake up, check out the door, documentation on web site www.corazon.com John Barry Smith

From ???@??? Fri Nov 08 09:41:01 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: salvage reputation

The FBI can salvage reputation as investigative agency by discovering true cause of TWA crash. It is not bomb nor missile nor center tank fire. It was the inadvertent opening of the cargo door in flight. The complete support for that theory is on the web site, http://www.corazon.com.

Please refer the theory and site to your aviation experts. Let them evaluate the possibility that a mechanical cause happened, the door opened when it shouldn't and allowed a 300 knot wind to enter a gaping nine foot by 15 foot hole in right side of nose of 747 tearing nose off. The door opened and an explosive decompression occurred, an
explosion which mimics a bomb and was a red herring. The FBI can find the true culprit, the forward cargo door, a prime suspect who has four ADS against it and has killed nine already. Please have an FBI aviation expert review the web site, the cause is there. John Barry Smith

From ???@??? Wed Mar 12 22:04:44 1997
Received: from 165.227.94.199 (red199.redshift.com [165.227.94.199])
by mail.redshift.com (8.8.5/8.8.5) with SMTP id VAA31694; Wed, 12 Mar 1997 21:44:15 -0800
Message-ID: <33272414.694A@corazon.com>
Date: Wed, 12 Mar 1997 21:45:57 +0000
From: barry@corazon.com
X-Mailer: Mozilla 3.0 (Macintosh; I; PPC)
MIME-Version: 1.0
To: newyork@fbi.gov
Subject: TWA 800 crash cause.
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
X-UIDL: e594e95d9fd96a359b50cd65700a3f88

Streak was cargo door and skin peeling away in sunset. Full support and documentation on www.corazon.com. Radar blip was cargo door and skin spinning away erratically on primary radar. John Barry Smith.

From ???@??? Thu Mar 13 16:12:57 1997
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: You have the door on radar.
Cc:
Bcc:
X-Attachments:
Message-Id: <l03020902af4dd7a96e86@[165.227.94.176]>
The radar images show metal reflecting off primary radar returns. You have the door on radar just after it left plane and before the nose crumpled in. I have videotaped a similar source for the light streak. Please interview me regarding the videotape. John Barry Smith.

From ???@?? Thu Apr 03 07:33:19 1997
To: newyork@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Stone unturned. Turn it over.
Cc:
Bcc:
X-Attachments:
Message-Id: <l0302090caf690d20f06e@[165.227.94.141]>

Dear Appropriate Person,
A stone of TWA 800 crash cause is exposed and unturned. Turn it over. "Forward door of the aircraft popping open."
To turn over stone go to www.corazon.com and you will always be able to say, "I turned over every stone, I exhausted every possibility, I checked out every chance, I tried everything."
Cheers, John Barry Smith

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said."
Aviation Week and Space Technology, 10 Mar 97 Page 35.

Special Agent, form letter to authorities. Barry
Dear Mr. Kallstrom,

26 November 1997

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL
811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound then the cargo door explanation is not valid.
3. TWA 800, Air India 182, PA 103, and UAL 811 all had sudden loud sounds on the CVR at event time. If not, then cargo door explanation for that aircraft is not valid.
4. If the forward cargo door were to rupture in flight and do the same damage as UAL 811, the nose could tear off, although it did not for UAL 811. If the nose of an aging 747 always stays on after forward door ruptures/opens, then the cargo door explanation is not valid.
4. Explosive decompression is an explosion.
5. Destructive force of 300 knots onto weakened structure is immense.

To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, fuddled engines, never recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.
1. CVR sudden loud sound: Explosive decompression starts as air
molecules rush against each other quickly. NTSB reported sudden loud sound.

2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.

3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.

4. TWA 800 wreckage reconstruction can be seen at URL http://www.corazon.com/presskit.html and reveals the following: Red flags on top of door indicate it was found closest to airport. Top piece of door and fuselage skin were found closest to airport and far apart from its usual frame and nose: Door ruptured/opened in flight and pieces spun away first, landed first, and found closest.

5. Red paint smears between passenger windows only found above forward cargo door: Red paint from door below transferred when door opened out, up, and slammed into fuselage above. Paint transfer between door and white fuselage principle matches UAL 811.

6. Missing red paint on trim above cargo door: Red paint from trim scraped off by friction of metal bending and rubbing together.

7 Inward bending of top of cargo door: Inward bend occurs when top of door hits fuselage. Inward bending of top door matches UAL 811 top door piece inward bend.

8. Most of middle of cargo door, aft midspan latch, door frame, and outer skin missing: Missing material not available for examination. Door can rupture even when bottom eight latches hold because only two midspan latches hold sixteen feet of door closed and have no locking sectors to prevent inadvertent unlatching.

9. Door hinges are attached to door and appear near normal: Hinges match UAL 811 hinge description in appearance and function.

10. Outward petal bulge rupture at aft midspan latch of forward cargo door: Outward bulge rupture suggests rupture at aft latch. Petal pattern indicated outward, not inward force of rupture.
11. Outward peeled upper fuselage skin: Outward indicates internal force pushed outward, not external force, such as water, pushing inward.

12. Vertical tear line at station 741 between windows: Vertical tear line is nose cut off point and matches other two Boeing 747 nose cut off points, AI 182, and PA 103.

13. Starboard only shattered, torn, and frayed fuselage around forward cargo door: Unilateral rupture suggests explosive decompression caused by inadvertent rupture at aft midspan latch of forward cargo door in flight and discounts center tank fire/explosion as initial event.

From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on a very old and worn aircraft. The cargo door explanation is plausible, it's mechanical, it's happened before, and it fits the evidence. It also incorporates the center tank fire/explosion explanation as happening as described by NTSB but a few seconds later and a few thousand feet lower than the initial event at 13700 feet/8:31 PM.

I first discovered the cargo door rupture problem on aging 747s after PA 103 in 1988 and confirmed for me by UAL 811 only three months later. My concerns were published first in an aviation newsletter in April, 1990 and in Flying magazine in July, 1992. I've had correspondence with a Pan Am 103 aviation insurance company representative in 1995 regarding the risk of another cargo door inadvertent opening. As soon as I heard that TWA 800 had disappeared from radar and disintegrated in flight shortly after takeoff I suspected cargo door and it was confirmed for me when the sudden loud sound and abrupt power cut to the FDR were reported by NTSB. All of the subsequent evidence confirms even stronger that the cause of TWA 800 was the aft midspan latch rupture in flight. This letter only describes a few of the linking clues, evidence, and closely reasoned deductions based on the observations of the evidence.

To sum up specific, irrefutable evidence that leads to conclusion of cargo door rupture for TWA 800:
1. Sudden loud sound on CVR.
2. Abrupt power cut to FDR.
3. Red flags on top of door in wreckage reconstruction.
4. Red paint smears on white paint between passenger windows.
5. Most of middle door, aft latch, outer skin, and door frame missing.
6. Shattered, torn, and frayed starboard fuselage structure surrounds the blown apart cargo door yet the opposite port side is smooth and relatively undamaged.
7. Visible bulging outward opening rupture hole at missing aft midspan latch of forward cargo door.

A confirming exercise would be to closely examine the door hinge of TWA 800 to see if it has overtravel impressions on the opposite hinge which would match the overtravel impressions on the UAL 811 door hinge as reported in NTSB AAR 92/02 and seen at http://www.corazon.com/811page40doorhinge.html

Cargo door explanation for TWA 800 is worthy of intense investigation. My intentions at the public hearing are to support such an investigation. I have formally offered to speak before the fact finding panel as a qualified technical person with special knowledge. I will be offering literature to attendees including pictures and text from NTSB AAR 92/02 showing big hole in nose of UAL 811.

What can be done to stop fuselage ruptures in high time Boeing 747s?
1. Boeing must modify/fix the cargo doors again.
2. FAA can direct Boeing to fix the doors with a sixth Airworthiness Directive.
3. NTSB can confirm door explanation and make recommendations to FAA.
4. NTSB public fact finding hearing can determine cargo door explanation worthy of investigation and confirm probable cause if valid.
5. Families of victims and their representatives may be persuaded to investigate the door and make recommendations to authorities.
6. Elected officials may be persuaded to conduct a parallel door investigation.
7. Media can draw attention to cargo door explanation and bring it to the attention of all concerned.

In all my discussions with persons involved with TWA 800, one person asked the key question: "Why do the doors open?" That was asked of me by my Congressman, Sam Farr, in his office as I presented the cargo door explanation to him. It is a good question.

I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,
John Barry Smith

Persons contacted and responded:

Mr. Sam Farr
17th District, California
House of Representatives
Congress of the United States
Washington, DC
samfarr@mail.house.gov
Contacted: 29 Oct 1996 09:10:09 EST
Responded: 29 Oct 1996 09:10:09 EST

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
Julie_Swingle@mccain.senate.gov
Contacted: Mon, 09 Sep 96 17:49:37 EST
Responded: Mon, 09 Sep 96 17:49:37 EST

Lyle Streeter
FAA Office of Accident Investigation
Lyle.Streeter@faa.dot.gov
Contacted: 3 Nov 97
Responded: 4 Nov 97

Al Dickinson
NTSB TWA 800 Lead Investigator
DICKINA@ntsb.gov
Contacted: 12 Sep 96
Responded: 19 Sep 96

Ron Schleede
NTSB TWA 800 Investigator
SCHLEDR@ntsb.gov
Contacted: 26 Jul 96
Responded: 29 Jul 96

Allan Pollock
Media representative
POLLOCA@ntsb.gov
Contacted: 11 Nov 96
Responded: 11 Nov 96

John Garstaing
CASB investigator
Contacted: 18 Apr 97
Responded: 3 May 97

Jacques.Babin@bst-tsb.x400.gc.ca
CASB Official
Contacted: 10 Apr 97
Responded: 10 Apr 97

Ron Wojnar, Manager
Darrell Pederson, Assistant Manager
Federal Aviation Administration
Transport Airplane Directorate, ANM-100
Contacted: 30 Oct 97
Responded: 30 Oct 97

Bob Brenerman,
FAA Structural Aerospace Engineer,
Contacted: 30 Oct 97
Responded: 30 Oct 97

John Schneider
RCMP
Air India Flight 182 Task Force in Canada.
Contacted: 10 Apr 97
Responded: 13 Apr 97

Securitas@bst-tsb.x400.gc.ca
Canadian aviation security
Contacted: 27 Feb 97
Responded: 27 Feb 97

Secret Service, San Jose Office
Contacted: 24 Feb 97
Responded: 24 Feb 97

LCDR Donald Lawson
Aircraft accident investigator
NPG School, Monterey
Navy Accident School
Contacted: 13 Jan 97
Responded: 13 Jan 97

John Hamilton
Boeing Safety Office
Contacted: 5 Dec 96
Responded: 5 Dec 96

John Brennan
Chairman
Executive Committee
US Aviation Underwriters
Contacted: 16 Aug 95
Responded: 16 Aug 95

Michael D. Busch
Editor-in-Chief
AVweb, the Web Site for Aviators
mbusch@avweb.com
Contacted: 26 Jul 96
Responded: 30 Jul 96

Robert Knight
News Director
WBAI
rknigh@escape.com
Contacted: 2 Aug 96
Responded: 2 Aug 96

Nick Fielding
Reporter Mail on Sunday
msnews@mailonsunday.co.uk
Contacted: 9 Aug 96
Responded: 9 Aug 96

Byron Acohido
Reporter Seattle Times
baco-new@seatimes.com
Contacted: 18 Sep 96
Responded: 18 Sep 96

Matthew L. Wald
The New York Times
mattwald@mailgate.nytimes.com
Contacted: 14 Mar 97
Responded: 14 Mar 97

David Evans,
Editor of the Aviation Group at Phillips
Business Information, Inc.
Air Safety Week.
devans@phillips.com
Contacted: 27 Nov 96
Responded: 27 Nov 96

Jessica Kowal
Reporter Newsday
cbhays@amherst.edu
Contacted: 11 Sep 96
Responded: 11 Sep 96

Lou Miliano
Reporter WCBS
RLM6KIDS@aol.com
Contacted: 16 Dec 96
Responded: 16 Dec 96

Royal Barnard, Publisher
The Mountain Times
Killington, VT
E-Mail RBarn64850@AOL.com
Contacted: 13 Nov 96
Responded: 13 Nov 96

Antonio Leonardi
Gianfranco Bangone
Journalists
Telematic diary Galileo
http://galileo.webzone.it
Contacted: 20 Mar 97
Responded: 20 Mar 97

Carmel Valley Sun
Editor
Elizabeth Cowles  
Contacted: 9 Jun 97  
Responded: 9 Jun 97

Speiser, Krause,  
Madole, Nolan, Granito  
Attorneys for victims  
Contacted: 11 Oct 96  
Responded: 11 Oct 96

Arthur Wolk  
Attorney  
Contacted: 23 Oct 96  
Responded: 8 Nov 96

Jerry Sterns,  
Sterns, Walker & Lods  
sterns@pop.lanminds.com  
sterns@trial-law.com  
Attorney  
Contacted: 20 Sep 96  
Responded: 20 Sep 96

Jos/Cremades  
Victims of Flight 800  
cremades@calva.net  
Contacted: 18 July 97  
Responded: 22 July 97

The following have not responded but have been contacted by letter and email.

The Honorable John J. Duncan, Jr.  
U.S. House of Representatives
jjduncan@hr.house.gov
Contacted 9 Aug 97

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
senator_gorton@gorton.senate.gov
Contacted 19 Feb 97

Bernard Loeb
NTSB Director, Office of Aviation Safety
LOEBBER@ntsb.gov
Contacted: 12 Aug 96

John Warner
United States Senator
From: Senator@warner.senate.gov
Contacted: 07 Sep 96 11:56:32 EST

President, Bill Clinton
Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James
Kallstrom
Contacted: All on 18 Dec 96

Wendell H. Ford
United States Senator
Contacted: 3 Mar 97
Ron Wyden  
United States Senator  
Senator@wyden.senate.gov  
Contacted 10 Mar 97

Kay Bailey Hutchison,  
United States Senator  
senator@hutchison.senate.gov  
Contacted: 24 Aug 96

James Oberstar,  
Congressman  
obestar@hr.house.gov  
Contacted: 7 Sep 96

Dianne Feinstein  
United States Senator CA  
senator@feinstein.senate.gov  
Contacted: 7 Sep 96

Jim Kallstrom  
Assistant Director  
FBI Office New York  
newyork@fbi.gov  
Contacted: 19 July 96

WebmasterFAA@mail.hq.faa.go  
Contacted: 27 Sep 96

BENSONM@ntsb.gov  
NTSB investigator  
Contacted: 11 Nov 96
US Air Force
hewitts@emh.aon.af.mil
Contacted: 26 Sep 96

Department of Transportation
webmaster@www.dot.gov
Contacted: 6 Sep 96

US Air Force
jberger@dtic.mil
nefft@async.hq.af.mil
hewitts@emh.aon.af.mil
Contacted: 9 Sep 96

Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
Contacted: 10 Feb 97

Tom McSweeney
Director
FAA Aircraft Certification Service.
Contacted: 21 Oct 97

Perkins Coie
Seattle, Washington, 98101-3099
Davis, Scott, Weber & Edwards, PC
New York, New York 10017
Attorneys for Boeing
Contacted: 6 Nov 97

Mr. Harold Clark
Chief Executive Officer
US Aviation Insurance Group
New York, New York
Contacted. 30 Aug 95

CNN.FEEDBACK@turner.com
Contacted: 13 Aug 96

plugin@newsday.com
Cargo door mentioned
Contacted 3 Sep 96

George Magazine
Cargo door mentioned
Contacted: 17 Nov 96

David Fuhlgrum
Reporter, Aviation Week
Cargo door mentioned
mangann@mcgraw-hill.com
Contacted: 29 Oct 97
From ???@??? Sun Jul 19 13:31:05 1998
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: TWA 800 crash cause.
Cc:
Bcc:
X-Attachments:
Message-Id: <l03020900b1d7a4c6617e@[207.204.196.149]>

Dear FBI, 19 July 98

I sent the below exactly two years ago. It's still holds true today. I'll send the exact emails I sent two years ago in sequence. Now that missile/bomb explanation has been discarded FBI may be interested in a
reasonable mechanical explanation. All these should be in your files. I invite interview.

Cheers,
John Barry Smith
e-mail at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924

Sent below 19 July 96

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Crash Theory
Cc:
Bcc:
X-Attachments:

I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.
e-mail at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924

From ??@?? Sun Aug 02 10:17:26 1998
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Still trying for interview
Dear FBI agent reading emails. 2 August 1998

Below emails are from me to you during August 1996 to August 1997. They should all be in your files. It's all correct except mystery radar blip is still a mystery.

Still trying for that interview.

Cheers,
John Barry Smith

1996 August 6
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 crash cause
Cc:
Bcc:
X-Attachments:

Please refer me to the appropriate official dealing with the TWA 800 crash. My web site at http://www.corazon.com/barryhome.html deals extensively with the matter. I have important information to pass on regarding this tragic accident. The cause is a cargo door and the dangerous condition continues to exist. The NTSB appears ignorant in the possibility of mechanical cause of an inadvertent cargo door opening causing the nose of 747 to come off and may miss or destroy evidence confirming that cause. Let us assume there is still a link
between an informed caring citizen and a responsive government agency responsible for lives. email barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA crash cause
Cc:
Bcc:
X-Attachments:

How about investigating crash cause? Here's your answer.
Flight Summaries of Three Flights:
TWA Flight 800, UAL Flight 811, Pan Am Flight 103
#
#
(From news sources:)
TWA Flight 800 was a scheduled passenger flight from New York to Paris. The flight was uneventful until after departure from New York. While climbing through 13,500 feet an event occurred which tore the nose off the aircraft. The nose fell into the sea. The rest of the aircraft continued on descending until approximately 9,500 feet where it exploded into a fireball and dropped into the sea. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A streak was seen near the aircraft just before destruction. A strange radar blip was seen before destruction falling with the aircraft. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased. No evidence of a bomb has been found on recovered wreckage. Front cargo door found in pieces. The aircraft was a Boeing 747-131, an early 747 with high flight time and flight cycles.
#
Explanations for TWA Flight 800: Boeing 747-131 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of
nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Door opening and tearing off would be visible as streak as it reflects evening sun at 13500 feet near New York City on July 17th. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

(From UAL Flight 811 Accident Report NTSB)

UAL Flight 811 was a scheduled passenger flight from Los Angeles to Sydney, Australia, with stops in Honolulu, Hi and Auckland, New Zealand. The flight was uneventful until after departure from Honolulu. While climbing from FL220 to FL230 the crew heard a "Thump" followed by an explosion. An explosive decompression was experienced and the #3 and #4 engines were shutdown because of FOD. The FLT returned to Honolulu and passengers were evacuated. Inspection revealed the forward lower lobe cargo door departed in flight causing extensive damage to the fuselage and cabin adjacent to the door. Investigation centered around design and certification of the door which allowed it to be improperly latched, and the operation and maintenance to assure airworthiness of the door and latching mechanism. Additional information extracted from report: Front cargo door found in two pieces. Crew erroneously reported bomb onboard to tower after hearing explosion. Radar tracked door down to ocean contact. Recorders played loud bang/sound then silence. Nine passengers were ejected and lost at sea. The aircraft was a Boeing 747-122, an early 747 with high flight time and flight cycles.
Explanations for UAL Flight 811: Boeing 747-122 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off depending on variables such as angle of attack, airspeed, turbulence and strength of fuselage. Cargo door would be picked up as radar return as it spun away from aircraft. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

(From Pan Am Flight 103 Accident Report Dept or Transport)
Pan Am Flight 103 was a scheduled passenger flight from London to New York. The flight was uneventful until seven minutes after leveling off after climb. While level at FL310 an event occurred which tore the nose off the aircraft. The nose fell to the ground. The rest of the aircraft continued on descending and crashing into the town of Lockerbie. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A strange radar blip was seen before destruction. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased.

Additional information extracted from report: Front cargo door found in two pieces. Reconstruction shows cargo door area in first sequence of destruction. Eight passengers missing and not accounted for. The aircraft was a Boeing 747-121, an early 747 with high flight time and flight cycles.

Explanations for Pan Am Flight 103: Boeing 747-121 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high
air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

Summary of the Summaries: Three early Boeing 747-100 series high flight time, high cycles aircraft with history of front cargo door malfunctions, while climbing after takeoff or shortly thereafter, experience an event which tears a large hole in each right side of each nose at forward cargo door area. Three aircraft later exhibit destruction pattern starting at forward lower lobe cargo door. Three aircraft had flight data recorders record a thump/bang/loud sound, then silence. Three aircraft had radar blips recorded leaving aircraft. Three aircraft deposit front cargo doors in two or more pieces. Two noses are torn off which leaves two aircraft to crash leaving two wreckage trails. Two nearest trails have contents of front baggage compartment indicating contents left first. Two aircraft had no calls from crew to ground. Two aircraft had no survivors. Two aircraft, possibly three, had under ten passengers not accounted for. One aircraft erroneously reports a bomb explosion on board but lands safely allowing investigation to reveal cause of inflight explosion to be inadvertent opening of forward lower lobe cargo door due to design error, improper maintenance, and a faulty switch or wiring in the door control system.

Comment: All statements above supported by documentation. All explained by an inadvertent opening of the forward cargo door in flight. Happened before, happened now; hope it doesn't happen again.
To: newyork@fbi.gov  
From: barry@corazon.com  
Subject: Jiggs  
Cc:  
Bcc:  
X-Attachments:  

Is there a high official of the FBI nicknamed Jiggs? Could you please have him get in touch with me at 408 659 3552 or email me. Barry Smith

To: newyork@fbi.gov  
From: barry@corazon.com  
Subject: Appear for public help  
Cc:  
Bcc:  
X-Attachments:  

The paper said today that crash officials are appealing for public help. Here I am, http://www.corazon.com/barryhome.html giving documentation for cargo door opening as cause of TWA crash. I am retired military officer with address, phone web site, and email address. The site documents rational explanation for cause of crash. Please respond. John Barry Smith 551 Country Club Drive Carmel Valley, CA 93924 408 659 3552 barry@corazon.com

To: newyork@fbi.gov  
From: barry@corazon.com  
Subject: The President's Life is in Danger  
Cc:  
Bcc:
There is an immediate, although slight, danger to the life of the
President of the United States caused by the inadvertent opening of the
lower forward cargo door in the Boeing 747-200 aircraft in which he
flies. The door may open in flight exposing a large hole in the nose of
Air Force One leading to the sudden destruction of the aircraft and death
to all aboard, including the President. My name is John Barry Smith,
Major, US Army, Retired, address and SSN on request, phone number
408 659 3552, back up phone number 408 659 7564, email
barry@corazon.com  internet web site at http://www.corazon.com/
barryhome.html
Forward cargo doors are coming off Boeing 747s inflight. The doors
must be locked shut until further notice. This alert notice is being sent to
the White House, NTSB, FBI, US Air Force, FAA, news television, the
local newspaper, and interested friends. John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Preventing the deaths of innocent people
Cc:
Bcc:
X-Attachments:

Mr. Kallstrom, I have read you read all your email and reply to every
one. Well, sir, I have an idea to prevent the deaths of innocent people.
Everyone agrees that the destruction of TWA 800 starts forward of the
wing on the right side near the forward cargo hold. This forward cargo
hold is the place where most trouble starts leading to the nose tearing off
and the destruction of the aircraft and death to all aboard. How about
boarding up the access?
How about welding the door shut until further notice? That way no
bomb can be smuggled aboard, not fire can start, or no door can fly off.
The investigation can continue without the risk of a similar event
occurring in forward cargo area and the questions arising such as, Why did you not seal off the danger area when it was known to be trouble area and could be sealed off?

By the way, passenger profiles of suspects are respected; how about machine profiles? The cargo door fits the profile of killer suspect. It has killed nine confirmed in previous crash (UAL 811), has two Airworthiness Directives against it, (felony convictions), was at the scene of the crime of TWA 800, (right side foward of the wing) and has not been ruled out as cause/killer. The forward cargo door has suspect with bloody hands written all over it. The FBI does not have a qualifier in front of the word "Investigation." To find the cause even though it is not a bomb is still a success. A great success. Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Fiction story about TWA 800
Cc:
Bcc:
X-Attachments:

Fiction story, there's another on the web site at fictionbelieveme.html Please forward.
#
Plane Crash Investigation
Fiction by John Barry Smith
1 Sep 1996

There was once a plane crash. It was terrible. Many children, boys, girls, men and women died terribly by being burnt, smashed, cut, and suffocated. Their families and friends cried when they found out. Everyone was sad and upset. It was a mystery why the plane crashed. Everyone said, "Find out why the plane crashed." So they did. Here's how they found out how the plane crashed.
The government established an agency composed of experts to investigate the circumstances and events leading to, during, and after the crash. The government agency, called the National Transportation Safety Board, or the NTSB, appointed a person to oversee the Board. He was called the Appointee. He believed that his Administration oversaw the safest aviation transportation system in the world. And he was right. The Appointee went to the scene of the crash. It was a mess; bodies and pieces of plane were everywhere. The NTSB took charge and organized teams to recover the pieces of the bodies and the plane. The pieces of bodies went in one direction and the pieces of plane to another where it was put back together. The bodies were not put back together, or they were, I'm not sure about that. The NTSB had an investigator, called the Investigator, but needed more help; like most government agencies they were underfunded and understaffed. No government agency ever has enough funds or staff, that's why they are called government agencies. The Investigator believed that he investigated aircraft accidents fairly and comprehensively. And he was right. The NTSB Appointee asked the company who made the airplane if they would send someone over to help discover why his airplane crashed and killed all these people. The airplane maker said, sure, here he is, you can call him the manufacturer's representative; we can call him the Maker. The Maker went to the crash site to help the NTSB. He believed his airplane to be the strongest, safest airplane in the world. And he was right. Everybody had ideas why the plane crashed. The most exciting ones were the most talked about, of course. What is the most exciting one you can think of? Boom? Yes! A bomb goes boom in a boom box is an exciting idea. But, it's been done before, so this time, bomb go boom in a boom box was not accepted right away. But maybe an exciting rocket powered missile could have hit the airplane? Maybe! So the Government agency involved with missile attacks by foreigners, the Federal Bureau of Bomb Investigation, was brought into the mystery. The FBBI assigned an agent, the Agent, who believed that he conducted
investigations that were complete and based on fact. And he was right. He initially wanted to find a bomb but if he couldn't get that, he would settle for a missile; so they started examining every piece of the airplane for explosive residue. Residue is something very small, invisible trace usually, which is found on something very small, a fragment actually. Explosive residue can be found around a child's cap gun or a nuclear explosion so if the residue is found, the conclusion can be very flexible and be made to fit whoever makes the discovery. So everyone worked very hard to find explosive residue. And they found some! But there was nothing around the residue that looked like an explosion had hit it so the residue stood alone waiting.
The NTSB Appointee, his Investigator, the Maker, and the FBBI Agent were all at the hangar where the pieces of the plane were being put back together one day. They stood around. They each had a cup of coffee in a cup with their agency logo on it which matched their windbreakers. They were sharp.
"How about them 'Niners," one of them said, "think they got a chance 'gainst Dallas this year?"
"No," the Agent replied.
"How's the investigation going?" asked the Investigator.
"Wait a minute, that's my question," said the Appointee.
"Well, I can ask that question, too," said the Agent.
"Yeah, me too," said the Maker.
"OK, OK, everybody can share and ask the question, how's the investigation going?" said the Appointee.
"What investigation," said the agent, and they all laughed. They got along awfully nice together.
"Well, the plane came apart in the air. The nose separated first and fell forming a debris trail. The rest of the airplane fell and exploded later forming its own debris trail," said the Maker.
"We haven't found any conclusive evidence of a bomb or missile or any hostile action against the plane," said the Agent.
"We reviewed the paper history of the plane and discovered it is an early model Boeing 747 and has over fifty thousand hours of flight time with
several airlines flying all over the world in all types of conditions. There are also two Airworthiness Directives against the only item in front of the wing near where the destruction occurred on the right side which caused the nose to come off: the forward cargo door," said the Investigator.

An Airworthiness Directive is an order to the airline from the Federal Aviation Authority that a very dangerous condition exists and if the instructions in the Airworthiness Directive are not followed exactly, the aircraft is not permitted to fly. The forward cargo door had two Airworthiness Directives based upon previous events in which passengers were killed because of the door malfunctioning and opening in flight.

"The people are trusting us to find out what's wrong. They are continuing to fly in this type aircraft. I have consoled the victim's families. We will give daily press briefings and keep the public fully informed of all our discoveries regardless how trivial we think they may be now. I've asked for help from the public, has anyone received any help?" asked the Appointee.

"Yes, I have," said the Investigator.

"What was the help," asked the Appointee.

"An informed member of the public, who has vast experience in many aspects of aviation, suggested I visit his web site which has a hundred pages of documented evidence linking three crashes of similar type aircraft to this crash. The linking evidence is solid. He said to compare this crash to another which is similar and had a solution. The conclusion is that the inadvertent opening of the forward cargo door is tearing off leaving a big hole which causes the whole nose to come off. I reviewed the pages and they are legitimate extracts from government reports. The member of the public said he was granting our request for help and suggested we rule out the cargo door right away," the Investigator concluded.

"Well, that was very nice of the public," said the agent, "what a nice guy."

"That's very interesting," said the Maker, "let me check out that theory,"
where is the cargo door?"
"Over there," said the Agent who had previously checked it for explosive residue and found none even though a large explosion was suspected in the vicinity. The Maker walked over to the pieces of the door.

"What's the address of the web site," asked the Appointee, "I'd like to peruse the pages."
"http://www.corazon.com" said the Investigator, "and his email address is barry@corazon.com."

The Appointee went over to a nearby computer, went on the internet, booted up a web browser, put in URL address, and started reading the pages.

The Investigator asked the Agent, "Can you get us copies of the other accident reports although they belong to foreign countries."
"Can do easy, GI," said the agent and immediately picked out the small cellular phone from his coat and made a call. The logo of his agency was on the back of the phone and matched his coffee cup and windbreaker. He was sharp.

The Agent called some other agents who called some people who obtained the files and faxed them to the Agent in the hangar. "Yeah, getting confidential files from a foreign government quickly, piece of cake," the Agent mumbled under his breath.

"Hey this is great," said the Investigator, as the faxes came across.
"Look at the evidence of voice recorder, radar information, destruction sequence, engine evidence, body pathology, and aircraft reconstruction, it all matches! And the one crash that we definitely know was a cargo door has matching evidence to the mostly mysterious ones."

"Who said the one sure cause was a cargo door?" asked the Agent.
"Me," said the Investigator, "I did that crash and it was the door opening in flight, we found the door, it was unlocked, all the evidence is correct."

"Hey this is great! This is very interesting," said the Appointee while reading the one hundred pages of the crash web site. "All the evidence matches. There is a link of cargo door opening to all these crashes. We should check this out."
Just then a loud shout went up over by the cargo door reconstruction area. The Appointee, the Agent, and the Investigator all looked over at the Maker who was jumping up and down shouting, "Come over here, come over here, I've found it, I've found it!"

Now, everybody reading this story, relax, don't panic, everything is going to be all right. This is just a story and not real life. We'll take a little break here to rest our brains.

Look around, you're still safe, you understand most of what your reading, and it's easy to just read words. To review: A terrible thing happened. The government is going to find out what happened so that it does not happen again. This is how they do it. Everything is organized before the terrible thing happens so that the truth will come out quickly and you can quit worrying. The four concerned parties were the Maker, the Investigator, the Agent, and the Appointee. The people who actually flew in the airplane and died in the airplane, the Pilot and the Passenger, were not concerned, not represented, and thus were not included. They would probably get too emotional, anyway.

"Over here, over here," shouted the Maker, "I've found it!"

The Appointee, the Agent, and the Investigator rushed over to the Maker who was kneeling next to the forward cargo door pieces.

"Look at this," said the Maker, pointing to the cam locks, the cam sectors, the locking pins, the door control wire bundle and the edges of the broken door. "Yes it's all here," said the Maker, "here is the locked lock sectors, the unlocked cam sectors, the worn metal cams and locking pins, the frayed wire bundle, and the broken pieces of door."

"What's it mean?" asked the Agent.

"It means that the door looked locked but wasn't fully latched. The metal is worn from constant use. The frayed wire bundle sent a erroneous signal to the door to open. The door opened up and outward into the slipstream and broke in half right here," said the Maker, pointing to the broken door halves.

"You know, I was right all along," continued the Maker, "my first airplane of this type did not have a door like this, only later was it added at the airlines insistence. And then later we changed the door so that it
opens inward and upward so that if the door opens accidentally in flight the inside pressure will keep it closed and it will not tear off a large piece of nose skin which leads to the whole nose tearing off and crashing the airplane. See, we learn from our mistakes," finished the Maker, contentedly.

"Ah," said the Investigator, "this new crashed door matches the old crashed doors which match the known cause of door opening crash. It definitely is the door opening which caused the crash," finished the Investigator, contentedly.

"And look," said the Agent, "the floor beams are bent and fractured in the same way as a door opening event and not the opposite way as in an explosive event. It definitely was not a bomb but a door opening which caused this crash," said the Agent, contentedly.

They had found out the cause of their crash. They had done their job. They had earned their pay. They had fulfilled their years of education, striving, and experience. By teamwork, preparation and patience, they had unraveled a mystery. They all reached into their coat pockets for their cellular phones to make the calls to their bosses.

The Maker called his home office and spoke to the Chief Executive Officer. The Maker explained the door mechanical problem and how to fix it. The CEO told the Maker he would talk with the Board of Directors and get back to him. The Maker hung up satisfied with a job well done.

The Agent had called his Director and explained the discovery of the door problem. The Director had told the Agent he would talk with the Attorney General and get back to him. The Agent hung up satisfied with a job well done.

The Investigator called his family and told them of the door discovery. His family said they would talk with his buddies and would get back to him. The Investigator hung up satisfied with a job well done.

The Appointee called the Secretary and told him of the door problem discovery. The Secretary said he would talk to the President and get back to him. The Appointee hung up satisfied with a job well done.

"Well, what caused the door to open," asked the Appointee.
"Good question," said everybody. "We'll get to that later," said the Maker, as they all waited for the phones to ring with the news from their bosses about congratulations, raises, promotions, assignments, and interviews. The phone rang. It was for the Maker. He opened the cellular flap and listened to his boss. The phone rang. It was for the Agent. He opened the cellular flap and listened to his boss. The phone rang. It was for the Investigator. He opened the cellular flap and listened to his boss. The phone rang. It was for the Appointee. He opened the cellular flap and listened to his boss. After a few minutes of listening, the Maker, the Agent, the Investigator, and the Appointee folded the cellular flaps closed and put their phones back inside their jackets. They were silent. They went to a table and had a cup of coffee. "How about them 'Niners, think they got a change against Dallas this year?" asked the Agent. "No," said the Maker. "I think I may have been a bit hasty in my conclusion about the cause of the crash." "I might have jumped the gun, too," said the Investigator. "I may have rushed to a conclusion, also," said the Agent. "I could have been brash," said the Appointee. "Let's reconsider." "Yes, let's reconsider," they all agreed. And they did. "I'll start," said the Maker, "my Chief Executive Officer reported from the Board of Directors who said that I may have been a bit hasty about the cause of the crash. Now that the cause of the crash might be determined to be a faulty forward cargo door, these events will take place as soon as it is official. Seven billion dollars of orders for this model aircraft will be cancelled, two billion dollars in liability claims will be paid by the company, new orders for our other aircraft will be slow in arriving, if ever; the repair costs for the faulty doors on all the aircraft will cost one billion dollars, our quality reputation will disappear, our stock price will disappear costing us billions in company
value, and ten thousand employees will be laid off with no pension or health plan, including me. My boss asked me if I understood very clearly what he had told me, especially about the laid off with no pension part. I said I did," concluded the somber Maker. After a moment's reflection he added, "I definitely was a bit hasty about the cause of this accident. I'm reconsidering the accident cause right now."

"I'm next," said the Investigator. "My wife told me that I might have jumped the gun on the accident cause. When she called all my buddies and told them the cause of the accident was a door, they said that they were involved in the previous accidents which were said to be bombs but are now proven to be incorrect. Their reputations are shot, they have lost their credibility as accident investigators, they will not be able to get a job, their self esteem is gone, and they have said for me never to ever again contact them in any way. My wife is very concerned about my position now that I would be the enemy of all my coworkers. She fears for her security and for our daughter who may now not be able to afford dentistry and will have all the other kids laughing at her funny mouth. She might have to go to her parent's house with our daughter. She asked did I understand what she had said, especially the part about her going to her parent's house with our daughter. I said I did," concluded the somber Investigator. After a moment's reflection he added, "I definitely jumped the gun on the accident cause. I'm reconsidering right now."

"My turn," said the Agent. "My Director informed the Attorney General who said that I may have rushed to a conclusion on the accident cause. He said that now that the cause was a mechanical problem caused by us and not a bomb from foreign enemies the new request for additional funds for new agents will not be approved. Because our current agent staffing guide is based upon previous bombing incidents on airplanes that now appear not to have happened, our current staff will be reduced. Since we made errors in announcements of explosive finds, the public has lost confidence in our judgment and all our surreptitious activities such as monitoring mail and communications through court orders will be curtailed because of lack of court approval. With the general lessening of fear from foreign terrorists our recent inroads into overseas
areas with local liaison offices, we will be told to leave and return to the
United States and leave the overseas investigations to the locals or the
CIA. Because we bungled this bombing investigation we will not be
able to expand our investigative efforts into other areas, such as
bankruptcies, and will be restricted to domestic crime. Since our budget
will be slashed, our mission curtailed, and our employees laid off, I am
to be assigned to a place I don't want to go to, for longer than I can
stand, doing a job I hate. The Director asked me if I understood what he
said, especially about the new assignment part. I said I did," concluded
the somber Agent. After a moment's reflection he added, "I definitely
rushed to a conclusion on the accident cause. I'm reconsidering right
now."

"I guess I'm last," said the Appointee. "My Secretary called the President
who said I could have been brash about the accident cause. The
President said that now that the cause might be a mechanical problem
which has gone on for years undetected instead of foreign terrorists,
many changes will occur. When the manufacturer loses orders he lays
off employees who are upset and vote against him. When the
manufacturer lays off employees they don't pay their bills and go
bankrupt and the entire economy of a large area of the country is
adversely affected with people who will not vote for him. The billions of
dollars coming into the country from overseas for airplanes will not be
coming in and the national debt rises upsetting all the people who will
not vote for him. The billions of dollars for airplanes will now go to a
foreign country making them stronger. The cause being undetected for
so long has allowed other planes to crash and kill people upsetting the
victim's families and friends who will not vote for him. The reputation
of the country resides in the quality of its products and the number one
product of America has now shown to be defective, allowing the world
to laugh at us. In addition, he will now have to apologize to a foreign
leader for erroneously blaming him for bombing and destroying an
aircraft resulting in sanctions against his country resulting in hardship
for millions of his innocent citizens. The blame for the delay in
detecting the cause, the blame for allowing the defective door to be
certified as OK, the lack of oversight in enforcing the Airworthiness Directives, the revelations of sloppy paperwork and maintenance records will ensure that his administration will not be returned to power in the upcoming election. The President said that if he goes down everyone goes down. I will be replaced as Appointee and will never be appointed to anything higher than pre-school yard monitor for the rest of my life. The Secretary asked me if I understood everything he said, especially about the schoolyard monitor part. I said I did," concluded the somber Appointee. After a moment's reflection he added, "I definitely was brash on the accident cause. I'm reconsidering right now."

So they reconsidered. They did not consider their own well being; they were above selfish self interest. They thought about their company, about their friends, about their mission, and about their country. Their personal safety, the security of their families, their aspirations about their careers, and the respect of their fellows did not enter into their considerations one bit. They cared about a higher truth. They thought about loyalty to company, mission, friends, and country. They thought about right and wrong. They were not traitors. They were not thieves. They were not bad people. They realized they had to re-evaluate the cause of the crash. They needed to look closer at the evidence. They needed to consider some new conclusions based upon the closer look at the evidence. So they did.

They looked at the radar evidence of blips just before the two aircraft disintegrated. Hey, could be an anomaly, they all agreed.

They looked at the one half second loud sound then silence from the four aircraft. Hey, listening closer to this short sound makes it clear that this sound is different from all the rest of the short loud sounds. They are all different short loud sounds, they all agreed.

They looked at the FODDED engine number three of the three aircraft. Hey, this foreign object junk could be anything, including the lining of the intake. The FOD could be anything, they all agreed.

They looked at the missing bodies in the same seats in the three aircraft. Hey, could be sharks or wolves that made them disappear, they all agreed.
They looked at the sudden power cut on the four aircraft. Hey, power cuts off all the time: plug comes out, power station goes out, circuit breaker pops, could be anything. The sudden power cut could be anything, they all agreed.

They looked at the tearing off of the nose on the four aircraft. Hey, could be a bomb. That's right, they all agreed, it could be bombs which tore the nose off all the four aircraft.

They looked at the same type of early model, high flight time Boeing 747 of the four aircraft. Hey, coincidence, they all agreed.

They looked at the streak seen by eyewitnesses. Hey, drunk partygoers see all sorts of stuff, they all laughed, as they agreed to disregard eyewitness evidence.

They decided to ignore cargo door latch cams, lock sectors, pull in hooks, and frayed wire bundles, as well as bent and fractured floor beams, as being too complicated, too difficult to understand and prone to misinterpretation.

The Airworthiness Directives against the door were to be mentioned with no comment. The photographs of the reconstructed fuselage showing the destruction sequence were changed to drawings by an artist who closely followed instructions on what to represent.

They reviewed the evidence. They came to the conclusion that the previous conclusion was hasty, brash, and rushed. It could have looked like an inadvertent opening of the forward cargo door was the probable cause of the crash, but then again it could look like it wasn't. It all depended on how you looked at it. It was only natural to look at it from the company's best interest, the agency's best interest, the family's best interest, and the country's best interest, if they had a choice. And they did have a choice. They came to the sober, well thought out, conservatively reasoned explanation for the crash was unknown. Their consciences were clear. They had closely examined the evidence and interpreted it in the best possible light for the best interests of their company, their friends, their mission, and their country. They were patriots.

They called their bosses on the phones with the new conclusion. They
listened, they beamed, they hung up.

"Well," said the Maker, "orders for new planes are pouring in. Our company is more prosperous than ever now that the cause of the crash is not the company's fault. I've just been promoted, given a raise, and given a new assignment I've been wanting for years. My Chief Executive Officer wants to personally pat me on the back," the Maker concluded happily.

"Well," said the Investigator, "my friends have all invited me other to their house for football and a party. I don't have to bring any beer either. My wife said she got a baby sitter for our daughter and she's home right now waiting for me wearing her special outfit. She wants to personally pat me," the Investigator conclude happily.

"Well," said the Agent, "my director said that since the terrorist danger is still out there, all around, our mission of catching our enemies will proceed as planned, overseas and elsewhere. Also, budgets won't be cut and staff won't be reduced. He personally wants to shake my hand and wants me as his right hand man in the home office," the Agent concluded happily.

"Well," said the Appointee, "the President said he is getting much positive feedback from polls claiming the great confidence the people have in their leader who protects them from foreign enemies and domestic problems. The unemployment rate remains low, his campaign contributions continue to pour in, the society continues to travel and do business, confidence in his administration and its supervision of the regulatory agencies is high, his opponents have no issues to attack him with, he gets to be belligerent to non-nuclear countries and appear strong, and he just wants to see me personally and give me a great big hug. He also asked me to pick a job, any job, that my heart desires in the whole government, and it's mine, just like that," concluded the Appointee happily.

"How about them 'Niners," one of them said, "think they got a chance against Dallas this year?"

"Hell, yes," they all shouted, and went home, happy, guiltless, and content.
And that's how smart, honest, educated people can come to the wrong conclusion about an aircraft accident cause.

#Comment: Best interest rules.

#Contents

barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Airplane crash danger
Cc: 
Bcc: 
X-Attachments: :Master:31652:811holephotocropped.JPG:

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

barry@corazon.com

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

Sincerely, John Barry Smith

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

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

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

Mr. Hall, passenger to passenger, I ask that you check out the forward
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
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 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 ÓInvestigationÓ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company

US Air Force

TWA
To: newyork@fbi.gov
From: barry@corazon.com
Subject: salvage reputation
Cc:
Bcc:
X-Attachments:

The FBI can salvage reputation as investigative agency by discovering true cause of TWA crash. It is not bomb nor missile nor center tank fire. It was the inadvertent opening of the cargo door in flight. The complete support for that theory is on the web site, http://www.corazon.com.

Please refer the theory and site to your aviation experts. Let them evaluate the possibility that a mechanical cause happened, the door opened when it shouldn't and allowed a 300 knot wind to enter a gaping nine foot by 15 foot hole in right side of nose of 747 tearing nose off. The door opened and an explosive decompression occurred, an explosion which mimics a bomb and was a red herring. The FBI can find the true culprit, the forward cargo door, a prime suspect who has four ADS against it and has killed nine already. Please have an FBI aviation expert review the web site, the cause is there. John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Public Tip
Cc:
Bcc:
X-Attachments:

To: FBI agent reviewing Email, pay attention to me. A tip from the public got you Dillinger. A tip from this public person will get you TWA. The tip is the cause of the crash was the inadvertent opening of the forward cargo door in flight. I am more qualified to give you a tip
about TWA crash than was the lady in red for John Dillinger.

I request that Mr. Kallstrom be given this tip to read further.

Mr. Kallstrom, TWA had an explosive event but was not a bomb. It was explosive decompression that mimics bomb. That did not destroy the plane. The force that did it was the storm of 300 knots of wind into a nine foot by 15 foot hole in the right side of the weakened nose of the 747.

What does "Kallstrom" mean? I believe it means a storm of some kind. You would be aware of the force of 300 knots, others aren't. It is twice the most violent hurricane on earth. And the size of the hole this force blew into was nine foot by 15 foot, a double car garage door size. That force blew into the nose of TWA and blew nose off in an instant.

That is basic common sense of wind force and hole, it is not high tech aerodynamics and does not require experts to figure out. TWA 800 was brought down by mechanical event which mimicked bomb and missile. The door flew away and at dusk looked like streak as it reflected evening orange sun. The pressure equalizing event of door opening caused an explosion. The destroying force, however, was the 300 knots windstorm into weakened fuselage hole.

The storm of wind brought down TWA 800.

The FBI can salvage its reputation as fair investigative agency by finding and determining cause of TWA as mechanical even though it is not in the perceived FBI interest to not have terrorists doing the crime. FBI aviation experts can evaluate cargo door cause by reviewing web site that has complete accident reports of similar crashes.

Be fair, check out mechanical cause as well as human evil. The NTSB is doing center tank fire. It's true, there was a fire but after initial event of door opening, nose tearing off, fuselage and wing falling and disintegrating and spinning jet engines igniting Jet A fuel vapor into fireball. Just as explosive decompression was red herring for bomb, streak red herring for missile, fireball is red herring for initial event as fireball. Cargo door fits all the evidence and has consistently held up over these past four months. It's documented on web site, at http://www.corazon.com. I am the messenger, the lady in red, the message of
the movie theater in Chicago, the cargo door is on the web site. Please evaluate.

I am not anonymous, John Barry Smith, 408 659 3552, barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 mechanical cause analysis
Cc:
Bcc:
X-Attachments:

Dear Mr. Kallstrom, here is the answer to TWA crash.
Friday, 15 November, 1996

Crash of TWA 800: Analysis of two possible causes.
Not a bomb.
Not a missile, friendly or enemy.
Not a meteor/space debris.
Not pilot or other crew error.
Not environment/weather factors.
Not air traffic control.
Not other aircraft/midair.
What else is there?
Mechanical/equipment failure.
What failed?
What is the evidence?
Yes, aircraft was in climb.
Yes, visual streak observed at event.
Yes, primary radar return recorded just before event.
Yes, secondary radar return disappeared abruptly.
Yes, sudden loud sound heard on cockpit voice recorder, CVR.
Yes, abrupt power cut to flight data recorder, FDR.
Yes, fifteen never recovered bodies after extensive search.
Yes, nose separated from rest of aircraft.
Yes, one or more engines exhibited foreign object damage, FOD.
Yes, fireball observed.
Yes, center fuel tank exploded.
Yes, explosive damage on wreckage.
Yes, two main wreckage trails.
Yes, nose wreckage was closer to event than rest of aircraft wreckage.
Yes, breakup started at forward part of fuselage, over or just in front of wing.
Yes, aircraft was high time/high cycles Boeing 747-131.
Yes, 230 people died.
What initial mechanical/equipment failure caused the crash and still satisfies the evidence?
There are only two; center fuel tank explosion and inadvertent opening of the forward cargo door. Which is more likely? Let us examine them side by side.
Climb: Fuel tank contents were same as takeoff, climb should have no effect on explosion. Or: Climb is pressure changing mode of flight and might assist in popping cargo door.
Streak: Fuel streaming out of wing and somehow catching fire leading to explosion. Or: Shiny metal cargo door with white fuselage skin attached spinning away at orange dusk on clear summer night at 13700 feet.
Radar blip anomaly just before event: Tank fire doesn't fit. Or: Large metal cargo door with fuselage skin attached spinning away at 13700 feet close to ground radar site.
Secondary radar return disappeared abruptly. Center fuel tank exploded and cut off power to transponder. Or: Cargo door opened and with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing transponder.
Sudden loud sound on CVR. Tank explodes and sound is recorded on cockpit voice recorder before power is severed. Or: Cargo door with
fuselage skin tore away causing explosive decompression loud sound to be recorded on cockpit voice recorder before power is severed.

Abrupt power cut to flight data recorder. Center fuel tank exploded and cut off power to FDR. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing FDR.

Fifteen never recovered bodies: Center tank explosion cremated passengers sitting in explosion area. Or: Cargo door and fuselage skin tore away exposing passengers who were ejected in decompression and sucked into number 3 jet engine and cremated.

Nose separated from rest of aircraft: Center tank explosion cuts fuselage in two just forward of the wing. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing.

One or more engines foreign object damage. Center tank explosion ejects debris into running engines. Or: Cargo door tore away exposing baggage compartment which explosive decompression ejects material into engines.

Center fuel tank exploded into fireball. Center tank explodes from unknown ignition source. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose allowing rest of wing and fuselage to fall and disintegrate into mass of fuel vapor and spinning jet engines which exploded.

Explosive damage on wreckage. Center tank explodes. Or: Cargo door with fuselage skin tore away allowing explosive decompression to occur in passenger compartment and cargo hold which mimics explosion.

Two main wreckage trails. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explodes, severs nose which falls into tight wreckage
pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank near forward part of wing explodes. Or: Cargo door and fuselage skin tears away just forward of the wing.

Aircraft was high time/cycles Boeing 747-131. Two hundred thirty people died.

So, two theories exist which explain much of the evidence. Here is why the cargo door theory is more credible than the center tank explosion theory.

Mechanical/equipment failure. Both are mechanical/equipment failure, Center tank has yet to be discovered essential ignition source which isn't supposed to be ignition source while cargo door is a complicated, previously known to fail and kill, mechanical system with four airworthiness directives against if. Cargo door more likely failure.

Streak at event. Metal door with metal skin spinning away could be reflected orange dusk light and appear as streak. Time of year, altitude, clear night, sun angle, and type of object all fit streak as spinning door. Tank fire with streaming fuel on fire is less likely. Cargo door more likely streak.

Primary radar return before event. Metal door with metal skin spinning away could be primary radar return recorded on nearby ground radar. Center tank would not give return. Cargo door more likely radar return.

Secondary radar return disappeared abruptly. Center tank explosion and nose separating when nine foot by 15 foot gash appears allowing 300 knot wind to enter and tear off nose would both cause abrupt secondary radar return to disappear. Tie.

Sudden loud sound on CVR. Center tank explosion and cargo door would both give sudden loud sound on CVR. Tie until sound matched to fuel tank explosion or explosive decompression.

Abrupt power cut to FDR. Center tank explosion and cargo door
causing nose separation would both cause abrupt to FDR. Tie.

Fifteen missing bodies. Center tank explosion and cargo door would both cause missing never to be recovered bodies. Tie.

Nose separated from rest of aircraft. Center tank explosion would cause nose to separate. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing. Tie.

One or more engines foreign object damage. Center tank explosion and cargo door opening would both cause engines to be foddled. Tie.

Fireball. Center tank explosion and cargo door opening leading to fuselage disintegration would both cause fireball. Tie.

Center fuel tank exploded. Center tank explosion and cargo door would both cause center tank to explode. Tie.

Explosive damage on wreckage. Center tank explosion and cargo door opening would both cause explosive type damage on wreckage. Tie unless no fire explosive damage found on nose section.

Two main wreckage trails. Center tank explosion and cargo door opening would both cause two main wreckage trails. Tie.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explosion and cargo door would both cause nose wreckage to be closer to rest of aircraft wreckage. Tie.

Aircraft was high time/cycles Boeing 747-131. Center tank fire and cargo door more likely on aging aircraft. Tie.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank explosion and cargo door opening would cause breakup at forward part of fuselage. Tie unless breakup is traced to above and forward of the wing on the right side, nearer to the cargo door.

Yes, 230 people died. Center tank explosion and cargo door could both cause the deaths of all passengers. Tie.

Many of the evidence explanations are ties, a few go to cargo door and none alone go to center tank fire. Cargo door theory is more likely. Additional statements to support cargo door theory.

A structural breakup of a Boeing 747 which is disintegrating in flight
can catch fire into a fireball as shown by the Saudi Arabian Airlines Boeing 747 involved in a midair over India. The initial event was not a center tank fire and yet there was fireball.

Eyewitness pilot saw the fireball of TWA 800 and stated altitude of fireball was 7500 feet, initial event for TWA 800 was at 13700 feet. Center tank fire was secondary event.

Foreign object damage can be cowling material or baggage or human material.

Explosive decompression produces loud sound and mimics a bomb for pressure damage on seats and baggage.

NTSB computer simulation traced inflight breakup of TWA 800 to above and forward of the wing on the right side, exactly where the hole is formed when the cargo door tears away with fuselage skin.

Cargo doors opening in flight are more common than inflight fuel tank explosions.

A cargo door accident exists, UAL 811, with much evidence which matches TWA 800. Two other Boeing 747 crashes exist with much evidence which matches TWA 800 and UAL 811, none of which was caused by a center tank fire.

Tank fire accident of Iranian Boeing 747 exists which does not match TWA 800 in wreckage pattern, left wing alone, or extreme weather and lightning.

A Boeing 737 tank fire on the ground does match a Boeing 747 in flight.

Cargo door theory includes center tank explosion.

Additional statement to support center tank explosion. It happened, there was a center tank explosion.

Forward cargo door theory can be proved or disproved easily by examination, experiment and observation:
1. examine forward cargo door for steel rods to confirm AD 88-12-04 complied with on TWA 800.
2. examine cargo door for status of cam latches, unlocked or locked.
3. examine cargo door lock sectors, unlocked or locked.
4. examine cargo door lock sectors and cam sectors for wear and
5. examine cargo door manual locking bar for locking position.
6. examine all door electrical switches for proper operation.
7. check maintenance history of TWA 800 for previous cargo door problems.
8. note condition of cargo door, in how many pieces to match UAL 811.
9. note position of cargo door when found, close to event site or far away indicating time it left aircraft.
10. detect frayed wiring in door control system.
11. examine direction of buckled floor beams, up or down indicating decompression or explosion.
12. match TWA 800 evidence with other similar crashes leaving similar evidence.
13. check for presence or non presence of evidence of fire/explosion on separated nose.
14. match sudden on loud sound on CVR to sound library of in flight aircraft explosions and decompressions.
15. match abrupt end of tape signals on FDR to two other abrupt end of tape Boeing 747 crashes.
16. confirm by computer simulation that 300 knot wind blowing into nine foot by 15 foot hole in right side of weakened nose will tear nose of in an second.
17. examine wreckage for more severe in flight debris damage on right side of aircraft to include wing fillet, leading edges of wing and horizontal stabilizer and vertical stabilizer, engine cowls and pylons.

A low cost experiment to reproduce the streak and radar anomaly is to take several two car garage doors painted silver and white and push them out the back of a C-130 going as fast as it can at 13700 feet on clear evening with same sun angle as July 17th near New York and look for streak and radar primary return. They will be there, two mysteries explained at reasonable cost.

Analogies:
1. A hole is cut in a balloon. A patch is put on the hole in balloon. The balloon is blown up and deflated 20000 times. The next inflation the
balloon pops. The site of the popping is at the patch. The patch has failed before. The patch is a likely cause of the balloon popping.

2. A soda can has a semi cut hole in the top to drink out of. The can is the pressurized hull and quite strong. The semi cut hole can not be opened by pressing on it with fingers. But once the semi cut hole/door seal is broken by pressing on the hole with the metal tab using leverage, the soda fluid/debris escapes in the explosive decompression and flies into face/engines. Now the semi cut hole can easily be pressed down further with little force from finger because the structural integrity of the soda can/hull has been cracked.

Now is the time to investigate another reasonable mechanical cause theory, with evidence, the real possibility of inadvertent opening cargo door in flight. This event leads to a large gash in nose the size of double car garage door allowing twice hurricane force winds to enter and tear off weakened nose in a second leaving evidence of visual streak, radar blips, FOD, sudden loud sound on tape, abrupt power cut to FDR, same missing bodies in general same seating, damage start location of forward cargo hold in front of the wing on the right side, wreckage trails, and it happened to TWA Flight 800, it happened before to UAL Flight 811, and it will happen again.

Disregard the demeanor of the discoverer/messenger, examine the message of cargo door, and exploit the medium of internet to email barry@corazon.com and study cargo door web site at www.corazon.com. Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc:
Bcc:
X-Attachments:

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.
Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour.

Well, sir, to a Jarhead from a Swabbie, please listen to me. I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.

The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.

Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now copilot for Continental Airlines out of Honolulu. While he was in Da Nang in '68 flying F4s, I was flying off the Enterprise in RA 5Cs.

I am trying to establish credibility for this messenger who gives you an unusual but true message, the cause of the crash of TWA 800 and other 747 crashes. Consider me the scout giving his report.

I am a decorated combat veteran, Mr. Kallstrom. I have the 'V' for combat valor on my commendation medal, the absence of which led to the suicide of the CNO. Does that 'V' count for anything with you, Mr. Kallstrom?

Semper Fi.
Always Faithful.
To proper investigative techniques.
Such as check out all possible explanations, not just the ones you want it to be.

I have one you don't want, it is called the inadvertent opening of the forward cargo door in flight. The message of cargo door is fully documented on web site, http://www.corazon.com. I will let the facts speak for themselves because as a messenger I may be less persuasive.

As a former sailor, unable to say Semper Fi, but speaking to a fellow
Navy shipmate, I can say, General Quarters, General Quarters, this is no drill, all crew to assigned battle stations.

Mr. Kallstrom, I ask that you assign an aircraft crash investigation specialist to review the extensive web site and give his evaluation to you. Please, check out the cargo door explanation. John Barry Smith, enlisted service number 587 88 44, officer service number before switching to SSN, 708554. SSN 562 58 2308.

I left the active Navy in 1969 and stayed on in the Reserves as an Air Intelligence Officer, learning investigative and information gathering skills which I have used for the TWA 800 crash: deduced conclusions decided from afar based on current and researched information. As a Navy Lieutenant with Top Secret clearance I was taught by the FBI in the Hoffman Building in 1972 by an FBI agent nicknamed Jiggs. I admired him for his neutral but comprehensive investigation style. The counter terrorism class went to his home for bar-b-que.

So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.

John Barry Smith, MAJ, USA (Ret)

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Work with NTSB on Sikorsky radar tape.
Cc:
Bcc:
X-Attachments:

Mr. Kallstrom, there is apparently a good radar tape of TWA 800 disintegrating. If the tape has the door on it spinning away others may think it is a missile. It is the door reflecting primary returns. The nose separating should be on the tape as well as when the center fuel tank
explodes turning a few large pieces into many small pieces.

Also, number three engine, the only burnt engine, was in the debris field and when foddered, jet engines spit out hundred yards of flame. There is your ignition source of the fireball, the flame from the foddered engine number three as it falls in the disintegrating fuselage and wing after door opens and allows 300 knot wind to enter large hole in right side of nose and tear nose off. All the consequences and evidence follow my above description.

Most imperative you start investigation of forward cargo door. Cooperate with NTSB as you review the tape to observe and confirm the above description holds true second by second.

Sequence to observe for radar returns is door goes, spins away, nose separates and falls away, rest of plane falls and comes apart in large pieces and then suddenly turns to many small pieces as center tank explodes, then all of the debris falls to sea. John Barry Smith

Sikorsky Aircraft of Stratford, Connecticut, the world's foremost manufacturer of helicopters, confirmed on November 19 that it had previously released to the FBI a tape of a radar session of July 17, this at the request of the FBI.

A spokesperson contacted through the office of the president of Sikorsky confirmed that Sikorsky operates sophisticated radar equipment at its airfield, and that, following the July 17 crash of TWA 800, Sikorsky, along with other aviation firms and airfields in the region, was requested by the FBI to provide radar tapes to investigators.

Sikorsky will neither confirm nor deny that any missle track or other anomaly appeared on their radar (or the tape), stating that such an announcement concerning a matter under federal investigation is the purview of either the FBI or NTSB.

To: newyork@fbi.gov
From: barry@corazon.com
Mr. Kallstrom, I read the below quotes and request that you pursue this scenario, an inadvertent forward cargo door opened and led to the destruction of the TWA 800, support and documentation of claim is on web site, www.corazon.com
You said you owe that to the American people. Yes, sir, you do. You owe, me, an American, an American combat veteran, to pursue the scenario of mechanical failure, specifically, the opening of a door, which led to the destruction of TWA 800. John Barry Smith

> James Kallstrom, the FBI assistant
> director who is leading the criminal investigation
> of the crash, said only that the bureau is pursuing every scenario.
> ÒWe would not be doing our job if we didnÕt look into all these things, even though some may seem farfetched or remote,Ó he said.
> Agents also are re-interviewing
> Òanyone who touched that airplane.Ó ÒWe owe that to the investigation, to
> the American people, and surely we owe it to the families of the victims of this tragedy,Ó he said.
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher
Cc:
Bcc:
X-Attachments:

Please forward to Agent Charles Christopher

>SMITHTOWN, N.Y. Ñ In a hangar

> filled with the wreckage of TWA Flight 800, a
> mangled seat immediately caught the attention of
> FBI Special Agent Charles Christopher.
> He had found what he was looking for:
> the seat where his wife, Janet Christopher, a flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time.

Please investigate the cargo door theory on web site http://www.corazon.com

The explanation for the crash of TWA 800 and others is plain to see by reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and conservative conclusions and you will understand how and why and when your wife died.

Call me at 408 659 3552 for discussion, or email at barry@corazon.com
for further amplification.
Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:

Please forward to Agent Charles Christopher, message number two.
Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

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Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:

Mr. Christopher, you owe it to your wife to check out the cargo door theory at www.corazon.com John Barry Smith>
>
> The Hurds are the only family members who have seen the hangar besides Charles Christopher, an FBI agent
>
> whose wife, a flight attendant, died on the plane.
>
> Christopher said he went there because "I owe it to my wife. I didn't abandon her because she got killed."
>
> "I felt some comfort just being there," he added.
Please forward to Agent Charles Christopher, message number two.
Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith
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Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.
Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: You have the answer.
Cc:
Bcc:
X-Attachments:

>``Here it is six months, I wish we had an answer to what caused this tragedy," James Kallstrom, an FBI assistant director heading the criminal probe into the crash, said earlier this week. ``It's not for a lack of having a totally dedicated team.
>``I know six months seems like a long time and must create tremendous frustration on the families and citizens, but . . . we will not sleep until
>``we know what caused this tremendous tragedy," he said.
The answer is the inadvertent opening of the forward cargo door in flight on TWA 800. Now you can go to sleep. Or wake up, check out the door, documentation on web site www.corazon.com John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: request to be interviewed
Cc:
Bcc:
X-Attachments:

My name is John Barry Smith.
I request to be interviewed regarding the crash of TWA 800. Call me at 408 659 3552 for phone interview. I read that you have interviewed four
hundred people regarding this case. Interview me.
I know the cause, it was the inadvertent opening of the forward cargo
door in flight. Full documentation on web site www.corazon.com
The president's life is in danger as he flies in a modified 747-200 as well
as the four E-4Bs, Airborne Command Post aircraft which are modified
Boeing 747-200s with outward opening cargo doors, just like the one
that opened in TWA 800.
Now, I await an interview from an FBI agent regarding this information
that the President's life is in danger. I request Agent Charles Christopher
to be the interviewer, have him call me at number above or email me at
address below. He knows about TWA 800 and other airplanes.
Will you please acknowledge receipt of this message informing you that
the President's life is in danger.
Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: President's life is in danger
Cc:
Bcc:
X-Attachments:

Dear FBI, the below email was sent to the Secret Service. I invite you to
contact me also. John Barry Smith.
My name is John Barry Smith. The President's life is in danger. Please
acknowledge this alert to the life of the President. My email is
barry@corazon.com, my phone is 408 659 3552, my address is 551
Country Club Drive, Carmel Valley, CA 93924, my web site is
www.corazon.com, my Navy enlisted service number was 587 99 44,
my Naval officer service number was 708554, my Army service number
is 562 58 2308, my SSN is 562 58 2308. The President's life is in danger
because he flies in Air Force One, which is a modified Boeing 747, one
of which has recently mysteriously crashed. The cause of that crash,
TWA 800, was the inadvertent opening of the forward cargo door in
flight, an event which may occur to Air Force One, either of the two of
them, and also the the four E4-Bs, which are also modified Boeing 747s.
The danger is real but slight. I request that you evaluate the threat to the
President's life by airplane crash by checking out the web site at
www.corazon.com by an aviation expert who can advise you about the
danger.

At the very least, a mysterious Boeing 747 crash has occurred with no
explanation and the President flies in a Boeing 747, as well as members
of the Secret Service. The same mysterious cause of TWA 800 may
bring down Air Force One. I know the cause of TWA 800, it is the
inadvertent opening of the forward cargo door in flight and it can happen
to Air Force One and the four E-4Bs because they are also Boeing 747s
with outward opening cargo doors. At the very worst, the forward cargo
door may open on Air Force One, tearing skin with it, exposing a large
hole into which the 300 knot slipstream enters and tears off the nose of
the plane leading to its destruction and death to all aboard.
Please acknowledge receipt of this warning by calling me, interviewing
me, or emailing me, John Barry Smith.

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Contaminated evidence
Cc:
Bcc:
X-Attachments:

Regarding TWA 800: Tom Thurman was involved with the evidence of
Pan Am 103, a crash similar to TWA 800. The evidence from Pan Am
103 may be contaminated along with the current evidence
contamination. I suggest the Pan Am 103 evidence be checked out for
vailidity and Mr. Thurman questioned about it. John Barry Smith
An investigation by the department's inspector general has sharply criticized the laboratory for poor management practices and sloppy handling of evidence. It has rasied questions about procedures and contaminated evidence.

The investigation began in late 1995 and produced a secret draft report last month. A final report is not expected until March at the earliest.

Gorelick's comments were the first by a department official discussing how many cases already have been affected.

She said the continuing review might add to the number of cases, and added it remained too soon to say whether any high-profile criminal prosecutions would be jeopardized.

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: You have the door on radar.
Cc:
Bcc:
X-Attachments:

The radar images show metal reflecting off primary radar returns. You have the door on radar just after it left plane and before the nose crumpled in.
I have videotaped a similar source for the light streak. Please interview me regarding the videotape. John Barry Smith.
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Radar blip not missile but cargo door
Cc:
Bcc:
X-Attachments:

Mr. Agent, you investigate everything or just bombs? Everything, I assume. Then check out the reasonable explanation for radar blip on TWA 800 tape, not missile but cargo door, at www.corazon.com. Interview me regarding my videotape of streak source at 408 659 3552. There is now confirmed radar evidence of the cargo door departing in flight from TWA 800.

There is a match between the primary radar images of Pan Am 103 and TWA 800 just before the total catastrophic destruction of both. At the same time and distance aft and before destruction of Pan Am 103, a radar blip was picked up by two ground radars for one sweep and displayed on a drawing in the UK report as a green diamond. At the same time and distance aft and just before the destruction of TWA 800 ground radars picked up a primary return which then also disappeared. The radar plots of 103 and 800 match on time and size of reflected primary radar energy on a target just behind those airliners which shortly came apart in the air.

It is not a missile.

The blip is the forward cargo door spinning away probably with fuselage skin attached, just like UAL 811 which tracked that radar blip to the ocean where the door was retrieved. The UAL 811 radar images will match the TWA 800 and Pan Am 103 images. Air India was too far away for a primary radar image when it destructed in mid-air. The door appears almost stationary to the radar because it is decelerating and falling.

The streak is the sun's reflected energy on the metal door and skin as it peels erratically away in the sunset and observed by viewers looking east up high. The reflected flash of sunlight has been videotaped as a
Boeing 747 flew by overhead with same sun angle as TWA 800 to streak observers.

The forward cargo door was seen by primary radar and human eyes as it departed TWA 800. It left first of all the pieces to go, and landed closest to the takeoff point. The door has failed before. The effect of departing caused an explosive decompression which was recorded on the cockpit voice recorder as a sudden loud sound just before an abrupt power cut. The cut occurred when the nose separated from the rest of the body by the force of the 300 knot slipstream crumpling the nose into the cargo door hole caused crease.

I say again: There is a match between the primary radar images of Pan Am 103 and TWA 800 just before the total catastrophic destruction of both. The culprit's fingerprint matched at two crimes. The cause of the crashes is the inadvertent opening of the forward cargo door in flight. I urge you, investigate and rule in or rule out the inadvertent opening of the forward cargo door in flight as the cause of the crash of TWA 800. I am unable to attach images to government emails. Images are on web site www.corazon.com under TWA 800. Other recipients received images attached as .jpg file. One image is the TWA 800 image showing primary radar blip picked up several times for many seconds behind the airliners circled in green. The other image is of Pan Am 103 drawing of the radar plots in a sequence. The third image is a scan of text from the Pan Am 103 UK report about that green diamond radar blip.

Sincerely,

John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: I'm taking full credit for solving TWA 800
Cc:
Bcc:
X-Attachments:
If the evidence is all wrong and it is the center tank explosion, then the NSTB gets full credit for solving TWA 800. If the evidence is all wrong and it is a bomb, then the FBI gets full credit for solving TWA 800. If the evidence is all wrong and it is a missile, then Salinger gets full credit for solving TWA 800. If the evidence is all right and it is the cargo door then I take full credit for solving TWA 800.

When the cargo door explanation is confirmed for TWA 800 I take full credit. And for PA 103, and for AI 182. I want all the glory; I want all the adulation; I want all the respect. I've earned it. It's mine. Cargo door.

Sincerely, John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Wrong Blip
Cc:
Bcc:
X-Attachments:

Please tell Mr. Kallstrom the P3 blip has already been identified. It is a blip with no transponder information, yes. But the unidentified blip is another blip with no transponder information also. That is the blip the missile guys call a missile and what I call the cargo door. That cargo door blip is to the left of the TWA 800 transponder information, not to the right, as Mr. Kallstrom sees it.
I invite discussion about this cargo door blip. John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: It's no coincidence
Cc:
Bcc:
X-Attachments:
Dear Mr. Kallstrom,

It's not a coincidence that:

The cargo door theory explains the steak because the event happened when the plane was in the correct sun angle and time for the fuselage to reflect sun to observers on the ground. At any other 23 hours and 30 minutes of the day, it could not be said the streak was door because the sun angle would be wrong or non existent. But, at 8:31PM on July 17th near NYC the sun angle was perfect for door to reflect sunlight as it spun away. It's no coincidence; it's cause and effect.

The cargo door theory explains the mysterious radar blip because the spinning metal cargo door with fuselage skin attached would reflect primary radar at that distance, just like it did with the DC-10 cargo door and the UAL 811 cargo door departures. The two blips on the radar plot without transponder display are a P-3 and the cargo door. It's no coincidence; it's cause and effect.

The cargo door theory explains the sudden loud sound on the CVR because when the door departs an explosive decompression occurs which causes a very loud sound, just like it did on UAL 811 according to the passengers who survived. It's no coincidence; it's cause and effect.

The cargo door theory explains the abrupt power cut because the power to the FDR and transponder was cut when the nose was severed by the 300 knot CAS force crumpling the nose into the absent cargo door hole. It's no coincidence; it's cause and effect.

The cargo door theory explains the missing bodies because the passengers are sucked out the hole caused by the departing cargo door and attached fuselage skin and into the number three engine leaving parts of human remains inside, just like UAL 811. It's no coincidence; it's cause and effect.
The cargo door theory explains why number three engine catches fire and lands separately from the other three engines because baggage from the cargo hold is ejected into number three engine which becomes Fodded, catches fire, vibrates, fuse bolts shear as designed, and engine falls away on fire before other three engines are involved. It's no coincidence; it's cause and effect.

The cargo door theory explains the fireball when baggage from the cargo hold is ejected into number three engine which becomes Fodded, catches fire, vibrates, fuse bolts shear as designed, and engine falls away on fire into disintegrating wing, fuel vapor and air, igniting fireball. It's no coincidence; it's cause and effect.

The cargo door theory explains why the aft cargo door is found intact and the forward door in pieces because the forward door opens up, out, and away, striking fuselage and breaking into pieces, just like UAL 811. It's no coincidence; it's cause and effect.

The cargo door theory explains the debris pattern which shows forward cargo hold material ejected first, then detached nose falling in dense area, and rest of fuselage and wing and tail falling in scattered area miles later. It's no coincidence; it's cause and effect.

The cargo door theory explains it all because it is what happened; the other theories just fit a few of the important evidence clues and don't work for the others.

Is the investigation worth it? Well, it does involve Canada, France, Britain, USA, Libya, India, Ireland, and New Zealand; literally billions of dollars, thousands of lives, or I should say, 838 dead plus bereaved families, and the future of commercial aviation in America. Literally, I exaggerate not. Plus it restores prestige to the premier investigative part of the United States, the Federal Bureau of Investigation.
Sincerely,

John Barry Smith

408 659 3552 phone

barry@corazon.com email

www.corazon.com web site

551 Country Club Drive
Carmel Valley, CA 93924

To: newyork@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Stone unturned. Turn it over.
Cc:
Bcc:
X-Attachments:

Dear Appropriate Person,
A stone of TWA 800 crash cause is exposed and unturned. Turn it over. "Forward door of the aircraft popping open."
To turn over stone go to www.corazon.com and you will always be able to say, "I turned over every stone, I exhausted every possibility, I checked out every chance, I tried everything."
Cheers, John Barry Smith

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open,
A possibility that still intrigues investigators, the second official said."
Aviation Week and Space Technology, 10 Mar 97 Page 35.

Special Agent, form letter to authorities. Barry

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Calling your bluff
Cc:
Bcc:
X-Attachments:

Dear FBI,
I'm calling your bluff. You are not leaving 'no stone unturned.' There is a stone unturned. Interview me, call me at 408 659 3552, let me talk to FBI aviation expert, let me present my case for mechanical cause of inadvertent opening of the forward cargo door in flight brought down TWA 800.

You are a general investigative agency, not specialized. You are not the Federal Bureau of Bomb Investigation or Federal Bureau of Terrorist Investigation.

Solve the mystery, examine all aspects. I have one, mechanical failure of door. Interview me. Call me. Do not show up unannounced at my front door. Review my web site, www.corazon.com

Ignoring reasonable, documented, and happened before explanation for a terrible event over which you have jurisdiction is not doing what Mr. Kallstrom said below. It does not give the public faith and trust in the FBI.

Calling me and checking out my explanation does.

Sincerely, John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552.
Kallstrom stressed the importance of the public having "faith and trust" in accepting the conclusions reached by investigators.

He said that every effort was being made to explain every hole in the plane and light in the sky. "I want to leave no stone unturned, look at every possible way we can look at it and then reach a conclusion."

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Call me/Investigate mechanical cause for TWA 800
Cc:
Bcc:
X-Attachments:

The FBI can investigate in general terms. Investigate a mechanical cause for TWA 800, inadvertent opening of the forward cargo door in flight. What does your training tell you to do in this situation? An experienced, educated, articulate citizen contacts you with information about a case you are investigating. He responds to your public appeal for help. What
do you do? Do you ignore him? Do you contact him?
  Try contacting him, that's me, at 408 659 3552.
  I talk airplanes, not conspiracy by bombers or missile throwers. I talk
facts, evidence, and scientifically reasoned conclusions.
  Start with radar blip and streak, both explained by forward cargo door
departing in flight at that time of evening at that distance from primary
radar. It fits.
  Contact me.
  Assume I'm wrong. Your investigator can quickly check it out and one
hour wasted.
  Assume I'm right. Then you have rebuffed sincere efforts by a citizen
to assist you in your inquiries. You'll know I'm right when another door
pops on a high time Boeing 747, as it has in the past and leaves telltale
evidence. Such as dead bodies.
  Have your investigator interrogate on any of the above statements. If
any shown to be false, then you will have done your duty and may
dismiss me
  If shown to be true, you will have solved the mystery of TWA 800.
To do nothing is to not do your duty as a member of the Federal Bureau
of Investigation.
  Do something. Check my file. It's under John Barry Smith,
barry@corazon.com, 551 Country Club Drive Carmel Valley CA 93924
  Cheers,
  Barry Smith

From ???@??? Tue Aug 11 19:42:26 1998
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Dear FBI, below is letter to Mr. Seaman, who lost a nephew in TWA 800. Photos are on web site. Can you analyze them for possible confirmation of explosive decompression in cargo door area for TWA 800?

Cheers,
John Barry Smith

http://www.corazon.com/Forwarddoorblowuphoto.html

Dear Mr. John Seaman, this afternoon I received your two photographs of the forward cargo door forward section of TWA 800. Both of the photos were scanned and uploaded to corazon.com. http://www.corazon.com/Forwarddoorblowuphoto.html Download time is less than a minute.

Thank you very much. You have done a great service. These are very important. It's what NTSB should have done.

The pictures are very revealing while tantalizing for what is just out of frame. The photos are high quality and will hold together when blown up many times.

My caption of the photos reads:
Above two photographs are of TWA 800 forward cargo door forward section and windows above it. Note: 1. Red paint markings where it should be white paint. 2. White paint where it should be red. 3. Evenly spaced horizontal white dots among the red paint. 4. Lower right door area has difference between door piece and frame damage. 5. Outward peeled skin in door area, under belly, and forward of door area. 6. Inward crushed skin. 7. Missing door skin, manual locking handle, forward midspan latch and viewing ports. 8. Different tone of white to gray on lower part of piece of door. 9. Red tags with the yellow tags.

Discussion:
Important questions are raised by the photos: Calling all photo interpreters, mechanics, pilots, modelers, painters, metallurgists and astute observers; I solicit your opinions. The pictures are very complex and require much analysis.

Below is rough analysis based on a few minutes' observation.

1. Red paint markings between windows: Are they red on top of white or red underneath white? I claim red on top of white based on style of smearing which matches scuffing, not peeling. There is also a small area which blown up reveals a dark circle of primer, then white, then red. However, the rings around the windows are unmarked. Either the ring is recessed, or aluminum which does not take smears, or the white is peeled revealing white. Regardless, this strange pattern of red paint markings only occurs above, forward, and aft of the forward cargo door and must be explained. The red is not supposed to be there, and is, why is that?

2. Missing white paint underneath the windows. The peeling is usually clean, as opposed to the streaking red paint markings above. This is what peeled paint looks like. The TWA paint scheme is supposed to be white between windows and for about three inches below, then two foot
horizontal red band, then a white horizontal band for about eight inches, then a broad horizontal red band of about two feet. The top of door is red and the bottom is white. The missing red paint is only evident above the cargo door area and must be explained. The red is supposed to be there and isn't, why is that?

3. Mystery white dots are interspersed among red paint, they are horizontal and evenly spaced. They may be rivet heads underneath subjected to stress and peeled paint above. What is causing the horizontal even spaced white dots?

4. Lower right door area shows different damage to adjacent door frame which indicates the door was not in place at water impact. Contrast this door area with R2 door which is intact and matches door to frame. http://www.corazon.com/TWA800hullrupture.html

5. Outward peeled skin shows violent explosion, not crushing pillowing water impact. Both midspan latch areas show this outward peeled skin.

6. Inward crushed, pillowed skin is what water impact would look like and exists on bottom of door and adjacent area. It contrasts to shattered outward skin in belly, in door area, and up high on fuselage, roughly a rectangle and would fit an explosive decompression zone of PA 103, AI 182, and UAL 811.

7. The door is not a 'door', it is pieces of door with most pieces missing. This is a door which has obviously suffered a catastrophic shattering event. Most of the heavy hardware is missing, not recovered, and not hung. Contrasted to exact opposite side on nose, the skin is smooth and not shattered with skin intact. The outward shattered skin shows why a bomb is always suspected in explosive decompression events.

8. The color of door pieces and adjacent skin changes from bright white to gray. Gray matches singe color. Is the gray a factor of shadow in
hangar, or normal paint scheme, or soot. If soot, then the aft cargo door sill has been confused with forward and placed incorrectly in the forward door position. The aft sill was reported sooted while all the other door pieces are unsooted. Is the gray soot? Unlikely TWA had gradual color of bright white to gray. Lighting in hangar for these pictures is such as to not give shadows. Why is lower part of fuselage gray?

9. Red tags are supposed to mean found in the red zone but the few pieces of cargo door were reported to be in yellow zone, yet red tags are hanging on pieces around door hinge. Why are the red tags there and what do they mean? Also note the yellow tag number '76' under the yellow tag 'RF 25'. All other tags have a letter prefix denoting location on aircraft such as right fuselage, RF, or left fuselage, LF. What does "76" mean?

This is a rough analysis. Opinions welcomed.

Again, I would like to thank Mr. John Seaman for these very valuable photographs of a critical area of TWA 800. If any more are available of any skin area of the right side of TWA 800, they would be appreciated and also immediately posted on the site for all to see and analyze.

Bear in mind that this area, forward of the wing on the right side was the prime suspect as long as the bomb idea in forward cargo bay was in play. The computer simulation of ejected material pinpointed the initial event as occurring at this precise location. When the residue evidence for bomb explanation by FBI was not confirmed, the evidence was ignored and an alternate to explain all the shattered skin was not pursued. Also, the inadvertent opening of the forward cargo door was the prime suspect for FAA and NTSB who inspected the wreckage as it came into the hangar but when the lower sill of a cargo door was found to be still latched, it was assumed the sill was from the forward door and that the entire door was latched and locked so FAA and NTSB looked
elsewhere for initial event.

To look at these photographs and state that all the latches are latched, the door was functioning normally, the door was intact and in its frame at water impact is nonsense and confounds common sense. The paint markings, the outward peeled skin, the mismatch of door and frame, the missing hardware including locking handles and latches speak otherwise.

Any more closeup photographs of this most important area would be most appreciated. Thank you again, Mr. Seaman.

Respectfully,
John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: I have information concerning a tragic incident TWA 800
Cc:
Bcc:
X-Attachments:

> If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to newyork@fbi.gov.

Dear New York office of the FBI, 25 August 1998

I am contacting you.
I know the cause of TWA 800.
Please interview me.
John Barry Smith
831 659 3552  
551 Country Club Drive,  
Carmel Valley CA 93924  
barry@corazon.com  
www.corazon.com

I know the cause. Please interview me.  
I know the cause. Please interview me.  
I know the cause. Please interview me.

Three times plus one makes four times I have asked you to interview me. That's today. Two years ago it was many also. And one year ago it was many also. Today it is four.

And still no interview. Why is that?

Is there anybody out there in FBILand that knows about airplanes and can speak intelligently to this pilot who has been in a sudden night fiery fatal jet airplane crash and wants to provide 'information' about a sudden night fiery fatal jet airplane crash? This crash you are interested in which is on your web site page (attached below) asking for "...any information concerning this tragic incident, please contact" you.

I am contacting you. I have contacted you. I will contact you. Please contact me.

I know the cause. Please interview me.  
John Barry Smith  
831 659 3552  
551 Country Club Drive,  
Carmel Valley CA 93924  
barry@corazon.com  
www.corazon.com
Who will do it? Who has the duty? Who is the duty officer on duty at the FBI New York office when this email comes in? Is it a woman? Is it a pilot? Is it Mark Christopher who lost his wife on board TWA 800, the subject under discussion about which I grant your request for 'information' about 'this tragic incident.' Let me talk to Mark. Let me talk to an FBI agent known as 'Jiggs' when I was a US Navy Reserve Lt undergoing instruction by Jiggs concerning anti-terrorist basics in Navy Intelligence Officer School at the Hoffman building in Alexandria Virginia in the summer of 1972. Jiggs invited the class over to his house at the conclusion of the two week class; Jiggs was staff leader of our class and everything went like clockwork. Jiggs was fair and got things done.

The requested information is for free, no scurvy informants here, just science from an informed and experienced citizen. Just polite out in the open transfer of information about a matter on your website requesting that very information.

This is politically sensitive, I understand, do what you have to do. No bad buys here but a mechanical explanation for TWA 800 that includes center tank explosion, rebuts bomb and missile, and supports the inadvertent opening of the forward cargo door in flight possibly caused by frayed wiring short, as happened before, talk to me. It's called the wiring/cargo door explanation for TWA 800, UAL 811 and two others, discovered by me and most conclusions based on government accident reports and exhibits.

I request to be interviewed by you about this 'tragic incident.' I would hope by a pilot or somewhat conversant with aviation matters, because there is no plot, no conspiracy, and no coverup anywhere with the wiring/cargo door explanation. So, I prefer not to talk of evil men but old machines.

NTSB and FAA have discounted the wiring/cargo door explanation. I
rebuts that rejection as based on inadequate investigation about an area of the aircraft not thoroughly evaluated, forward of the wing on the right side. That area was the first suspect because it has happened before with UAL 811, and the debris pattern showed first stuff to leave TWA 800 came from forward of the wing on the right side. And it did as shown by the wreckage database. For as long as the explanation for that rupture forward of the wing on the right side was a bomb in forward cargo hold, the theory held true. It all fit. Explosive decompression on the right side forward of the wing spewing cargo hold material out first was supported by the evidence.

But when no conclusive proof of bomb was presented after intense scrutiny, the area was left alone and an alternate explanation for the explosive decompression was not sought.

I have it. I have had it. It is the inadvertent opening of the forward cargo door in flight giving explosive decompression on the right side forward of the wing.

See for yourself in pictures of the two rupture zones of the forward cargo door of TWA 800 at the two midspan latches. (Latches which are missing to this day.)

http://www.corazon.com/TWA800wreckagedpaint.html
http://www.corazon.com/Forwarddoorblowupphoto.html

Would it be a good thing if the FBI broke the TWA 800 case wide open? Even if it turns out to be no criminal but old wiring and old planes that fail once in a while?

Even if it leads to Pan Am 103? Another high time early model Boeing 747 that suffered a hull rupture forward of the wing shortly after takeoff?
Well, it's all evidence that counts and I have given none yet other than real pictures of a real piece of real wreckage with real red paint marks and real shattered skin, but please ask me which other evidence you want, there is so much.

> Information from the public is always critical to the ability of law enforcement to do its job.

Thank you, thank you. I'm thinking Woman in the Red Dress here. We members of the public do try to do our part. I am a member of the public, for what it's worth, and apparently, according to you, very valuable as in '...critical to the ability of law enforcement to do it's job.' Thank you again.

>As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash.

Appeal granted! I have "help in determining the cause of the crash." However, there is an out for not contacting me; I am not from the 'New York area.' In cyberspace with email I am but a few clicks away but in geography I am here in Carmel Valley, California, thousands of kilometers away. I have been within ten inches of a sudden night fiery fatal jet airplane crash, though, if promimity to a similar event to TWA 800 is important and I think it is. I ejected from an RA-5C at night during field carrier landing practice. I was in the accident and survived; my pilot did not.

You asked me to contact you; I did and I am. I'm asking you to contact me to acknowledge I contacted you as you requested. Then please ask me some questions about 'this tragic incident'.

I request that this email go to the highest ranking FBI person in the New
York office for evaluation and disposition.

I ask to be interviewed. I will be prepared to spend some time talking evidence of TWA 800 in detail and aviation in general and trust your interviewer is qualified to do the same.

Cheers,

John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
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Commercial pilot, instrument rated, former FAA part 135 certificate holder.
US Navy navigator, RA 5C 650 hours.
US Navy patrol crewman, P2V5FS 2000 hours.
Owner Mooney M20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA 5C.

CRASH OF TWA FLIGHT 800

New York Field Office
On the evening of Wednesday, July 17, 1996, TWA Flight 800, carrying 212 passengers and 17 crew members, exploded and crashed into the Atlantic Ocean off the coast of Long Island shortly after taking off from New York City's John F. Kennedy International Airport en route to Paris. There were no survivors, and at this time the cause of the crash has not been determined.

Information from the public is always critical to the ability of law enforcement to do its job. As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash. A special toll-free line has been established for this purpose. If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also
provide information to the FBI by sending e-mail to newyork@fbi.gov.

All calls will be kept in the strictest confidence.

New York Field Office Home Page

Field Office Home Pages

Updated July 19, 1996

To: los.angeles@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Warning about wiring in airliners
Cc:
Bcc:
X-Attachments:

Dear LA FBI office,

SF office apparently does not have email as seen by FBI website. You do. Could you please forward this to SF FBI field office. It's a warning about bad wiring in airplanes such as TWA 800 and Swissair Flight 111.

Respectfully,
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com
Commercial pilot, instrument rated, former FAA part 135 certificate holder.
US Navy navigator, RA 5C 650 hours.
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Owner Mooney M20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA 5C.

Bruce Gebhardt
Director
SF FBI Office

Dear Mr. Gebhardt, 10 Sep 98

I have asked to be interviewed by the FBI as requested by the FBI in a public appeal for help. I have not yet been interviewed. I ask again to be interviewed. My phone is 831 659 3552, my address is 551 Country Club Drive Carmel Valley, CA 93924.

I've asked the New York office to interview me but they have apparently declined, maybe because I am out of their jurisdiction. I am in your jurisdiction, Mr. Gebhardt. Your history also indicates you have had aviation experience which is relevant in this matter.

All I ask is if you do decide to turn over every stone in a investigation still active by the federal government and call me, have your interviewer know something about machines and airplanes, not bad guys and bombs.
This is not a muffled anonymous telephone call in the middle of the night by an informant. This is open identified documented warning about wiring in wide body airliners such as Swissair Flight 111 by me.

I await your call.

Respectfully,
John Barry Smith
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US Navy patrol crewman, P2V5FS 2000 hours.
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Below is last one of forty emails over two year period to New York FBI office which brought no responses.

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New York Field Office Home Page

Field Office Home Pages

Updated July 19, 1996

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Photos of ruptures at midspan latches TWA 800
Cc:
Bcc:

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Oberstar
Member of Congress
2366 Rayburn House Office Building
U.S House of Representatives
Washington, DC 20515-2308

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Bernard Loeb,
Director of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas E. Haueter
Chief, Major Investigations Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

John B. Drake
Division Chief
Aviation Engineering Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Al Dickinson,
Lead Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Ron Schleede,
Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

James F. Wildey II
National Resource Specialist
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594
David Mayer
NTSB Wreckage Database Manager
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas McSweeny
Director, Aircraft Certification Service
FAA National Headquarters
800 Independence Avenue, S.W
Washington D.C 20591

Lyle Streeter
FAA AAI
Aircraft Accident Investigator
FAA National Headquarters
800 Independence Avenue, S.W
Building FOB 10A, Room 838,
Washington D.C 20591

Ron Wojnar,
Manager
Federal Aviation Administration
Transport Airplane Directorate
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Neil Schalekamp
Manager, Propulsion & Mechanical Systems and Cabin Safety Branch
Transport Standards Staff
Transport Airplane Directorate, ANM-100
1601 Lind Ave. S.W.
Renton, WA 98055-4056
Bob Breneman,
Aerospace Engineer,
Federal Aviation Administration
Transport Airplane Directorate, ANM-100
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Dear Officials,

Real NTSB evidence. The pictures above are of TWA 800 reconstruction by NTSB. They show the midspan latch areas of the forward cargo door. The outward peeled skin, red paint markings and petal shaped ruptures at both midspan latches are clearly visible.

Real NTSB explanation: 'Probable Cause
The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.' NTSB AAR 92/02

Real NTSB missile debunking: 'NTSB investigators have suggested unofficially that the streaks the pilots saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said.' Aviation Week and Space Technology, March 10, 1997 Issue.
Real NTSB admission of error and correcting it.: Before the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving. Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01. From NTSB/AAR-92/02.

Real NTSB Evidence Public Docket 516, Systems Exhibit 9A page 116: "Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation.

Real FAA action: Web posted at: 5:34 p.m. EDT (2134 GMT) October 1, 1998
WASHINGTON (CNN) -- Inspections of electrical and other systems of older aircraft are too general and their maintenance sometimes haphazard, according to federal officials, who announced a new safety effort Thursday targeting older aircraft.

Real Government and media Evidence: Sudden Loud Sound
Each aircraft had a sudden loud sound on the cockpit voice recorder at the confirmed time of the event. The sudden loud sound matched the decompression sound of a confirmed cargo door crash. The sudden loud sound never matches a bomb sound. Explosive decompression is an
aviation term used to mean a sudden and rapid loss of cabin pressurization. A loud noise is associated with this event but not necessarily an explosion. The sudden loud sound is short only because power is cut to the cockpit voice recorder.

United Airlines Flight 811:
"The CVR revealed normal communication before the decompression. At 0209:09:2 HST, a loud bang could be heard on the CVR. The loud bang was about 1.5 seconds after a 'thump' was heard on the CVR for which one of the flightcrew made a comment. The electrical power to the CVR was lost for approximately 21.4 seconds following the loud bang. The CVR returned to normal operation at 0209:29 HST, and cockpit conversation continued to be recorded in a normal manner.

NTSB Accident Report 92-02 Page 25

Air India Flight 182:
"From the CVR and DFDR, AI 182 was proceeding normally en route from Montreal to London at an altitude of 31,000 feet and an indicated airspeed of 296 knots when the cockpit area microphone detected a sudden loud sound. The sound continued for about 0.6 seconds, and then almost immediately, the line from the cockpit area microphone to the cockpit voice recorder at the rear of the pressure cabin was most probably broken. This was followed by a loss of electrical power to the recorder." Canadian Aviation Safety Board Air India 23 June 1985, page 21

Pan Am Flight 103:
"The CVR tape was listened to for its full duration and there was no indication of anything abnormal with the aircraft, or unusual crew behaviour. The tape record ended, at 19:02:50 hrs +- second, with a sudden loud sound on the CAM channel followed almost immediately by the cessation of recording whilst the crew were copying their transatlantic clearance from Shanwick ATC." UK AAIB Report 2/90 Page 15 "It is not clear if the sound at the end of the recording is the result of the explosion or is from the break-up of the aircraft structure. The short period between the beginning of the event and the loss of electrical power suggests that the latter is more likely to be the case."
So far, investigators have been frustrated in trying to decipher the only audible evidence of the blast, a sound heard for 130 milliseconds, or just over one-tenth of a second, before the recording abruptly ended. News Reports from Associated Press, Reuters, major newspapers, press releases from NTSB, FBI Comment: The distinct crash similarities of aircraft type, radar returns, wreckage plot, sudden short loud sound, abrupt power cut, fobbed engines, in-flight damage, missing bodies, torn off noses, and start place of damage qualify three aircraft into one class from which the deduction may be made that one unifying cause had the same effects. Another accident with the same similarities except for a torn off nose and less wreckage may also be included in that class. The unifying cause for all four accidents is the inadvertent opening of the forward cargo door in-flight. 27 Mar 97 www.corazon.com

Gentlemen, the match is there. Four forward cargo doors have ruptured in flight on four high time 747s and left a sudden loud sound on the CVR, an abrupt data loss to the FDR, severely damaged number 3 engine, and all causes initially thought to have been a bomb.

The implications are profound. But first, please, check the cargo door area wiring, continue checking the fuel tank wiring, and confirm TWA 800 as a ruptured cargo door event so that the cause of the door rupture may be discovered and fixed.

If not a meeting, if not a telephone call, will you engage in an email exchange with me? Is that too much to ask from citizen to government official?

I welcome criticism, information, rebuttal, advice, and conjecture about the cause of TWA 800 and others. My evidence I offer for discussion are two photographs of the forward cargo door. There is much to be seen in

Respectfully,

John Barry Smith  
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Owner Mooney M-20C, 1000 hours.  
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From: John Barry Smith <barry@corazon.com>  
Date: September 6, 2009 12:04:03 AM PDT  
To: Oberstar  
Subject: Photos of ruptures at midspan latches TWA 800

Sam Farr  
Member of Congress  
17th District, California  
House of Representatives  
Congress of the United States  
1117 Longworth Bldg  
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
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Lyle Streeter  
FAA AAI  
Aircraft Accident Investigator  
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Building FOB 10A, Room 838,  
Washington D.C 20591

Ron Wojnar,  
Manager  
Federal Aviation Administration  
Transport Airplane Directorate  
1601 Lind Ave. S.W.  
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Neil Schalekamp  
Manager, Propulsion & Mechanical Systems and Cabin Safety Branch  
Transport Standards Staff  
Transport Airplane Directorate, ANM-100  
1601 Lind Ave. S.W.  
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Bob Breneman,  
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Real NTSB missile debunking: 'NTSB investigators have suggested unofficially that the streaks the pilots saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the
second official said.' Aviation Week and Space Technology, March 10, 1997 Issue.

Real NTSB admission of error and correcting it.: Before the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving.

Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01. From NTSB/AAR-92/02.

Real NTSB Evidence Public Docket 516, Systems Exhibit 9A page 116:
"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation.

Real FAA action: Web posted at: 5:34 p.m. EDT (2134 GMT) October 1, 1998
WASHINGTON (CNN) -- Inspections of electrical and other systems of older aircraft are too general and their maintenance sometimes haphazard, according to federal officials, who
announced a new safety effort Thursday targeting older aircraft.

Real Government and media Evidence: Sudden Loud Sound
Each aircraft had a sudden loud sound on the cockpit voice recorder at the confirmed time of the event. The sudden loud sound matched the decompression sound of a confirmed cargo door crash. The sudden loud sound never matches a bomb sound. Explosive decompression is an aviation term used to mean a sudden and rapid loss of cabin pressurization. A loud noise is associated with this event but not necessarily an explosion. The sudden loud sound is short only because power is cut to the cockpit voice recorder.

United Airlines Flight 811:
"The CVR revealed normal communication before the decompression. At 0209:09:2 HST, a loud bang could be heard on the CVR. The loud bang was about 1.5 seconds after a "thump" was heard on the CVR for which one of the flightcrew made a comment. The electrical power to the CVR was lost for approximately 21.4 seconds following the loud bang. The CVR returned to normal operation at 0209:29 HST, and cockpit conversation continued to be recorded in a normal manner.

NTSB Accident Report 92-02 Page 25

Air India Flight 182:
"From the CVR and DFDR, AI 182 was proceeding normally en route from Montreal to London at an altitude of 31,000 feet and an indicated airspeed of 296 knots when the cockpit area microphone detected a sudden loud sound. The sound continued for about 0.6 seconds, and then almost immediately, the line from the cockpit area microphone to the cockpit voice recorder at the rear of the pressure cabin was most probably broken. This was followed by a loss of electrical power to the recorder." Canadian Aviation Safety Board Air India 23 June 1985, page 21

Pan Am Flight 103:
"The CVR tape was listened to for its full duration and there was no indication of anything abnormal with the aircraft, or unusual crew behaviour. The tape record ended, at 19:02:50 hrs +- second, with a sudden loud sound on the CAM channel followed almost immediately by the cessation of recording whilst the crew were copying their transatlantic clearance from Shanwick ATC."

UK AAIB Report 2/90 Page 15 "It is not clear if the sound at the end of the recording is the result of the explosion or is from the break-up of the aircraft structure. The short period between the beginning of the event and the loss of electrical power suggests that the latter is more likely to be the case." UK AAIB Report 2/90 Page 38

Trans World Airlines Flight 800:
"So far, investigators have been frustrated in trying to decipher the only audible evidence of the blast, a sound heard for 130 milliseconds, or just over one-tenth of a second, before the recording abruptly ended. " News Reports from Associated Press, Reuters, major newspapers, press releases from NTSB, FBI

Comment: The distinct crash similarities of aircraft type, radar returns, wreckage plot, sudden short loud sound, abrupt power cut, foded engines, inflight damage, missing bodies, torn off noses, and start place of damage qualify three aircraft into one class from which the deduction may be made that one unifying cause had the same effects. Another accident with the same similarities except for a torn off nose and less wreckage may also be included in that class. The unifying cause for all four accidents is the inadvertent opening of the forward cargo door inflight. 27 Mar 97 www.corazon.com

Gentlemen, the match is there. Four forward cargo doors have ruptured in flight on four high time 747s and left a sudden loud sound on the CVR, an abrupt data loss to the FDR, severely
damaged number 3 engine, and all causes initially thought to have been a bomb.

The implications are profound. But first, please, check the cargo door area wiring, continue checking the fuel tank wiring, and confirm TWA 800 as a ruptured cargo door event so that the cause of the door rupture may be discovered and fixed.

If not a meeting, if not a telephone call, will you engage in an email exchange with me? Is that too much to ask from citizen to government official?

I welcome criticism, information, rebuttal, advice, and conjecture about the cause of TWA 800 and others. My evidence I offer for discussion are two photographs of the forward cargo door. There is much to be seen in the photographs. <http://www.corazon.com/Forwarddoorblowupphoto.html>

Respectfully,

John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley, CA 93924
barry@corazon.com
www.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.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

From: John Barry Smith <barry@corazon.com>
Date: November 15, 1956 8:18:17 PM GMT-08:00
To: Donna.Blitzer@mail.house.gov
Subject: Request meeting with NTSB safety officials

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 15 November 00

Well, the election wrangling goes on....

I'm asking again, as a citizen, to meet with public safety officials. Below is another request to Congressman Farr to request/direct appointed safety officials to meet with me.

The Congressman also wrote that FAA is preparing a response but I have not received that yet.

Cheers,
Barry
John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Dear Congressman Farr, 15 November 2000

I am asking again, sir, as an aviation professional who has been flying for 35 years and is a survivor of a sudden, night, fatal, fiery, jet plane crash that I meet with federal aviation safety officials in NTSB concerning a sudden, night, fiery, fatal, jet plane crash. I have put in over a decade of documented research and analysis into four crashes and my conclusions must be considered.

NTSB has written you stating they refuse to meet with me. They have never met with me. They refuse to meet with me. That is not democratic but autocratic.

This is a public safety issue, sir; I have the credentials to speak authoritatively, I am not associated with any airline, manufacturer, government, or the law.

NTSB is under the direction of Congress. FAA is under the direction of the Executive. I wish to meet with NTSB or FAA although I though that NTSB would be more responsive to an elected official in the Congress. A newly reelected official, congratulations, sir.
My explanation for accidents is not conspiracy nonsense or weird UFO blather, but a mechanical event which has precedence and supporting evidence in wreckage.

Please request/direct NTSB or FAA to meet with me so that I may present my research, evidence, and analysis for their consideration.

Cheers,
Barry

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

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:02 AM PDT
To: scotland@new.labour.org.uk
Subject: For Sir Thomas Dalyell, 10 th Laird of the Binns "independent inquiry"
Dear Mr. Dalyell, Sunday, December 21, 2003 8:46AM

Yes, an independent inquiry would be good; especially one that gets away from conspiracy nonsense and relies on facts, data, evidence for an airplane crash. That evidence can be handled, evaluated, and confirmed, unlike the conspiracy mumbo jumbo.

In all the investigative agencies that you are familiar with, are there any actual aircraft accident investigators that know why airplanes crash and understand what a CVR, FDR, PSI, AGL mean?

It may be time after fifteen years of emotion and hatred that an objective look is possible at why an early model Boeing 747 exploded in flight, as has happened since and happened before.

Full scientific analysis for the shorted wiring/ruptured open cargo door/explosive decompression/inflight breakup explanation for Pan American World Airways Flight 103 is available at www.corazon.com and I invite any of your aviation accident experts to evaluate the mechanical explanation.

Cheers,
Barry

John Barry Smith
541 Country Club Drive
Carmel Valley, California 93924
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Relatives of Lockerbie victims seek probe
LONDON (AP) — Relatives of Britons killed when a Pan Am jet exploded over Scotland in 1988 renewed calls for an independent inquiry into the bombing on Sunday, the 15th anniversary of the attack.

U.K. Families Flight 103, a group representing families of British victims, said "big and important questions" still needed to be asked about the motive and planning behind the attack, and the failure to prevent it.

Pan Am Flight 103 from London to New York exploded over the Scottish town of Lockerbie on Dec. 21, 1988, killing 259 people on the plane and 11 on the ground.

"In recent suspicious deaths of individuals, independent inquiries have rightly been instigated," the group said in a statement. "Yet the government use the passage of time to erase the need to hold such an inquiry into the unresolved murders of 270 people — the biggest mass murder of the 20th century on British soil."

Abdel Basset Ali Al-Megrahi, a former Libyan intelligence agent, was found guilty of the bombing in 2001 and sentenced to life in prison. Another Libyan was acquitted.

The families' group said Prime Minister Tony Blair had told them before the trial that "he understood that the end of the criminal trial would leave unanswered many of our questions. He was right."

The group welcomed Libya's announcement that it would scrap programs to develop chemical, biological and nuclear weapons. The agreement, worked out with the United States and Britain,
marks a major step toward ending Libya's international isolation.

It follows an agreement by Moammar Gadhafi's government earlier this year to take responsibility for the Lockerbie bombing and pay $2.7 billion to the victims' families. "We welcome Libya's stated intention to abandon the creation of weapons of mass destruction and are pleased at the British government's attempts to find a peaceful solution to this issue," the group said.

Dear Mr. Dalyell, Thursday, December 18, 2003 8:18AM

Mr Dalyell said.

"I fervently believe that Mr Megrahi is innocent."

I know he is innocent because nobody bombed Pan American World Airways Flight 103. It was a mechanical event as described at www.corazon.com. The shorted wiring/ruptured open cargo door/explosive decompression/inflight breakup explanation answers the questions about the inflight breakup.

The never seen in public before photo of the forward cargo door area of Pan American World Airways Flight 103 reveals the explosive decompression. All photos of the starboard cargo door area side of Pan American World Airways Flight 103 were absent from the AAIB report whilst there there were two of the 'bomb' port side. Curious, hey? The new photo came from Mr. Ken Smart of AAIB via TSB of Canada.
Mr. Dalyell, if you want to know why Pan American World Airways Flight 103 exploded in midair you will have to learn why airplanes crash. A start with the Comet is good and is included in my appendices of my AAR for Pan American World Airways Flight 103 available for download in pdf format on www.corazon.com. Meet the new boss, same as the old boss: Explosive decompression from hull rupture inflight.

For Pan American World Airways Flight 103 there was no crime, there are no criminals; it was an accident caused by shorted wiring and it's happened since with United Airlines Flight 811, another high time early model Boeing 747 that suffered an inflight breakup after a sudden loud sound on the CVR followed by an abrupt power cut to the recorders.....and on and on with many other hard evidence matches.

A genuinely interested person who fervently believes an injustice has been done will check out all explanations that are grounded in fact, have precedent, and are plausible.

I can be queried by email, phone, or letter.

By the way, I am a British citizen. I have a reference of a Scottish friend, Mr. Chris Olsson at chrisolsson@btopenworld.com

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
Megrahi was jailed for life for the bombing
The Lord Advocate has lodged an appeal against the sentence imposed on the man convicted of the Lockerbie bombing.

Abdelbaset ali Mohmed al-Megrahi was told last month that he would have to serve 27 years before he could apply for parole.

Colin Boyd has now lodged an appeal, arguing that the punishment part of the sentence is unduly lenient.

He is also challenging the court's view that 30 years is the maximum punishment part which can be imposed.

Megrahi was found guilty of the 1988 bombing after an 84-day trial under Scottish law in the Netherlands.

He was convicted of murdering the 270 people who died when Pan Am Flight 103 exploded over the Scottish town of Lockerbie.

Apply for parole
Megrahi was sentenced to life in prison, with a recommendation that he serve at least 20 years.

Human rights laws have since been introduced in Scotland which mean that lifers must be told exactly how long they must serve before they can apply for parole.

Megrahi was brought before the High Court in Glasgow last month for the punishment part of his sentence to be set.

Lord Sutherland told the 51-year-old that he would have to serve 27 years before he could apply for parole.

That sentence was backdated to 1999, when he was first taken into custody.

Tam Dalyell, the Labour MP for Linlithgow, said he was unhappy about the Lord Advocate's appeal.

"It looks as though pressure from the American relatives of the victims has caused the Lord Advocate to do this," Mr Dalyell said.
"I fervently believe that Mr Megrahi is innocent."

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:02 AM PDT
To: Donna.Blitzer@mail.house.gov
Subject: As Predicted

Sam Farr
Member of Congress
17th District, California
As predicted in email earlier, the Navy would stop bombing Vieques. They announced today they are. So, the pressure is there all along and only clear now to replace Vieques with Fort Hunter Liggett.

Sir, the Navy already has bombing ranges all over the West to include China Lake, Fallon, and Fort Irwin. They do not need another one. They want another one because they are bored with bombing the desert and want more realistic terrain. Big Sur is that terrain. Are we at war?

No one love jets, carriers, and airports more than I do...in the appropriate time and place.

More details on what it's like to actually fly off carriers and bomb things are available from me at your convenience, Mr. Farr.

Respectfully,

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
US Navy reconnaissance navigator, RA-5C 650 hours.
Air Intelligence Officer, US Navy
Navy Won't Bomb on Vieques for Now

Updated 6:16 PM ET March 1, 2001

full image

Rep. Luis Gutierrez, D-Ill., Speaks at a News Conference on...

(AP) By ROBERT BURNS, AP Military Writer

WASHINGTON (AP) - The Bush administration suspended Navy bombing on the Puerto Rican island of Vieques Thursday while negotiators pursue a permanent solution to the bitter dispute over U.S. military use of the island.

The decision, revealed by Defense Secretary Donald H. Rumsfeld, is a concession to the new Puerto Rican government, which wants the Navy to withdraw entirely from the training range it has used on Vieques for decades. The Navy has resisted, saying Vieques is vital to training for its Atlantic fleet.

Rumsfeld discussed the matter with Puerto Rican Gov. Sila Calderon on Tuesday.

On Vieques, the decision was cheered by opponents of the Navy's presence.

"This triumph is a momentary triumph and not an eternal victory," said anti-Navy activist Ismael Guadalupe. "We need to redouble our efforts now to try to transform this suspension into a halt to Navy bombing on the island forever."

"What we want is the Navy to leave and give us back our land," he said.
Navy Capt. Mike Brady, a spokesman at U.S. Atlantic Fleet headquarters at Norfolk, Va., said the decision to suspend training on Vieques affects the USS Enterprise aircraft carrier battle group and a Marine Corps amphibious ready group led by the USS Kearsarge.

It is not a permanent halt to training on Vieques, although that could be the eventual outcome.

"The battle group and the amphibious ready group are expected to receive an adequate level of training to deploy" as scheduled in late April, Brady said. They will use the waters off Puerto Rico to do other training, but they will not be able to use Vieques for practice bombing and naval gunfire training.

In seeking to retain the Vieques training range, the Navy has argued that it is the only means of providing the training to ensure that battle groups begin their overseas deployments fully ready for combat.

After meeting with Rumsfeld in the Pentagon on Tuesday, Calderon told reporters that she asked him to delay Navy training exercises on Vieques until he reviews a study suggesting noise from the bombing has caused heart disease among residents.

Asked about the state of discussions with Calderon, Rumsfeld told reporters Thursday, "The Navy is going to proceed with some aspects of their training but not using the inner range, pending the discussions that are taking place." His term "inner range" refers to the bombing range and other training areas on the island, other officials said.

Rumsfeld would not comment further.
The Navy calls Vieques the "crown jewel" of its Atlantic training sites, saying exercises there are vital to national defense because they uniquely combine air, sea and land maneuvers that cannot be done elsewhere.

The Navy owns two-thirds of Vieques and its bombing range covers 900 acres - under 3 percent of the island. It used live bombs until two went astray in a 1999 practice and killed a civilian guard on the bombing range.

Bombing was halted and protesters occupied the range for more than a year before the Navy swept them out in May.

Under an agreement reached in January 2000 between then-President Clinton and then-Gov. Pedro Rossello, training with inert bombs instead of live ones resumed and Vieques' 9,400 resident were to decide in a referendum next November whether the Navy should stay or leave. The agreement, which Calderon considers invalid, says that if islanders vote to expel the Navy, it would have to leave by May 2003.

**Carrier jets part of plan for bomb drills**
**RANGE WOULD BE NEAR BIG SUR**

BY DAVID L. BECK
Mercury News

The U.S. Navy's proposal to use a bombing range near Big Sur for its jet fighters will include sorties flown from the decks of aircraft carriers cruising off the coast of California.
The Navy confirmed the carrier plan Wednesday -- and also clarified its definition of flights, explaining the number of actual annual sorties will be 2,820, significantly more than the 900-1,000 "flights" it had suggested.

The vast majority of sorties will be flown from Lemoore Naval Air Station, 67 miles away.

The Navy's plan to intensify its use of the Doolittle Aircraft Training Area at Fort Hunter Liggett has alarmed environmentalists and others, who say that it would disrupt a wild area stretching from Big Sur to Hearst Castle and threaten such species as the California condor.

Fort Hunter Liggett is a 165,000-acre Army base in southern Monterey County, about 15 miles east of the Big Sur coast. Rep. Sam Farr, the Santa Cruz Democrat whose district includes the area, opposes the plan.

The Navy plans a demonstration Saturday morning, in which reporters will be driven to the target area to witness an F/A-18 Hornet drop the 25-pound steel practice device that will be used there. The devices, painted blue to indicate that they contain no explosives, simulate the aerodynamics of large bombs, and emit what the Navy says is no more than a puff of smoke on impact.

``There's some lying up there right now," said Cmdr. Charles Gillman, a special projects officer on the staff of the U.S. Pacific Fleet. ``This place has been used for decades."

Later Saturday, the Navy will host what it calls ``more of an open house" than a public hearing in King City. It will show off
practice bombs, and have videos and audiotapes for the public to see and hear, as well as members of the fighter wing from Lemoore.

People, however, will be able to leave written statements or make oral ones that will be included in the environmental assessment the Navy is preparing.

**Flight plans**

Earlier reports had mentioned the Navy planned between 900 and 1,000 "flights" per year, but on Wednesday the Navy said a "flight" is from one to four aircraft, as opposed to one aircraft taking off and landing.

Each flight would spend no more than 30 minutes over the target, regardless of the number of aircraft involved; would not descend to the target for low-level practice until it is within the boundaries of Hunter Liggett; would not fly at supersonic speeds; and would travel to and from the target area at relatively high altitudes -- a minimum of 22,000 feet, according to one officer.

Planes from Lemoore, which is near Fresno, will generally return to Lemoore. Carrier-based planes will generally return to the ships that launched them, unless for some reason they are going on to Lemoore. The Navy put the number of carrier-based sorties at no more than 135 a year.

``The carriers transit north and south along the coast," Gillman said, ``and just on their way by, they may launch a few sorties toward Hunter Liggett to get the same sort of training" their counterparts at Lemoore get. Lemoore is home base for the jet
fighters assigned to the four U.S. aircraft carriers in the Pacific.

Neither Gillman nor Cmdr. Dave Koontz, a public affairs officer based in San Diego, could say where the aircraft carriers were likely to be when they launched planes toward Hunter Liggett.

``Well beyond the horizon," Gillman said. ``Anywhere from 70 to 100 miles out to sea. They want that distance to stay away from FAA airspace" -- that is, commercial and private aviation flight paths.

**Debate goes to the Web**

Opponents of the plan have launched a Web site, [www.venturatrust.org](http://www.venturatrust.org), that includes such headlines as "``Why Is the Navy BOMBING the Ventana Wilderness?"") The Navy has countered with a Web site of its own, [www.airpac.navy.mil/fhl](http://www.airpac.navy.mil/fhl), which includes a "Fact vs. Fiction" section as well as a painting of one of Jimmy Doolittle's B-25s taking off from the USS Hornet in 1942 for a raid on Japan. The target range is named for Doolittle.

Farr plans to attend Saturday's meeting. He has written opponents of the plan that he is ``appalled that the Navy would consider proposing a bombing range in an area that is one of the most environmentally pristine in the country.''

And that was before the Navy made clear that it would be launching planes toward Hunter Liggett from carriers.

``That makes a difference," said Farr's Monterey office director, Donna Blitzer, ``because they would be flying over the
sanctuary" -- the Monterey Bay National Marine Sanctuary, which Farr helped to create.

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:02 AM PDT
To: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Subject: RE: I can help you regarding the Navy bombing of FHL

Thank you very much. That is helpful information. I will make sure the Congressman and his D.C. staff are aware of your information.

You are welcome, Donna,

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:02 AM PDT
To: JulieSwinglemccain
Subject: Wiring/cargo door explanation
Dear Mister Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, and FBI agents at the New York office, 16 Jan 01

This is John Barry Smith responding with a rebuttal to Chairman Jim Hall of NTSB who states in a 14 December 2000 letter that the wiring/cargo door explanation for TWA 800 has been considered and ruled out. The NTSB, as represented by the Chairman, Jim Hall, and Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim states that the NTSB has considered the wiring/cargo door explanation for TWA 800 and ruled it out based upon evidence and has corresponded with me numerous times. That evidence is incomplete and NTSB has not corresponded with me numerous times. NTSB has written me a few times with short statements of opinion telling me they are right and I am wrong. In addition, the NTSB has failed to respond to the specific absolute refuting evidence to the center tank as the initial event and have consistently refused for over four years to discuss the wiring/cargo door explanation or even meet with me to allow me to present a decade of research and analysis which has led me to conclude that the same probable cause of faulty wiring leading to a ruptured/open cargo door in flight has caused four Boeing 747 accidents, including UAL 811 and TWA 800. The actual refuting evidence to the center tank explanation and the actual confirming evidence of the wiring/cargo door explanation is listed below in response to NTSB assertions.

NTSB: "Thank you for your October 2, 2000, letter regarding Mr. John Barry Smith's assertion that the TWA flight 800 accident was caused by a wiring/switch fault in the accident..."
airplane's electrical system, which led to the rupture of the midspan latches of the forward cargo door in flight. He asserts that this rupture precipitated the sequence of events that led to the explosion of the fuel/air vapor in the center wing tank (CWT).Ó

JBS: Yes, that is my assertion with the clarification that it was wiring based upon new evidence of the faults of Poly X wiring in all aircraft, and in particular, early model Boeing 747s such as TWA 800, which shorted on the door unlatch motor.

NTSB: ÒAs you know, on August 23, 2000, the National Transportation Safety Board concluded that the probable cause of the TWA flight 800 accident was an explosion of the CWT resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but the Board concluded that, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.

JBS: Concluded but not published. The final report is yet to be available to the public six months after the ÒNational Transportation Safety Board concluded...Ó

NTSB: "The source of ignition energy for the explosion could not be determined with certainty...."
JBS: The NTSB does not have an ignition source for the center tank explosion which is conclusive evidence that the probable
cause of initial event as center tank explosion is not confirmed and that all other reasonable alternative explanations are plausible until ruled out by proper and thorough evaluation. A reasonable alternative mechanical explanation that has precedent and supported by official documents should be thoroughly investigated. The wiring/cargo door explanation is mechanical, plausible, supported by Public Docket evidence, has precedent in a similar type aircraft and has not been thoroughly investigated to the standard set by the precedent, UAL 811 in NTSB AAR 92/02. To say an explosion happened and not have the ignition source positively identified after years of searching and tests is to say the current explanation is incomplete and very possible not the initial event. There are three essential factors for a fuel explosion; air, fuel, ignition source; to not have all three is to admit the current explanation may be wrong. In fact, the wiring/cargo door explanation does have an ignition source for the CWT explosion; a FODDed, on fire engine number three which ignited the center tank as the disintegrating wreckage fell after the explosive decompression caused by the ruptured/opened cargo door in flight allowed the nose to be torn off. This scenario is supported by wreckage debris locations, CVR and FDR data, and the precedent of UAL 811’s FODDed and on fire engine number three. The actual refuting evidence of the center tank as the initial event is the absence of any sooted material on the passengers or the fuselage forward of the wing indicating the nose came off first in a generally straight tear line followed by the explosion of the tank which sooted those parts of the fuselage aft of the leading edge of the wing. In addition, the sudden loud sound on the CVR does not match the sound of a center tank explosion as compared with a known center tank explosion CVR sound in a NTSB chart. Also, the port side just forward of the wing is smooth while the starboard side is shattered which indicates a unilateral event and not the bilateral damage that a center tank
event would show. The NTSB explanation as a center tank explosion is partly right because the center tank did explode, but the NTSB has the timing wrong, it was not the cause but a symptom.

NTSB: Ò...the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.Ó

JBS: So very vague as to be meaningless. A short circuit outside the CWT includes 98% of the aircraft. The wiring/cargo door explanation has precedent of bare wires in the cargo door area of the confirmed cargo door accident, UAL 811. TWA 800 wreckage has bare wires in that cargo door area:

The Systems Exhibit 9A, page 116: "Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

(Note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing cargo compartments.)
NTSB: "The Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door. All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill. There were no indications of preimpact failure of the hinge at the top of the door. Investigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure. This evidence indicates that the door was closed and locked at impact. Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact."

JBS: Considered but not investigated nor evaluated to the standard set for confirmed ruptured/open cargo door in flight, UAL 811. The UAL 811 AAR 92/02 has a complete metallurgical examination of the entire door, latches, cams, pins, overpressure relief doors, manual locking handle, hinge, and torque tubes. The TWA 800 "consideration" of the forward cargo door consists of one sentence, Docket Number SA-516, Exhibit No. 15C, Report Number 97-82, Section 41/42 Joint, Forward Cargo Door, "Examination of the lower lobe forward cargo door showed that all eight of the door latching cams remain attached (along with pieces of the door itself) to the pins along the lower door sill." A one sentence dismissal of a plausible mechanical explanation with precedent in a similar accident by an incomplete examination of eight of ten latches is
not up to the aircraft accident investigation standards set by the NTSB in previous reports.

NTSB: "All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill."

JBS: Misleading statement from NTSB of the word "all"; there are ten latches per cargo door for a total of twenty latches. Only eight have been recovered and were attached to a cargo door sill which was found in the aft debris field. The only two references to a ÔsillÕ in the TAGS database refer to the aft sill, none for the forward:

8/5/96 0:00:00,,"C122",,"40 39 46.90",-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A","L16","Fuselage","Green","FS 1880",10/12/96 12:55:48,"8/05/96-70",0,0,,
8/25/96 0:00:00,,"C2155",,"C714","40 39 46.40","-72 37 27.80","FS 1810",outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)","RF98","16L","Fuselage","Green","FS 1810"

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: ÔUpdated Wreckage Not Included in Tags Table.Ó

Eight is not ten. Ten is complete for forward cargo door; eight is incomplete. The two missing latches are the midspan latches, the location of which is exactly where the outward peeled ruptures occur in the forward cargo door as confirmed by photographs of the actual shattered forward cargo door wreckage of TWA 800.

ÔXÓ marks the spot of the outward peeled rupture of the aft midspan latch of the forward cargo door of TWA 800. Note hinge
and red paint smears on fuselage skin above shattered door.

The large gaping hole to the left of the yellow tag marks the spot of the outward peeled rupture of the missing forward midspan latch of the forward cargo door of TWA 800. Also note red paint smears above hinge, inward pillowing of skin lower down on door pieces, and absence of most of recovered door pieces.

NTSB: ÒThere were no indications of preimpact failure of the hinge at the top of the door.Ó

JBS: There were indications of failure at the top of the door with red paint smears that would only occur when the door ruptured/opened in flight. These paint smears match the style of paint smears of the UAL 811 cargo door area when the door ruptured/opened out and upward and slammed into the fuselage skin above leaving door paint on the fuselage.

NTSB: ÒInvestigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure.Ó

JBS: The items only refer to the eight pieces recovered and do not refer to the two missing midspan latches. Metallurgical examination and report of those Ócams, pins, and sill piecesÓ is absent, unlike the two AAR of UAL 811.

NTSB: ÒThis evidence indicates that the door was closed and locked at impact.Ó

JBS: Absolutely false logic and refuted by the incomplete recovery of evidence and absolutely refuted by photographic
evidence of the actual wreckage of the few recovered door pieces which show outward petal shaped ruptures, paint smears, and the location of wreckage debris in the ocean that indicated clearly the forward cargo door ruptured in flight as the initial event and separated in pieces which created the entire shattered area around the forward cargo door on the starboard side. The port side opposite the cargo door is smooth and unshattered which refutes the center tank explosion as the initial event since a ÒcenterÓ event would cause equal bilateral damage, not the severe unilateral damage on starboard side, the cargo door side. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is closed and locked at impact. The actual confirming evidence that the forward cargo door opened in flight is the photographs showing the outward peeled ruptures at the two midspan latches, the engine blade in the right horizontal stabilizer, and the sudden loud sound on the CVR which matches a previous ruptured cargo door in flight on a similar type aircraft.

NTSB: ÒFurther, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact.Ó

JBS: Absolutely incorrect and proven by photographic evidence. There is no ÒdoorÓ; there are dozens of pieces of the door with most of it still missing and unrecovered as shown by photographs and the recovered wreckage database. To say a ÒdoorÓ is Òin the closed positionÓ when the manual locking handle has not been recovered and examined to determine if it in the proper position and stowed is to give a worthless opinion about the status of a door. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is in the closed position at the time of impact. The few pieces of the
forward cargo door which were recovered were found many
hundreds of yards apart from each other according to wreckage
plot and indicate the door did not shatter upon impact but before
impact. The TAGS database lists all the pieces of the forward
cargo door which were recovered and constitute less than 50% of
the door and confirmed by the wreckage reconstruction: (Note
ÔwhiteÕ tag which means it was later changed and contradicts
the ChairmanÕs statement below.)

8/4/96 0:00:00,,"B155",,,"40 39 04.30","-72 38 27.20","forward
cargo door lift","L22","Fuselage","Yellow",
8/5/96 0:00:00,,"B189",,,"40 39 04.30","-72 38 27.20","FS
540-580 STR 24R-30R with top right corner of forward cargo
door","RF3D","L21","Fuselage","Yellow","FS 540-580",
8/5/96 0:00:00,,"B221",,,"40 39 04.30","-72 38 27.20","small
section of upper forward cargo
door","RF3E","L21","Fuselage","Yellow",
8/5/96 0:00:00,,"B223",,,"40 39 04.30","-72 38 27.20","FS
600-720 STR 24R-26R with rear top part of forward cargo
door","RF3C","L21","Fuselage","Yellow","FS 600-720",
8/8/96 0:00:00,,"B334",,,"40 39 04.70","-72 38 26.80","forward
cargo door segment","RF3M","Fuselage","Yellow",
8/26/96 0:00:00,,"B2015",,,,"metal strap with internal cargo
door switch for forward cargo door; FS 560; WL 164; RBL
96","L21","Fuselage","White","FS 560",
8/5/96 0:00:00,,"B2029","B223","40 39 04.30","-72 38
27.20","forward cargo door
segment","RF3N","Fuselage","Yellow",
8/5/96 0:00:00,,"B2101","B223","40 39 04.30","-72 38
27.20","aft pressure limiting door forward cargo
door","RF3K","Fuselage","Yellow",
8/5/96 0:00:00,,"B2102","B223","40 39 04.30","-72 38
27.20","forward pressure limiting door forward cargo
door","RF3L","Fuselage","Yellow"
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: ØYou indicate that Mr. Smith claims that "only eight [of 20 door latches from TWA flight 800] have been recovered, and they are all from one sill found in the aft debris field" and that "[t]he only cargo door sill found in the aft fuselage debris field belongs to the rear cargo door, and is not the forward cargo door sill." The forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840. The aft portion of the airplane, including wreckage from the rear cargo door, was found in the "green" wreckage recovery zone, which contained most of the airplane wreckage, including pieces of the fuselage aft of about station 1000. Therefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door.Ó

NTSB: ØThe forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840.Ó

JBS: The Ôforward cargo doorÔ was not found anywhere. It was shattered into many pieces (one found in ÔwhiteÔ zone) as shown by the reconstruction photographs and less than 50% of the total door was recovered as shown by the TAGS wreckage database. The important pieces to determine if the cargo door was properly latched/did not rupture in flight are missing to include the manual locking handle, and the two midspan latches. None of the recovered pieces of the forward door were sooted
which refutes the center tank as initial event since the forward door is very near the center tank. There was only one cargo door sill recovered and it was found in the aft debris field.

In addition, the color of a tag was changed even though the piece landed in a different color zone which depicts the actual landing location of the debris.

ÒDOCKET NO. SA-516
EXHIBIT NO. 211
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.
Appendix 8: Tag Renumbering Procedure
(5 pages)
TWA 800 Tags System Procedure
Tag Re-Numbering
OTECH CAJ 9/25/96
Applicability:
When a tag number needs to be changed. Primarily reason: when the tag alpha designator (A B C or X Y Z) or color code (RED, YELLOW, GREEN) is found to be at odds with the debris field in which the object was actually found. Such tags are referred to as Òout-of-areaÓ tags.
Re-tagging may also be necessary for debris field locations which cannot be verified. If database validation processes indicate that existing tag location information is not verifiable, then re-tagging to WHITE will be accomplished using this procedure and associated documentation.
For those situations where documentation indicates that re-tagging would revise the debris field location (i.e., the tag color should be changed), back-up documentation will be maintained to support the
JBS: At odds with the debris field? The debris field is reality. Pieces landed where they landed for a physical reason. Sophisticated location techniques were used and latitude and longitude locations were logged as the pieces were retrieved. Where the pieces landed is of paramount importance and to administratively change the landing location is very misleading and nonexcusable. The pieces were found to be at odds with the debris field only using the center tank as the initial event. The original location of the debris field pieces make sense when using the wiring/cargo door explanation to explain why fuselage pieces forward of the wing landed where they did. (The overall debris appraisal was made by Docket Number SA-516, Exhibit No. 22A, Trajectory Study, page 3: "The wreckage distribution shows that parts were initially shed from the area just forward of the wing.") The center tank is not Ôjust forward of the wingÕ while the forward cargo door is. The center tank is aft of the leading edge of the wing and thus parts were not initially shed from that area which means it was not the initial event.

NTSB: ÔTherefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door.Ó

JBS: A completely wrong and ignorant statement by Chairman Hall of NTSB. I never said and do not assert now that Ôthe only recovered cargo door pieces were those from the rear cargo door.Ó In fact, I refer over and over to the forward cargo door pieces; they are conclusive proof that the forward door ruptured in flight. To say I assert Ô... the only recovered cargo door pieces were those from the rear cargo door,Ó is to show conclusively that the NTSB does not understand the wiring/cargo door
explanation, has not seriously considered the explanation, has not discussed the explanation with me, and is content with confused thinking about it.

The wiring/cargo door explanation does refer to the recovered pieces of the aft cargo door (also to many other parts of TWA 800) and asserts that the only cargo door sill of two which were on TWA 800 when it took off was found in the aft debris field and is most likely that of the aft cargo door, a door which is identical in size, function, and parts to the forward cargo door. All pieces of the aft cargo door recovered are listed below; (Note that that there are more pieces recovered for the aft door than for the forward door and no ÔwhiteÕ changed tags.)

8/4/96 0:00:00,,"C111",,"40 39 46.90",-72 37 27.90","aft cargo door cutout (#1860)/seats/fuselage",,"Green",,
8/5/96 0:00:00,,"C122",,"40 39 46.90",-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A",
"L16","Fuselage","Green","FS 1880",
8/21/96 0:00:00,,"C644",,"40 39 46.89",-72 37 26.59","aft cargo door lower aft section","RF45F","L15.5","Fuselage","Green","FS 1910",
8/25/96 0:00:00,,"C2155",,"C714","40 39 46.40",-72 37 27.80","FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)"","RF98","16L","Fuselage","Green","FS 1810"
8/9/96-37" ,,"C2133",,"C673","40 39 47.04",-72 37 26.90","aft cargo door fragment","RF45G","L16","Fuselage","Green","FS 1810",
8/25/96 0:00:00,,"C1080",,"40 39 46.40",-72 37 27.80","FS 1900-1940 aft cargo door surround, STR 41R-44R","RF45E","L 15.8","Fuselage","Green","FS 1900-1940",
8/4/96 0:00:00,,"C2252",,"C114","40 39 46.90",-72 37
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: "You also state that Mr. Smith asserts that "all ten locking latches, the manual locking handle, the viewing ports, and two 'overpressure relief doors' have not been fully accounted for in the investigation and are not in the wreckage database." The Safety Board recovered and accounted for all of the closing hardware for the forward cargo door. All ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane. (A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)"
NTSB: ÒThe Safety Board recovered and accounted for all of the closing hardware for the forward cargo door.Ó

JBS: Absolutely not true: Òall the closing hardwareÓ is missing from all of the wreckage pieces databases, from the public docket, from examination and evaluation in Exhibits, and the actual wreckage reconstruction. In fact, all of the forward cargo door has not been recovered, accounted for, or evaluated, with less than 50% recovered and those few consist of ÒsegmentsÓ ÒpiecesÓ and Òparts.Ó The closing hardware is extensive and included, torque tubes, bellcranks, manual locking handle, ten cams, pins, latches, and overpressure relief doors within the door. To claim that all closing hardware for the forward cargo door was recovered and accounted for is a falsehood.

NTSB: ÒAll ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane.

JBS: There is no documentation that of the twenty identical closing cams and pins, the alleged ten belong to the forward cargo door and not the aft. There is no documentation of the missing two midspan latches from the forward cargo door being found. There is no evaluation of the condition of any of the cams and pins of either door. In the entire wreckage databases there is no report of any ÒcamsÓ nor ÒpinsÓ in the recovered structure database. The two midspan latches of the forward door are not physically located on the reconstructed portion of the airplane as proven by photographs.

NTSB: Ò(A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)Ó
JBS: Misleading statement by NTSB and metallurgist Jim Wildey, as the two midspan latches are not trivial "alignment pins and cams," but identical cams, pins, and latches to the lower eight. The top of the door is held by a lengthwise hinge and the lower sill of the door is held by eight latches. The two sides, each eight feet tall, are held in by one latch per side, the midspan latch. The lower eight latches have locking sectors which press against the cams to prevent inadvertent opening in flight. The two midspan latches have no locking sectors. This absence of two sectors per door is the fatal design error of the door in addition to being outward opening and nonplug. An Airworthiness Directive issued after the forward cargo door of UAL 811 ruptured/opened in flight to strengthen the locking sectors had no effect on the two midspan latches because they have no locking sectors to strengthen. Those two locations is where the ruptures occurred in TWA 800, at the midspan latches where no locking sectors existed, as confirmed by photographs. To "not discuss the two alignment pins and cams on the sides of the door" as NTSB admits is to admit to an incomplete examination and evaluation of the forward cargo door, a door initially considered to be the initial event of TWA 800.

NTSB: "In your letter, you also indicate that Mr. Smith asserts that "[b]lades on the Number 3 engine were found damaged, in a manner consistent with explosive decompression of the adjacent forward cargo door." However, physical evidence indicated that damage to the number 3 engine's fan blade airfoils was due to the blade mid span shrouds shingling (overlapping) and tearing out part of the airfoils when the engine impacted the water. Further, the damage noted on the number 3 engine's low- and high-pressure compressor airfoils was similar to that observed on the other three engines' compressor airfoils. None of the four engines installed on TWA flight 800 had any damage that could have
been caused by the ingestion of a foreign object. Therefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.

NTSB: ÔNone of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Ô

JBS: Absolutely incorrect statement as shown by actual examination of engine number three as reported in the TWA 800 Public Docket:

Exhibit 8A, Page 11, paragraph 3, discussing results of engine 3 disassembly, "Of the 46 fan blades in the fan rotor, 21 blades with complete or partial airfoils and 6 root sections were recovered. All of the fan blades had sooting on the convex airfoil surfaces. Most of the full length airfoils were bent rearward and the tips outboard of the outer midspan shroud were bent forward slightly. About half of the fan blades had impact damage to the leading and trailing edges. Almost all of the impact damage to the airfoils could be matched to contact with the midspan shroud on an adjacent blade. One full length blade had four soft body impacts along the leading edge and a partial airfoil had a soft body impact, which had some streaking extending rearward."

NTSB: ÔTherefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.Ô

JBS: The damage to engine number three conclusively supports the wiring/cargo door explanation that the forward cargo door separated in flight by showing that foreign objects and door skin ejected after explosive decompression were ingested into the adjacent engine number three which led to uncontainment and
the spitting out of a blade into the right horizontal stabilizer immediately behind the engine. Docket No. SA-516, Exhibit No. 7A, Structures Group Report, page 33: "5.1 Horizontal Stabilizer, "Some of the items found in the horizontal stabilizer are sections of seat track, a stator blade from turbine section, and glitter." On 5.1.1 Right Horizontal Stabilizer, page 34, "An engine stator blade from turbine section penetrated the upper honeycomb surface near the outboard trailing edge.

JBS: Only 58% of the fan blades were recovered which means 42% were missing. It is very likely the 'stator blade' found in right horizontal stabilizer was from engine number three which sits directly in front of it. "Almost all' of the 'impact damage,' was explained which implies some wasn't explained. All blades in engine three had soot. Soot means fire. FOD usually means fire. Only engine number three had any sooting inside engine. One full blade and one partial blade had 'soft body impacts'. There is nothing normally soft inside a jet engine. Soft body impact means foreign object damage which could mean the soft bodies of passengers ejected from the open fuselage, as happened with UAL 811. Streaking could be blood streaks. Missing blades in engine three and one blade found directly aft in right horizontal stabilizer recovered far away from main engine means uncontainment in flight. Uncontainment means engine number three was not intact at water impact but implies destruction and fire in flight. The FODDed, uncontained, spewing blades, on fire engine number three is very likely the plausible ignition source for the nearby center tank which was disintegrating into fuel vapor as it fell.

NTSB: "Finally, you state that Mr. Smith asserts that "[t]he FDR [flight data recorder] plots of TWA [flight] 800, Pan Am [flight] 103, and UAL [United Airlines flight] 811 are consistent
with the explosive decompression of the right forward cargo door" and that "bad wiring ... caused the forward cargo doors to open in flight on high time B747's [including these airplanes and Air India flight 182] ... and that the photographic, CVR [cockpit voice recorder], FDR, FOD [foreign object damage], and other evidence points to a common scenario of cargo door failure." You also state that Mr. Smith believes "the outward peeled ruptures in metal shown in photographs ... are clear evidence of cargo door failure, not of a [CWT] explosion. Mr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door. However, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door. Further, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure of the cargo door.

NTSB: ÓMr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door.Ó

JBS: I asset the above because of NTSB AAR 90/01 and 92/02 regarding UAL 811: NTSB conducted an incomplete investigation of the forward cargo door of UAL 811 and came to an incorrect probable cause in AAR 90/01 for its opening in
flight leading to nine fatalities: Improper latching. Upon further investigation the door was found to be properly latched and the cause to be electrical. A new AAR was published which was AAR 92/02, giving the new probable cause. The NTSB TWA 800 investigation in AAR 00-03 is also incomplete leading to the wrong probable cause as the center tank exploding as the initial event. A precedent has been set of NTSB conducting an incomplete investigation leading to an incorrect probable cause in an AAR leading to the event occurring again (UAL preflight uncommanded opening of cargo door) and thus having to write another AAR with the new probable cause. This sequence will happen again unless further investigation of the wiring/cargo door explanation is conducted for TWA 800. A precedent has been set for NTSB to further investigate an accident even though a final AAR has been published. A precedent has been set for NTSB to discover and admit an error of opinion and correct it.

From
NTSB AAR 92/02:

NTSB/AAR-92/02
(SUPERSEDES NTSB/AAR-90/01)

The wrong probable cause in AAR 90/01 for UAL 811: ÒThe National Transportation Safety Board determines that the Probable Cause(s) of this Accident was: The sudden opening of the improperly latched forward lobe cargo door in flight and the subsequent explosive decompression.Ó

The new probable cause in AAR 92/02 for UAL 811: ÒBefore the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been
closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving.

Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01. The issues in this investigation centered around the design and certification of the B-747 cargo doors, the operation and maintenance to assure the continuing airworthiness of the doors, cabin safety, and emergency response.

The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.
JBS: There is not “overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.” That NTSB statement is unsupported opinion and shows that NTSB also influenced incorrectly the PA 103 probable cause as reported in AAIB AAR 2/90. Pan Am 103 is another similar event of TWA 800. It has many similarities that match TWA 800 which are supported by facts, data, and evidence. The wiring/cargo door explanation concludes PA 103 was an ruptured/open cargo door inflight, as was Air India Flight 182. PA 103, AI 182, and TWA 800 are the only Boeing 747 accidents to have the following unusual and rare similarities: non Section 41 retrofit early model poly x wired Boeing 747 experienced hull rupture forward of the wing in cargo bay. nose came off damaged number three engine sudden sound on CVR loud sound on the CVR short duration sound on the CVR abrupt power cut to FDR outward peeled skin in cargo door area longitudinal break in forward cargo door, more severe inflight damage on starboard side at least nine never recovered bodies vertical fuselage tear lines forward of the wing and aft of cargo door torn off skin in forward cargo door area on starboard side, outward peeled skin in cargo door area downward bent floor beams in cargo door area, destruction initially thought to be have been caused by a bomb.
NTSB: "Further, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure of the cargo door.

JBS: Again, that conclusion is unsupported opinion which is contradicted by facts, data, and evidence elsewhere in the Public Docket such as NTSB's own Trajectory Study. The Sequencing Group is James F. Wildey II, National Resource Specialist-Metallurgy. He is not an aircraft accident investigator. The TWA 800 Public Docket SA-516, Exhibit 18A is the Metallurgy/Structural Group Chairman Factual Report Sequencing Study, signed by only Mr. Wildey. Contrary to the NTSB statement above, the Sequencing Group did not determine that the failure of the cargo door was not the initiating event as the words, "Cargo Door" are not to be found in any of the 57 page exhibit. There is nothing in the "Study" about the forward cargo door, which is a serious omission as the ruptured/opened door was initially considered by NTSB to be the initial event and the forward cargo door lies very close to the center tank. This is further evidence that the wiring/cargo door explanation has not been properly evaluated by NTSB.

NTSB: "Mr. Smith's assertion that the CVR evidence for the four accidents mentioned in your letter indicate a common scenario is also incorrect. The CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and
TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies. In contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.

NTSB: ÒThe CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies.Ó

JBS: The CVR examinations for all four accidents have ruled out a bomb sound and match each other and UAL 811. To state a bomb went off in an aircraft and yet have the CVR not have a bomb sound is to logically rule out the bomb as the cause of the sudden loud sound and thus the accident. An alternative must be found and it is in the explosive decompression sound. UAL 811 had that explosive decompression sound and it matches AI 182, TWA 800, and PA 103.

NTSB: ÒIn contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.Ó

JBS: NTSB Chart 12 below which compares all CVR sound of
the four accidents. They match in the very rare occurrences of a sudden loud sound, not a bomb sound, which is then almost immediately followed by an abrupt power cut to the FDR. UAL 811 did not have any "lower-order events" picked up by the CVR as the time in the chart is in milliseconds. In spite of much effort to make the sudden loud sound a bomb sound, the sounds lack the low frequencies which exist in bomb sounds and the rise time is too slow for the explosion of a bomb. All of the four sounds match the known sound of the explosive decompression of UAL 811 forward cargo door rupturing/opening in flight. The NTSB CVR study omits any detailed analysis of this important sudden loud sound.

NTSB: "In sum, Mr. Smith's position is simply not supported by the facts. Our correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times, indicating that Board investigators have considered his theories and that no evidence exists to support his conclusions. In March 1998, I informed Mr. Smith that our correspondence had exhausted this issue and that he should expect no further response from the Board on this subject. I am pleased to have had this opportunity to provide you with details about the Board's position on this issue. However, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.

NTSB: "In sum, Mr. Smith's position is simply not supported by the facts."

JBS: My position is supported by ample facts from four similar
accidents, from the Public Docket, from government AARs, from photographs, and other official documents.

NTSB: ÒOur correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times,...Ó

JBS: I have written the NTSB many times but they have not responded numerous times to me. Senator John McCain wrote suggesting a meeting with me but NTSB declined. Congressman Sam Farr has asked for a meeting with me but NTSB, Mr. Drake, refused and reiterated that, in fact, they will not correspond, discuss, meet with me ever. (Note the effort to make the messenger the point of argument instead of the message of wiring/cargo door explanation. I am trivial; the message of wiring/cargo door safety item is paramount.)

NTSB: ÒHowever, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.Ó

JBS: Not productive? The NTSB and the FAA have never tried for a productive exchange of ideas with me. NTSB has selected random statements and attempted to contradict them while ignoring the irrefutable facts that rule out center tank explosion as initial event and support the wiring/cargo door explanation. Those facts among many which will never go away are:
Sudden loud sound on the CVR.
Stator blade in right horizontal stabilizer.
Photograph of forward cargo door showing paint smears, missing midspan latches, outward petal shaped rupture holes at midspan, pillowing inward force on other parts of door.
Three other similar events with similar evidence with one event, UAL 811, being a confirmed electrical/cargo door caused accident:

TWA 800 and UAL 811 were both:
aged
high flight time
poly x wired
early model Boeing 747
and shortly after takeoff
while climbing
experienced a sudden initial event in the forward cargo hold
which left a
short
sudden
loud
sound on the cockpit voice recorder, an
abrupt data loss to the flight data recorder,
foreign object damage to starboard engine #3
more severe inflight damage on starboard side,
smooth port side forward of the wing
at least nine never recovered bodies,
torn off skin in forward cargo door area on starboard side,
rupture at forward cargo door at aft midspan latch,
outward peeled skin on upper forward fuselage,
downward bent floor beams in cargo door area,
vertical fuselage tear lines forward of the wing and aft of forward cargo door,
inadvertent opening of forward cargo door considered as probable cause.
bare wires found in cargo door area.
destruction initially thought to be have been caused by a bomb but ruled out later.
In summation:

The matching facts between UAL 811 and TWA 800 are sufficient to warrant a thorough investigation of the wiring/cargo door explanation for TWA 800 which would match the standard of aircraft accident investigation of UAL 811 with its two AARs, 90/01 and 92/02. The wiring/cargo door explanation is supported by enough evidence to interview the discoverer at length about it.

“Whenever men are ruled by fear, they strive to prevent the very changes that will abate it.” — Alan Paton.

NTSB is driven by fear and pride. Pride comes before a fall.

Therein lies the fault/mistake/crime.

The tragedy is not that a government agency, in this case NTSB, FAA, and FBI, missed something.

The tragedy is not that a civil servant, in this case, James Wildey, was asked to do something, aircraft accident investigation, in which he was not qualified as a metallurgist.

The tragedy is not that an agency, NTSB, relied on an official for an evaluation report which was error filled, laden with mistakes, and incomplete, the instant quoted letter and Exhibit 15C.

The tragedy is not that an agency composed of individuals, Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimitroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, makes up its mind as to a sequence of events, center tank explosion as initial event, and then tries very hard to
make that sequence make sense even to the extent of altering evidence, yellow and red location tags to white tags.

The tragedy is not that an agency with a politically connected appointed official, Jim Hall, not very educated about the area he has responsibility for, aviation, tries to find an explanation that does not ruffle too many feathers, a one off explosion with unknown ignition source.

The tragedy is not that taxpayer money is wasted on a huge project, TWA 800 wreckage reconstruction, and then the evidence discovered, ruptured forward cargo door in many pieces with most missing, is ignored.

The tragedy is not that an official, Mr. Schalekamp, saw the evidence of ruptured cargo door in flight and agreed, but later quickly recanted when he realized it was not the official position.

The tragedy is not that an official of an agency, Mr. Streeter of FAA, refuses to get involved with an issue that the agency can pass over to another, FAA to NTSB and FBI to NTSB, although that agency is tasked with the issue, public safety. The tragedy is not that an investigating agency, NTSB, FAA, and FBI, focuses solely on an explanation that fits its perceived best interest, bomb, missile, or random event, while ignoring all reasonable alternatives which are perceived to be contrary to that interest, wiring/cargo door explanation.

The tragedy is that the agencies, NTSB, FAA, and FBI, were informed over a period of years of a serious public safety issue and actively rejected any evaluation of that issue to the extent of changing the evidence, to wrongly accuse a citizen, to refuse to confirm or rule out the presented facts, data, and evidence, and of
refusing to meet with the proponent, or discuss through letters
the reasonable, plausible explanation. To miss a life or death
safety item is human and understandable and sad; to reject a life
or death safety item given by a qualified citizen over a period of
years supported by documentation is inhuman and
incomprehensible and a tragedy. And you, NTSB, FAA, and FBI,
have done that for over four years and are doing that right now.

The metaphor I think of is that of a crossing guard who is told
over and over again a truck is coming and to put down the guard
to protect the children continually crossing the street. The guard
says no. The guard says I’m wrong. The guard says I’m crazy.
The guard says go away. The guard ignores the verbal, written,
graphic warnings supported by documents, photographs, and
testimony that an event which has happened before is going to
happen again, a truck plowing into a group of children at a
crosswalk because the guard refused to put down the barrier. The
guard then attacks me by saying bad things about my character
and motives. The guard never asks, Why do you say that a
truck is coming?

And then of course the truck comes, just as TWA 800 came along
as I was presenting my correlation to UAL 811 for PA 103 all
during the early 1990s prior to July 17th, 1996, to media and the
insurance agency. I knew right away what TWA 800 was and
immediately starting informing NTSB, FAA, and FBI of the
forward cargo door problem with Boeing 747s.

The error of judgment which leads to the tragedy is continuously
rejecting for over four years an experienced citizen’s opinion
supported by facts, data, evidence, photographs, charts,
documents, interviews with witnesses, and precedent which
contradicts that agency’s opinion. I have been in a sudden,
night, fiery, fatal, jet aircraft accident. I have spent forty years in aviation related endeavors. After years of research, I offer a mechanical explanation with precedent in a similar type aircraft. Wiring/cargo door explanation for TWA 800 is plausible, reasonable, and must be further investigated lest it occur again. Further investigation starts with meeting with me. For a public safety agency to refuse to meet and discuss a plausible explanation for a fatal accident with a citizen when the official version is incomplete is inexcusable and most likely criminal should another cargo door rupture open in flight leading to fatalities.

The tragedy is that the agencies entrusted by the public to protect their lives do not and will not ask the question of an experienced citizen with supporting documents to explain his public safety discovery: wiring will again short a door unlatch motor on and the midspan latches of the forward cargo door of a Boeing 747 will rupture again leading to fatalities, as happened with AI 182, PA 103, UAL 811, and TWA 800. The public trust has been betrayed by officials who will not inquire or investigate a reasonable alternative to their position because of fear and pride. The question has never come, ÒMr. Smith, why do you say that wiring caused the forward cargo door of TWA 800 to rupture at the midspan latches?Ó

In summary: An amateur sleuth going up against the initial mystery and the authorities believing a different way has a hard job. He has to be persuasive, charming, have all the right answers, and at least have some authority who will discuss with him the alternatives. It worked for Sherlock Holmes in fiction and the Campbells for UAL 811. The problem is that the persons who usually go against the common wisdom and discover a contrary truth are not likable nor charming. They do not say what
the agency wants to hear and thus become well liked. It takes a
certain, tolerant government agency who really wants to do its
job right and solve the mystery of TWA 800 by discussing
alternatives with someone they instinctively donÕt like. NTSB is
not that agency. Nor the FAA. Nor the FBI.

In sum: What is left for this individual citizen who has labored
more or less alone for over a decade with no support from
government, manufacturer, airline, media, or independent safety
organizations? Bitterness, anger, sarcasm, ridicule, are not usual
persuasive words but they do make one smile and grimace, keep
the morale up, and allow the wiring/cargo door cause to continue
to the next Chairman so I will say one word which sums up my
attitude towards authority who has got it wrong, keeps on
repeating the error, refuses to meet with someone who can
correct that life and death error, and yet officially seriously
evaluates explanations that make no sense such bombs, missiles,
meteorites, and a spontaneous fuel tank explosion with a mystery
ignition source:

HA!

Respectfully submitted,

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Commercial pilot, instrument rated, former FAA Part 135
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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

From: John Barry Smith <barry@corazon.com>
Date: November 15, 1956 8:18:17 PM GMT-08:00
To: Donna.Blitzer@mail.house.gov
Subject: Request meeting with NTSB safety officials

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 15 November 00

Well, the election wrangling goes on....

I'm asking again, as a citizen, to meet with public safety officials. Below is another request to Congressman Farr to request/direct appointed safety officials to meet with me.

The Congressman also wrote that FAA is preparing a response but I have not received that yet.
Dear Congressman Farr, 15 November 2000

I am asking again, sir, as an aviation professional who has been flying for 35 years and is a survivor of a sudden, night, fatal, fiery, jet plane crash that I meet with federal aviation safety officials in NTSB concerning a sudden, night, fiery, fatal, jet plane crash. I have put in over a decade of documented research and analysis into four crashes and my conclusions must be considered.

NTSB has written you stating they refuse to meet with me. They have never met with me. They refuse to meet with me. That is not democratic but autocratic.
This is a public safety issue, sir; I have the credentials to speak authoritatively, I am not associated with any airline, manufacturer, government, or the law.

NTSB is under the direction of Congress. FAA is under the direction of the Executive. I wish to meet with NTSB or FAA although I though that NTSB would be more responsive to an elected official in the Congress. A newly reelected official, congratulations, sir.

My explanation for accidents is not conspiracy nonsense or weird UFO blather, but a mechanical event which has precedence and supporting evidence in wreckage.

Please request/direct NTSB or FAA to meet with me so that I may present my research, evidence, and analysis for their consideration.

Cheers,
Barry

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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

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: Donna.Blitzer-mail.house.gov
Subject: Wiring/cargo door explanation

Dear Mister Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, and FBI agents at the New York office, 16 Jan 01

This is John Barry Smith responding with a rebuttal to Chairman Jim Hall of NTSB who states in a 14 December 2000 letter that the wiring/cargo door explanation for TWA 800 has been considered and ruled out. The NTSB, as represented by the Chairman, Jim Hall, and Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim states that the NTSB has considered the wiring/cargo door explanation for TWA 800 and ruled it out based upon evidence and has corresponded with me numerous times. That evidence is incomplete and NTSB has not corresponded with me numerous times. NTSB has written me a few times with short statements of opinion telling me they are right and I am wrong. In addition, the NTSB has failed to respond to the specific absolute refuting evidence to the center tank as the initial event and have consistently refused for over four years to discuss the wiring/cargo door explanation or even meet with me to allow me to present a decade of research and analysis which has led me to conclude that the same probable
cause of faulty wiring leading to a ruptured/open cargo door in flight has caused four Boeing 747 accidents, including UAL 811 and TWA 800. The actual refuting evidence to the center tank explanation and the actual confirming evidence of the wiring/cargo door explanation is listed below in response to NTSB assertions.

NTSB: “Thank you for your October 2, 2000, letter regarding Mr. John Barry Smith's assertion that the TWA flight 800 accident was caused by a wiring/switch fault in the accident airplane's electrical system, which led to the rupture of the midspan latches of the forward cargo door in flight. He asserts that this rupture precipitated the sequence of events that led to the explosion of the fuel/air vapor in the center wing tank (CWT).”

JBS: Yes, that is my assertion with the clarification that it was wiring based upon new evidence of the faults of Poly X wiring in all aircraft, and in particular, early model Boeing 747s such as TWA 800, which shorted on the door unlatch motor.

NTSB: “As you know, on August 23, 2000, the National Transportation Safety Board concluded that the probable cause of the TWA flight 800 accident was an explosion of the CWT resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but the Board concluded that, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.

NTSB: “As you know, on August 23, 2000, the National
Transportation Safety Board concluded...Ó

JBS: Concluded but not published. The final report is yet to be available to the public six months after the ÒNational Transportation Safety Board concluded.Ó Why is that?

NTSB: "The source of ignition energy for the explosion could not be determined with certainty,..."

JBS: The NTSB does not have an ignition source for the center tank explosion which is conclusive evidence that the probable cause of initial event as center tank explosion is not confirmed and that all other reasonable alternative explanations are plausible until ruled out by proper and thorough evaluation. A reasonable alternative mechanical explanation that has precedent and supported by official documents should be thoroughly investigated. The wiring/cargo door explanation is mechanical, plausible, supported by Public Docket evidence, has precedent in a similar type aircraft and has not been thoroughly investigated to the standard set by the precedent, UAL 811 in NTSB AAR 92/02. To say an explosion happened and not have the ignition source positively identified after years of searching and tests is to say the current explanation is incomplete and very possible not the initial event. There are three essential factors for a fuel explosion; air, fuel, ignition source; to not have all three is to admit the current explanation may be wrong. In fact, the wiring/cargo door explanation does have an ignition source for the CWT explosion; a FODDed, on fire engine number three which ignited the center tank as the disintegrating wreckage fell after the explosive decompression caused by the ruptured/opened cargo door in flight allowed the nose to be torn off. This scenario is supported by wreckage debris locations, CVR and FDR data, and the precedent of UAL 811Ôs FODDed and on fire engine number three. The actual refuting evidence of the center tank as the initial
event is the absence of any sooted material on the passengers or the fuselage forward of the wing indicating the nose came off first in a generally straight tear line followed by the explosion of the tank which sooted those parts of the fuselage aft of the leading edge of the wing. In addition, the sudden loud sound on the CVR does not match the sound of a center tank explosion as compared with a known center tank explosion CVR sound in a NTSB chart. Also, the port side just forward of the wing is smooth while the starboard side is shattered which indicates a unilateral event and not the bilateral damage that a center tank event would show. The NTSB explanation as a center tank explosion is partly right because the center tank did explode, but the NTSB has the timing wrong, it was not the cause but a symptom.

NTSB: Ò...the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter the CWT through electrical wiring associated with the fuel quantity indication system.Ó

JBS: So very vague as to be meaningless. A short circuit outside the CWT includes 98% of the aircraft. The wiring/cargo door explanation has precedent of bare wires in the cargo door area of the confirmed cargo door accident, UAL 811. TWA 800 wreckage has bare wires in that cargo door area:

The Systems Exhibit 9A, page 116:
"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."
(Note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing cargo compartments.)

NTSB: "The Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door. All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill. There were no indications of preimpact failure of the hinge at the top of the door. Investigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure. This evidence indicates that the door was closed and locked at impact. Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact.

NTSB: "The Safety Board did consider the possibility that the TWA flight 800 accident might have been initiated by the in-flight separation of the forward cargo door."

JBS: Considered but not investigated nor evaluated to the standard set for confirmed ruptured/open cargo door in flight, UAL 811. The UAL 811 AAR 92/02 has a complete metallurgical examination of the entire door, latches, cams, pins,
overpressure relief doors, manual locking handle, hinge, and torque tubes. The TWA 800 ÔconsiderationÕ of the forward cargo door consists of one sentence, Docket Number SA-516, Exhibit No. 15C, Report Number 97-82, Section 41/42 Joint, Forward Cargo Door, "Examination of the lower lobe forward cargo door showed that all eight of the door latching cams remain attached (along with pieces of the door itself) to the pins along the lower door sill." A one sentence dismissal of a plausible mechanical explanation with precedent in a similar accident by an incomplete examination of eight of ten latches is not up to the aircraft accident investigation standards set by the NTSB in previous reports.

NTSB: "All eight of the latching cams along the bottom of the door were found in the latched position and, along with some pieces of the cargo door itself, remained attached to the pins along the lower door sill."

JBS: Misleading statement from NTSB of the word "all"; there are ten latches per cargo door for a total of twenty latches. Only eight have been recovered and were attached to a cargo door sill which was found in the aft debris field. The only two references to a ÔsillÕ in the TAGS database refer to the aft sill, none for the forward:

8/5/96 0:00:00,"C122",,"40 39 46.90","-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A","L16","Fuselage","Green","FS 1880",10/12/96 12:55:48,"8/05/96-70",0,0,,
8/25/96 0:00:00,"C2155",,"C714","40 39 46.40","-72 37 27.80","FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)"","RF98","16L","Fuselage","Green","FS 1810"

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5:
Updated Wreckage Not Included in Tags Table.

Eight is not ten. Ten is complete for forward cargo door; eight is incomplete. The two missing latches are the midspan latches, the location of which is exactly where the outward peeled ruptures occur in the forward cargo door as confirmed by photographs of the actual shattered forward cargo door wreckage of TWA 800.

ÖXÓ marks the spot of the outward peeled rupture of the aft midspan latch of the forward cargo door of TWA 800. Note hinge and red paint smears on fuselage skin above shattered door.

The large gaping hole to the left of the yellow tag marks the spot of the outward peeled rupture of the missing forward midspan latch of the forward cargo door of TWA 800. Also note red paint smears above hinge, inward pillowing of skin lower down on door pieces, and absence of most of recovered door pieces.

NTSB: ÖThere were no indications of preimpact failure of the hinge at the top of the door.Ö

JBS: There were indications of failure at the top of the door with red paint smears that would only occur when the door ruptured/opened in flight. These paint smears match the style of paint smears of the UAL 811 cargo door area when the door ruptured/opened out and upward and slammed into the fuselage skin above leaving door paint on the fuselage.

NTSB: ÖInvestigators verified that these cams, pins, and sill pieces were from the forward cargo door by matching the fractures to the attaching pieces of structure.Ö
JBS: The items only refer to the eight pieces recovered and do not refer to the two missing midspan latches. Metallurgical examination and report of those "cams, pins, and sill pieces" is absent, unlike the two AAR of UAL 811.

NTSB: "This evidence indicates that the door was closed and locked at impact."

JBS: Absolutely false logic and refuted by the incomplete recovery of evidence and absolutely refuted by photographic evidence of the actual wreckage of the few recovered door pieces which show outward petal shaped ruptures, paint smears, and the location of wreckage debris in the ocean that indicated clearly the forward cargo door ruptured in flight as the initial event and separated in pieces which created the entire shattered area around the forward cargo door on the starboard side. The port side opposite the cargo door is smooth and unshattered which refutes the center tank explosion as the initial event since a "center" event would cause equal bilateral damage, not the severe unilateral damage on starboard side, the cargo door side. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is closed and locked at impact. The actual confirming evidence that the forward cargo door opened in flight is the photographs showing the outward peeled ruptures at the two midspan latches, the engine blade in the right horizontal stabilizer, and the sudden loud sound on the CVR which matches a previous ruptured cargo door in flight on a similar type aircraft.

NTSB: "Further, deformation and fracture patterns on the door matched damage to the adjacent fuselage structure, confirming that the door was in the closed position at the time of impact."
JBS: Absolutely incorrect and proven by photographic evidence. There is no “door”; there are dozens of pieces of the door with most of it still missing and unrecovered as shown by photographs and the recovered wreckage database. To say a “door” is “in the closed position” when the manual locking handle has not been recovered and examined to determine if it in the proper position and stowed is to give a worthless opinion about the status of a door. A latched cargo door sill in which the rest of the door is shattered and tossed to the wind is not a door which is in the closed position at the time of impact. The few pieces of the forward cargo door which were recovered were found many hundreds of yards apart from each other according to wreckage plot and indicate the door did not shatter upon impact but before impact. The TAGS database lists all the pieces of the forward cargo door which were recovered and constitute less than 50% of the door and confirmed by the wreckage reconstruction: (Note “white” tag which means it was later changed and contradicts the Chairman’s statement below.)

8/4/96 0:00:00,,"B155",,"40 39 04.30","-72 38 27.20","forward cargo door lift",,"L22","Fuselage","Yellow",
8/5/96 0:00:00,,"B189",,"40 39 04.30","-72 38 27.20","FS 540-580 STR 24R-30R with top right corner of forward cargo door","RF3D","L21","Fuselage","Yellow","FS 540-580",
8/5/96 0:00:00,,"B221",,"40 39 04.30","-72 38 27.20","small section of upper forward cargo door","RF3E","L21","Fuselage","Yellow",
8/5/96 0:00:00,,"B223",,"40 39 04.30","-72 38 27.20","FS 600-720 STR 24R-26R with rear top part of forward cargo door","RF3C","L21","Fuselage","Yellow","FS 600-720",
8/8/96 0:00:00,,"B334",,"40 39 04.70","-72 38 26.80","forward cargo door segment","RF3M","Fuselage","Yellow",
8/26/96 0:00:00,,"B2015",,,,"metal strap with internal cargo door switch for forward cargo door; FS 560; WL 164; RBL
There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB: "You indicate that Mr. Smith claims that "only eight [of 20 door latches from TWA flight 800] have been recovered, and they are all from one sill found in the aft debris field" and that "[t]he only cargo door sill found in the aft fuselage debris field belongs to the rear cargo door, and is not the forward cargo door sill." The forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station 840. The aft portion of the airplane, including wreckage from the rear cargo door, was found in the "green" wreckage recovery zone, which contained most of the airplane wreckage, including pieces of the fuselage aft of about station 1000. Therefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo door."

NTSB: "The forward cargo door was found in the "yellow" wreckage recovery zone, which contained the nose portion of the airplane and pieces of the fuselage forward of about station"
JBS: The Ôforward cargo doorÕ was not found anywhere. It was shattered into many pieces (one found in ÔwhiteÕ zone) as shown by the reconstruction photographs and less than 50% of the total door was recovered as shown by the TAGS wreckage database. The important pieces to determine if the cargo door was properly latched/did not rupture in flight are missing to include the manual locking handle, and the two midspan latches. None of the recovered pieces of the forward door were sooted which refutes the center tank as initial event since the forward door is very near the center tank. There was only one cargo door sill recovered and it was found in the aft debris field.

In addition, the color of a tag was changed even though the piece landed in a different color zone which depicts the actual landing location of the debris.

ÔDOCKET NO. SA-516
EXHIBIT NO. 211
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.
Appendix 8: Tag Renumbering Procedure
(5 pages)
TWA 800 Tags System Procedure
Tag Re-Numbering
OTECH CAJ 9/25/96
Applicability:
When a tag number needs to be changed. Primarily reason: when the tag alpha designator (A B C or X Y Z) or color code (RED, YELLOW, GREEN) is found to be at odds with the debris field in which the object was actually found. Such tags are referred to as Ôout-of-areaÕ tags.
Re-tagging may also be necessary for debris field locations which cannot be verified. If database validation processes indicate that existing tag location information is not verifiable, then re-tagging to WHITE will be accomplished using this procedure and associated documentation. For those situations where documentation indicates that re-tagging would revise the debris field location (i.e., the tag color should be changed), back-up documentation will be maintained to support the re-tag action.

JBS: At odds with the debris field? The debris field is reality. Pieces landed where they landed for a physical reason. Sophisticated location techniques were used and latitude and longitude locations were logged as the pieces were retrieved. Where the pieces landed is of paramount importance and to administratively change the landing location is very misleading and nonexcusable. The pieces were found to be at odds with the debris field only using the center tank as the initial event. The original location of the debris field pieces make sense when using the wiring/cargo door explanation to explain why fuselage pieces forward of the wing landed where they did. (The overall debris appraisal was made by Docket Number SA-516, Exhibit No. 22A, Trajectory Study, page 3: "The wreckage distribution shows that parts were initially shed from the area just forward of the wing.") The center tank is not Ôjust forward of the wingÔ while the forward cargo door is. The center tank is aft of the leading edge of the wing and thus parts were not initially shed from that area which means it was not the initial event.

NTSB: ÔTherefore, Mr. Smith is incorrect in asserting that the only recovered cargo door pieces were those from the rear cargo
JBS: A completely wrong and ignorant statement by Chairman Hall of NTSB. I never said and do not assert now that Ôthe only recovered cargo door pieces were those from the rear cargo door.Ó In fact, I refer over and over to the forward cargo door pieces; they are conclusive proof that the forward door ruptured in flight. To say I assert Ô... the only recovered cargo door pieces were those from the rear cargo door,Ó is to show conclusively that the NTSB does not understand the wiring/cargo door explanation, has not seriously considered the explanation, has not discussed the explanation with me, and is content with confused thinking about it.

The wiring/cargo door explanation does refer to the recovered pieces of the aft cargo door (also to many other parts of TWA 800) and asserts that the only cargo door sill of two which were on TWA 800 when it took off was found in the aft debris field and is most likely that of the aft cargo door, a door which is identical in size, function, and parts to the forward cargo door. All pieces of the aft cargo door recovered are listed below; (Note that there are more pieces recovered for the aft door than for the forward door and no ÔwhiteÕ changed tags.)

8/4/96 0:00:00,,"C111",,"40 39 46.90",-72 37 27.90","aft cargo door cutout (#1860)/seats/fuselage",,"Green",,
8/5/96 0:00:00,,"C122",,"40 39 46.90",-72 37 27.90","aft cargo door - lower sill latches and locks","RF45A",
"L16","Fuselage","Green","FS 1880",
8/21/96 0:00:00,,"C644",,"40 39 46.89",-72 37 26.59","aft cargo door lower aft section","RF45F","L15.5","Fuselage","Green","FS 1910",
8/25/96 0:00:00,,"C2155",,"C714","40 39 46.40",-72 37
27.80", "FS 1810, outer frame aft cargo door panel STR 24R-28R (aft upper main cargo door sill)", "RF98", "16L", "Fuselage", "Green", "FS 1810"
8/25/96 0:00:00,,"C1080", ,,"40 39 46.40", "-72 37 27.80", "FS 1900-1940 aft cargo door surround, STR 41R-44R", "RF45E", "L 15.8", "Fuselage", "Green", "FS 1900-1940",
8/4/96 0:00:00,,"C2252", ,,"C114", "40 39 46.90", "-72 37 27.90", "FS 1820-1840 STR 23R-27R with aft cargo door hinge", "RF30A", "L16", "Fuselage", "Green", "FS 1820-1840"
8/19/96 0:00:00,,"C2336", ,,"C932", "40 39 47.36", "-72 37 27.71", "FS 1780-1840 STR 38R-46R forward lower corner of aft cargo door cut-out", "RF54E", "L16", "Fuselage", "Green", "FS 1780-1840",
8/4/96 0:00:00,,"C111", ,,"40 39 46.90", "-72 37 27.90", "aft cargo door cutout (#1860)/seats/fuselage", ","", "Green", 
8/21/96 0:00:00,,"C644", ,,"40 39 46.89", "-72 37 26.59", "aft cargo door lower aft section", "RF45F", "L15.5", "Fuselage", "Green", "FS 1910",

There are no references to any aft or forward cargo door parts in the addendum to the TAGS database, Exhibit 21F Appendix 5: Updated Wreckage Not Included in Tags Table.

NTSB:  You also state that Mr. Smith asserts that "all ten locking latches, the manual locking handle, the viewing ports, and two 'overpressure relief doors' have not been fully accounted
for in the investigation and are not in the wreckage database."
The Safety Board recovered and accounted for all of the closing hardware for the forward cargo door. All ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane. (A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)

NTSB: ÔThe Safety Board recovered and accounted for all of the closing hardware for the forward cargo door.Ô

JBS: Absolutely not true: Ôall the closing hardwareÔ is missing from all of the wreckage pieces databases, from the public docket, from examination and evaluation in Exhibits, and the actual wreckage reconstruction. In fact, all of the forward cargo door has not been recovered, accounted for, or evaluated, with less than 50% recovered and those few consist of ÔsegmentsÔ ÔpiecesÔ and Ôparts.Ô The closing hardware is extensive and included, torque tubes, bellcranks, manual locking handle, ten cams, pins, latches, and overpressure relief doors within the door. To claim that all closing hardware for the forward cargo door was recovered and accounted for is a falsehood.

NTSB: ÔAll ten of the closing cams and pins are in the recovered structure database and are physically located on the reconstructed portion of the airplane.

JBS: There is no documentation that of the twenty identical closing cams and pins, the alleged ten belong to the forward cargo door and not the aft. There is no documentation of the missing two midspan latches from the forward cargo door being found. There is no evaluation of the condition of any of the cams
and pins of either door. In the entire wreckage databases there is no report of any ÔcamsÕ nor ÔpinsÕ in the recovered structure database. The two midspan latches of the forward door are not physically located on the reconstructed portion of the airplane as proven by photographs.

NTSB: Ô(A metallurgical report on the forward cargo door discusses only the eight latching cams and pins on the bottom of the door and does not discuss the two alignment pins and cams on the sides of the door.)Ó

JBS: Misleading statement by NTSB and metallurgist Jim Wildey, as the two midspan latches are not trivial Ôalignment pins and camsÕ, but identical cams, pins, and latches to the lower eight. The top of the door is held by a lengthwise hinge and the lower sill of the door is held by eight latches. The two sides, each eight feet tall, are held in by one latch per side, the midspan latch. The lower eight latches have locking sectors which press against the cams to prevent inadvertent opening in flight. The two midspan latches have no locking sectors. This absence of two sectors per door is the fatal design error of the door in addition to being outward opening and nonplug. An Airworthiness Directive issued after the forward cargo door of UAL 811 ruptured/opened in flight to strengthen the locking sectors had no effect on the two midspan latches because they have no locking sectors to strengthen. Those two locations is where the ruptures occurred in TWA 800, at the midspan latches where no locking sectors existed, as confirmed by photographs. To Ônot discuss the two alignment pins and cams on the sides of the doorÕ as NTSB admits is to admit to an incomplete examination and evaluation of the forward cargo door, a door initially considered to be the initial event of TWA 800.

NTSB: ÔIn your letter, you also indicate that Mr. Smith asserts
that "[b]lades on the Number 3 engine were found damaged, in a manner consistent with explosive decompression of the adjacent forward cargo door." However, physical evidence indicated that damage to the number 3 engine's fan blade airfoils was due to the blade mid span shrouds shingling (overlapping) and tearing out part of the airfoils when the engine impacted the water. Further, the damage noted on the number 3 engine's low- and high-pressure compressor airfoils was similar to that observed on the other three engines' compressor airfoils. None of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Therefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.

NTSB: ÒNone of the four engines installed on TWA flight 800 had any damage that could have been caused by the ingestion of a foreign object. Ò

JBS: Absolutely incorrect statement as shown by actual examination of engine number three as reported in the TWA 800 Public Docket:

Exhibit 8A, Page 11, paragraph 3, discussing results of engine 3 disassembly, "Of the 46 fan blades in the fan rotor, 21 blades with complete or partial airfoils and 6 root sections were recovered. All of the fan blades had sooting on the convex airfoil surfaces. Most of the full length airfoils were bent rearward and the tips outboard of the outer midspan shroud were bent forward slightly. About half of the fan blades had impact damage to the leading and trailing edges. Almost all of the impact damage to the airfoils could be matched to contact with the midspan shroud on an adjacent blade. One full length blade had four soft body impacts along the leading edge and a partial airfoil had a soft
body impact, which had some streaking extending rearward."

NTSB: ÔTherefore, this damage does not support Mr. Smith's contention that the forward cargo door separated in flight.Ó

JBS: The damage to engine number three conclusively supports the wiring/cargo door explanation that the forward cargo door separated in flight by showing that foreign objects and door skin ejected after explosive decompression were ingested into the adjacent engine number three which led to uncontainment and the spitting out of a blade into the right horizontal stabilizer immediately behind the engine. Docket No. SA-516, Exhibit No. 7A, Structures Group Report, page 33: "5.1 Horizontal Stabilizer, "Some of the items found in the horizontal stabilizer are sections of seat track, a stator blade from turbine section, and glitter." On 5.1.1 Right Horizontal Stabilizer, page 34, "An engine stator blade from turbine section penetrated the upper honeycomb surface near the outboard trailing edge

JBS: Only 58% of the fan blades were recovered which means 42% were missing. It is very likely the 'stator blade' found in right horizontal stabilizer was from engine number three which sits directly in front of it. "Almost all' of the 'impact damage,' was explained which implies some wasn't explained. All blades in engine three had soot. Soot means fire. FOD usually means fire. Only engine number three had any sooting inside engine. One full blade and one partial blade had 'soft body impacts'. There is nothing normally soft inside a jet engine. Soft body impact means foreign object damage which could mean the soft bodies of passengers ejected from the open fuselage, as happened with UAL 811. Streaking could be blood streaks. Missing blades in engine three and one blade found directly aft in right horizontal stabilizer recovered far away from main engine means
uncontainment in flight. Uncontainment means engine number three was not intact at water impact but implies destruction and fire in flight. The FODDED, uncontained, spewing blades, on fire engine number three is very likely the plausible ignition source for the nearby center tank which was disintegrating into fuel vapor as it fell.

NTSB: Finally, you state that Mr. Smith asserts that "[t]he FDR [flight data recorder] plots of TWA [flight] 800, Pan Am [flight] 103, and UAL [United Airlines flight] 811 are consistent with the explosive decompression of the right forward cargo door" and that "[b]ad wiring ... caused the forward cargo doors to open in flight on high time B747's [including these airplanes and Air India flight 182] ... and that [t]he photographic, CVR [cockpit voice recorder], FDR, FOD [foreign object damage], and other evidence points to a common scenario of cargo door failure." You also state that Mr. Smith believes "the outward peeled ruptures in metal shown in photographs ... are clear evidence of cargo door failure, not of a [CWT] explosion. Mr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door. However, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door. Further, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure
of the cargo door.

NTSB: ÒMr. Smith is correct that the United Airlines flight 811 accident was caused by the in-flight separation of the forward cargo door.Ó

JBS: I asset the above because of NTSB AAR 90/01 and 92/02 regarding UAL 811: NTSB conducted an incomplete investigation of the forward cargo door of UAL 811 and came to an incorrect probable cause in AAR 90/01 for its opening in flight leading to nine fatalities: Improper latching. Upon further investigation the door was found to be properly latched and the cause to be electrical. A new AAR was published which was AAR 92/02, giving the new probable cause. The NTSB TWA 800 investigation in AAR 00-03 is also incomplete leading to the wrong probable cause as the center tank exploding as the initial event. A precedent has been set of NTSB conducting an incomplete investigation leading to an incorrect probable cause in an AAR leading to the event occurring again (UAL preflight uncommanded opening of cargo door) and thus having to write another AAR with the new probable cause. This sequence will happen again unless further investigation of the wiring/cargo door explanation is conducted for TWA 800. A precedent has been set for NTSB to further investigate an accident even though a final AAR has been published. A precedent has been set for NTSB to discover and admit an error of opinion and correct it.

From
NTSB AAR 92/02:

NTSB/AAR-92/02
(SUPERSEDES NTSB/AAR-90/01)
The wrong probable cause in AAR 90/01 for UAL 811: “The National Transportation Safety Board determines that the Probable Cause(s) of this Accident was: The sudden opening of the improperly latched forward lobe cargo door in flight and the subsequent explosive decompression.”

The new probable cause in AAR 92/02 for UAL 811: “Before the recovery of the cargo door, the Safety Board believed that the door locking mechanisms had sustained damage in service prior to the accident flight to the extent that the door could have been closed and appeared to have been locked, when in fact the door was not fully latched. This belief was expressed in the report and was supported by the evidence available at the time. However, upon examination of the door, the damage to the locking mechanism did not support this hypothesis. Rather, the evidence indicated that the latch cams had been backdriven from the closed position into a nearly open position after the door had been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving. Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01.

The issues in this investigation centered around the design and certification of the B-747 cargo doors, the operation and maintenance to assure the continuing airworthiness of the doors, cabin safety, and emergency response. The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which
permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.Ó

NTSB: ÒHowever, the investigation of the Pan Am flight 103 accident (in which the Safety Board participated extensively) revealed overwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó

JBS: There is not Òoverwhelming evidence that the accident was precipitated by the explosion of a bomb in the forward cargo compartment, not by inadvertent opening of the forward cargo door.Ó That NTSB statement is unsupported opinion and shows that NTSB also influenced incorrectly the PA 103 probable cause as reported in AAIB AAR 2/90. Pan Am 103 is another similar event of TWA 800. It has many similarities that match TWA 800 which are supported by facts, data, and evidence. The wiring/cargo door explanation concludes PA 103 was an ruptured/open cargo door inflight, as was Air India Flight 182. PA 103, AI 182, and TWA 800 are the only Boeing 747 accidents to have the following unusual and rare similarities:

- non Section 41 retrofit
- early model
- poly x wired
- Boeing 747
- experienced hull rupture forward of the wing in cargo bay.
- nose came off
- damaged number three engine
- sudden sound on CVR
- loud sound on the CVR
- short duration sound on the CVR
- abrupt power cut to FDR
outward peeled skin in cargo door area
longitudinal break in forward cargo door,
more severe inflight damage on starboard side
at least nine never recovered bodies
vertical fuselage tear lines forward of the wing and aft of cargo door
torn off skin in forward cargo door area on starboard side,
outward peeled skin in cargo door area
downward bent floor beams in cargo door area,
destruction initially thought to be have been caused by a bomb.

NTSB: ÒFurther, regarding Mr. Smith's contention that the "outward peeled ruptures" from the TWA flight 800 airplane are indicative of an in-flight cargo door failure, the investigation's Sequencing Group (which included participants from all of the parties to the investigation) reached a different conclusion. The Sequencing Group determined that the damage to the airplane was consistent with an overpressure in the CWT as the initiating event, not a failure of the cargo door.

JBS: Again, that conclusion is unsupported opinion which is contradicted by facts, data, and evidence elsewhere in the Public Docket such as NTSBŌs own Trajectory Study. The Sequencing Group is James F. Wildey II, National Resource Specialist-Metallurgy. He is not an aircraft accident investigator. The TWA 800 Public Docket SA-516, Exhibit 18A is the Metallurgy/Structural Group Chairman Factual Report Sequencing Study, signed by only Mr. Wildey. Contrary to the NTSB statement above, the Sequencing Group did not determine that the failure of the cargo door was not the initiating event as the words, ÔCargo DoorÔ are not to be found in any of the 57 page exhibit. There is nothing in the ÔStudyÔ about the forward cargo door, which is a serious omission as the ruptured/opened door was
initially considered by NTSB to be the initial event and the forward cargo door lies very close to the center tank. This is further evidence that the wiring/cargo door explanation has not been properly evaluated by NTSB.

NTSB: ÒMr. Smith's assertion that the CVR evidence for the four accidents mentioned in your letter indicate a common scenario is also incorrect. The CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies. In contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.

NTSB: ÒThe CVR termination sound signatures for Pan Am flight 103, Air India flight 182 (both of which were brought down by bombs exploding in flight), and TWA flight 800 were all characterized by a rapid increase in amplitude with no evidence of prior anomalies.Ó

JBS: The CVR examinations for all four accidents have ruled out a bomb sound and match each other and UAL 811. To state a bomb went off in an aircraft and yet have the CVR not have a bomb sound is to logically rule out the bomb as the cause of the sudden loud sound and thus the accident. An alternative must be found and it is in the explosive decompression sound. UAL 811 had that explosive decompression sound and it matches AI 182, TWA 800, and PA 103.
NTSB: ÒIn contrast, the CVR from the United Airlines flight 811 accident involving the in-flight separation of the cargo door revealed a longer-term sound signature with a slower onset. Additionally, the loud terminating sound on the United Airlines flight 811 CVR is preceded by several precursor lower-order events, some of which were noticed and commented on by the flight crew.Ó

JBS: NTSB Chart 12 below which compares all CVR sound of the four accidents. They match in the very rare occurrences of a sudden loud sound, not a bomb sound, which is then almost immediately followed by an abrupt power cut to the FDR. UAL 811 did not have any Ôlower-order eventsÔ picked up by the CVR as the time in the chart is in milliseconds. In spite of much effort to make the sudden loud sound a bomb sound, the sounds lack the low frequencies which exist in bomb sounds and the rise time is too slow for the explosion of a bomb. All of the four sounds match the known sound of the explosive decompression of UAL 811 forward cargo door rupturing/opening in flight. The NTSB CVR study omits any detailed analysis of this important sudden loud sound.

NTSB: ÒIn sum, Mr. Smith's position is simply not supported by the facts. Our correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times, indicating that Board investigators have considered his theories and that no evidence exists to support his conclusions. In March 1998, I informed Mr. Smith that our correspondence had exhausted this issue and that he should expect no further response from the
Board on this subject. I am pleased to have had this opportunity to provide you with details about the Board's position on this issue. However, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.

NTSB: ÒIn sum, Mr. Smith's position is simply not supported by the facts.Ó

JBS: My position is supported by ample facts from four similar accidents, from the Public Docket, from government AARs, from photographs, and other official documents.

NTSB: ÒOur correspondence database indicates that Mr. Smith has written the Safety Board many letters regarding his theories about the cause of the TWA flight 800 accident. The Board has responded to Mr. Smith numerous times,...Ó

JBS: I have written the NTSB many times but they have not responded numerous times to me. Senator John McCain wrote suggesting a meeting with me but NTSB declined. Congressman Sam Farr has asked for a meeting with me but NTSB, Mr. Drake, refused and reiterated that, in fact, they will not correspond, discuss, meet with me ever. (Note the effort to make the messenger the point of argument instead of the message of wiring/cargo door explanation. I am trivial; the message of wiring/cargo door safety item is paramount.)

NTSB: ÓHowever, I continue to believe that it would not be productive to correspond with Mr. Smith further about his theories regarding the cause of the TWA flight 800 accident.Ó

JBS: Not productive? The NTSB and the FAA have never tried
for a productive exchange of ideas with me. NTSB has selected random statements and attempted to contradict them while ignoring the irrefutable facts that rule out center tank explosion as initial event and support the wiring/cargo door explanation. Those facts among many which will never go away are:

Sudden loud sound on the CVR.
Stator blade in right horizontal stabilizer.
Photograph of forward cargo door showing paint smears, missing midspan latches, outward petal shaped rupture holes at midspan, pillowing inward force on other parts of door.
Three other similar events with similar evidence with one event, UAL 811, being a confirmed electrical/cargo door caused accident:

TWA 800 and UAL 811 were both:
aged
high flight time
poly x wired
early model Boeing 747
and shortly after takeoff
while climbing
experienced a sudden initial event in the forward cargo hold
which left a
short
sudden
loud
sound on the cockpit voice recorder, an
abrupt data loss to the flight data recorder,
foreign object damage to starboard engine #3
more severe inflight damage on starboard side,
smooth port side forward of the wing
at least nine never recovered bodies,
torn off skin in forward cargo door area on starboard side,
rupture at forward cargo door at aft midspan latch,
outward peeled skin on upper forward fuselage,
downward bent floor beams in cargo door area,
vertical fuselage tear lines forward of the wing and aft of forward cargo door,
inadvertent opening of forward cargo door considered as probable cause.
bare wires found in cargo door area.
destruction initially thought to be have been caused by a bomb but ruled out later.

In summation:

The matching facts between UAL 811 and TWA 800 are sufficient to warrant a thorough investigation of the wiring/cargo door explanation for TWA 800 which would match the standard of aircraft accident investigation of UAL 811 with its two AARs, 90/01 and 92/02. The wiring/cargo door explanation is supported by enough evidence to interview the discoverer at length about it.

ÌWhen men are ruled by fear, they strive to prevent the very changes that will abate it.Ó Alan Paton.

NTSB is driven by fear and pride. Pride comes before a fall.

Therein lies the fault/mistake/crime.

The tragedy is not that a government agency, in this case NTSB, FAA, and FBI, missed something.

The tragedy is not that a civil servant, in this case, James Wildey, was asked to do something, aircraft accident investigation, in which he was not qualified as a metallurgist.
The tragedy is not that an agency, NTSB, relied on an official for an evaluation report which was error filled, laden with mistakes, and incomplete, the instant quoted letter and Exhibit 15C.

The tragedy is not that an agency composed of individuals, Jim Hall, Bernard Loeb, Ron Schleede (Ret), Al Dickinson, Jim Wildey, Bob Swaim of NTSB, and Misters McSweeny Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman, Mr. Lyle Streeter of FAA, makes up its mind as to a sequence of events, center tank explosion as initial event, and then tries very hard to make that sequence make sense even to the extent of altering evidence, yellow and red location tags to white tags.

The tragedy is not that an agency with a politically connected appointed official, Jim Hall, not very educated about the area he has responsibility for, aviation, tries to find a explanation that does not ruffle too many feathers, a one off explosion with unknown ignition source.

The tragedy is not that taxpayer money is wasted on a huge project, TWA 800 wreckage reconstruction, and then the evidence discovered, ruptured forward cargo door in many pieces with most missing, is ignored.

The tragedy is not than an official, Mr. Schalekamp, saw the evidence of ruptured cargo door in flight and agreed, but later quickly recanted when he realized it was not the official position.

The tragedy is not than an official of an agency, Mr. Streeter of FAA, refuses to get involved with an issue that the agency can pass over to another, FAA to NTSB and FBI to NTSB, although that agency is tasked with the issue, public safety.
The tragedy is not that an investigating agency, NTSB, FAA, and
FBI, focuses solely on an explanation that fits its perceived best interest, bomb, missile, or random event, while ignoring all reasonable alternatives which are perceived to be contrary to that interest, wiring/cargo door explanation.

The tragedy is that the agencies, NTSB, FAA, and FBI, were informed over a period of years of a serious public safety issue and actively rejected any evaluation of that issue to the extent of changing the evidence, to wrongly accuse a citizen, to refuse to confirm or rule out the presented facts, data, and evidence, and of refusing to meet with the proponent, or discuss through letters the reasonable, plausible explanation. To miss a life or death safety item is human and understandable and sad; to reject a life or death safety item given by a qualified citizen over a period of years supported by documentation is inhuman and incomprehensible and a tragedy. And you, NTSB, FAA, and FBI, have done that for over four years and are doing that right now.

The metaphor I think of is that of a crossing guard who is told over and over again a truck is coming and to put down the guard to protect the children continually crossing the street. The guard says no. The guard says IÕm wrong. The guard says IÕm crazy. The guard says go away. The guard ignores the verbal, written, graphic warnings supported by documents, photographs, and testimony that an event which has happened before is going to happen again, a truck plowing into a group of children at a crosswalk because the guard refused to put down the barrier. The guard then attacks me by saying bad things about my character and motives. The guard never asks, ÔWhy do you say that a truck is coming?"

And then of course the truck comes, just as TWA 800 came along as I was presenting my correlation to UAL 811 for PA 103 all
during the early 1990s prior to July 17th, 1996, to media and the insurance agency. I knew right away what TWA 800 was and immediately starting informing NTSB, FAA, and FBI of the forward cargo door problem with Boeing 747s.

The error of judgment which leads to the tragedy is continuously rejecting for over four years an experienced citizens’ opinion supported by facts, data, evidence, photographs, charts, documents, interviews with witnesses, and precedent which contradicts that agency’s opinion. I have been in a sudden, night, fiery, fatal, jet aircraft accident. I have spent forty years in aviation related endeavors. After years of research, I offer a mechanical explanation with precedent in a similar type aircraft. Wiring/cargo door explanation for TWA 800 is plausible, reasonable, and must be further investigated lest it occur again. Further investigation starts with meeting with me. For a public safety agency to refuse to meet and discuss a plausible explanation for a fatal accident with a citizen when the official version is incomplete is inexcusable and most likely criminal should another cargo door rupture open in flight leading to fatalities.

The tragedy is that the agencies entrusted by the public to protect their lives do not and will not ask the question of an experienced citizen with supporting documents to explain his public safety discovery: wiring will again short a door unlatch motor on and the midspan latches of the forward cargo door of a Boeing 747 will rupture again leading to fatalities, as happened with AI 182, PA 103, UAL 811, and TWA 800. The public trust has been betrayed by officials who will not inquire or investigate a reasonable alternative to their position because of fear and pride. The question has never come, Mr. Smith, why do you say that wiring caused the forward cargo door of TWA 800 to rupture at
the midspan latches?Ó

In summary: An amateur sleuth going up against the initial mystery and the authorities believing a different way has a hard job. He has to be persuasive, charming, have all the right answers, and at least have some authority who will discuss with him the alternatives. It worked for Sherlock Holmes in fiction and the Campbells for UAL 811. The problem is that the persons who usually go against the common wisdom and discover a contrary truth are not likable nor charming. They do not say what the agency wants to hear and thus become well liked. It takes a confident, tolerant government agency who really wants to do its job right and solve the mystery of TWA 800 by discussing alternatives with someone they instinctively donÕt like. NTSB is not that agency. Nor the FAA. Nor the FBI.

In sum: What is left for this individual citizen who has labored more or less alone for over a decade with no support from government, manufacturer, airline, media, or independent safety organizations? Bitterness, anger, sarcasm, ridicule, are not usual persuasive words but they do make one smile and grimace, keep the morale up, and allow the wiring/cargo door cause to continue to the next Chairman so I will say one word which sums up my attitude towards authority who has got it wrong, keeps on repeating the error, refuses to meet with someone who can correct that life and death error, and yet officially seriously evaluates explanations that make no sense such bombs, missiles, meteorites, and a spontaneous fuel tank explosion with a mystery ignition source:

HA!

Respectfully submitted,
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www.corazon.com  
barry@corazon.com  
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.  
US Navy reconnaissance navigator, RA-5C 650 hours.  
US Navy patrol crewman, P2V-5FS 2000 hours.  
Air Intelligence Officer, US Navy  
Retired US Army Major MSC  
Owner Mooney M-20C, 1000 hours.  
Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: John Barry Smith <barry@corazon.com>  
Date: September 6, 2009 12:04:01 AM PDT  
To: ZANADOOD@aol.com  
Subject: Re: Article on Ejecting From Aircraft  
Hello, I now live near the Sanford International Airport, formerly Sanford  
Naval Air Station. While browsing the web I came across your article. I am a  
history buff and I found your story interesting. Thank you. James
Ah yes, Sanford. One time a Vigilante took off and crashed into Delrey something on the other side of the river.

Cheers,
Barry

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: Donna.Blitzer@mail.house.gov
Subject: Meeting with NTSB, please, please, please

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 3 November 2000

I received a letter from Congressman Farr today and dated 24 October 2000 stating the NTSB will not meet with me nor correspond with me either.

This is not right. I am enclosing a letter to Congressman Farr below in an effort to try to meet with NTSB to present a current safety issue with Boeing airliners. Can you forward this email letter to him?

Cheers,
Barry

Sam Farr
Member of Congress
17th District, California
Dear Congressman Farr, 3 November 2000

It is with deep disappointment that I read your 24 October 2000 letter to me stating that the NTSB will not meet nor correspond with me regarding my wiring/cargo door explanation for TWA 800 and others.

This is not right, sir. A federal public safety agency should and must listen to experienced citizens who have plausible mechanical explanations for aviation accidents, especially at the request of elected officials.

NTSB has rebuffed you, sir, just as they rebuffed Senator John McCain, who also wrote NTSB and asked that they meet with me regarding the wiring/cargo door explanation.

This is outrageous behavior from a public safety agency. I can understand that under certain circumstances, none of which apply here, that a federal safety agency will not discuss aviation accidents with the public, such as: Wartime, hazardous cargo, VIP on board, experimental aircraft involved, overseas event, or politically sensitive accident. However, TWA 800 was in peacetime, no hazardous material, no VIP, non-experimental, near the USA, and not politically sensitive.

NTSB has a duty to listen, correspond with, and discuss with a citizen who has decades of aviation experience, ten years of research and investigation into these particular type accidents,
who has photographs, documents, and letters to support the explanation, and who has politely and often asked for an interview for an opportunity to present the wiring/cargo door explanation for TWA 800. I do not offer conspiracy nonsense of anonymous rumors, but substantiated evidence by aviation accident investigators from around the world.

As it stands now, in 2000, a federal government safety agency with appointees in charge have rebuffed two elected officials who have simply asked NTSB to meet and talk with a constituent/citizen on a matter of public safety which if left unresolved has the potential to repeat and cause several hundred more deaths.

Have NTSB learned nothing from the Firestone fiasco that affected NHTSA, the National Highway Transportation Safety Agency? They knew about the tread separation problems and did nothing. More deaths ensued.

What can possibly be the reason why NTSB would not give a few hours attention to me to present facts, data, and evidence about several similar aviation accidents?

I ask again, Mr. Farr, could you request NTSB to meet with me?

When I ask/beg/ as I am doing now, a federal safety agency to just sit down and listen to me about a safety issue, and realize they are indifferent and uncaring, I really really have to rethink my whole outlook about American Democracy which is supposed to be responsive to its citizens through elected officials representing constituents. You are not asking money from them to give to me. You are asking for their time, time which they have pledged to give to this very mission, safety. The callousness
of NTSB to ignore safety warnings is stunning; their arrogance in rejecting requests from elected officials is amazing; and their rejection of safety advice will probably have dire consequences as another wiring/cargo door event occurs.

Are elected officials really that impotent when it comes to asking appointees to do their job? You are asking NTSB to do their job, which is investigate probable causes for aircraft accidents. I've been in one, I fly airplanes, I know what I'm talking about when it comes to plane crashes.

For four years I have been asking NTSB to meet with me for an opportunity for me to present my twelve years of research and analysis for wiring/cargo door explanation. Please note that NTSB has never rebutted with evidence but always with opinion. Aviation safety is always facts, data, and evidence, and rarely opinion, because after all, the opinion of experts is that these airplanes are not supposed to crash and kill everyone on board.

I'm asking again, Mr. Farr, could you ask/request/order NTSB to meet with me?

My one piece of evidence I can offer for a brief look is below in a recent email to NTSB. It shows the actual wreckage of the actual 747 of TWA 800 and shows the actual rupture at the forward midspan latch of the forward cargo door. NTSB denies the cargo door ruptured/opened in flight, yet the evidence shows this door to be shattered outward in an explosive decompression petal shape.

I'm asking again, Mr. Farr, could you ask/request/order NTSB to meet with me?
Very Respectfully,

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com

To: NTSB
From: John Barry Smith <barry@corazon.com>
Subject: Want it, but can't have it both ways: Inward outward at same time
Cc: 
Bcc: 
X-Attachments:

Dear Gentlemen Jim Hall, Bernard Loeb, Ron Schleede (Ret),
Al Dickinson, Jim Wildey, Bob Swaim, and Misters McSweeney
Mr. Ron Wojnar Mr. Dimtroff, Mr. Schalekamp, Mr. Breneman,
Mr. Lyle Streeter

3 October 2000

TWA 800 explanation that rules out ruptured forward cargo door
in flight contains a basic contradictory paradox which refutes the
claim that it was all latched and all intact at water impact.

You will note in the photos above of the actual forward cargo
door area of TWA 800 that contains outward petal shaped rupture opening at the midspan latch and also note the inward pillowing on the door and adjacent fuselage skin.

Well, it is impossible for the water impact to do the inward pillowing and the outward explosion at the same time at water impact. Your rejection of the wiring/cargo door explanation can't have it both ways and remain logical and plausible.

The wiring/cargo door explanation does remain plausible and logical: In flight rupture/opening of forward cargo door inflight at the midspan latches which caused outward petal shaped rupture, supported by paint smears and missing latches. Then the door shattered into the many pieces as shown by wreckage reconstruction. Then the water impact of the pieces which caused the inward pillowing of the pieces as shown by photo.

Rupture outward at latches in flight/shattering pieces/water impact pillowing on pieces.

That's the sequence that makes sense and does not contradict the laws of physics.

Your explanation of evidence above of inward pillowing and outward shattering at same time at water impact is a physical impossibility and strains the credulity and patience of any competent aircraft investigator.

You want it both ways, inward/outward, to support your explanation of spontaneous center tank explosion and to rule out wiring/cargo door explanation but you can't have it both ways if you want to remain credible and keep the respect of the NTSB and FAA.
The evidence is above and can not be refuted. To continue to reject the wiring/cargo door explanation and not interview the messenger is not right. You can make it right by doing the thing that aviation accident investigators do, evaluate every reasonable explanation for a probable cause of an airplane accident. Wiring/cargo door explanation for TWA 800 is that reasonable explanation that has not been thoroughly evaluated and should be and can be.

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Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: John Barry Smith <barry@corazon.com>
yes, that is what it means. we will followup for a response

Thank you, and by the way, I have been a registered Democrat since 1964 and have voted for Sam Farr every time and my wife and I will again in November. My elderly mom and dad live in Pacific Grove and they have and will too.

Cheers,
Barry

John Barry Smith
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551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com

I have the request in but have not had a response yet. Will follow up this week
Dear Donna, thank you much, I'm keeping my fingers crossed, as they say.

Cheers,
Barry

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From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: donna.blitzer@mail.house.gov
Subject: Request meeting with aviation safety personnel, please

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 2 Oct 00
Any word about my request for a safety interview with NTSB staff? Time is getting short as they are about to release the final report and once that’s done, there is little chance of reopening the investigation. Just a letter from Congressman Farr asking aviation safety personnel to meet with me for an hour or so to present my wiring/cargo door explanation might get me the interview with NTSB personnel.

Cheers,

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com

At 11:22 AM -0700 9/23/00, John Barry Smith wrote:
To: donna.blitzer@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Contact/TWA 800 NTSB letter
Cc:  
Bcc:  
X-Attachments:  
Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer,  23 Sep 00
This is John Barry Smith, we had a nice chat the other night at the Hyatt during the toxic plume exhibit on Wednesday. I'm the tall man with the long hair and the eight year old daughter.

I had asked that Congressman Farr write another letter to the NTSB asking them to please contact me to evaluate my twelve years of research into high time Boeing 747 accidents, in particular TWA 800.

http://www.corazon.com/correspondence.html Shows previous efforts by Congressman Farr and Senator McCain.

The emphasis here is to have them interview me. If Mr. Farr just asks them about the wiring/cargo door explanation they will politely refer them to previous statements made years earlier where they ruled out the open cargo door in flight. The facts, data, and evidence of my research need a chance to speak for themselves and that can only be done by a face to face meeting with any public safety official of the NTSB so that I may show photographs and answer questions.

I will of course travel if necessary to meet with the officials.

It seems to me that public safety aviation officials should at least meet with a citizen who has government aircraft accident reports and analysis for twelve years to examine the explanation, especially since the official version is not complete with an unexplained ignition source for the center tank explosion of TWA 800.

The wiring/cargo door explanation does explain the ignition source and the streak reported by eyewitnesses. There is no conspiracy, there are no missiles, there are no coverups involved,
just a mechanical explanation for TWA 800 and others which has happened before.

Please get me a meeting with aviation public safety officials, preferably NTSB. They have field offices in LA and Seattle.

Cheers,
Barry

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Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: JulieSwinglemccainsenategov
Subject: Echelon has affected you, sir.

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate
Dear Senator McCain, 6 June 1999

Exactly two years ago you wrote me a three page letter, D Day, June 6th, 1997, denying that you or your office initiated any Secret Service investigation of me or my family. I believed you then sir, and I believe you now. But it happened. Echelon seems to explain it.

I have documented evidence in video/audio tape of Secret Service agents and your letter to me about that investigation that, in fact, Echelon exists and has done exactly that which Congress is upset about, abuses about privacy, specifically private emails from me to you which were read and acted on, without your knowledge but in your name, against this private citizen.

>Congress has squared off with the National Security Agency over a top-secret U.S. global electronic surveillance program, requesting top intelligence officials to report on the legal standards used to prevent privacy abuses against U.S. citizens.

I was baffled for a year until I read about Echelon. The dangerous part is that it is working in the name of authority without authority being informed of its actions. A true artificial intelligence run amok for good intentions.

I'm available for any followup you may desire about this "Echelon" thing.

And my wiring/cargo door explanation for TWA 800 and others looks better every day that ADs come out from FAA about wiring problems in commercial airliners.
Very Respectfully,

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US Navy reconnaissance navigator, RA-5C 650 hours.
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Survivor of sudden night fiery fatal jet plane crash in RA-5C

Below sent almost two years ago deducing existence of Echelon:

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator John McCain, Sunday, June 29, 1997
...The Secret Service investigation initiating event is not all data and physical laws and therefore more interesting. Who sent the armed agents? Will somebody please tell me?
1. Not you, sir. I believe that with all my heart.
2. Not me.
3. Not your staff.
4. No one else said they did it.
5. The Secret Service agent on the scene said, "McCain's office" did it.

Let's assume everyone is correct. Is there an explanation?
1. How about an intern on your staff who overreacted? Unlikely but possible.
2. How about a monitoring computer that screens all Senators' email and acts unilaterally upon suspicious ones? Possible. Have I stumbled upon a security firewall? I have previously repeated the offending paragraph and assume the computer, if it exists, would have again triggered a response. I have had not further contact from the Secret Service.
3. How about a monitoring agency who is alerted to suspicious emails by a computer and then acts based on human interpretation? Possible.

What other rational explanation can there be?

Regardless of the initiating source, a Secret Service investigation was carried out under your name, Senator McCain. If not initiated by you, that is a serious irregularity with potentially severe consequences. Today a nobody citizen, me; tomorrow, a somebody person such as a member of a powerful family. If I were a Kennedy family member asking who referred the Secret Service to me for investigation, I would be getting an answer.

If the Secret Service is just carrying out orders from some other monitoring agency, that is another serious irregularity. Sooner or later the monitoring agency will be tempted to delete any unfavorable information about itself. Such as this email.

Congress, NSA butt heads over Echelon
BY DANIEL VERTON (dan_verton@fcw.com)

Congress has squared off with the National Security Agency over a top-secret U.S. global electronic surveillance program, requesting top intelligence officials to report on the legal standards used to prevent privacy abuses against U.S. citizens.

According to an amendment to the fiscal 2000 Intelligence Authorization Act proposed last month by Rep. Bob Barr (R-Ga.), the director of Central Intelligence, the director of NSA and the attorney general must submit a report within 60 days of the bill becoming law that outlines the legal standards being employed to safeguard the privacy of American citizens against Project Echelon.

Echelon is NSA's Cold War-vintage global spying system, which consists of a worldwide network of clandestine listening posts capable of intercepting electronic communications such as e-mail, telephone conversations, faxes, satellite transmissions, microwave links and fiber-optic communications traffic. However, the European Union last year raised concerns that the system may be regularly violating the privacy of law-abiding citizens [FCW, Nov. 17, 1998].

However, NSA, the supersecret spy agency known best for its worldwide eavesdropping capabilities, for the first time in the history of the House Permanent Select Committee on Intelligence refused to hand over documents on the Echelon program, claiming attorney/client privilege.

Congress is "concerned about the privacy rights of American citizens and whether or not there are constitutional safeguards being circumvented by the manner in which the intelligence
agencies are intercepting and/or receiving international communications...from foreign nations that would otherwise be prohibited by...the limitations on the collection of domestic intelligence," Barr said. "This very straightforward amendment...will help guarantee the privacy rights of American citizens [and] will protect the oversight responsibilities of the Congress which are now under assault" by the intelligence community.

Calling NSA's argument of attorney/client privilege "unpersuasive and dubious," committee chairman Rep. Peter J. Goss (R-Fla.) said the ability of the intelligence community to deny access to documents on intelligence programs could "seriously hobble the legislative oversight process" provided for by the Constitution and would "result in the envelopment of the executive branch in a cloak of secrecy."

Below is the paragraph I wrote to you Feb 19, 1997, which offended Echleon/Secret Service which resulted in the investigation into me which SS said came from "McCain's office" and which you deny.

Please avoid the option to do nothing. In some cases that is wise, in this one it is not. The door hazard exists and can happen again with varying catastrophic consequences. May I be melodramatic, Senator? Why not. After the Tonkin Gulf incident in 1964, we attacked and bombed North Vietnam. After Pan Am 103 in 1988, we attacked and bombed Libya. After TWA 800 in 1996, we attacked and bombed Iraq; all for thought-to-be good
reasons. Well, if Air Force One or any of the four E-4Bs (Airborne Command Posts) (all modified Boeing 747s with outward opening cargo doors) have that forward door open in flight tearing off fuselage skin allowing the 300 knot CAS slipstream to enter nose and tear it off leading to the death and destruction of all aboard including the President and other high officials, then we will attack and bomb somebody. And it would be wrong. Just fix the door again and prevent the crash is the answer. (The door has failed before.)

Below sent to you sir on 4/19/97 in response to SS visit:

To: JulieSwingle@mccainsenate.gov
From: John Barry Smith <barry@corazon.com>
Subject: What did I do to deserve such treatment?
Cc:
Bcc:
X-Attachments:

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Senator McCain,

The visit by the Secret Service has been preying on my mind. The senior agent, Ms. Janice K. Griffen stated to me during the interview, "This referral was from McCain's office." They came by 24 hours after my email (attached) to you asking if I could be melodramatic. I assumed 'yes', but apparently the answer was
'no'.

I 'wrote my congressman' a United States Senator, a non threatening, polite, factual, relevant email and soon thereafter:
1. Two agents,
2. Federal,
3. Armed and with authority to shoot to kill,
4. showed up unannounced,
5. at my front door,
6. requesting to see me.

I was having my car washed and missed the agents by twenty minutes. Only my wife in her robe and my five year old daughter were present at that initial meeting. My five year old was alone with two armed agents for a few minutes while my wife changed into something more formal.

This is preying on my mind. My legal and proper democratic pursuit of a mechanical cause for an airplane crash has put the lives of my wife and daughter in the line of fire. This is very distressing. And if you think I exaggerate, imagine having your wife and child greet two armed persons in civilian clothes who show up unannounced at your front door. Not very reassuring is it. What did I do to deserve such treatment?

Senator, I am a good guy. You are a good guy. Let's act like good guys. Good guys are open and talk to each other. We are pilots, the matter is in your Committee, it is an important aviation matter; let's do something about it. And do it now and fast before another several hundred people die.

The cargo door explanation is not going to go away.

The NTSB is intrigued by the door, the public knows about the door, I know about the door, the press knows about the door, the politicians know about the door, Boeing knows about the door, and FAA knows about the door; it's not going to go away unless satisfactorily and thoroughly ruled out by a proper investigation. Checking latches which have been manhandled by the FBI for
four months is not a conclusive test of door locked on TWA 800. Support for above claims:
1. NTSB is Aviation Week article of 10 Mar 97
2. Public is the thousand and more emails from around the world to me discussing the explanation.
3. My door web site.
5. Politicians include you, sir, Senator John McCain, who has referred the matter to your committee.
6. Boeing has recently inquired to the Air India Task Force of Canada inquiring into the status of the foward cargo door according to staff member Rich Spruel at phone 1604 264 2352 which indicates Boeing is conducting its own investigation into door. (John Schneider is Air India Task Force leader.)
7. FAA knows about door in correspondence with Representative Sam Farr D-CA to me from Certification Section.
   Senator McCain, the door was seen visually, seen on radar, and heard on cvr. To not confront that reality is not right.
   This missile myth is growing and will be hard to refute later. The US Navy is impugned wrongly. The center tank fire as initial event is growing and will be hard to refute later. Boeing is impugned wrongly.
   The NTSB AAR on TWA 800 will have to face the door head on and rule it out completely or the validity of the report will be questioned.
   Talk to me. I am a good guy. I am on your side. We want the same thing, answers why a plane crashed. I have some and am missing one big one, why did the door open?

Very Respectfully,
John Barry Smith
408 659 3552 phone
barry@corazon.com email
www.corazon.com web site
551 Country Club Drive
Carmel Valley, CA 93924

Attachments below:

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said." Aviation Week and Space Technology, 10 Mar 97 Page 35.

Mr. Purdy of the New York Times.

">"One man writes at least once a week to the board, pushing his theory that >the front cargo door of the plane blew off, setting in motion a catastrophic >chain of events."

Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
Subject: Boeing 747 Information
To: barry@corazon.com

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,

John McCain
U.S. Senator

JM/jes

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
Dear Senator John McCain, Sunday, June 29, 1997

This evening I watched Discovery Channel as a B-17 pilot was describing his P-51 escorts in WWII. He said he watched the Mustangs as the sky suddenly 'glittered' when they dropped their wing drop tanks upon sighting the enemy. The glitter was the sun reflecting off the spinning away shiny objects, in this case drop tanks at 180 knots giving glitter. In the case of TWA 800, it was the forward cargo door spinning away in the evening sunlight at 300 knots giving streak.

So, TWA 800 is all facts and data and physical laws and therefore cut, dried and boring. The Secret Service investigation initiating event is not all data and physical laws and therefore more interesting. Who sent the armed agents? Will somebody please tell me?

1. Not you, sir. I believe that with all my heart.
2. Not me.
3. Not your staff.
4. No one else said they did it.
5. The Secret Service agent on the scene said, "McCain's office" did it.

Let's assume everyone is correct. Is there an explanation?
1. How about an intern on your staff who overreacted? Unlikely but possible.
2. How about a monitoring computer that screens all Senators' email and acts unilaterally upon suspicious ones? Possible. Have I stumbled upon a security firewall? I have previously repeated the offending paragraph and assume the computer, if it exists, would have again triggered a response. I have had not further contact from the Secret Service.
3. How about a monitoring agency who is alerted to suspicious emails by a computer and then acts based on human interpretation? Possible.
What other rational explanation can there be?
Regardless of the initiating source, a Secret Service investigation was carried out under your name, Senator McCain. If not initiated by you, that is a serious irregularity with potentially severe consequences. Today a nobody citizen, me; tomorrow, a somebody person such as a member of a powerful family. If I were a Kennedy family member asking who referred the Secret Service to me for investigation, I would be getting an answer.

If the Secret Service is just carrying out orders from some other monitoring agency, that is another serious irregularity. Sooner or later the monitoring agency will be tempted to delete any unfavorable information about itself. Such as this email.

Which leads to encryption. Based upon your position, Senator, as Chairman of the Commerce Committee who has held hearings on encryption, I'm including my public key which you may use to encrypt a reply to me which only I can decrypt using my private key. The explanation for public keys is attached and from the PGP 5.0 Manual; the actual public key is the garbled text that follows. I encourage you to send me your public key and use encryption in email for knowledge and practice since you are very important in the encryption/decryption issue. Your webmaster should be able to assist in the technique of encryption/decryption of any messages. If you send me your public key, then I can encrypt messages to you.

I'm assuming I still live in a country where the government trusts its citizens enough to let them communicate between themselves in private. Should you and I be able to talk in complete privacy, Senator? Or not? Should I be able to communicate with my fellow Vietnam War buddies in private? Or not? Easy answer: Yes.

Back to life and death:
The image I have is a high altitude bombing raid over Germany
in the last year of WW II with hundreds of B-17s and P-51s droning along with contrails streaming. Then the Focke-Wulf 190s attack. The escort fighters release their long range shiny metal fuel tanks and prepare for battle, now lean and mean. The crews of the bombers watch as the hundreds of metal tanks drop away and decelerate from the slow cruise of 180 knots to terminal velocity down. This is seen and reported by the crews as 'glitter'. Glitter falling from the sky as the sun reflects off the shiny metal objects. So pretty just before death approaches in machine guns firing and bombs dropping. Beauty before ugliness.

I ask again for a substantive discussion with an aviation government official regarding the factual events of TWA 800. I urge the experiment using a C-141 pushing out shiny pieces of metal to recreate the events of TWA 800 to rule in or rule out the forward cargo door as source of streak and mystery radar blip. I request the reason why I was investigated by government agents of the Secret Service.

"Strong reasons make strange actions." 'King John.' Act III Scene IV. William Shakespeare.

My strong reason is trying to prevent death from a sudden fiery jet airplane crash based on forty years of flying airplanes and surviving one sudden fiery fatal jet airplane crash.

I make a strange action, email in a new style, folksy; and different, quoting plays and songs.

A normal action is writing to you, Senator McCain, and using all non violent, calm, reasonable, objective, and factual argument to persuade you that four high time Boeing 747s had the forward cargo door inadvertently open in flight leading to death and destruction, AI 182, PA 103, UAL 811, and TWA 800. I knew this before TWA 800 and I know it after. Normal action is required to prevent this door from opening again when it shouldn't. So simple an event and so severe the consequences.
During my research I listen to music; one song is called, "Mother." It's from the CD "The Wall," by Pink Floyd. It's the conversation between a child/citizen, and the mother/government.

The child/citizen asks,
"Mother, do you think they'll drop the bomb?  
Mother, do you think they'll like my song?  
Mother, will they try to break my balls?  
Mother, should I build a wall?  
Mother, should I run for President?  
Mother, should I trust the Government?  
Mother, will they put me on the firing line?  
Mother, is this just a waste of time?  
Mother, will you tear your little boy apart?"

The Mother/government answers,
"Hush now baby, don't you cry,  
Mother will make all your nightmares come true,  
Mother's gonna keep you right under her wing,  
She won't let you fly but she may let you sing,  
Mother will keep you comfy and warm,  
'Course Mother'll help you build a wall.  
Mother won't let anyone tell you the truth,  
Mother won't let anyone dirty get through,  
Mother will always know where you've been,  
Mother will keep you healthy and clean,  
You'll always be baby to me."

The theme is an overly protective government that treats its citizens as children and also weak citizens who insist on treating its government as a parent. I find the government treating me as a child to be true in the current instance regarding the crash of TWA 800.

In reviewing again your letter of 6 June 1997, Senator, (thank you again for responding,) I paraphrase the contents:
1. You're a busy man so didn't answer earlier.
2. I should trust the experts at NTSB to find the accident cause.
3. It's against the law to be a passenger representative.
4. A Committee hearing was held on TWA 800.
5. I should contact the experts directly if I want to talk to them.
6. Personal appointment unlikely.
7. You already have internet/web site assistance.
8. You or staff did not initiate Secret Service investigation of me.
9. Wait for the NTSB report.
   To paraphrase the paraphrase:
   Everything is fine, we are doing all we can do, the experts have everything under control, trust them, don't worry, now go away, be quiet, and wait.

I'm not a child and you are not a mother, Senator McCain. We are pilots who have been in a shooting war and crashing airplanes. We know fear, terror and despair. Regarding plane crashes we are brothers. Listen to me; talk to me, please. Listen to me please about the cause of the crash of TWA 800 and others; inadvertent opening of the forward cargo door in flight. Talk to me please and tell me who sent the armed agents to my house uninvited and unannounced.

I see the government as a large unfertilized egg and the small sperm, me, trying to get inside and transfer my DNA of plane crash information. I'm failing. I can't get through the membrane. Others do: Boeing representatives, Pratt and Whitney representatives, TWA representatives, pilots union, FBI, TV reporters, magazine writers, lawyers, and politicians. All get through to the government with their DNA of crash explanation while a lone member of the public just bangs his head against the wall politely rebuffed by words and intimidated by armed agents.

Should I ever get through the wall I will present this information to you, sir:
1. Inadvertent openings of the forward cargo door have caused the fatal accidents of four high time Boeing 747s, AI 182, PA 103, UAL 811, and TWA 800. A mechanical problem and fixable.

2. I was interrogated by armed agents based on a peaceful email and referred by "McCain's office." Why?

   Both of these statements are true from my point of view. Both statements require confirmation and explanation from your point of view. I can give both.

Very
Respectfully.

John
Barry Smith
MAJ USA
(Ret)
408 659 3552
barry@corazon.com
www.corazon.com
551 Country Club Drive
Carmel
Valley, CA 93924

Below is from PGP manual:
"Distributing Your Public Key
After you create your keys, you need to make them available to
others so  
that they can send you encrypted e-mail and verify your digital  
signature. You have several alternatives for distributing your  
public key:  
¥ Make your public key available through a public key server  
¥ Include your public key in an e-mail message  
¥ Export your public key or copy it to a text file  
Since your public key is basically composed of a block of text, it  
is really  
quite easy to make it available through a public key server,  
include it in  
an e-mail message or export or copy it to a file. The recipient can  
then  
use whatever method is most convenient to add your public key  
to their  
public keyring."

Here is my public key:  
-----BEGIN PGP PUBLIC KEY BLOCK-----  
Version: PGPfreeware 5.0 for non-commercial use <http://  
www.pgp.com>  
mQGiBDOqXBMRBADvfa+4vqc6t1idko2CtzP9jK/  
qoc9JprVPEg+hoXMFlY5gxgk6  
2vaEtYuKuTAS2ujyFaaooUQcYcs4A64aWOVkbYb8KOPHPjkJ  
LY6r5Yf/UVw7vD0vV  
t6FN6XDo2l5lsfEjaH3XS203XtN8Gn5HukVYtsuchOkI0HUW  
vMZwpmczXwCg/xAS  
8gyum3N0tjIAzF8kmdEdxyEEAIfG4yYzscFKIZmyxhSLitI9Bo  
6Qo3SkCNR/zTQB  
RGV0BKVXr94m/Q5JujwCPO935B5mlpKYMEpmP3M+q4I/  
6Ph9cN2xVBD4TU81b9gW  
LnC3HMO5sLhdaZWHdug1O6QOfIKbTuwrx5Y4xf3ze0/
TF3fLWad3a+FPsF8RQhI
b1JVA/sHei9edUde1hW11BZdQdOP
+qbCppPGtjXISGJaqbzXRDXNTV9toHeI3CoE
R+m4dukA
+x8uPN7KJYSeIOJsLTBwmgmILgg5AqKAoXjrPjm6EBErW4a
LZhPZT0mv0
3mzyA0F3bDxHJ4N/UWP92a4QI+vb6RiLa6e/
kZ7spQ7xAYuppyrQkSm9obiBCYXJy
eSB TbWl0aCA8YmFycnlAY29yYXpvbi5jb20+iQBLBBARAg
ALBQIzqlwTBAsDAQIA
CgkJ+W8b6s7CqjQqvACgiuqJb5B//
Nc2WzQABVWG43ptAYAoMaMgIdx/9n8XY2b
KE/
GXevgmgvwwuQENBDOqXBoQBADGn7bHUvbzCrfzNSYwEN
W2aR39n/6JOtu8lvHI
bfWZBPExagP7eGOZSxbow5YwgrsEYgnMpxpCU4n0pSWQ
FHKnHzpucC1PTUOAxAP
Ljxa5GlPyIEJwOX2d8Koa6kWblfKNHhy6k94j0it8RJhDkWK/
ZtNKaXO5KRxq0
6VzE4QACAgQAktXuWaDh34KTC2m
+hUhgj4ScrO2wIqFD14fsSLqqPGTU/SP/V5FO
bVDfJ/
Di9gw hh54UvjSMeY98NTuCieVBo5PTHRwrFR7ByR2sFliBL
FF2vymP9xOj
MAgWnH4donMf5AAXFmdhcrwDan3qaVE7Wrq6srSH4c8YV
3qNzzc/d4yJAD8DBRgz
qlwa+W8b6s7CqjQRAj8uAKDATD/
6ILCWIIPqzOd8b7qNoEOWBACgxF3KDoqvwGIaK
o+sVwPY2gRRrIk8=
=YYJB
-----END PGP PUBLIC KEY BLOCK-----
From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: GrassleySenator
Subject: Documents to support FBI/NTSB TWA 800 investigation

Charles Grassley
United States Senate
135 Hart Senate Office Building
Washington, DC 20510-1501
(202)224-3744

Dear Senator Grassley, 30 November 1998

Attached is documented evidence to support position that FBI was focused on their own explanation for TWA 800 (bomb or missile), did not consider other explanations, and did not interview persons with an alternate explanation, (Wiring/Cargo Door), who requested to be interviewed.

Whether I am right or wrong about wiring/cargo door explanation for TWA 800, I have not been interviewed by the FBI after repeated requests over a two and a half year period. The below emails to the FBI will explain everything. I have tried objective, personal, reasonable, telling a story, facts, data, evidence, precedent, and logic using US government reports as basis for conclusions, but no interest from the FBI.

Senator Grassley, I invite your investigators to check out the wiring/cargo door explanation at www.corazon.com and interview me please.
Let me explain the wiring/cargo door explanation to an aviation expert that knows about airplane crashes and not about finding bad guys. TWA 800 was a plane crash, not a bank robbery. I offer a mechanical explanation for TWA 800 that has happened before, UAL 811, and that probable cause was provided by NTSB: Inadvertent opening of the forward cargo door in flight caused by a faulty electrical switch or faulty Poly X/Kapton wiring. IÕm stating the same cause is for TWA 800.

Please do to me, an interview, that you are suggesting the FBI did not do and should have, thoroughly check out all reasonable explanations for TWA 800, not only the favorite of the moment, bomb or missile or center tank explosion but a reasonable mechanical explanation supported by facts, data, and evidence, wiring/cargo door.

"When the premier federal law enforcement agency fights the truth, innocent people can get hurt," said Grassley, a longtime FBI critic who chairs the Judiciary subcommittee on administrative oversight and the courts. "This is the ugly side of the FBI that people don't see."

Sir, I see it. And 229 people did get hurt on Swiss Air Flight 111 because of probable electrical problems caused by the same kind of wire that was on TWA 800, Poly X/Kapton.

Senator John McCain and Congressman Sam Farr are well aware of wiring/cargo door explanation for TWA 800; they are open minded:

Text of 1 May 98 letter from Congressman Farr:

"Dear Mr. Smith:
Thank you for contacting me recently regarding your ongoing interest in the forward cargo door of TWA flight 800. I appreciated hearing from you.
I am, of course, glad to help, and am therefore in touch with the appropriate government agency on your behalf. I will write to you again
as soon as a response is available, but please let me know if there is anything further that I can do for you in the interim.

Sincerely,

Sam Farr
Member of Congress

6 June, 1997. Senator McCain writes to me and states, "My staff reviewed the detailed information you provided concerning a faulty cargo door which could have caused the crash. They promptly contacted the appropriate agencies and were advised they had received similar correspondence from you and were aware of and looking into your theory. Inasmuch as the investigation is not yet complete, I expect that the information you provided is being handled appropriately by the crash investigation team."

Excerpt of 4 Mar 98 letter from Senator John McCain to me: "I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns. I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Senator, there is no qualifier in front of the word, "Investigation" for the Federal Bureau of Investigation. I ask again for an interview with the FBI, NTSB, or your office, Senator Grassley. I really have important information for consideration.

Respectfully,

John Barry Smith
(831) 659-3552 phone
FBI Role in TWA Case Draws Senate Scrutiny
By Michael Grunwald
Washington Post Staff Writer
Thursday, November 26, 1998; Page A01
In September 1996, two months after TWA Flight 800 exploded off the Long Island shore, an FBI agent led a woman in cutoff jeans into the high-security hangar where the wreckage was stored. She surveyed the debris, then announced her conclusion: A bomb hidden in a suitcase near the left wing had destroyed the plane.
She was wrong: A two-year investigation ultimately concluded that mechanical failure, not sabotage, downed TWA 800. But her error, according to Senate investigators reviewing the FBI's $20 million probe, was not surprising, considering her area of expertise. She was a self-described psychic.
The decision to call in a soothsayer was apparently a one-time mistake by a low-level agent, but according to several National Transportation Safety Board officials and a former high-ranking FBI scientist, it was not the bureau's only error. The critics have told Senate investigators that the FBI mishandled evidence and mistreated the safety board during the
TWA probe. They will testify at a Judiciary subcommittee hearing this winter, the first public airing of the tensions that simmered between the two agencies.

An even larger problem, according to witnesses cooperating with the inquiry by Sen. Charles E. Grassley (R-Iowa), was that FBI officials made a near-rush to judgment, setting out to find evidence of a bomb or missile instead of setting out to find the truth.

FBI officials angrily reject the allegations. They see the massive TWA investigation as a model for the future, noting that even though they suspected at the outset that terrorists brought down Flight 800, they conducted a thorough and open-minded probe that eventually reached the right conclusion. James K. Kallstrom, the former head of the FBI's New York office, said conspiracy theorists have accused the FBI of suppressing, not promoting, evidence that a bomb or missile killed all 230 people aboard the Boeing 747.

"We never went off half-cocked -- it was the absolute opposite of that," said Kallstrom, who led the TWA 800 investigation and is now director of security for a national credit card firm. "What a crazy notion. Let me tell you something: I'm looking forward to this hearing."

"Oh, it's easy to criticize us now," Kallstrom added. "Just remember: We got it right."

But several NTSB officials -- along with William Tobin, the FBI's former chief metallurgist -- have told Grassley's investigators that the bureau came close to getting it wrong. They allege that FBI officials were convinced terrorists had targeted the plane, and often scoffed at their suggestions that a mechanical malfunction could have ignited fumes in the jumbo jet's center fuel tank. The critics also say the bureau's hasty assumptions about TWA 800 may have helped fuel the conspiracy theories, such as the Navy missile scenario proposed by Oliver Stone for a special that was rejected by ABC after complaints by the NTSB and some ABC reporters.

The federal officials have criticized the FBI on many issues, from a barrage of early media leaks suggesting sabotage to its refusal to let NTSB investigators photograph evidence to a supervisor's destruction of
a piece of evidence. Some argue that the problems with the investigation reflected broader problems at the bureau: a dismissive attitude toward science, a preoccupation with turf, a reluctance to cooperate. "When the premier federal law enforcement agency fights the truth, innocent people can get hurt," said Grassley, a longtime FBI critic who chairs the Judiciary subcommittee on administrative oversight and the courts. "This is the ugly side of the FBI that people don't see."

Memories of the World Trade Center and Oklahoma City bombings were still fresh when Flight 800 exploded on July 17, 1996, and investigators from the FBI and the NTSB initially assumed someone had attacked the New York-to-Paris flight. In the days after the explosion, Kallstrom publicly vowed to bring those responsible to justice. But while dozens of subsequent news media reports quoted unnamed sources suggesting the FBI had evidence of sabotage, citing discoveries of "explosive residue" and "blast damage in the forward landing gear," there was never an official declaration of a criminal act.

After conducting more than 7,000 interviews and chasing more than 3,000 tips from the public, the FBI ultimately concluded in November 1997 that there was no evidence of any criminal wrongdoing. The NTSB then took sole control of the investigation, but has yet to determine exactly what caused the fuel tank explosion. Nevertheless, it has been the most exhaustive and expensive investigation in aviation history, prompting tighter security guidelines and new NTSB recommendations to prevent explosions in fuel tanks.

The culture clash between the two agencies was an open secret during the investigation, even though NTSB officials never complained about it publicly. Now, though, NTSB metallurgists Frank Zakar and Michael Marx and supervisor Hank Hughes are cooperating with Grassley's investigators.

Zakar, Marx and Hughes will not comment publicly until the hearing, but NTSB managing director Peter Goelz acknowledged in an interview that the safety board had problems with the FBI. "Inevitably, there's going to be elbowing back and forth in an investigation like this," Goelz said. "In our opinion, some of the FBI's
actions may have prolonged the investigation, and they may have given rise to some of the conspiracy stuff out there. But they certainly didn't ruin the investigation."

The skirmishing over turf began almost as soon as the plane exploded. That night, amid widespread fears that terrorists might strike again, the FBI dispatched 400 agents all over Long Island. NTSB investigators did not arrive until dawn and it quickly became evident that their staff levels, resources and equipment were paltry compared with the FBI's. So the FBI took control of the crash site, even though legally the safety board was supposed to be in charge until it was clear a crime had been committed.

NTSB officials have told Grassley's investigators they felt intimidated by the phalanx of FBI agents with guns, but Kallstrom called those complaints ludicrous. "We took a dominant role because we had a dominant mission," he said. "The NTSB didn't even have people ready to go. What the hell was I supposed to do, wait around for them to get ready?"

For months, the bureau controlled access to witnesses, specimens and the crash scene, and did not allow NTSB investigators to photograph evidence or copy reports of FBI interviews. In many cases, the board's investigators said they had to reinterview witnesses about air safety issues after they realized that FBI agents had asked them only criminal investigative questions. "If anything's going to give rise to grassy knoll theories, that's it," Goelz said. "We should have had access to everything."

In a series of memos to his FBI supervisors reviewed by The Washington Post, Tobin complained about an internal atmosphere of intimidation, "a bias toward sabotage" and "the tendency to try to fit the evidence or data to a particular theory." Tobin, who also criticized the FBI during the highly publicized investigation of its crime laboratory and recently retired as chief FBI metallurgist, wrote that he "felt like a salmon swimming upstream" on Long Island, surrounded by FBI explosives experts unwilling to consider the possibility of an accident. "In the near hysteria that existed, my continual urgings of prudence and
caution in interpretation of events were not well received in some quarters in light of what was considered obvious and overwhelming 'forensic evidence,' " Tobin wrote on Sept. 15, 1996. "My repeated judgments that the material damage and deformity was not consistent with blast damage was considered heresy in the law enforcement community. . . . The last time I brought the subject up, it was brusquely indicated to me that mechanical failure was not possible."

Kallstrom denied those allegations, saying that in fact it was Tobin who jumped to conclusions, pressuring Kallstrom to announce that mechanical failure caused the disaster far earlier than he should have. Tobin and the NTSB scientists also have alleged several FBI procedural foul-ups, all of which Kallstrom either denied or said he could not recall. Some were goofy but inconsequential, like the psychic who was summoned to the high-security hangar, or the "military officer" who helped oversee helicopter landings near the hangar until he was exposed as a fraud in a costume. Other allegations were more serious, from poor documentation of forensic evidence such as seat covers and poor training of FBI technicians to a failure to use global satellite positioning for victim recovery and the expertise of the Bureau of Alcohol, Tobacco and Firearms for explosives analysis.

In one misstep, according to NTSB witnesses, the FBI tried to store bloodstained clothing and other physical evidence in a refrigerated truck. But the refrigeration unit ran out of fuel over a hot September weekend, and the evidence baked for more than two days in 90-degree heat. By the time the problem was fixed, mold had grown all over it. The witnesses also reported that an FBI agent hammered two pieces of wreckage together in the hangar, and an FBI supervisor ripped metal fragments out of a seat cushion during an argument about their trajectory. The two FBI employees in question were both transferred out of the explosives unit last year after they were accused of mistakes in earlier cases by the Justice Department's inspector general.

Tobin argues in his memos that the explosives unit was part of the problem on Long Island. In one, Tobin complained of bomb team specialists saying things like "only a bomb could have caused this
"damage" without offering scientific proof, often "in an intimidating tone."
"The cowboys were in control, not the scientists," said attorney David K. Colapinto, who represents Tobin as well as former FBI chemist Frederic Whitehurst, whose allegations of misconduct launched the lab investigation. "That's been the big problem at the FBI."
Grassley's hearing could revive fading memories of Inspector General Michael R. Bromwich's stinging 1997 report on the bureau's crime lab. The lab has a new director and recently passed muster with the national accreditation body for the first time. The explosives unit, which was reconstituted under a new supervisor, has earned praise for its recent work in the U.S. embassy bombings in Kenya and Tanzania.
In any case, FBI officials say they have put the past behind them. After Swissair Flight 111 crashed off Nova Scotia on Sept. 2, killing all 229 people aboard, an FBI spokesman noted the next day that "preliminary indications show absolutely no sign of a criminal act." The investigation -- which the FBI did not lead -- ultimately confirmed that.
"Things have changed," said Donald Kerr, the assistant FBI director who runs the lab. "It's very clear that the role of science is more important at the FBI than it ever was in the past."

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Flight 800 aftermath
Focus is now on FBI's actions

Saturday, November 28, 1998
THE FBI calls it a perfect example of how to investigate a plane crash. The National Transportation Safety Board calls it a disaster. Nearly 2 1/2 years after TWA Flight 800 exploded over Long Island Sound, killing all 230 people on board, the two agencies assigned to look into the explosion are still at each other's throats over the way the probe was conducted.
Now Congress is going to investigate the investigation. It may sound absurd, but it's actually a good idea. Although the FBI eventually concluded that the blast was caused by mechanical failure, not sabotage, the agency took $20 million, 7,000 witnesses, and 16 months to come to that conclusion.

In the wake of the investigation, the FBI is accused of running roughshod over NTSB officials, mishandling evidence, and of brushing aside scientific opinion in an overzealous attempt to support sabotage theories.

Both agencies agree that the FBI got it right in the end. But NTSB officials say the FBI's early conclusions helped make the investigation the most expensive in aviation history, and hampered both agencies and the families of the victims from learning the truth sooner. At one point, the FBI even turned to a soothsayer, who told agents that a bomb hidden in a suitcase brought the plane down.

The FBI led the investigation and controlled the crash scene, even though the NTSB was legally authorized to do so. NTSB officials say they were not allowed to photograph evidence -- normal agency procedure -- or make copies of interviews done by the FBI. Even when NTSB officials were given access to witness statements, many had to be re-interviewed because FBI agents had only asked sabotage-related questions, which many people believe gave life to unfounded missile and bomb theories.

NTSB officials also say the FBI refused the expertise of other federal agencies and, in some cases, mishandled evidence. In one instance, NTSB officials say bloodstained clothing was improperly stored, and mold grew on it.

The grievances will be addressed during Senate Judiciary subcommittee hearings this winter. The sooner the better.

Disasters like TWA Flight 800 should be a time for federal agencies to share their expertise to get results -- not a time to wage turf wars.

CRASH OF TWA FLIGHT 800
On the evening of Wednesday, July 17, 1996, TWA Flight 800, carrying 212 passengers and 17 crew members, exploded and crashed into the Atlantic Ocean off the coast of Long Island shortly after taking off from New York City's John F. Kennedy International Airport en route to Paris. There were no survivors, and at this time the cause of the crash has not been determined.

Information from the public is always critical to the ability of law enforcement to do its job. As part of the investigation into the crash of TWA
Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash. A special toll-free line has been established for this purpose. If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to newyork@fbi.gov.

All calls will be kept in the strictest confidence.

New York Field Office Home Page

Field Office Home Pages

From ???@??? Fri Jul 19 23:00:56 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Crash Theory
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b02ae15c3f892f0@[165.227.94.179]>

I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired
This is John Barry Smith. I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.
military officer. It's worth listening to.
The culprit was caught on radar. A radar blip fell with the aircraft, news reports state. The cargo door opened inadvertently and explosive decompression leading to disintegration of wing storing fuel to fireball. Extensive research on UA Flight 811, Pan Am 103 and other accidents has led me to this inescapable conclusion. I welcome contrary discussion.
Email at barry@corazon.com.
John Barry Smith email at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924
From ???@??? Tue Aug 06 22:36:48 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA crash cause
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b03ae2d7942733d@[165.227.94.155]>

How about investigating crash cause? Here's your answer.
Flight Summaries of Three Flights:
TWA Flight 800, UAL Flight 811, Pan Am Flight 103
#
#
# (From news sources:)
TWA Flight 800 was a scheduled passenger flight from New York to Paris. The flight was uneventful until after departure from New York. While climbing through 13,500 feet an event occurred which tore the nose off the aircraft. The nose fell into the sea. The rest of the aircraft continued on descending until approximately 9,500 feet where it exploded into a fireball and dropped into the sea. There were two wreckage trails. Luggage from front cargo hold was found nearest event
A streak was seen near the aircraft just before destruction. A strange radar blip was seen before destruction falling with the aircraft. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased. No evidence of a bomb has been found on recovered wreckage. Front cargo door found in pieces. The aircraft was a Boeing 747-131, an early 747 with high flight time and flight cycles.

Explanations for TWA Flight 800: Boeing 747-131 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Door opening and tearing off would be visible as streak as it reflects evening sun at 13500 feet near New York City on July 17th. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

(From UAL Flight 811 Accident Report NTSB)

UAL Flight 811 was a scheduled passenger flight from Los Angeles to Sydney, Australia, with stops in Honolulu, Hi and Auckland, New Zealand. The flight was uneventful until after departure from Honolulu. While climbing from FL220 to FL230 the crew heard a "Thump" followed by an explosion. An explosive decompression was experienced and the #3 and #4 engines were shutdown because of FOD. The FLT returned to Honolulu and passengers were evacuated. Inspection
revealed the forward lower lobe cargo door departed inflight causing extensive damage to the fuselage and cabin adjacent to the door. Investigation centered around design and certification of the door which allowed it to be improperly latched, and the operation and maintenance to assure airworthiness of the door and latching mechanism.

Additional information extracted from report: Front cargo door found in two pieces. Crew erroneously reported bomb onboard to tower after hearing explosion. Radar tracked door down to ocean contact. Recorders played loud bang/sound then silence. Nine passengers were ejected and lost at sea. The aircraft was a Boeing 747-122, an early 747 with high flight time and flight cycles.

Explanations for UAL Flight 811: Boeing 747-122 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off depending of variables such as angle of attack, airspeed, turbulence and strength of fuselage. Cargo door would be picked up as radar return as it spun away from aircraft. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

(From Pan Am Flight 103 Accident Report Dept or Transport)
Pan Am Flight 103 was a scheduled passenger flight from London to New York. The flight was uneventful until seven minutes after leveling off after climb. While level at FL310 an event occurred which tore the nose off the aircraft. The nose fell to the ground. The rest of the aircraft continued on descending and crashing into the town of Lockerbie. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A strange radar blip was seen before destruction. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all
recording ceased.
Additional information extracted from report: Front cargo door found in two pieces. Reconstruction shows cargo door area in first sequence of destruction. Eight passengers missing and not accounted for. The aircraft was a Boeing 747-121, an early 747 with high flight time and flight cycles.

# Explanations for Pan Am Flight 103: Boeing 747-121 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

#

Summary of the Summaries: Three early Boeing 747-100 series high flight time, high cycles aircraft with history of front cargo door malfunctions, while climbing after takeoff or shortly thereafter, experience an event which tears a large hole in each right side of each nose at forward cargo door area. Three aircraft later exhibit destruction pattern starting at forward lower lobe cargo door. Three aircraft had flight data recorders record a thump/bang/loud sound, then silence. Three aircraft had radar blips recorded leaving aircraft. Three aircraft deposit front cargo doors in two or more pieces. Two noses are torn off which leaves two aircraft to crash leaving two wreckage trails. Two nearest trails have contents of front baggage compartment indicating
Two aircraft had no calls from crew to ground. Two aircraft had no survivors. Two aircraft, possibly three, had under ten passengers not accounted for. One aircraft erroneously reports a bomb explosion on board but lands safely allowing investigation to reveal cause of inflight explosion to be inadvertent opening of forward lower lobe cargo door due to design error, improper maintenance, and a faulty switch or wiring in the door control system.

#Comment: All statements above supported by documentation. All explained by an inadvertent opening of the forward cargo door in flight. Happened before, happened now; hope it doesn't happen again.

#Contents

barry@corazon.com

From ???@???
Thu Aug 08 17:07:43 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Jiggs
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b04ae2fcf2cf96@[165.227.94.212]>

Is there a high official of the FBI nicknamed Jiggs? Could you please have him get in touch with me at 408 659 3552 or email me. Barry Smith

From ???@???
Sat Aug 10 00:08:47 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Appear for public help
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b04ae31835fc8b9@[165.227.94.148]>
The paper said today that crash officials are appealing for public help. Here I am, http://www.corazon.com/barryhome.html giving documentation for cargo door opening as cause of TWA crash. I am retired military officer with address, phone web site, and email address. The site documents rational explanation for cause of crash. Please respond. John Barry Smith 551 Country Club Drive Carmel Valley, CA 93924 408 659 3552 barry@corazon.com

From ???@??? Tue Oct 08 21:34:08 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Forward to Secret Service
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b03ae807909da3e@[165.227.94.216]>

Please forward to the Secret Service as this refers to the danger to the life of the President of the United States.

WEBMASTERS: Please forward this email to appropriate staff
Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
Dear Mr. Investigator, National Transportation Safety Board, Ron Schleede
Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

Sincerely, John Barry Smith

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 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 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
There was once a plane crash. It was terrible. Many children, boys, girls, men and women died terribly by being burnt, smashed, cut, and suffocated. Their families and friends cried when they found out. Everyone was sad and upset. It was a mystery why the plane crashed. Everyone said, "Find out why the plane crashed."

So they did. Here's how they found out how the plane crashed. The government established an agency composed of experts to investigate the circumstances and events leading to, during, and after the crash. The government agency, called the National Transportation Safety Board, or the NTSB, appointed a person to oversee the Board. He was called the Appointee. He believed that his Administration oversaw the safest aviation transportation system in the world. And he was right.

The Appointee went to the scene of the crash. It was a mess; bodies and pieces of plane were everywhere. The NTSB took charge and organized teams to recover the pieces of the bodies and the plane. The pieces of
bodies went in one direction and the pieces of plane to another where it was put back together. The bodies were not put back together, or they were, I'm not sure about that.

The NTSB had an investigator, called the Investigator, but needed more help; like most government agencies they were underfunded and understaffed. No government agency ever has enough funds or staff, that's why they are called government agencies. The Investigator believed that he investigated aircraft accidents fairly and comprehensively. And he was right.

The NTSB Appointee asked the company who made the airplane if they would send someone over to help discover why his airplane crashed and killed all these people. The airplane maker said, sure, here he is, you can call him the manufacturer's representative; we can call him the Maker.

The Maker went to the crash site to help the NTSB. He believed his airplane to be the strongest, safest airplane in the world. And he was right.

Everybody had ideas why the plane crashed. The most exciting ones were the most talked about, of course. What is the most exciting one you can think of? Boom? Yes! A bomb goes boom in a boom box is an exciting idea. But, it's been done before, so this time, bomb go boom in a boom box was not accepted right away. But maybe an exciting rocket powered missile could have hit the airplane? Maybe! So the Government agency involved with missile attacks by foreigners, the Federal Bureau of Bomb Investigation, was brought into the mystery.

The FBBI assigned an agent, the Agent, who believed that he conducted investigations that were complete and based on fact. And he was right.

He initially wanted to find a bomb but if he couldn't get that, he would settle for a missile; so they started examining every piece of the airplane for explosive residue. Residue is something very small, invisible trace usually, which is found on something very small, a fragment actually. Explosive residue can be found around a child's cap gun or a nuclear explosion so if the residue is found, the conclusion can be very flexible and be made to fit whoever makes the discovery. So everyone worked very hard to find explosive residue. And they found some! But there was
nothing around the residue that looked like an explosion had hit it so the residue stood alone waiting.
The NTSB Appointee, his Investigator, the Maker, and the FBBI Agent were all at the hangar where the pieces of the plane were being put back together one day. They stood around. They each had a cup of coffee in a cup with their agency logo on it which matched their windbreakers. They were sharp.
"How about them 'Niners," one of them said, "think they got a chance 'gainst Dallas this year?"
"No," the Agent replied.
"How's the investigation going?" asked the Investigator.
"Wait a minute, that's my question," said the Appointee.
"Well, I can ask that question, too," said the Agent.
"Yeah, me too," said the Maker.
"OK, OK, everybody can share and ask the question, how's the investigation going?" said the Appointee.
"What investigation," said the agent, and they all laughed. They got along awfully nice together.
"Well, the plane came apart in the air. The nose separated first and fell forming a debris trail. The rest of the airplane fell and exploded later forming its own debris trail," said the Maker.
"We haven't found any conclusive evidence of a bomb or missile or any hostile action against the plane," said the Agent.
"We reviewed the paper history of the plane and discovered it is an early model Boeing 747 and has over fifty thousand hours of flight time with several airlines flying all over the world in all types of conditions. There are also two Airworthiness Directives against the only item in front of the wing near where the destruction occurred on the right side which caused the nose to come off: the forward cargo door," said the Investigator.
An Airworthiness Directive is an order to the airline from the Federal Aviation Authority that a very dangerous condition exists and if the instructions in the Airworthiness Directive are not followed exactly, the aircraft is not permitted to fly. The forward cargo door had two
Airworthiness Directives based upon previous events in which passengers were killed because of the door malfunctioning and opening in flight.

"The people are trusting us to find out what's wrong. They are continuing to fly in this type aircraft. I have consoled the victim's families. We will give daily press briefings and keep the public fully informed of all our discoveries regardless how trivial we think they may be now. I've asked for help from the public, has anyone received any help?" asked the Appointee.

"Yes, I have," said the Investigator.

"What was the help," asked the Appointee.

"An informed member of the public, who has vast experience in many aspects of aviation, suggested I visit his web site which has a hundred pages of documented evidence linking three crashes of similar type aircraft to this crash. The linking evidence is solid. He said to compare this crash to another which is similar and had a solution. The conclusion is that the inadvertent opening of the forward cargo door is tearing off leaving a big hole which causes the whole nose to come off. I reviewed the pages and they are legitimate extracts from government reports. The member of the public said he was granting our request for help and suggested we rule out the cargo door right away," the Investigator concluded.

"Well, that was very nice of the public," said the agent, "what a nice guy."

"That's very interesting," said the Maker, "let me check out that theory, where is the cargo door?"

"Over there," said the Agent who had previously checked it for explosive residue and found none even though a large explosion was suspected in the vicinity. The Maker walked over to the pieces of the door.

"What's the address of the web site," asked the Appointee, "I'd like to peruse the pages."

"http://www.corazon.com" said the Investigator, "and his email address is barry@corazon.com."
The Appointee went over to a nearby computer, went on the internet, booted up a web browser, put in URL address, and started reading the pages.
The Investigator asked the Agent, "Can you get us copies of the other accident reports although they belong to foreign countries."
"Can do easy, GI," said the agent and immediately picked out the small cellular phone from his coat and made a call. The logo of his agency was on the back of the phone and matched his coffee cup and windbreaker. He was sharp.
The Agent called some other agents who called some people who obtained the files and faxed them to the Agent in the hangar. "Yeah, getting confidential files from a foreign government quickly, piece of cake," the Agent mumbled under his breath.
"Hey this is great," said the Investigator, as the faxes came across. "Look at the evidence of voice recorder, radar information, destruction sequence, engine evidence, body pathology, and aircraft reconstruction, it all matches! And the one crash that we definitely know was a cargo door has matching evidence to the mostly mysterious ones."
"Who said the one sure cause was a cargo door?" asked the Agent.
"Me," said the Investigator, "I did that crash and it was the door opening in flight, we found the door, it was unlocked, all the evidence is correct."
"Hey this is great! This is very interesting," said the Appointee while reading the one hundred pages of the crash web site. "All the evidence matches. There is a link of cargo door opening to all these crashes. We should check this out."

Just then a loud shout went up over by the cargo door reconstruction area. The Appointee, the Agent, and the Investigator all looked over at the Maker who was jumping up and down shouting, "Come over here, come over here, I've found it, I've found it!"

Now, everybody reading this story, relax, don't panic, everything is going to be all right. This is just a story and not real life. We'll take a little break here to rest our brains.
Look around, you're still safe, you understand most of what your reading, and it's easy to just read words. To review: A terrible thing
happened. The government is going to find out what happened so that it does not happen again. This is how they do it. Everything is organized before the terrible thing happens so that the truth will come out quickly and you can quit worrying. The four concerned parties were the Maker, the Investigator, the Agent, and the Appointee. The people who actually flew in the airplane and died in the airplane, the Pilot and the Passenger, were not concerned, not represented, and thus were not included. They would probably get too emotional, anyway.

"Over here, over here," shouted the Maker, "I've found it!"

The Appointee, the Agent, and the Investigator rushed over the to Maker who was kneeling next to the forward cargo door pieces.

"Look at this," said the Maker, pointing to the cam locks, the cam sectors, the locking pins, the door control wire bundle and the edges of the broken door. "Yes it's all here," said the Maker, "here is the locked lock sectors, the unlocked cam sectors, the worn metal cams and locking pins, the frayed wire bundle, and the broken pieces of door."

"What's it mean?" asked the Agent.

"It means that the door looked locked but wasn't fully latched. The metal is worn from constant use. The frayed wire bundle sent a erroneous signal to the door to open. The door opened up and outward into the slipstream and broke in half right here," said the Maker, pointing to the broken door halves.

"You know, I was right all along," continued the Maker, "my first airplane of this type did not have a door like this, only later was it added at the airlines insistence. And then later we changed the door so that it opens inward and upward so that if the door opens accidentally in flight the inside pressure will keep it closed and it will not tear off a large piece of nose skin which leads to the whole nose tearing off and crashing the airplane. See, we learn from our mistakes," finished the Maker, contentedly.

"Ah," said the Investigator, "this new crashed door matches the old crashed doors which match the known cause of door opening crash. It definitely is the door opening which caused the crash," finished the Investigator, contentedly.
"And look," said the Agent, "the floor beams are bent and fractured in the same way as a door opening event and not the opposite way as in an explosive event. It definitely was not a bomb but a door opening which caused this crash," said the Agent, contentedly.
They had found out the cause of their crash. They had done their job. They had earned their pay. They had fulfilled their years of education, striving, and experience. By teamwork, preparation and patience, they had unraveled a mystery. They all reached into their coat pockets for their cellular phones to make the calls to their bosses.
The Maker called his home office and spoke to the Chief Executive Officer. The Maker explained the door mechanical problem and how to fix it. The CEO told the Maker he would talk with the Board of Directors and get back to him. The Maker hung up satisfied with a job well done.
The Agent had called his Director and explained the discovery of the door problem. The Director had told the Agent he would talk with the Attorney General and get back to him. The Agent hung up satisfied with a job well done.
The Investigator called his family and told them of the door discovery. His family said they would talk with his buddies and would get back to him. The Investigator hung up satisfied with a job well done.
The Appointee called the Secretary and told him of the door problem discovery. The Secretary said he would talk to the President and get back to him. The Appointee hung up satisfied with a job well done.
"Well, what caused the door to open," asked the Appointee.
"Good question," said everybody.
"We'll get to that later," said the Maker, as they all waited for the phones to ring with the news from their bosses about congratulations, raises, promotions, assignments, and interviews.
The phone rang. It was for the Maker. He opened the cellular flap and listened to his boss.
The phone rang. It was for the Agent. He opened the cellular flap and listened to his boss.
The phone rang. It was for the Investigator. He opened the cellular flap
and listened to his boss.
The phone rang. It was for the Appointee. He opened the cellular flap and listened to his boss.
After a few minutes of listening, the Maker, the Agent, the Investigator, and the Appointee folded the cellular flaps closed and put their phones back inside their jackets. They were silent. They went to a table and had a cup of coffee.
"How about them 'Niners, think they got a change against Dallas this year?" asked the Agent.
"No," said the Maker. "I think I may have been a bit hasty in my conclusion about the cause of the crash."
"I might have jumped the gun, too," said the Investigator.
"I may have rushed to a conclusion, also," said the Agent.
"I could have been brash," said the Appointee. "Let's reconsider."
"Yes, let's reconsider," they all agreed. And they did.
"I'll start," said the Maker, "my Chief Executive Officer reported from the Board of Directors who said that I may have been a bit hasty about the cause of the crash. Now that the cause of the crash might be determined to be a faulty forward cargo door, these events will take place as soon as it is official. Seven billion dollars of orders for this model aircraft will be cancelled, two billion dollars in liability claims will be paid by the company, new orders for our other aircraft will be slow in arriving, if ever; the repair costs for the faulty doors on all the aircraft will cost one billion dollars, our quality reputation will disappear, our stock price will disappear costing us billions in company value, and ten thousand employees will be laid off with no pension or health plan, including me. My boss asked me if I understood very clearly what he had told me, especially about the laid off with no pension part. I said I did," concluded the somber Maker. After a moment's reflection he added, "I definitely was a bit hasty about the cause of this accident. I'm reconsidering the accident cause right now."
"I'm next," said the Investigator. "My wife told me that I might have jumped the gun on the accident cause. When she called all my buddies and told them the cause of the accident was a door, they said that they
were involved in the previous accidents which were said to be bombs but are now proven to be incorrect. Their reputations are shot, they have lost their credibility as accident investigators, they will not be able to get a job, their self esteem is gone, and they have said for me never to ever again contact them in any way. My wife is very concerned about my position now that I would be the enemy of all my coworkers. She fears for her security and for our daughter who may now not be able to afford dentistry and will have all the other kids laughing at her funny mouth. She might have to go to her parent's house with our daughter. She asked did I understand what she had said, especially the part about her going to her parent's house with our daughter. I said I did," concluded the somber Investigator. After a moment's reflection he added, "I definitely jumped the gun on the accident cause. I'm reconsidering right now."

"My turn," said the Agent. "My Director informed the Attorney General who said that I may have rushed to a conclusion on the accident cause. He said that now that the cause was a mechanical problem caused by us and not a bomb from foreign enemies the new request for additional funds for new agents will not be approved. Because our current agent staffing guide is based upon previous bombing incidents on airplanes that now appear not to have happened, our current staff will be reduced. Since we made errors in announcements of explosive finds, the public has lost confidence in our judgment and all our surreptitious activities such as monitoring mail and communications through court orders will be curtailed because of lack of court approval. With the general lessening of fear from foreign terrorists our recent inroads into overseas areas with local liaison offices, we will be told to leave and return to the United States and leave the overseas investigations to the locals or the CIA. Because we bungled this bombing investigation we will not be able to expand our investigative efforts into other areas, such as bankruptcies, and will be restricted to domestic crime. Since our budget will be slashed, our mission curtailed, and our employees laid off, I am to be assigned to a place I don't want to go to, for longer than I can stand, doing a job I hate. The Director asked me if I understood what he said, especially about the new assignment part. I said I did," concluded
the somber Agent. After a moment's reflection he added, "I definitely rushed to a conclusion on the accident cause. I'm reconsidering right now."

"I guess I'm last," said the Appointee. "My Secretary called the President who said I could have been brash about the accident cause. The President said that now that the cause might be a mechanical problem which has gone on for years undetected instead of foreign terrorists, many changes will occur. When the manufacturer loses orders he lays off employees who are upset and vote against him. When the manufacturer lays off employees they don't pay their bills and go bankrupt and the entire economy of a large area of the country is adversely affected with people who will not vote for him. The billions of dollars coming into the country from overseas for airplanes will not be coming in and the national debt rises upsetting all the people who will not vote for him. The billions of dollars for airplanes will now go to a foreign country making them stronger. The cause being undetected for so long has allowed other planes to crash and kill people upsetting the victim's families and friends who will not vote for him. The reputation of the country resides in the quality of its products and the number one product of America has now shown to be defective, allowing the world to laugh at us. In addition, he will now have to apologize to a foreign leader for erroneously blaming him for bombing and destroying an aircraft resulting in sanctions against his country resulting in hardship for millions of his innocent citizens. The delay in detecting the cause, the blame for allowing the defective door to be certified as OK, the lack of oversight in enforcing the Airworthiness Directives, the revelations of sloppy paperwork and maintenance records will ensure that his administration will not be returned to power in the upcoming election. The President said that if he goes down everyone goes down. I will be replaced as Appointee and will never be appointed to anything higher than pre-school yard monitor for the rest of my life. The Secretary asked me if I understood everything he said, especially about the schoolyard monitor part. I said I did," concluded the somber Appointee. After a moment's reflection he added, "I definitely
was brash on the accident cause. I'm reconsidering right now."
So they reconsidered. They did not consider their own well being; they were above selfish self interest. They thought about their company, about their friends, about their mission, and about their country. Their personal safety, the security of their families, their aspirations about their careers, and the respect of their fellows did not enter into their considerations one bit. They cared about a higher truth. They thought about loyalty to company, mission, friends, and country. They thought about right and wrong. They were not traitors. They were not thieves. They were not bad people. They realized they had to re-evaluate the cause of the crash. They needed to look closer at the evidence. They needed to consider some new conclusions based upon the closer look at the evidence. So they did.
They looked at the radar evidence of blips just before the two aircraft disintegrated. Hey, could be an anomaly, they all agreed.
They looked at the one half second loud sound then silence from the four aircraft. Hey, listening closer to this short sound makes it clear that this sound is different from all the rest of the short loud sounds. They are all different short loud sounds, they all agreed.
They looked at the FODDED engine number three of the three aircraft. Hey, this foreign object junk could be anything, including the lining of the intake. The FOD could be anything, they all agreed.
They looked at the missing bodies in the same seats in the three aircraft. Hey, could be sharks or wolves that made them disappear, they all agreed.
They looked at the sudden power cut on the four aircraft. Hey, power cuts off all the time; plug comes out, power station goes out, circuit breaker pops, could be anything. The sudden power cut could be anything, they all agreed.
They looked at the tearing off of the nose on the four aircraft. Hey, could be a bomb. That's right, they all agreed, it could be bombs which tore the nose off all the four aircraft.
They looked at the same type of early model, high flight time Boeing 747 of the four aircraft. Hey, coincidence, they all agreed.
They looked at the streak seen by eyewitnesses. Hey, drunk partygoers see all sorts of stuff, they all laughed, as they agreed to disregard eyewitness evidence. They decided to ignore cargo door latch cams, lock sectors, pull in hooks, and frayed wire bundles, as well as bent and fractured floor beams, as being too complicated, too difficult to understand and prone to misinterpretation. The Airworthiness Directives against the door were to be mentioned with no comment. The photographs of the reconstructed fuselage showing the destruction sequence were changed to drawings by an artist who closely followed instructions on what to represent. They reviewed the evidence. They came to the conclusion that the previous conclusion was hasty, brash, and rushed. It could have looked like an inadvertent opening of the forward cargo door was the probable cause of the crash, but then again it could look like it wasn't. It all depended on how you looked at it. It was only natural to look at it from the company's best interest, the agency's best interest, the family's best interest, and the country's best interest, if they had a choice. And they did have a choice. They came to the sober, well thought out, conservatively reasoned explanation for the crash was unknown. Their consciences were clear. They had closely examined the evidence and interpreted it in the best possible light for the best interests of their company, their friends, their mission, and their country. They were patriots. They called their bosses on the phones with the new conclusion. They listened, they beamed, they hung up. "Well," said the Maker, "orders for new planes are pouring in. Our company is more prosperous than ever now that the cause of the crash is not the company's fault. I've just been promoted, given a raise, and given a new assignment I've been wanting for years. My Chief Executive Officer wants to personally pat me on the back," the Maker concluded happily. "Well," said the Investigator, "my friends have all invited me other to their house for football and a party. I don't have to bring any beer either."
My wife said she got a baby sitter for our daughter and she's home right now waiting for me wearing her special outfit. She wants to personally pat me," the Investigator conclude happily. "Well," said the Agent, "my director said that since the terrorist danger is still out there, all around, our mission of catching our enemies will proceed as planned, overseas and elsewhere. Also, budgets won't be cut and staff won't be reduced. He personally wants to shake my hand and wants me as his right hand man in the home office," the Agent concluded happily.

"Well," said the Appointee, "the President said he is getting much positive feedback from polls claiming the great confidence the people have in their leader who protects them from foreign enemies and domestic problems. The unemployment rate remains low, his campaign contributions continue to pour in, the society continues to travel and do business, confidence in his administration and its supervision of the regulatory agencies is high, his opponents have no issues to attack him with, he gets to be belligerent to non-nuclear countries and appear strong, and he just wants to see me personally and give me a great big hug. He also asked me to pick a job, any job, that my heart desires in the whole government, and it's mine, just like that," concluded the Appointee happily.

"How about them 'Niners," one of them said, "think they got a chance against Dallas this year?"

"Hell, yes," they all shouted, and went home, happy, guiltless, and content.

And that's how smart, honest, educated people can come to the wrong conclusion about an aircraft accident cause.

#Comment: Best interest rules.

#Contents
barry@corazon.com
From ???@??? Sun Aug 11 10:06:42 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: The President's Life is in Danger
There is an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet web site at http://www.corazon.com/barryhome.html

Forward cargo doors are coming off Boeing 747s inflight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the local newspaper, and interested friends. John Barry Smith

From ???@??? Fri Sep 06 15:45:31 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Airplane crash danger
Cc:
Bcc:

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

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

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

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

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

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

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131:

Fact: All four crashes were early model Boeing 747s.
Fact: All four crashes had deaths.
Fact: All four crashes had a short loud sound before destruction.
Fact: All four crashes had abrupt power cut.
Fact: All four crashes had start of destruction start near forward cargo hold.
Fact: All four crashes had apparent explosions in forward cargo hold area.
Fact: All four crashes had explosive decompression.
Fact: Three crashes had nose snap off.
Fact: Three crashes had radar blips during destruction, possibly all four.
Fact: Three crashes had nine or more missing bodies never recovered, possibly all four.
Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four.
Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four.
Fact: Two crashes had crew talking on radio when catastrophic event occurred, possibly all four.
Fact: One crash had visual clue, possibly all four.

All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s 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 ???@??? Sat Sep 21 15:20:45 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: The President, Airplane crash cause and danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0dae69b8379003@[165.227.94.163]>

WEBMASTERS: Please forward this email to appropriate staff
Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert
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

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Mr. Peña, traveller to traveller, I ask that you check out the forward
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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.

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing
Fact: All four crashes were early model Boeing 747s.
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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.

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Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved this cargo door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy.
Prevention is not as glamorous but more powerful than curing. Please
prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.

Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company
US Air Force
TWA

From ???@??? Tue Aug 06 04:06:27 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 crash cause
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b02ae2c750c4b66@[165.227.94.122]>

Please refer me to the appropriate official dealing with the TWA 800 crash. My web site at http://www.corazon.com/barryhome.html deals extensively with the matter. I have important information to pass on regarding this tragic accident. The cause is a cargo door and the dangerous condition continues to exist. The NTSB appears ignorant in the possibility of mechanical cause of an inadvertent cargo door opening causing the nose of 747 to come off and may miss or destroy evidence confirming that cause. Let us assume there is still a link between an informed caring citizen and a responsive government agency responsible for lives. email barry@corazon.com

Date:Fri, 16 Aug 1996 02:04:43 -0400
Message-Id: <v01540b00ae395d28e9f7@[165.227.94.221]>
There is still an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet web site at http://www.corazon.com/barryhome.html Forward cargo doors are coming off Boeing 747s inflight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the local newspaper, and interested friends. Original message sent 11 August 1996
John Barry Smith

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH -1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at http://www.corazon.com along with the official accident reports on UAL Flight 811 and Pan Am 103.
All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis.

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

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

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

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

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

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

Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith
Mr. Robert Francis, Vice Chairman, National Transportation Safety Board

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

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

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

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

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

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 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 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.

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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
To: FBI agent reviewing Email, pay attention to me. A tip from the public got you Dillinger. A tip from this public person will get you TWA. The tip is the cause of the crash was the inadvertent opening of the forward cargo door in flight. I am more qualified to give you a tip about TWA crash than was the lady in red for John Dillinger.

I request that Mr. Kallstrom be given this tip to read further.

Mr. Kallstrom, TWA had an explosive event but was not a bomb. It was explosive decompression that mimics bomb. That did not destroy the plane. The force that did it was the storm of 300 knots of wind into a nine foot by 15 foot hole in the right side of the weakened nose of the 747.

What does "Kallstrom" mean? I believe it means a storm of some kind. You would be aware of the force of 300 knots, others aren't. It is twice the most violent hurricane on earth. And the size of the hole this force blew into was nine foot by 15 foot, a double car garage door size. That force blew into the nose of TWA and blew nose off in an instant.

That is basic common sense of wind force and hole, it is not high tech aerodynamics and does not require experts to figure out. TWA 800 was brought down by mechanical event which mimicked bomb and missile. The door flew away and at dusk looked like streak as it reflected evening orange sun. The pressure equalizing event of door opening caused an explosion. The destroying force, however, was the 300 knots windstorm into weakened fuselage hole.
The storm of wind brought down TWA 800.
The FBI can salvage its reputation as fair investigative agency by finding and determining cause of TWA as mechanical even though it is not in the perceived FBI interest to not have terrorists doing the crime. FBI aviation experts can evaluate cargo door cause by reviewing web site that has complete accident reports of similar crashes.

Be fair, check out mechanical cause as well as human evil. The NTSB is doing center tank fire. It's true, there was a fire but after initial event of door opening, nose tearing off, fuselage and wing falling and disintegrating and spinning jet engines igniting Jet A fuel vapor into fireball. Just as explosive decompression was red herring for bomb, streak red herring for missile, fireball is red herring for initial event as fireball. Cargo door fits all the evidence and has consistently held up over these past four months. It's documented on web site, at http://www.corazon.com. I am the messenger, the lady in red, the message of the movie theater in Chicago, the cargo door is on the web site. Please evaluate.

I am not anonymous, John Barry Smith, 408 659 3552, barry@corazon.com

From ??@?? Sat Nov 16 07:59:20 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 mechanical cause analysis
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0baeb322f65076@[165.227.94.120]>

Dear Mr. Kallstrom, here is the answer to TWA crash.
Friday, 15 November, 1996

Crash of TWA 800: Analysis of two possible causes.
Not a bomb.
Not a missile, friendly or enemy.
Not a meteor/space debris.
Not pilot or other crew error.
Not environment/weather factors.
Not air traffic control.
Not other aircraft/midair.
What else is there?
Mechanical/equipment failure.
What failed?
What is the evidence?
Yes, aircraft was in climb.
Yes, visual streak observed at event.
Yes, primary radar return recorded just before event.
Yes, secondary radar return disappeared abruptly.
Yes, sudden loud sound heard on cockpit voice recorder, CVR.
Yes, abrupt power cut to flight data recorder, FDR.
Yes, fifteen never recovered bodies after extensive search.
Yes, nose separated from rest of aircraft.
Yes, one or more engines exhibited foreign object damage, FOD.
Yes, fireball observed.
Yes, center fuel tank exploded.
Yes, explosive damage on wreckage.
Yes, two main wreckage trails.
Yes, nose wreckage was closer to event than rest of aircraft wreckage.
Yes, breakup started at forward part of fuselage, over or just in front of wing.
Yes, aircraft was high time/high cycles Boeing 747-131.
Yes, 230 people died.
What initial mechanical/equipment failure caused the crash and still satisfies the evidence?
There are only two; center fuel tank explosion and inadvertent opening of the forward cargo door. Which is more likely? Let us examine them side by side.
Climb: Fuel tank contents were same as takeoff, climb should have no effect on explosion. Or: Climb is pressure changing mode of flight and might assist in popping cargo door.

Streak: Fuel streaming out of wing and somehow catching fire leading to explosion. Or: Shiny metal cargo door with white fuselage skin attached spinning away at orange dusk on clear summer night at 13700 feet.

Radar blip anomaly just before event: Tank fire doesn't fit. Or: Large metal cargo door with fuselage skin attached spinning away at 13700 feet close to ground radar site.

Secondary radar return disappeared abruptly. Center fuel tank exploded and cut off power to transponder. Or: Cargo door opened and with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing transponder.

Sudden loud sound on CVR. Tank explodes and sound is recorded on cockpit voice recorder before power is severed. Or: Cargo door with fuselage skin tore away causing explosive decompression loud sound to be recorded on cockpit voice recorder before power is severed.

Abrupt power cut to flight data recorder. Center fuel tank exploded and cut off power to FDR. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing FDR.

Fifteen never recovered bodies: Center tank explosion cremated passengers sitting in explosion area. Or: Cargo door and fuselage skin tore away exposing passengers who were ejected in decompression and sucked into number 3 jet engine and cremated.

Nose separated from rest of aircraft: Center tank explosion cuts fuselage in two just forward of the wing. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing.

One or more engines foreign object damage. Center tank explosion ejects debris into running engines. Or: Cargo door tore away exposing baggage compartment which explosive decompression ejects material
into engines.

Center fuel tank exploded into fireball. Center tank explodes from unknown ignition source. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose allowing rest of wing and fuselage to fall and disintegrate into mass of fuel vapor and spinning jet engines which exploded.

Explosive damage on wreckage. Center tank explodes. Or: Cargo door with fuselage skin tore away allowing explosive decompression to occur in passenger compartment and cargo hold which mimics explosion.

Two main wreckage trails. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank near forward part of wing explodes. Or: Cargo door and fuselage skin tears away just forward of the wing.

Aircraft was high time/cycles Boeing 747-131.

Two hundred thirty people died.

So, two theories exist which explain much of the evidence. Here is why the cargo door theory is more credible than the center tank explosion theory.

Mechanical/equipment failure. Both are mechanical/equipment failure, Center tank has yet to be discovered essential ignition source which isn't supposed to be ignition source while cargo door is a complicated, previously known to fail and kill, mechanical system with four
airworthiness directives against if. Cargo door more likely failure.

Streak at event. Metal door with metal skin spinning away could be reflected orange dusk light and appear as streak. Time of year, altitude, clear night, sun angle, and type of object all fit streak as spinning door. Tank fire with streaming fuel on fire is less likely. Cargo door more likely streak.

Primary radar return before event. Metal door with metal skin spinning away could be primary radar return recorded on nearby ground radar. Center tank would not give return. Cargo door more likely radar return.

Secondary radar return disappeared abruptly. Center tank explosion and nose separating when nine foot by 15 foot gash appears allowing 300 knot wind to enter and tear off nose would both cause abrupt secondary radar return to disappear. Tie.

Sudden loud sound on CVR. Center tank explosion and cargo door would both give sudden loud sound on CVR. Tie until sound matched to fuel tank explosion or explosive decompression.

Abrupt power cut to FDR. Center tank explosion and cargo door causing nose separation would both cause abrupt to FDR. Tie.

Fifteen missing bodies. Center tank explosion and cargo door would both cause missing never to be recovered bodies. Tie.

Nose separated from rest of aircraft. Center tank explosion would cause nose to separate. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing. Tie.

One or more engines foreign object damage. Center tank explosion and cargo door opening would both cause engines to be foddled. Tie.

Fireball. Center tank explosion and cargo door opening leading to fuselage disintegration would both cause fireball. Tie.

Center fuel tank exploded. Center tank explosion and cargo door would both cause center tank to explode. Tie.

Explosive damage on wreckage. Center tank explosion and cargo door opening would both cause explosive type damage on wreckage. Tie unless no fire explosive damage found on nose section.

Two main wreckage trails. Center tank explosion and cargo door
opening would both cause two main wreckage trails. Tie.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explosion and cargo door would both cause nose wreckage to be closer to rest of aircraft wreckage. Tie.

Aircraft was high time/cycles Boeing 747-131. Center tank fire and cargo door more likely on aging aircraft. Tie.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank explosion and cargo door opening would cause breakup at forward part of fuselage. Tie unless breakup is traced to above and forward of the wing on the right side, nearer to the cargo door.

Yes, 230 people died. Center tank explosion and cargo door could both cause the deaths of all passengers. Tie.

Many of the evidence explanations are ties, a few go to cargo door and none alone go to center tank fire. Cargo door theory is more likely.

Additional statements to support cargo door theory.

A structural breakup of a Boeing 747 which is disintegrating in flight can catch fire into a fireball as shown by the Saudi Arabian Airlines Boeing 747 involved in a midair over India. The initial event was not a center tank fire and yet there was fireball.

Eyewitness pilot saw the fireball of TWA 800 and stated altitude of fireball was 7500 feet, initial event for TWA 800 was at 13700 feet. Center tank fire was secondary event.

Foreign object damage can be cowling material or baggage or human material.

Explosive decompression produces loud sound and mimics a bomb for pressure damage on seats and baggage.

NTSB computer simulation traced inflight breakup of TWA 800 to above and forward of the wing on the right side, exactly where the hole is formed when the cargo door tears away with fuselage skin.

Cargo doors opening in flight are more common than inflight fuel tank explosions.

A cargo door accident exists, UAL 811, with much evidence which matches TWA 800. Two other Boeing 747 crashes exist with much
evidence which matches TWA 800 and UAL 811, none of which was caused by a center tank fire.

Tank fire accident of Iranian Boeing 747 exists which does not match TWA 800 in wreckage pattern, left wing alone, or extreme weather and lightning.

A Boeing 737 tank fire on the ground does match a Boeing 747 in flight.

Cargo door theory includes center tank explosion.

Additional statement to support center tank explosion. It happened, there was a center tank explosion.

Forward cargo door theory can be proved or disproved easily by examination, experiment and observation:

1. examine forward cargo door for steel rods to confirm AD 88-12-04 complied with on TWA 800.
2. examine cargo door for status of cam latches, unlocked or locked.
3. examine cargo door lock sectors, unlocked or locked.
4. examine cargo door lock sectors and cam sectors for wear and gouging.
5. examine cargo door manual locking bar for locking position.
6. examine all door electrical switches for proper operation.
7. check maintenance history of TWA 800 for previous cargo door problems.
8. note condition of cargo door, in how many pieces to match UAL 811.
9. note position of cargo door when found, close to event site or far away indicating time it left aircraft.
10. detect frayed wiring in door control system.
11. examine direction of buckled floor beams, up or down indicating decompression or explosion.
12. match TWA 800 evidence with other similar crashes leaving similar evidence.
13. check for presence or non presence of evidence of fire/explosion on separated nose.
14. match sudden on loud sound on CVR to sound library of in flight aircraft explosions and decompressions.
14. match abrupt end of tape signals on FDR to two other abrupt end of tape Boeing 747 crashes.
15. confirm by computer simulation that 300 knot wind blowing into nine foot by 15 foot hole in right side of weakened nose will tear nose of in an second.
16. examine wreckage for more severe in flight debris damage on right side of aircraft to include wing fillet, leading edges of wing and horizontal stabilizer and vertical stabilizer, engine cowls and pylons.

A low cost experiment to reproduce the streak and radar anomaly is to take several two car garage doors painted silver and white and push them out the back of a C-130 going as fast as it can at 13700 feet on clear evening with same sun angle as July 17th near New York and look for streak and radar primary return. They will be there, two mysteries explained at reasonable cost.

Analogies:
1. A hole is cut in a balloon. A patch is put on the hole in balloon. The balloon is blown up and deflated 20000 times. The next inflation the balloon pops. The site of the popping is at the patch. The patch has failed before. The patch is a likely cause of the balloon popping.
2. A soda can has a semi cut hole in the top to drink out of. The can is the pressurized hull and quite strong. The semi cut hole can not be opened by pressing on it with fingers. But once the semi cut hole/door seal is broken by pressing on the hole with the metal tab using leverage, the soda fluid/debris escapes in the explosive decompression and flies into face/engines. Now the semi cut hole can easily be pressed down further with little force from finger because the structural integrity of the soda can/hull has been cracked.

Now is the time to investigate another reasonable mechanical cause theory, with evidence, the real possibility of inadvertent opening cargo door in flight. This event leads to a large gash in nose the size of double car garage door allowing twice hurricane force winds to enter and tear off weakened nose in a second leaving evidence of visual streak, radar blips, FOD, sudden loud sound on tape, abrupt power cut to FDR, same missing bodies in general same seating, damage start location of forward
cargo hold in front of the wing on the right side, wreckage trails, and it happened to TWA Flight 800, it happened before to UAL Flight 811, and it will happen again.

Disregard the demeanor of the discoverer/messenger, examine the message of cargo door, and exploit the medium of internet to email barry@corazon.com and study cargo door web site at www.corazon.com. Sincerely, John Barry Smith

From ???@??? Wed Nov 20 08:10:02 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b02aeb8656f97da@[165.227.94.114]>

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.

Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour.
Well, sir, to a Jarhead from a Swabbie, please listen to me.
I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.
The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.
Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now
copilot for Continental Airlines out of Honolulu. While he was in Da Nang in '68 flying F4s, I was flying off the Enterprise in RA 5Cs.

I am trying to establish credibility for this messenger who gives you an unusual but true message, the cause of the crash of TWA 800 and other 747 crashes. Consider me the scout giving his report.

I am a decorated combat veteran, Mr. Kallstrom. I have the 'V' for combat valor on my commendation medal, the absence of which led to the suicide of the CNO. Does that 'V' count for anything with you, Mr. Kallstrom?

Semper Fi.

Always Faithful.

To proper investigative techniques.

Such as check out all possible explanations, not just the ones you want it to be.

I have one you don't want, it is called the inadvertent opening of the forward cargo door in flight. The message of cargo door is fully documented on web site, http://www.corazon.com. I will let the facts speak for themselves because as a messenger I may be less persuasive.

As a former sailor, unable to say Semper Fi, but speaking to a fellow Navy shipmate, I can say, General Quarters, General Quarters, this is no drill, all crew to assigned battle stations.

Mr. Kallstrom, I ask that you assign an aircraft crash investigation specialist to review the extensive web site and give his evaluation to you. Please, check out the cargo door explanation. John Barry Smith, enlisted service number 587 88 44, officer service number before switching to SSN, 708554. SSN 562 58 2308.

I left the active Navy in 1969 and stayed on in the Reserves as an Air Intelligence Officer, learning investigative and information gathering skills which I have used for the TWA 800 crash: deduced conclusions decided from afar based on current and researched information. As a Navy Lieutenant with Top Secret clearance I was taught by the FBI in the Hoffman Building in 1972 by an FBI agent nicknamed Jiggs. I admired him for his neutral but comprehensive investigation style. The counter terrorism class went to his home for bar-b-que.
So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.

John Barry Smith, MAJ, USA (Ret)

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From ???@??? Sat Nov 23 20:16:34 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Work with NTSB on Sikorsky radar tape.
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01aebd0b1b9403@[165.227.94.141]>

Mr. Kallstrom, there is apparently a good radar tape of TWA 800 disintegrating. If the tape has the door on it spinning away others may think it is a missile. It is the door reflecting primary returns. The nose separating should be on the tape as well as when the center fuel tank explodes turning a few large pieces into many small pieces.

Also, number three engine, the only burnt engine, was in the debris field and when fodded, jet engines spit out hundred yards of flame. There is your ignition source of the fireball, the flame from the fodded engine number three as it falls in the disintegrating fuselage and wing after door opens and allows 300 knot wind to enter large hole in right side of nose and tear nose off. All the consequences and evidence follow my above description.

Most imperative you start investigation of forward cargo door. Cooperate with NTSB as you review the tape to observe and confirm the above description holds true second by second.

Sequence to observe for radar returns is door goes, spins away, nose separates and falls away, rest of plane falls and comes apart in large pieces and then suddenly turns to many small pieces as center tank
explodes, then all of the debris falls to sea. John Barry Smith

Sikorsky Aircraft of Stratford, Connecticut, the world's foremost manufacturer of helicopters, confirmed on November 19 that it had previously released to the FBI a tape of a radar session of July 17, this at the request of the FBI.

A spokesperson contacted through the office of the president of Sikorsky confirmed that Sikorsky operates sophisticated radar equipment at its airfield, and that, following the July 17 crash of TWA 800, Sikorsky, along with other aviation firms and airfields in the region, was requested by the FBI to provide radar tapes to investigators.

Sikorsky will neither confirm nor deny that any missile track or other anomaly appeared on their radar (or the tape), stating that such an announcement concerning a matter under federal investigation is the purview of either the FBI or NTSB.

From ???@??? Tue Nov 26 12:54:41 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Mr. Kallstrom, scenario to pursue
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01aec097e21de8@[165.227.94.116]>

Mr. Kallstrom, I read the below quotes and request that you pursue this scenario, an inadvertent forward cargo door opened and led to the destruction of the TWA 800, support and documentation of claim is on web site, www.corazon.com
You said you owe that to the American people. Yes, sir, you do. You owe, me, an American, an American combat veteran, to pursue the scenario of mechanical failure, specifically, the opening of a door, which
led to the destruction of TWA 800. John Barry Smith

> James Kallstrom, the FBI assistant
director who is leading the criminal
investigation
of the crash, said only that the bureau is
pursuing
every scenario.
> ÒWe would not be doing our job if we
didnÕt look into all these things, even
though
> some may seem farfetched or remote,Ó he
said.
> Agents also are re-interviewing
> Òanyone who touched that airplane.Ó
> ÒWe owe that to the investigation, to
the
> American people, and surely we owe it to
the
> families of the victims of this tragedy,Ó he
said.

From ???@??? Wed Dec 18 10:47:31 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b0daedd7c42eee1@[165.227.94.124]>

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.
Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour.

Well, sir, to a Jarhead from a Swabbie, please listen to me. I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.

The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.

Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now copilot for Continental Airlines out of Honolulu. While he was in Da Nang in '68 flying F4s, I was flying off the Enterprise in RA 5Cs.

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drill, all crew to assigned battle stations.

Mr. Kallstrom, I ask that you assign an aircraft crash investigation specialist to review the extensive web site and give his evaluation to you. Please, check out the cargo door explanation. John Barry Smith, enlisted service number 587 88 44, officer service number before switching to SSN, 708554. SSN 562 58 2308.

I left the active Navy in 1969 and stayed on in the Reserves as an Air Intelligence Officer, learning investigative and information gathering skills which I have used for the TWA 800 crash: deduced conclusions decided from afar based on current and researched information. As a Navy Lieutenant with Top Secret clearance I was taught by the FBI in the Hoffman Building in 1972 by an FBI agent nicknamed Jiggs. I admired him for his neutral but comprehensive investigation style. The counter terrorism class went to his home for bar-b-que.

So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.
John Barry Smith, MAJ, USA (Ret)

From ???@??? Fri Dec 27 15:17:06 1996
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher
Cc: 
Bcc: 
X-Attachments: 
Message-Id: <v01540b03ae9976baa09@[165.227.94.158]>

Please forward to Agent Charles Christopher
>SMITHTOWN, N.Y. Ñ In a hangar
> filled with the wreckage of TWA Flight
mangled seat immediately caught the attention of FBI Special Agent Charles Christopher. He had found what he was looking for: the seat where his wife, Janet Christopher, a flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time. Please investigate the cargo door theory on web site http://www.corazon.com.

The explanation for the crash of TWA 800 and others is plain to see by reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and conservative conclusions and you will understand how and why and when your wife died.

Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.

Sincerely, John Barry Smith

From ???@??? Wed Jan 01 18:21:00 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:
Please forward to Agent Charles Christopher, message number two. Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

>SMITHTOWN, N.Y. Ñ In a hangar filled with the wreckage of TWA Flight 800, a mangled seat immediately caught the attention of FBI Special Agent Charles Christopher. He had found what he was looking for: the seat where his wife, Janet Christopher, a flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time. Please investigate the cargo door theory on web site http://www.corazon.com

The explanation for the crash of TWA 800 and others is plain to see by reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and
conservative conclusions and you will understand how and why and when your wife died.
Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.
Sincerely, John Barry Smith
From ??@?? Mon Jan 06 12:16:23 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b01aef69d6cd6f[a@165.227.94.195]>

Mr. Christopher, you owe it to your wife to check out the cargo door theory at www.corazon.com John Barry Smith>
>
> The Hurds are the only family members who have seen the hangar besides Charles Christopher, an FBI agent
> whose wife, a flight attendant, died on the plane.
>
> Christopher said he went there because "I owe it to my wife. I didn't abandon her because she got killed."
>
> "I felt some comfort just being there," he added.

Please forward to Agent Charles Christopher, message number two.
Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The
broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

> SMITHTOWN, N.Y. Ñ In a hangar

> filled with the wreckage of TWA Flight 800, a

> mangled seat immediately caught the attention of

> FBI Special Agent Charles Christopher.

> He had found what he was looking for:

> the seat where his wife, Janet Christopher, a flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time.

Please investigate the cargo door theory on web site http://www.corazon.com

The explanation for the crash of TWA 800 and others is plain to see by reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and conservative conclusions and you will understand how and why and when your wife died.

Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.

Sincerely, John Barry Smith

From ???@??? Sat Jan 25 21:49:42 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: request to be interviewed
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b02af102f099ee3@[165.227.94.198]>

My name is John Barry Smith.
I request to be interviewed regarding the crash of TWA 800. Call me at 408 659 3552 for phone interview. I read that you have interviewed four hundred people regarding this case. Interview me.
I know the cause, it was the inadvertent opening of the forward cargo door in flight. Full documentation on web site www.corazon.com
The president's life is in danger as he flies in a modified 747-200 as well as the four E-4Bs, Airborne Command Post aircraft which are modified Boeing 747-200s with outward opening cargo doors, just like the one that opened in TWA 800.
Now, I await an interview from an FBI agent regarding this information that the President's life is in danger. I request Agent Charles Christopher to be the interviewer, have him call me at number above or email me at address below. He knows about TWA 800 and other airplanes.
Will you please acknowledge receipt of this message informing you that the President's life is in danger.
Sincerely, John Barry Smith

From ???@??? Mon Feb 03 10:31:28 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: President's life is in danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00af1b6eb20834@[165.227.94.178]>

Dear FBI, the below email was sent to the Secret Service. I invite you to contact me also. John Barry Smith.
My name is John Barry Smith. The President's life is in danger. Please acknowledge this alert to the life of the President. My email is barry@corazon.com, my phone is 408 659 3552, my address is 551 Country Club Drive, Carmel Valley, CA 93924, my web site is www.corazon.com, my Navy enlisted service number was 587 99 44, my Naval officer service number was 708554, my Army service number is 562 58 2308, my SSN is 562 58 2308. The President's life is in danger because he flies in Air Force One, which is a modified Boeing 747, one of which has recently mysteriously crashed. The cause of that crash, TWA 800, was the inadvertent opening of the forward cargo door in flight, an event which may occur to Air Force One, either of the two of them, and also the the four E4-Bs, which are also modified Boeing 747s. The danger is real but slight. I request that you evaluate the threat to the President's life by airplane crash by checking out the web site at www.corazon.com by an aviation expert who can advise you about the danger.

At the very least, a mysterious Boeing 747 crash has occurred with no explanation and the President flies in a Boeing 747, as well as members of the Secret Service. The same mysterious cause of TWA 800 may bring down Air Force One. I know the cause of TWA 800, it is the inadvertent opening of the forward cargo door in flight and it can happen to Air Force One and the four E-4Bs because they are also Boeing 747s with outward opening cargo doors. At the very worst, the forward cargo door may open on Air Force One, tearing skin with it, exposing a large hole into which the 300 knot slipstream enters and tears off the nose of the plane leading to its destruction and death to all aboard.

Please acknowledge receipt of this warning by calling me, interviewing me, or emailing me, John Barry Smith.

From ???@?? Thu Feb 13 11:58:42 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Contaminated evidence
Cc:
Regarding TWA 800: Tom Thurman was involved with the evidence of Pan Am 103, a crash similar to TWA 800. The evidence from Pan Am 103 may be contaminated along with the current evidence contamination. I suggest the Pan Am 103 evidence be checked out for vailidity and Mr. Thurman questioned about it. John Barry Smith

> An investigation by the department's inspector general
> has sharply criticized the laboratory for poor
> management practices and sloppy handling of evidence.
> It has rasied questions about procedures and
> contaminated evidence.
> The investigation began in late 1995 and produced a
> secret draft report last month. A final report is not
> expected until March at the earliest.
> Gorelick's comments were the first by a department
> official discussing how many cases already have been
> affected.
> She said the continuing review might add to the number
> of cases, and added it remained too soon to say whether
> any high-profile criminal prosecutions would be
> jeopardized.

From ???@??? Tue Sep 03 09:24:11 1996
You Won't Believe Me So Now You Will Die:
Curse to Follow

Fiction by John Barry Smith,
based upon true stories and personal experiences.
1 Sep 96
This is the web site for the fatal crash of the next early model Boeing
747 to fall from the sky in pieces. The date is anytime after 1 September
1996 so the actual numbers will have to be filled in by you. I'll just make
some helpful guesses, OK?
The Crash:
Airline: Random, fill in actual.
Type Aircraft: Boeing 747-100 series or Boeing 747-200 series
Flight Number: Random, fill in actual.
Date: Random, fill in actual date after 1 Sep 96
Time: Night takeoff
Flight Mode: Climbing
Altitude: Random, fill in actual.
Speed: About 330 miles per hour or 300 knots calibrated airspeed.
Fats: All on board, maybe one survivor.
Passenger List: Place your name here as well as anyone else likely to be
travelling with you.
From: Random, fill in where you took off.
To: Random, fill in where you thought you were going to land.
Where: Over ocean
Radar Information: Radar blips just as destruction starts and during breakup.
Data Recorder: Abrupt power cut.
Voice Recorder: Short loud sound then silence.
Engine Info: Engine number three foreign object damage.
Wreckage Trails: Two, one for the nose and the other for the rest of the plane.
Damage starts where: In the forward cargo hold area just forward of the wing.
Official Cause: Terrorist bomb, or fuel tank explosion, or friendly fired missile, or... you'll have to help me out here because all I can think for crash cause is a reasonable, common sense, mechanical explanation that has happened before, happened now, and will happen again. But you don't want to hear that explanation. You will not listen. You will not understand. You won't believe me and now you will die.
Details of crash: Well, here I'll just have to tell it to you like a story, like I'm telling it to you personally, like it's totally about you, OK? I think so.
Here we go.
All passengers, including you, were eager to get on board and get settled into their seats so they stood at the entrance of the boarding ramp when the flight number was called. The attendant took their tickets and they moved on board and found their assigned seats. Some sat in the magic seats which are in rows eight to twenty eight. Sometimes when passengers sit there they disappear and are never seen again, even though many people spend many hours looking for them.
The airplane had over fifty thousand hours flight time amongst several airlines flying in all conditions in all parts of the world for twenty five years. It was was maintained to United States Federal Aviation Regulations standards. These 747s will last forever, you thought.
You picked a seat selection in the rear because you heard that was the safest. When a plane crashes and has survivors, they usually are from
the rear, that's the theory, you thought, as you stuffed your carry on bag under your seat.
You got settled in for the six hour flight from where you are now to where you are going. A one hour climb, a four hour cruise at thirty thousand plus feet of altitude, then a one hour descent to landing and cheated death again, you chuckled to yourself.
The first part of the flight was to pretend you were in a car on the freeway. OK, buckle up the seat belt, put your seat in its full upright position and look out the window at all the pretty sights. You read the crash card in the pocket in the seat back in front of you and looked at the escape hatches nearby. You wondered what happens if some crazy person walks over and unlocks that little escape door. Does it open easy or hard and then what? Oh well, forget about it, no use worrying about stuff you can't control.
The three person flight crew of the Boeing 747 had finished the preflight walk around, looking carefully at the outside of the aircraft for hydraulic leaks, oil leaks, bent metal, open hatches, or anything else they didn't expect to find. They discovered nothing unusual.
The baggage handlers had finished their job and had loaded all the passenger's baggage, full of spare underwear and shoes, into the three cargo holds. The two aft cargo doors and the forward cargo door were all closed electrically. The complex system of lock sectors, cam latches, pull back hooks and door stops had functioned correctly. There was wear, of course, on the cam and locking pins. And the door control cable bundle was frayed, of course, from the many openings and closing of the door. If the door has to be opened at the last minute for some extra baggage, then it can be opened mechanically by back driving the sectors with a ratchet wrench. This sometimes damages the cam sectors so they appear to be locked but they are not.
On your flight, the door was not opened at the last minute and back driven mechanically. The frayed wire bundle did not rub against the metal fuselage. The wear and tear on the metal was not excessive. On your flight the door closed normally.
The early Boeing 747 fired up its number 1 engine, (all the way on the
(all the way on the right). The large plane lumbered out to the end of the runway.
Takeoff clearance was given and the pilot pushed the throttles all the way forward. There was not another fully loaded Boeing 747 on the runway in front of you and you did not collide with it, as happened before in the number one worst aviation crash ever. You took off smoothly.
The plane started to climb. A loaded Boeing 747 gains altitude slowly. You reached 300 knots calibrated airspeed, stabilized, and started the long climb to cruising altitude.
Now it was time to pretend you were in a cafe chatting with friends by having some peanuts and a complimentary beverage but it would be some time before the steward got to your seats in the rear. The climb continued uneventfully.
You thought ahead to when you would pretend you were in a movie theater and watch the movie. And then you looked forward to later when you would pretend to be your bed at home in your bedroom by leaning back in your seat with a pillow behind your head and trying to go to sleep.
Already the group in back of you was pretending they were in the living room back home by talking loudly and laughing at stories. One woman's voice mentioned she is saving her receipt for purchased china at the duty free store to avoid taxes, just in case she is hassled. The receipt says something about buying saucers.
Ground radar was tracking you two ways: One was by the ground radar energy beam reflecting off your large metal airframe and returning to the radar set. Depending on how long that returned beam took, a distance was determined. The other way was by sending a radar beam to trigger a box which sent back another beam to the radar set. Again, by timing and decoding the signals a distance, an altitude, an airspeed, and heading could all be determined so that the ground personnel could direct your plane safely and keep it from colliding with others.
The flight crew was in communication with the ground controllers who were issuing orders on what heading to fly, what altitude to maintain
until a certain time, and what codes to put in the box to be triggered by the ground radar.
The Captain came on the speaker and spoke with that reassuring, everything is normal, everything is gonna be all right, sit back, enjoy the flight voice, and he was so glad you could join us here with this wonderful airline in this wonderful airplane on this wonderful day. You could just see him with that touch of gray in his hair, that impeccable uniform, and those steely eyes with a glint of friendliness, if you just got to know him.

During the climb you half listened to the loud conversation in back of you. One voice grated. This guy, obviously an idiot with an annoying voice, was complaining how he thought this flight was going to be on a different airplane but they substituted this early model Boeing 747 at the last moment because of unexpected passenger loads.
You thought, that's right, Jack, airlines have to make money too, you know, and if this plane makes more money than the other one, then this is the plane to fly in; no profit, no flying at all. Wake up, dummy, and join the real world.
The guy in back wouldn't shut up as he went on about a series of similar crashes that were attributed to bombs, or fire, or something, but he knew, and nobody else knew, that the causes were really a forward cargo door popping open, being torn off in the wind exposing a large hole in the nose, the nose tearing off, and the plane crashing, killing everyone, on airplanes similar to this one.
Then why are you flying, you idiot, you thought, and why are you the only idiot to know about it. The guy answered as if reading your thoughts, his wife had a credit card that gave a mile for every dollar she charged and enough miles had accumulated for a free flight somewhere. He said he thought a dollar meant a mile which meant a mile, but a mile meant a tenth of a mile and he hated to be lied to right off the bat by the people into whose hands he was putting his life.
What the hell is that guy talking about, you thought. Where are earplugs when you need them. And wasn't it against the law to talk about blowing up airplanes?
The guy went on, I refused to let her or my daughter fly in these dangerous planes so I took the flight, just because I love flying and have been flying for years. It's my life.
You mean you have one, news to me, you giggled to your self.
Yeah, nobody believes me, the loud guy said to the others which you hoped were pretending to be sleepy and closing their eyes so that maybe he would shut up. Yeah, even though I've written to the President about his airplane, Air Force One, which is an early 747, the FBI, who wants bomb information and not mechanical details, the NTSB, the FAA, the news people, and, of course, my friends who got spooked about the President and the FBI and stopped talking to me along with the government agencies who ignored me.
Get a clue, idiot, you thought, does being ignored tell you anything, like right now when nobody is replying to you.
Well, life is tough out there and you just have to take your chances with an act of God once in a lifetime, wrong place at the wrong time event, said one new female voice.
Oh, no, don't encourage him, you thought.
The loud idiot said that finally he figured that since nobody agreed with him over the years, that maybe he was wrong and what the hell, the risk was small anyway, and if you can't trust your pilot, your manufacturer and your government, who can you trust.
Exactly right, you idiot, now shut up. You thought again about putting some earplugs in because the last thing you wanted to think about, as you listened to the reassuring steady whine of the huge four jet engines carrying you three hundred and thirty miles an hour through the night air, was airplane crashes. Give me a break, you thought, I've got enough to worry about without thinking about things I have no control over. Maybe I'll order a drink and pretend I'm at my favorite bar with my buddies watching football. You pushed the overhead button to get the attention of the steward but realized that the steward had two hundred people to give beverages to before he got to you so you just lay back and took a deep breath and relaxed. And the button didn't make the light come on anyway, it was broken, but no problem. It was trivial.
But it made you think, how many pieces was this plane made of? How many didn't work? If the story were true about a structural defect in Boeing 747s, you thought, why did the manufacturer not do something about it? Why did not the government transportation agencies investigate it and find out the real cause? Why did not the TV and radio and newspapers write about it? It must be bull, some nut with a strange story just to get attention. But...but...but..you thought back to the crashes and remembered thinking, they can't all be bombs, and in your experience, the simplest, ordinary, cause of an event is usually the correct explanation, not the weird ones that make good movies.
So you thought about airplane movies, they did always have a crash in them someplace, didn't they? But usually someone lived and you always expected that someone would be you, didn't you?
The plane lumbered on, gaining altitude as the fuel burned off, the speed stayed the same, and the excess thrust was converted to lift.
There was no bomb aboard. There were no explosives stored in the baggage compartment. No one was on a boat aiming a missile at you. There were no fires in the lavatory about to be started by a smoker. The engines were running perfectly. The crew was not asleep or drunk. The ground control personnel had normal working equipment with good power backup as they watched you on radar and talked to you on high powered radio transmitters. There was no crazy hijacker on board. There were no mountains ahead higher than you were. You were not lost. The flight controls were responding correctly to pilot inputs. There were no corroded metal panels about to part. Everything was working normally; everything looked normal, everything sounded normal. The pilot keyed the mike to tell the ground that everything was normal.
But of course, everything was not normal. For some reason, and I don't know the reason, and if I don't know the reason, then I know you don't know the reason because I'm telling this story, the forward lower lobe cargo door motor was powered up and started to whine. The motor moved the door locks and cams to the open position. Why? Who knows? It could have been one of lots of reasons: faulty electrical short, defective lock mechanism, door not shut properly, wear and tear, maybe
an incorrect open signal sent to door control system by interacting avionics transmitters located behind nose wheel; who knows? Who cares?
Well, you care because as the door cracked open in the fast moving air flow the higher pressure air inside the cargo compartment pushed the door open quickly into the low pressure outside air. The right side cargo door instantly flew up and out on its upper piano hinges, hit the fuselage in front of the wing, broke in two and the lower half flew off into space reflecting ground radar beams as it went. It also reflected the sun which was barely seen above the horizon at your altitude. The sunlight reflected off the spinning shiny metal door and appeared as a streak to viewers on the ground far away as it fell. The upper half of the forward cargo door remained attached to the hinges and tore off a large piece of fuselage skin above the door and flew off into space reflecting ground radar beams as it went into space. These pieces later landed closest to the door opening event because they left first and fell first.
The door being cracked open and being torn away happened so fast that the huge hole opened up in the nose before anybody realized it. The high pressure air in the now open cargo compartment rushed out in an explosive force to equalize with the low outside pressure air. This rushing noise was loud and was heard as a loud sound, or bang, or thump on the cockpit voice recorder. Baggage from the cargo compartment was pushed outside into the engine intake airstream which was being sucked into the huge 40000 pound thrust engine number three, the inboard engine on the starboard side. The hi-bypass jet engine sucked in the plastic, metal, and wood baggage. The foreign objects hit the high speed revolving turbine blades and were cut up and passed through to the burner section which cremated the small items. The metal objects blunted the leading edge of the turbine blades which rubbed against the intake and started a disintegration process inside the engine which led to excessive vibration which would shortly lead the engine to detach from the pylon and airframe and land separately from the other engines.
The floor beams buckled downward as the high pressure air in the now
open passenger compartment pushed the beams down into the now low pressure cargo compartment.
The large hole above the cargo hold and passenger compartment allowed carry on baggage, metal carts, and humans to be pushed out into the fast moving airstream and to be sucked into the number three engine which was vibrating badly but still powerful enough to ingest foreign objects and mulch them up, burn them up, and spit them out. At least ten passengers in the magic seats in rows eight to twenty eight were pushed from their seats into the airstream to be sucked into the intakes and were ground up, mashed, and burnt to small particles which were exhausted into the thin air to drift away on the winds.
As this was going on, you were peacefully thinking about airplane movies having crashes and someone usually lives and that someone would be you. That's what you were thinking one half second ago, and that's what you were thinking as the door popped open and pressure changes started happening.
Continued in Part Two.

From ???@??? Tue Sep 03 09:24:33 1996
To: WebmasterFAA@mail.hq.faa.gov, cnn.feedback@cnn.com, newyork@fbi.gov, safety@twa.com, nefft@afsync.hq.af.mil, president@whitehouse.gov, boewxx01@ccmail.ca.boeing.com, webmaster@ntsb.gov
From: barry@corazon.com
Subject: More Fiction Stories part 2 "So Now You Will Die..."
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b03ae51a8509e81@[165.227.94.182]>

You Won't Believe Me So Now You Will Die:
Curse to Follow
Fiction by John Barry Smith,
based upon true stories and personal experiences.
1 Sep 96

Part Two

As this was going on, you were peacefully thinking about airplane movies having crashes and someone usually lives and that someone would be you. That's what you were thinking one half second ago, and that's what you were thinking as the door popped open and pressure changes started happening.
The now nine foot by thirteen foot hole in the right side of the nose of the early model Boeing 747 allowed the three hundred and thirty miles per hours air pressure into the slashed open cargo compartment. The heavy volume of fast moving air pressed against the bent and fractured floor beams. The fuselage skin on the other side of the nose blew out. The beams broke.
The entire nose forward of the wing came off. The power cables and information cables were severed at the nerve center behind the nose wheel. The nose fell down disintegrating as it went and formed its own debris trail very close to the event because it left before the wings and tail and the rest of fuselage.
As the nose fell, the flight crew inside was pushing buttons and calling for help but all the power had been instantly cut as the nose separated from the rest of the airplane.
Now you were aware something was going on because your eardrums exploded. The normal air pressure in the middle ear cavity behind the eardrum pushed out into the now low pressure of your ear canals which were open to the now low pressure of the passenger compartment. It felt as if your brain exploded. It hadn't, that should come later. What happened to you would be called, at the pathologist's report, baro-trauma, or bilateral tympanic membrane rupture.
The now headless aircraft, which had been going three hundred and thirty miles per hour, was no longer aerodynamic and slowed to one
hundred miles per hour in a few seconds. Full soda cans flew forward and impacted in the seat backs making strange holes. You were pressed into the seat in front of you in a whiplash. Many of the people around you died by breaking their necks. But you were in the rear of the plane and tightly belted so did not die, just stunned.

The aircraft carcass descended and picked up speed again. The fuselage started to disintegrate, the wings started to disintegrate, and the tail started to disintegrate. Forty thousand gallons of fuel was vaporized and surrounded the falling debris. It was about to be ignited by the hot exhaust of one of the remaining three engines still running at full power but spooling down from disrupted airflow and fuel supply.

Inside the disintegrating fuselage cabin the rush of air mixed with the screams of the remaining living passengers. One of those was you and another was the loud guy.

All you could think of was reaching under your seat and taking out your carry on bag because you knew you had a parachute there. You had never sky dived but a friend did and had asked you to buy a harness and parachute for him and bring it back. He had already paid you for the just packed and ready to go parachute. It was red and white and blue and real pretty.

You reached down, pulled out your carry on bag, pulled out the chute, unstrapped the seat belt, put on attached harness and chute, and started to get up to open the escape hatch to jump out. The noise and pain were deafening and excruciating.

The loud guy saw you and grabbed hold of your leg and wouldn't let go. "Take me with you," he screamed.

Yeah, right, you thought, I've never jumped out of a plane before, my parachute has never been tested before, I don't know how much weight the chute can handle, I'm scared and in pain, there's a smell of gas in the air, dead bodies are everywhere, and you want me to take you with me, risking my life even more than it is now. And I don't even like you, you son of bitch, this is probably all your fault. If you hadn't talked about airplane crashes in early Boeing 747s giving similar accident evidence when the cargo door opens up in flight, this never would have happened.
So you hit the loud guy in the face with your elbow; he fell back, you looked at his face and he was mouthing words which looked like, "I give you a curse, you are cursed, I curse you."
Ha, you thought, that's all I need, like I'm not cursed now. You reached an emergency exit and just as you were about to open it, the whole side of the fuselage peeled away and everyone near you, including the loud guy, floated out into dusk lit space.
On the ground the radar operators noticed a sudden strange blip that flew away and that all of a sudden many primary, skin paint radar blips appeared where your plane was supposed to be and the secondary radar transponder replies had stopped. They called the crew but got no response. So they called air sea rescue and gave the location of last position before communications and radar contact were lost.
You and the loud guy fell together through the sky amongst all the debris and fuel vapor. You looked over and dimly saw, in the waning sunlight, two halves of a door weaving back and forth like frisbees. The door halves came toward you and just as they approached, they veered and came together in the middle of the loud guy. You could see his head on the top half of his body look down and then look up at you. He strangely grinned and mouthed some words. They looked like: "The cam lock sectors are in the unlocked position but the locks are in the locked position. I was right, it was the inadvertent opening of the forward cargo door inflight that causes crashes of early model Boeing 747s giving similar destruction evidence. And it happened to us!"
With that the loud guy and door separated into two pieces and floated away and floated away, finally.
You pulled the ripcord and the drogue chute opened up and pulled the main chute out to inflate in the rushing air.
Just then one of the three hot jet engines ignited the fuel vapor and the entire remaining fuselage and wing and tail erupted into a huge fireball seen for miles around.
But you were mostly above the fireball. That is, the chute was above the fireball, you weren't. The burning fuel vapor expanded and just reached you as you had slowed your descent with the open parachute. The fire
burnt all your clothes off, and melted the polyester material in your shirts, socks, pants, and underwear into your skin, like a permanent tattoo.
But the main chute was intact. Then minute pieces of debris blew in your eyes and partially blinded you. Other pieces of debris were spinning around like razor blades and a few pieces flew by and cut several of the lines connecting you to the parachute. Your velocity increased because of the decreased lift provided by the chute.
Everything was under you now. The nose had since landed and formed its own debris trail. The rest of the aircraft was falling into the water forming its own debris trail. The flight data recorders had fallen into the water and were transmitting a homing signal for the searchers and investigators to find. The engines had landed, some with foreign object damage and debris still inside the burn chambers. The radar blips were fading from the ground radar screens. The fire had gone out. Many parts of passenger bodies were floating on the water after they had hit and exploded like a water balloon thrown from a rooftop ten thousand feet high onto a hot driveway.
It was just you coming down, injured, in pain, disfigured, in a damaged parachute too fast to survive.
But, as luck would have it, as you predicted, someone usually survives in airplane crash movies and you figured it would be you. Just under you was an island with a big volcano on it. The volcano was so high that snow would fall and remain all year long. A tall tree stood over a very deep snowbank which angled downward towards the sea.
You couldn't see much because you were blinded, but you felt your still rapidly descending body hit the branches of the tree which slowed you down, although breaking your back, and then you felt yourself land into the soft deep snow which slowed you down, although breaking your neck, and then you felt yourself sliding and sliding and sliding down the hill, slowing all the time until you came to a stop.
You looked up. You couldn't move, in severe pain, deaf and blind, but you were alive. Ha, you thought, I fooled you. You can't kill me. You did wonder though, what was the curse that the loud guy had given you.
You passed out. A local scientific team had seen you, found you, called for helicopter rescue, and sent you to a hospital where you went into surgery and coma for six weeks. During the six weeks this is what happened. The search was immediately started to retrieve the flight data recorders. Radar tapes were reviewed. A strange radar blip before the destruction started was reviewed over and over again and dismissed as an anomaly. The streak was dismissed as eye witness exaggeration. The radar blips recorded during the complete destruction were tracked to the sea and the search area was defined. Searchers found debris and floating bodies. The FBI was called in to investigate because Boeing 747s just don't fall out of the sky. The FBI assigned five hundred agents to the investigation. They started investigating all passengers who had flown on the destroyed aircraft and all passengers who had flown on the plane the flight before. Many suspicious persons were discovered and issued subpoenas to appear before a judge to answer questions and present records or be held in contempt of court and go to jail. The FBI asked the Treasury Department to assign agents of the Alcohol Tobacco, and Firearms to assist them in the investigation because they didn't have enough agents. The NTSB was in charge of the investigation. The few investigators available became garbage collectors for the debris which was then analyzed by the FBI which stated that they knew a bomb blew the airplane out of the sky and they would just have to find the proof and would, sooner or later. The FBI quietly released all interesting information that supported a bomb theory every day to the press while denying they were the source leaving the impression that the NTSB was of the unofficial opinion that it was a bomb but didn't want to go on record just yet. The flight data recorders were found. The cockpit voice recorder ended with a short loud sound, or thump, or bang, which baffled the investigators. The data recorders ended abruptly which indicated a sudden power cut to the data recorders which baffled the investigators. The investigators said that a mechanical defect which would cut the
power supply that quickly was a remote possibility but that it is not ruled out. No possible defects were offered as candidates. Some crazy guy started emailing the NTSB to investigate the possible opening of the forward cargo door in flight, just like UAL flight 811, which had a cargo door open and tear off in flight, killing nine people and leaving much evidence before returning and landing safely. Compare Flight 811 data to the recent crash, the crazy guy said. And Pan Am 103, and Air India 182. He was reassured by the NTSB investigator that everything was all right.

Engine number three was brought up to the surface with foreign object damage inside it. Two massive debris trails were laid out and more debris retrieved. The FBI took control of the two pieces of the forward cargo door and sent it to the FBI laboratory in Washington DC for evidence of bomb residue. The lab tech moved the latches and locks and cams around from their found position to examine all the crevices for explosive residue. None was found. The recovered body count grew daily but never got below ten with many of the missing assigned to the magic seats from row eight to twenty eight.

The floor beams above the cargo hold were recovered and put aside. Paper work discovered that two Airworthiness Directives were against the forward cargo door on early 747s. One was called "To Insure That Inadvertent Opening of the Lower Cargo Door Will Not Occur Flight," an event termed not acceptable by the FAA. A possible cargo door opening was not ruled in or out or ever mentioned as a potential cause of crash.

The Boeing representative who was assisting the NTSB investigation reassured investigators that the Boeing 747 is a strong airplane and would not have any mechanical defects and therefore it would be a waste of time to look for one and the time is better spent looking for a one time only type event cause such as a leaking fuel tank explosion which fault could be placed on the airline which had not managed to place a representative on the investigation team.
The investigation team was led by a very cautious, sensitive man who spent many hours consoling the grieving families of the dead passengers. He made it a priority to recover the bodies ahead of clue filled debris. He was surrounded by engineers, investigators, and aviation employees who had a very intense personal interest in the determination of the cause of the crash. Their lives, livelihoods, families, careers, promotions, retirement, self esteem, and identity were all riding on the outcome of the investigation. They were very obliging in assisting the NTSB and worked long hours presenting the truth as they saw it.

The FBI continued its minute examination of every piece and fragment of the wreckage looking for microscopic traces of explosive. Some invisible molecules were found on very tiny pieces. A meeting was held to determine if the FBI should supersede the NTSB as leader of the investigation. The decision was made to wait a while longer. Without official authority the FBI continued to issue subpoenas, tail foreign nationals, monitor phone calls, intercept mail, and prod informers for information.

The same crazy guy with a web site who says forward cargo door did it all goes on the radio and talks about it. Some newspaper reporters call but lose interest when it is discovered the guy also says the forward cargo door brought down another Boeing 747 which everybody in the world knows was a bomb, not a cargo door. He must be crazy. He even said another bomb blown up plane years ago was a cargo door. Three 747s blown up by bombs and he thinks it's a cargo door opening. "We'll be in touch, see you later," they said, ever so polite.

You remain in a coma, oblivious to it all. The world waits for your recovery to shed some light on the mystery. Your eardrums heal. Your eyes regain some vision. You start to shake in your hospital bed. Your eyelids quiver. Your fingers twitch. Every move is carried live on TV under the "developing story" caption.

However, more weeks go by and not much happens. The daily press briefing is discontinued from lack of interest. The crash is old news supplanted by newer airplane crashes. The press loses interest in crash
cause since the exciting bomb or missile idea fades leaving boring mechanical problem as possibility. It looks like the US is not going to go to war to get even with someone by killing a lot of strangers. The media attention moves on. The body count ends with ten unrecovered bodies from the shark filled water. Most of the debris is brought to the surface. It looks like the cause will be unknown until a probable cause is issued a year or so later by the government when most interest is lost. The aircraft manufacturer breathes a sigh of relief, their airplanes will still be built and sold. The airline breathes a sigh of relief, their airplanes will not be grounded. The insurers breathe a sigh of relief, claims take years to settle, especially with an unknown cause. The engine manufacturers breathe a sigh of relief, their engines are OK. The government breathes a sigh of relief, the administration is not embarrassed by lack of oversight and employment is kept high by making the planes and flying the passengers around. The passengers scratch their heads and say, well, you got to trust someone, and if you can't trust the government, who can you trust? The crazy guy with the web site sits typing all day long, scanning photos all day long, responding to email all day long, and uploading pages to his web site all day long. Web site hit count goes down and down as interest is lost in old news. No one calls, no one emails, friends get tired of hearing about the stupid cargo door thing, family roll their eyes and look at each, he's off again, try to change the subject, wife says, as she has said for six years, I don't want to hear about that anymore. His four year old daughter brings accident report book to web site guy, opens it up to picture with hole in side of nose and says, hole, then she picks and points to picture of pieces on ground and says, pieces, then she points to reconstructed fuselage sequence and says, airplane, then she points to forward cargo door and says, door. Web site guys thinks if a four year old can understand concept of door opening up in flight exposing large hole in nose which tears off which causes plane to crash into pieces, then there is hope that others will understand, the doors will be fixed, planes fly again and life goes on.
Rejuvenated with energy and hope, he shuts down web site and plays computer game with daughter thinking, this is what's real and important, not some strangers far away who will hurl out of their seats into the night to their deaths. Hell, probably some of them are escaping bank robbers and deserve to die. He and daughter play video game, forgetting all about stupid forward cargo door opening in flight thing.

You start to come out of coma. The doctors allow you to be interviewed. The FBI is chosen to interview first with others watching on closed circuit TV. You are badly burned, mostly deaf and blind and a quadriplegic. You communicate to others by moving a pencil clamped between your teeth and slowly tapping out your answers, letter by letter, on a computer keyboard which flashes your answers around the world on the internet.

First, the FBI welcomes you and assures you everything is all right and the little IRS problems, discrepancies really, that were discovered when investigating your life have been, well, will be, taken care of. And they just have a few questions about the cause of your terrible accident. What do you remember seeing? they shout loudly so that you can hear. You hazily recall a sharp visual image and peck out, "Flying pieces of metal, moving back and forth."

Ah, says the FBI. What did they look like?
"They moved together, like they had a life of their own," you tapped, thinking back to the two halves of the door floating and coming together in the midsection of that loud idiot.
"It was terrible," you typed, unprompted, "they hurt him, oh, they hurt him, and then they went away."

Hmmmm, said the FBI inside the hospital room.
Hmmmm, said the manufacturer representatives.
Hmmmm, said the insurers.
Hmmmm, said the many involved government agencies.
Hmmmm, said the TV reporters.
How did it happen, they asked the FBI to ask. The FBI asked.
"Everything was normal, I heard a great noise and felt a great pain, and the plane went down. It was as if something had hit the plane and cut it
in two," you typed.
Hmmmm, went everybody.
Thank you, said the FBI, we'll get back to you on that, here's our card; if you think off anything else, just give us a call.
You went to sleep as the administered drug took effect.
More days passed. You rested. The web site guy had a new interest, putting in a brick walkway next to his driveway. Everyone agreed that was a good interest, so real, so satisfying, so fulfilling, so non-weird. His wife and friends started talking to him again.
The manufacturer and airlines and insurers and government representatives were very busy, however. One day they all got together in a oiled wood paneled room and asked what can we live with regarding this plane crash, flight so and so, the exact number was fading in their memories actually. The amount of money riding on the cause of the crash was very clear to them. It was 2.1 billion dollars.
They reviewed the evidence. They had radar blips of a plane bursting in mid-air. Electrical power was cut suddenly. There was no real evidence of a bomb and that had been done before anyway, twice. The weather was fine. The pilots were cool. And they had an eyewitness account and some found notes in a passenger's purse. The eyewitness testimony indicated a mid-air collision with a thinking, controlled object. The tattered note evidence indicated flying saucers.
It was agreed that the only plausible explanation, based upon available evidence, that would be acceptable to the innocent manufacturers of engine and airframe, to the innocent airline, and to the innocent government agencies was the cause of the crash to be a mid-air collision with an unidentified flying object or objects that departed the scene.
The fact that the UFO was not seen on radar was explained that it was a stealth UFO. The fact that no metal not common to the crashed airplane was found was explained as aliens have high technology metals which don't leave traces when they hit ordinary human made aluminum. The choice of one or more objects was added so as to appear not too certain of the event but to give an impression of mature latitude.
Everyone agreed this was fine solution. The manufacturer and airline
could not be held to blame for a mid-air with an invisible flying saucer, it could happen to anyone. The insurer was elated because now the liability was limited to a small amount per passenger instead of a huge amount for negligence. The TV and other lesser media such as newspapers and magazines loved the idea knowing ratings would soar as the fake pictures and reasoned conjectures flooded into the talk shows. The government was very satisfied because now it could ask for and receive unlimited extra funding for research into alien defense mechanisms, hiring more agents, buying more machines, and being able to cloak much more activity and spending as Top Secret, Need to Know Only, and not many people needed to know, that's for sure. In fact, the fewer people that know, the better, was the motto of the heads of the government agencies as they submitted their confidential revised funding requests.

The accident report was released. It ignored all aspects of a mechanical malfunction and emphasized the sudden power loss, the strength of the airplane, the written evidence, and the conversation of the only eyewitness. It came to the conclusion that the probable cause of your crash was a mid-air collision in the forward cargo hold area with an unidentified flying object/objects that departed the scene. As an appendix, a recent scientific discovery of life on Mars was added, just for information's sake.

You came out of the coma again. Your head was clear. You researched your accident and several others. You remembered the conversation of the loud guy talking about similar accidents to early model Boeing 747s giving similar evidence which now matched your accident. You remembered the whine of the door motor and the decompression. You remembered the door halves coming together and the cam latches being confirmed as being open by the loud guy. Now you knew what caused the huge plane to crash and what caused all the others to crash and kill all those people. You wanted to stop the killing, to stop the crashes, to fix the doors and to tell the world what had happened and how to fix it. You knew it could happen again.

You started typing on your computer into the internet after finding the
original, now abandoned, crash web site about doors. You started the site back up again and typed, "It was the opening of the forward cargo door in flight that caused my plane to crash. I felt it. The opening in flight of the forward cargo door is causing the crashes of early model Boeing 747s. It is all documented, common sense, reasonable and likely. The problem can be fixed forever."

You were ignored; you were not believed; you were scorned; you were rebuffed; you were rejected.

You called a physician known to assist troubled people out of existence. After the deadly injections, you typed to the world, "It's true, I am cursed. I know the truth. Goodbye."

You had previously written a code virus to be placed in personal computers to automatically appear on every anniversary of your crash date.

The crash anniversary arrived. The virus took effect. The message displayed to the world: "You won't believe me so now you will die."

The End

#Comment: When the next 747 crashes...Key word here is fiction.

#Contents

barry@corazon.com

From ???@??? Thu Aug 15 23:06:13 1996
To: webmaster@ntsb.gov, newyork@fbi.gov,
WebmasterFAA@mail.hq.faa.gov, nefft@async.hq.af.mil,
president@whitehouse.gov, boewxx01@ccmail.ca.boeing.com
From: barry@corazon.com
Subject: The President's Life is still in Danger
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00ae395d28e9f7@[165.227.94.221]>

There is still an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the
lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet web site at http://www.corazon.com/barryhome.html

Forward cargo doors are coming off Boeing 747s inflight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the local newspaper, and interested friends. Original message sent 11 August 1996 John Barry Smith

From ???@??? Fri Jan 17 11:45:28 1997
To: newyork@fbi.gov
From: barry@corazon.com
Subject: You have the answer.
Cc:
Bcc:
X-Attachments:
Message-Id: <v01540b00af0516762de9@[165.227.94.231]>

>``Here it is six months, I wish we had an answer to what caused this tragedy," James Kallstrom, an FBI assistant director heading the criminal
>probes into the crash, said earlier this week. ``It's not for a lack of having a totally dedicated team.
>``I know six months seems like a long time and must create tremendous frustration on the families and citizens, but . . . we will not sleep until
>``we know what caused this tremendous tragedy," he said.
The answer is the inadvertent opening of the forward cargo door in flight on TWA 800. Now you can go to sleep. Or wake up, check out the door,
The FBI can salvage reputation as investigative agency by discovering true cause of TWA crash. It is not bomb nor missile nor center tank fire. It was the inadvertent opening of the cargo door in flight. The complete support for that theory is on the web site, http://www.corazon.com.

Please refer the theory and site to your aviation experts. Let them evaluate the possibility that a mechanical cause happened, the door opened when it shouldn't and allowed a 300 knot wind to enter a gaping nine foot by 15 foot hole in right side of nose of 747 tearing nose off. The door opened and an explosive decompression occurred, an explosion which mimics a bomb and was a red herring. The FBI can find the true culprit, the forward cargo door, a prime suspect who has four ADS against it and has killed nine already. Please have an FBI aviation expert review the web site, the cause is there. John Barry Smith
Subject: TWA 800 crash cause.
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
X-UIDL: e594e95d9fd96a359b50cd65700a3f88

Streak was cargo door and skin peeling away in sunset. Full support and documentation on www.corazon.com. Radar blip was cargo door and skin spinning away erratically on primary radar. John Barry Smith.

From ???@??? Thu Mar 13 16:12:57 1997
To: newyork@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: You have the door on radar.
Cc:
Bcc:
X-Attachments:
Message-Id: <l03020902af4dd7a96e86@[165.227.94.176]>

The radar images show metal reflecting off primary radar returns. You have the door on radar just after it left plane and before the nose crumpled in.
I have videotaped a similar source for the light streak. Please interview me regarding the videotape. John Barry Smith.

From ???@??? Thu Apr 03 07:33:19 1997
To: newyork@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Stone unturned. Turn it over.
Cc:
Bcc:
X-Attachments:
Message-Id: <l0302090caf690d20f06e@[165.227.94.141]>
Dear Appropriate Person,
A stone of TWA 800 crash cause is exposed and unturned. Turn it over. "Forward door of the aircraft popping open."
To turn over stone go to www.corazon.com and you will always be able to say, "I turned over every stone, I exhausted every possibility, I checked out every chance, I tried everything."
Cheers, John Barry Smith

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said."
Aviation Week and Space Technology, 10 Mar 97 Page 35.

Special Agent, form letter to authorities. Barry

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Cargo door rupture/NTSB TWA 800 Hearing
Cc:
Bcc:
X-Attachments:
Message-Id: <l03020924b0a54f2dfl1d@[207.204.196.67]>

James Kallstrom
Assistant Director FBI

Dear Mr. Kallstrom,
Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL 811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound then the cargo door explanation is not valid.
3. TWA 800, Air India 182, PA 103, and UAL 811 all had sudden loud sounds on the CVR at event time. If not, then cargo door explanation for that aircraft is not valid.
4. If the forward cargo door were to rupture in flight and do the same damage as UAL 811, the nose could tear off, although it did not for UAL 811. If the nose of an aging 747 always stays on after forward door ruptures/opens, then the cargo door explanation is not valid.
4. Explosive decompression is an explosion.
5. Destructive force of 300 knots onto weakened structure is immense.

To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, fanned engines, never recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.
1. CVR sudden loud sound: Explosive decompression starts as air molecules rush against each other quickly. NTSB reported sudden loud sound.
2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.
3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.
4. TWA 800 wreckage reconstruction can be seen at URL http://www.corazon.com/presskit.html and reveals the following: Red flags on top of door indicate it was found closest to airport. Top piece of door and fuselage skin were found closest to airport and far apart from its usual frame and nose: Door ruptured/opened in flight and pieces spun away first, landed first, and found closest.
5. Red paint smears between passenger windows only found above forward cargo door: Red paint from door below transferred when door opened out, up, and slammed into fuselage above. Paint transfer between door and white fuselage principle matches UAL 811.
6. Missing red paint on trim above cargo door: Red paint from trim scraped off by friction of metal bending and rubbing together.
7 Inward bending of top of cargo door: Inward bend occurs when top of door hits fuselage. Inward bending of top door matches UAL 811 top door piece inward bend.
8. Most of middle of cargo door, aft midspan latch, door frame, and outer skin missing: Missing material not available for examination. Door can rupture even when bottom eight latches hold because only two midspan latches hold sixteen feet of door closed and have no locking sectors to prevent inadvertent unlatching.
9. Door hinges are attached to door and appear near normal: Hinges match UAL 811 hinge description in appearance and function.
10. Outward petal bulge rupture at aft midspan latch of forward cargo door: Outward bulge rupture suggests rupture at aft latch. Petal pattern indicated outward, not inward force of rupture.
11. Outward peeled upper fuselage skin: Outward indicates internal force pushed outward, not external force, such as water, pushing inward.
12. Vertical tear line at station 741 between windows: Vertical tear line is nose cut off point and matches other two Boeing 747 nose cut off points, AI 182, and PA 103.
13. Starboard only shattered, torn, and frayed fuselage around forward cargo door: Unilateral rupture suggests explosive decompression caused by inadvertent rupture at aft midspan latch of forward cargo door in flight and discounts center tank fire/explosion as initial event.

From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on a very old and worn aircraft. The cargo door explanation is plausible, it's mechanical, it's happened before, and it fits the evidence. It also incorporates the center tank fire/explosion explanation as happening as
described by NTSB but a few seconds later and and a few thousand feet lower than the initial event at 13700 feet/8:31 PM.

I first discovered the cargo door rupture problem on aging 747s after PA 103 in 1988 and confirmed for me by UAL 811 only three months later. My concerns were published first in an aviation newsletter in April, 1990 and in Flying magazine in July, 1992. I've had correspondence with a Pan Am 103 aviation insurance company representative in 1995 regarding the risk of another cargo door inadvertent opening. As soon as I heard that TWA 800 had disappeared from radar and disintegrated in flight shortly after takeoff I suspected cargo door and it was confirmed for me when the sudden loud sound and abrupt power cut to the FDR were reported by NTSB. All of the subsequent evidence confirms even stronger that the cause of TWA 800 was the aft midspan latch rupture in flight. This letter only describes a few of the linking clues, evidence, and closely reasoned deductions based on the observations of the evidence.

To sum up specific, irrefutable evidence that leads to conclusion of cargo door rupture for TWA 800:
1. Sudden loud sound on CVR.
2. Abrupt power cut to FDR.
3. Red flags on top of door in wreckage reconstruction.
4. Red paint smears on white paint between passenger windows.
5. Most of middle door, aft latch, outer skin, and door frame missing.
6. Shattered, torn, and frayed starboard fuselage structure surrounds the blown apart cargo door yet the opposite port side is smooth and relatively undamaged.
7. Visible bulging outward opening rupture hole at missing aft midspan latch of forward cargo door.

A confirming exercise would be to closely examine the door hinge of TWA 800 to see if it has overtravel impressions on the opposite hinge which would match the overtravel impressions on the UAL 811 door hinge as reported in NTSB AAR 92/02 and seen at http://
Cargo door explanation for TWA 800 is worthy of intense investigation. My intentions at the public hearing are to support such an investigation. I have formally offered to speak before the fact finding panel as a qualified technical person with special knowledge. I will be offering literature to attendees including pictures and text from NTSB AAR 92/02 showing big hole in nose of UAL 811.

What can be done to stop fuselage ruptures in high time Boeing 747s?
1. Boeing must modify/fix the cargo doors again.
2. FAA can direct Boeing to fix the doors with a sixth Airworthiness Directive.
3. NTSB can confirm door explanation and make recommendations to FAA.
4. NTSB public fact finding hearing can determine cargo door explanation worthy of investigation and confirm probable cause if valid.
5. Families of victims and their representatives may be persuaded to investigate the door and make recommendations to authorities.
6. Elected officials may be persuaded to conduct a parallel door investigation.
7. Media can draw attention to cargo door explanation and bring it to the attention of all concerned.

In all my discussions with persons involved with TWA 800, one person asked the key question: "Why do the doors open?" That was asked of me by my Congressman, Sam Farr, in his office as I presented the cargo door explanation to him. It is a good question.

I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the
CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,

John Barry Smith

Persons contacted and responded:

Mr. Sam Farr
17th District, California
House of Representatives
Congress of the United States
Washington, DC
samfarr@mail.house.gov
Contacted: 29 Oct 1996 09:10:09 EST
Responded: 29 Oct 1996 09:10:09 EST

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation  
United States Senate  
Julie_Swingle@mccain.senate.gov  
Contacted: Mon, 09 Sep 96 17:49:37 EST  
Responded: Mon, 09 Sep 96 17:49:37 EST

Lyle Streeter  
FAA Office of Accident Investigation  
Lyle.Streeter@faa.dot.gov  
Contacted: 3 Nov 97  
Responded: 4 Nov 97

Al Dickinson  
NTSB TWA 800 Lead Investigator  
DICKINA@ntsb.gov  
Contacted: 12 Sep 96  
Responded: 19 Sep 96

Ron Schleede  
NTSB TWA 800 Investigator  
SCHLEEDR@ntsb.gov  
Contacted: 26 Jul 96  
Responded: 29 Jul 96

Allan Pollock  
Media representative  
POLLOCA@ntsb.gov  
Contacted: 11 Nov 96  
Responded: 11 Nov 96

John Garstaing  
CASB investigator  
Contacted: 18 Apr 97  
Responded: 3 May 97
Jacques.Babin@bst-tsb.x400.gc.ca
CASB Official
Contacted: 10 Apr 97
Responded: 10 Apr 97

Ron Wojnar, Manager
Darrell Pederson, Assistant Manager
Federal Aviation Administration
Transport Airplane Directorate, ANM-100
Contacted: 30 Oct 97
Responded: 30 Oct 97

Bob Brenerman,
FAA Structural Aerospace Engineer,
Contacted: 30 Oct 97
Responded: 30 Oct 97

John Schneider
RCMP
Air India Flight 182 Task Force in Canada.
Contacted: 10 Apr 97
Responded: 13 Apr 97

Securitas@bst-tsb.x400.gc.ca
Canadian aviation security
Contacted: 27 Feb 97
Responded: 27 Feb 97

Secret Service, San Jose Office
Contacted: 24 Feb 97
Responded: 24 Feb 97

LCDR Donald Lawson
Aircraft accident investigator
NPG School, Monterey
Navy Accident School
Contacted: 13 Jan 97
Responded: 13 Jan 97

John Hamilton
Boeing Safety Office
Contacted: 5 Dec 96
Responded: 5 Dec 96

John Brennan
Chairman
Executive Committee
US Aviation Underwriters
Contacted: 16 Aug 95
Responded: 16 Aug 95

Michael D. Busch
Editor-in-Chief
AVweb, the Web Site for Aviators
mbusch@avweb.com
Contacted: 26 Jul 96
Responded: 30 Jul 96

Robert Knight
News Director
WBAI
rknigh@escape.com
Contacted: 2 Aug 96
Responded: 2 Aug 96

Nick Fielding
Reporter Mail on Sunday
msnews@mailonsunday.co.uk
Contacted: 9 Aug 96
Responded: 9 Aug 96

Byron Acohido
Reporter Seattle Times
baco-new@seatimes.com
Contacted: 18 Sep 96
Responded: 18 Sep 96

Matthew L. Wald
The New York Times
mattwald@mailgate.nytimes.com
Contacted: 14 Mar 97
Responded: 14 Mar 97

David Evans,
Editor of the Aviation Group at Phillips Business Information, Inc.
Air Safety Week.
devans@phillips.com
Contacted: 27 Nov 96
Responded: 27 Nov 96

Jessica Kowal
Reporter Newsday
cbhays@amherst.edu
Contacted: 11 Sep 96
Responded: 11 Sep 96

Lou Miliano
Reporter WCBS
RLM6KIDS@aol.com
Contacted: 16 Dec 96
Responded: 16 Dec 96

Royal Barnard, Publisher
The Mountain Times
Killington, VT
E-Mail RBarn64850@AOL.com
Contacted: 13 Nov 96
Responded: 13 Nov 96

Antonio Leonardi
Gianfranco Bangone
Journalists
Telematic diary Galileo
http://galileo.webzone.it
Contacted: 20 Mar 97
Responded: 20 Mar 97

Carmel Valley Sun
Editor
Elizabeth Cowles
Contacted: 9 Jun 97
Responded: 9 Jun 97

Speiser, Krause,
Madole, Nolan, Granito
Attorneys for victims
Contacted: 11 Oct 96
Responded: 11 Oct 96

Arthur Wolk
Attorney
Contacted: 23 Oct 96
Responded: 8 Nov 96
Jerry Sterns,
Sterns, Walker & Lods
sterns@pop.lanminds.com
sterns@trial-law.com
Attorney
Contacted: 20 Sep 96
Responded: 20 Sep 96

Jos/Cremades
Victims of Flight 800
cremades@calva.net
Contacted: 18 July 97
Responded: 22 July 97

The following have not responded but have been contacted by letter and email.

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
jjduncan@hr.house.gov
Contacted 9 Aug 97

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
senator_gorton@gorton.senate.gov
Contacted 19 Feb 97

Bernard Loeb
NTSB Director, Office of Aviation Safety
LOEBBER@ntsb.gov
Contacted: 12 Aug 96

John Warner
United States Senator
From: Senator@warner.senate.gov
Contacted: 07 Sep 96 11:56:32 EST

President, Bill Clinton
Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
Contacted: All on 18 Dec 96

Wendell H. Ford
United States Senator
Contacted: 3 Mar 97

Ron Wyden
United States Senator
Senator@wyden.senate.gov
Contacted 10 Mar 97

Kay Bailey Hutchison,
United States Senator
senator@hutchison.senate.gov
Contacted: 24 Aug 96

James Oberstar,
Congressman
oberstar@hr.house.gov
Contacted: 7 Sep 96
Dianne Feinstein  
United States Senator CA  
senator@feinstein.senate.gov  
Contacted: 7 Sep 96

Jim Kallstrom  
Assistant Director  
FBI Office New York  
ewnewyork@fbi.gov  
Contacted: 19 July 96

WebmasterFAA@mail.hq.faa.go  
Contacted: 27 Sep 96

BENSONM@ntsb.gov  
NTSB investigator  
Contacted: 11 Nov 96

US Air Force  
hewitts@emh.aon.af.mil  
Contacted: 26 Sep 96

Department of Transportation  
webmaster@www.dot.gov  
Contacted: 6 Sep 96

US Air Force  
jberger@dtic.mil  
nefft@afsync.hq.af.mil  
hewitts@emh.aon.af.mil  
Contacted: 9 Sep 96

Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
Contacted: 10 Feb 97

Tom McSweeney
Director
FAA Aircraft Certification Service.
Contacted: 21 Oct 97

Perkins Coie
Seattle, Washington, 98101-3099
Davis, Scott, Weber & Edwards, PC
New York, New York 10017
Attorneys for Boeing
Contacted: 6 Nov 97

Mr. Harold Clark
Chief Executive Officer
US Aviation Insurance Group
New York, New York
Contacted. 30 Aug 95

CNN.FEEDBACK@turner.com
Contacted: 13 Aug 96

plugin@newsday.com
Cargo door mentioned
Contacted 3 Sep 96

George Magazine
Cargo door mentioned
Contacted: 17 Nov 96
To: newyork@fbi.gov

From: John Barry Smith <barry@corazon.com>

Subject: TWA 800 crash cause.

Dear FBI, 19 July 98

I sent the below exactly two years ago. It's still holds true today. I'll send the exact emails I sent two years ago in sequence. Now that missile/bomb explanation has been discarded FBI may be interested in a reasonable mechanical explanation. All these should be in your files. I invite interview.

Cheers,
John Barry Smith
email at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924

Sent below 19 July 96

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Crash Theory
Cc:
Bcc:
X-Attachments:

I have a reasonable explanation for the cause of crash of TWA flight 800. May I speak with someone involved with aircraft accident investigations? I have extensive aircraft experience and am a retired military officer. It's worth listening to.
email at barry@corazon.com
phone 4086593552
address 551 Country Club Drive
Carmel Valley Ca 93924

From ???@??? Sun Aug 02 10:17:26 1998
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Still trying for interview
Cc:
Bcc:
X-Attachments:
Message-Id: <l03020905b1e9e999665b@[207.204.196.152]>

Dear FBI agent reading emails. 2 August 1998

Below emails are from me to you during August 1996 to August 1997. They should all be in your files. It's all correct except mystery radar blip is still a mystery.

Still trying for that interview.

Cheers,
John Barry Smith
1996 August 6
To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 crash cause
Cc:
Bcc:
X-Attachments:

Please refer me to the appropriate official dealing with the TWA 800 crash. My web site at http://www.corazon.com/barryhome.html deals extensively with the matter. I have important information to pass on regarding this tragic accident. The cause is a cargo door and the dangerous condition continues to exist. The NTSB appears ignorant in the possibility of mechanical cause of an inadvertent cargo door opening causing the nose of 747 to come off and may miss or destroy evidence confirming that cause. Let us assume there is still a link between an informed caring citizen and a responsive government agency responsible for lives. email barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA crash cause
Cc:
Bcc:
X-Attachments:

How about investigating crash cause? Here's your answer.
Flight Summaries of Three Flights:
TWA Flight 800, UAL Flight 811, Pan Am Flight 103
#
TWA Flight 800 was a scheduled passenger flight from New York to Paris. The flight was uneventful until after departure from New York. While climbing through 13,500 feet an event occurred which tore the nose off the aircraft. The nose fell into the sea. The rest of the aircraft continued on descending until approximately 9,500 feet where it exploded into a fireball and dropped into the sea. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A streak was seen near the aircraft just before destruction. A strange radar blip was seen before destruction falling with the aircraft. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased. No evidence of a bomb has been found on recovered wreckage. Front cargo door found in pieces. The aircraft was a Boeing 747-131, an early 747 with high flight time and flight cycles.

Explanations for TWA Flight 800: Boeing 747-131 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Door opening and tearing off would be visible as streak as it reflects evening sun at 13500 feet near New York City on July 17th. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.
UAL Flight 811 was a scheduled passenger flight from Los Angeles to Sydney, Australia, with stops in Honolulu, Hi and Auckland, New Zealand. The flight was uneventful until after departure from Honolulu. While climbing from FL220 to FL230 the crew heard a "Thump" followed by an explosion. An explosive decompression was experienced and the #3 and #4 engines were shutdown because of FOD. The FLT returned to Honolulu and passengers were evacuated. Inspection revealed the forward lower lobe cargo door departed in flight causing extensive damage to the fuselage and cabin adjacent to the door. Investigation centered around design and certification of the door which allowed it to be improperly latched, and the operation and maintenance to assure airworthiness of the door and latching mechanism. Additional information extracted from report: Front cargo door found in two pieces. Crew erroneously reported bomb onboard to tower after hearing explosion. Radar tracked door down to ocean contact. Recorders played loud bang/sound then silence. Nine passengers were ejected and lost at sea. The aircraft was a Boeing 747-122, an early 747 with high flight time and flight cycles.

Explanations for UAL Flight 811: Boeing 747-122 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off depending of variables such as angle of attack, airspeed, turbulence and strength of fuselage. Cargo door would be picked up as radar return as it spun away from aircraft. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

Pan Am Flight 103 was a scheduled passenger flight from London to
New York. The flight was uneventful until seven minutes after leveling off after climb. While level at FL310 an event occurred which tore the nose off the aircraft. The nose fell to the ground. The rest of the aircraft continued on descending and crashing into the town of Lockerbie. There were two wreckage trails. Luggage from front cargo hold was found nearest event site. A strange radar blip was seen before destruction. There were no calls from the crew to the ground. There were no survivors. Flight data recorders revealed a loud sound and then all recording ceased.

Additional information extracted from report: Front cargo door found in two pieces. Reconstruction shows cargo door area in first sequence of destruction. Eight passengers missing and not accounted for. The aircraft was a Boeing 747-121, an early 747 with high flight time and flight cycles.

# Explanations for Pan Am Flight 103: Boeing 747-121 series high flight time aircraft are prone to cargo door malfunctions. Doors pop open in climb or just after. Door popping open exposes large hole in side of nose. Large hole in side of nose can tear nose off when subjected to high air pressure loads. Nose tearing off leaves rest of plane to crash resulting in two wreckage trails. Nose tearing off is sudden and total and leaves no time for calls to ground from crew or for recorder data to continue. Cargo door would be picked up as radar return as it spun away from aircraft. Contents from front baggage compartment would be first to leave plane after door and be found closest to event site. Door opened inadvertently because of various reasons consistent with other confirmed, documented, and witnessed cargo door openings such as design error, improper latching, electrical problems, wear and tear, or other unknown reason.

#

Summary of the Summaries: Three early Boeing 747-100 series high flight time, high cycles aircraft with history of front cargo door malfunctions, while climbing after takeoff or shortly thereafter,
experience an event which tears a large hole in each right side of each nose at forward cargo door area. Three aircraft later exhibit destruction pattern starting at forward lower lobe cargo door. Three aircraft had flight data recorders record a thump/bang/loud sound, then silence. Three aircraft had radar blips recorded leaving aircraft. Three aircraft deposit front cargo doors in two or more pieces. Two noses are torn off which leaves two aircraft to crash leaving two wreckage trails. Two nearest trails have contents of front baggage compartment indicating contents left first. Two aircraft had no calls from crew to ground. Two aircraft had no survivors. Two aircraft, possibly three, had under ten passengers not accounted for. One aircraft erroneously reports a bomb explosion on board but lands safely allowing investigation to reveal cause of inflight explosion to be inadvertent opening of forward lower lobe cargo door due to design error, improper maintenance, and a faulty switch or wiring in the door control system.

#Comment: All statements above supported by documentation. All explained by an inadvertent opening of the forward cargo door in flight. Happened before, happened now; hope it doesn't happen again.

#Contents

barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Jiggs
Cc:
Bcc:
X-Attachments:

Is there a high official of the FBI nicknamed Jiggs? Could you please have him get in touch with me at 408 659 3552 or email me. Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Appear for public help
Cc: 
Bcc: 
X-Attachments:

The paper said today that crash officials are appealing for public help. Here I am, http://www.corazon.com/barryhome.html giving documentation for cargo door opening as cause of TWA crash. I am retired military officer with address, phone web site, and email address. The site documents rational explanation for cause of crash. Please respond. John Barry Smith 551 Country Club Drive Carmel Valley, CA 93924 408 659 3552 barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: The President's Life is in Danger
Cc: 
Bcc: 
X-Attachments: :Master:2649:81holephoto.JPG:

There is an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet web site at http://www.corazon.com/barryhome.html

Forward cargo doors are coming off Boeing 747s inflight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the
To: newyork@fbi.gov
From: barry@corazon.com
Subject: Preventing the deaths of innocent people
Cc:
Bcc:
X-Attachments:

Mr. Kallstrom, I have read you read all your email and reply to everyone. Well, sir, I have an idea to prevent the deaths of innocent people. Everyone agrees that the destruction of TWA 800 starts forward of the wing on the right side near the forward cargo hold. This forward cargo hold is the place where most trouble starts leading to the nose tearing off and the destruction of the aircraft and death to all aboard. How about boarding up the access?

How about welding the door shut until further notice? That way no bomb can be smuggled aboard, not fire can start, or no door can fly off. The investigation can continue without the risk of a similar event occurring in forward cargo area and the questions arising such as, Why did you not seal off the danger area when it was known to be trouble area and could be sealed off?

By the way, passenger profiles of suspects are respected; how about machine profiles? The cargo door fits the profile of killer suspect. It has killed nine confirmed in previous crash (UAL 811), has two Airworthiness Directives against it, (felony convictions), was at the scene of the crime of TWA 800, (right side foward of the wing) and has not been ruled out as cause/killer. The forward cargo door has suspect with bloody hands written all over it. The FBI does not have a qualifer in front of the word "Investigation." To find the cause even though it is not a bomb is still a success. A great success. Sincerely, John Barry Smith

To: newyork@fbi.gov
There was once a plane crash. It was terrible. Many children, boys, girls, men and women died terribly by being burnt, smashed, cut, and suffocated. Their families and friends cried when they found out. Everyone was sad and upset. It was a mystery why the plane crashed. Everyone said, "Find out why the plane crashed."
So they did. Here's how they found out how the plane crashed.
The government established an agency composed of experts to investigate the circumstances and events leading to, during, and after the crash. The government agency, called the National Transportation Safety Board, or the NTSB, appointed a person to oversee the Board. He was called the Appointee. He believed that his Administration oversaw the safest aviation transportation system in the world. And he was right.
The Appointee went to the scene of the crash. It was a mess; bodies and pieces of plane were everywhere. The NTSB took charge and organized teams to recover the pieces of the bodies and the plane. The pieces of bodies went in one direction and the pieces of plane to another where it was put back together. The bodies were not put back together, or they were, I'm not sure about that.
The NTSB had an investigator, called the Investigator, but needed more help; like most government agencies they were underfunded and understaffed. No government agency ever has enough funds or staff,
that's why they are called government agencies. The Investigator believed that he investigated aircraft accidents fairly and comprehensively. And he was right.

The NTSB Appointee asked the company who made the airplane if they would send someone over to help discover why his airplane crashed and killed all these people. The airplane maker said, sure, here he is, you can call him the manufacturer's representative; we can call him the Maker. The Maker went to the crash site to help the NTSB. He believed his airplane to be the strongest, safest airplane in the world. And he was right.

Everybody had ideas why the plane crashed. The most exciting ones were the most talked about, of course. What is the most exciting one you can think of? Boom? Yes! A bomb goes boom in a boom box is an exciting idea. But, it's been done before, so this time, bomb go boom in a boom box was not accepted right away. But maybe an exciting rocket powered missile could have hit the airplane? Maybe! So the Government agency involved with missile attacks by foreigners, the Federal Bureau of Bomb Investigation, was brought into the mystery. The FBBI assigned an agent, the Agent, who believed that he conducted investigations that were complete and based on fact. And he was right.

He initially wanted to find a bomb but if he couldn't get that, he would settle for a missile; so they started examining every piece of the airplane for explosive residue. Residue is something very small, invisible trace usually, which is found on something very small, a fragment actually. Explosive residue can be found around a child's cap gun or a nuclear explosion so if the residue is found, the conclusion can be very flexible and be made to fit whoever makes the discovery. So everyone worked very hard to find explosive residue. And they found some! But there was nothing around the residue that looked like an explosion had hit it so the residue stood alone waiting.

The NTSB Appointee, his Investigator, the Maker, and the FBBI Agent were all at the hangar where the pieces of the plane were being put back together one day. They stood around. They each had a cup of coffee in a cup with their agency logo on it which matched their windbreakers.
They were sharp.
"How about them 'Niners," one of them said, "think they got a chance 'gainst Dallas this year?"
"No," the Agent replied.
"How's the investigation going?" asked the Investigator.
"Wait a minute, that's my question," said the Appointee.
"Well, I can ask that question, too," said the Agent.
"Yeah, me too," said the Maker.
"OK, OK, everybody can share and ask the question, how's the investigation going?" said the Appointee.
"What investigation," said the agent, and they all laughed. They got along awfully nice together.
"Well, the plane came apart in the air. The nose separated first and fell forming a debris trail. The rest of the airplane fell and exploded later forming its own debris trail," said the Maker.
"We haven't found any conclusive evidence of a bomb or missile or any hostile action against the plane," said the Agent.
"We reviewed the paper history of the plane and discovered it is an early model Boeing 747 and has over fifty thousand hours of flight time with several airlines flying all over the world in all types of conditions. There are also two Airworthiness Directives against the only item in front of the wing near where the destruction occurred on the right side which caused the nose to come off: the forward cargo door," said the Investigator.
An Airworthiness Directive is an order to the airline from the Federal Aviation Authority that a very dangerous condition exists and if the instructions in the Airworthiness Directive are not followed exactly, the aircraft is not permitted to fly. The forward cargo door had two Airworthiness Directives based upon previous events in which passengers were killed because of the door malfunctioning and opening in flight.
"The people are trusting us to find out what's wrong. They are continuing to fly in this type aircraft. I have consoled the victim's families. We will give daily press briefings and keep the public fully
informed of all our discoveries regardless how trivial we think they may be now. I've asked for help from the public, has anyone received any help?" asked the Appointee.
"Yes, I have," said the Investigator.
"What was the help," asked the Appointee.
"An informed member of the public, who has vast experience in many aspects of aviation, suggested I visit his web site which has a hundred pages of documented evidence linking three crashes of similar type aircraft to this crash. The linking evidence is solid. He said to compare this crash to another which is similar and had a solution. The conclusion is that the inadvertent opening of the forward cargo door is tearing off leaving a big hole which causes the whole nose to come off. I reviewed the pages and they are legitimate extracts from government reports. The member of the public said he was granting our request for help and suggested we rule out the cargo door right away," the Investigator concluded.
"Well, that was very nice of the public," said the agent, "what a nice guy."
"That's very interesting," said the Maker, "let me check out that theory, where is the cargo door?"
"Over there," said the Agent who had previously checked it for explosive residue and found none even though a large explosion was suspected in the vicinity. The Maker walked over to the pieces of the door.
"What's the address of the web site," asked the Appointee, "I'd like to peruse the pages."
"http://www.corazon.com" said the Investigator, "and his email address is barry@corazon.com."
The Appointee went over to a nearby computer, went on the internet, booted up a web browser, put in URL address, and started reading the pages.
The Investigator asked the Agent, "Can you get us copies of the other accident reports although they belong to foreign countries."
"Can do easy, GI," said the agent and immediately picked out the small
cellular phone from his coat and made a call. The logo of his agency was on the back of the phone and matched his coffee cup and windbreaker. He was sharp.

The Agent called some other agents who called some people who obtained the files and faxed them to the Agent in the hangar. "Yeah, getting confidential files from a foreign government quickly, piece of cake," the Agent mumbled under his breath.

"Hey this is great," said the Investigator, as the faxes came across. "Look at the evidence of voice recorder, radar information, destruction sequence, engine evidence, body pathology, and aircraft reconstruction, it all matches! And the one crash that we definitely know was a cargo door has matching evidence to the mostly mysterious ones."

"Who said the one sure cause was a cargo door?" asked the Agent.

"Me," said the Investigator, "I did that crash and it was the door opening in flight, we found the door, it was unlocked, all the evidence is correct."

"Hey this is great! This is very interesting," said the Appointee while reading the one hundred pages of the crash web site. "All the evidence matches. There is a link of cargo door opening to all these crashes. We should check this out."

Just then a loud shout went up over by the cargo door reconstruction area. The Appointee, the Agent, and the Investigator all looked over at the Maker who was jumping up and down shouting, "Come over here, come over here, I've found it, I've found it!"

Now, everybody reading this story, relax, don't panic, everything is going to be all right. This is just a story and not real life. We'll take a little break here to rest our brains. Look around, you're still safe, you understand most of what you're reading, and it's easy to just read words. To review: A terrible thing happened. The government is going to find out what happened so that it does not happen again. This is how they do it. Everything is organized before the terrible thing happens so that the truth will come out quickly and you can quit worrying. The four concerned parties were the Maker, the Investigator, the Agent, and the Appointee. The people who actually flew in the airplane and died in the airplane, the Pilot and the Passenger,
were not concerned, not represented, and thus were not included. They would probably get too emotional, anyway.

"Over here, over here," shouted the Maker, "I've found it!"

The Appointee, the Agent, and the Investigator rushed over to Maker who was kneeling next to the forward cargo door pieces.

"Look at this," said the Maker, pointing to the cam locks, the cam sectors, the locking pins, the door control wire bundle and the edges of the broken door. "Yes it's all here," said the Maker, "here is the locked lock sectors, the unlocked cam sectors, the worn metal cams and locking pins, the frayed wire bundle, and the broken pieces of door."

"What's it mean?" asked the Agent.

"It means that the door looked locked but wasn't fully latched. The metal is worn from constant use. The frayed wire bundle sent a erroneous signal to the door to open. The door opened up and outward into the slipstream and broke in half right here," said the Maker, pointing to the broken door halves.

"You know, I was right all along," continued the Maker, "my first airplane of this type did not have a door like this, only later was it added at the airlines insistence. And then later we changed the door so that it opens inward and upward so that if the door opens accidentally in flight the inside pressure will keep it closed and it will not tear off a large piece of nose skin which leads to the whole nose tearing off and crashing the airplane. See, we learn from our mistakes," finished the Maker, contentedly.

"Ah," said the Investigator, "this new crashed door matches the old crashed doors which match the known cause of door opening crash. It definitely is the door opening which caused the crash," finished the Investigator, contentedly.

"And look," said the Agent, "the floor beams are bent and fractured in the same way as a door opening event and not the opposite way as in an explosive event. It definitely was not a bomb but a door opening which caused this crash," said the Agent, contentedly.

They had found out the cause of their crash. They had done their job. They had earned their pay. They had fulfilled their years of education,
striving, and experience. By teamwork, preparation and patience, they had unraveled a mystery. They all reached into their coat pockets for their cellular phones to make the calls to their bosses. The Maker called his home office and spoke to the Chief Executive Officer. The Maker explained the door mechanical problem and how to fix it. The CEO told the Maker he would talk with the Board of Directors and get back to him. The Maker hung up satisfied with a job well done. The Agent had called his Director and explained the discovery of the door problem. The Director had told the Agent he would talk with the Attorney General and get back to him. The Agent hung up satisfied with a job well done. The Investigator called his family and told them of the door discovery. His family said they would talk with his buddies and would get back to him. The Investigator hung up satisfied with a job well done. The Appointee called the Secretary and told him of the door problem discovery. The Secretary said he would talk to the President and get back to him. The Appointee hung up satisfied with a job well done. "Well, what caused the door to open," asked the Appointee. "Good question," said everybody. "We'll get to that later," said the Maker, as they all waited for the phones to ring with the news from their bosses about congratulations, raises, promotions, assignments, and interviews. The phone rang. It was for the Maker. He opened the cellular flap and listened to his boss. The phone rang. It was for the Agent. He opened the cellular flap and listened to his boss. The phone rang. It was for the Investigator. He opened the cellular flap and listened to his boss. The phone rang. It was for the Appointee. He opened the cellular flap and listened to his boss. After a few minutes of listening, the Maker, the Agent, the Investigator, and the Appointee folded the cellular flaps closed and put their phones back inside their jackets. They were silent. They went to a table and had
a cup of coffee.
"How about them 'Niners, think they got a change against Dallas this year?" asked the Agent.
"No," said the Maker. "I think I may have been a bit hasty in my conclusion about the cause of the crash."
"I might have jumped the gun, too," said the Investigator.
"I may have rushed to a conclusion, also," said the Agent.
"I could have been brash," said the Appointee. "Let's reconsider."
"Yes, let's reconsider," they all agreed. And they did.
"I'll start," said the Maker, "my Chief Executive Officer reported from the Board of Directors who said that I may have been a bit hasty about the cause of the crash. Now that the cause of the crash might be determined to be a faulty forward cargo door, these events will take place as soon as it is official. Seven billion dollars of orders for this model aircraft will be cancelled, two billion dollars in liability claims will be paid by the company, new orders for our other aircraft will be slow in arriving, if ever; the repair costs for the faulty doors on all the aircraft will cost one billion dollars, our quality reputation will disappear, our stock price will disappear costing us billions in company value, and ten thousand employees will be laid off with no pension or health plan, including me. My boss asked me if I understood very clearly what he had told me, especially about the laid off with no pension part. I said I did," concluded the somber Maker. After a moment's reflection he added, "I definitely was a bit hasty about the cause of this accident. I'm reconsidering the accident cause right now."
"I'm next," said the Investigator. "My wife told me that I might have jumped the gun on the accident cause. When she called all my buddies and told them the cause of the accident was a door, they said that they were involved in the previous accidents which were said to be bombs but are now proven to be incorrect. Their reputations are shot, they have lost their credibility as accident investigators, they will not be able to get a job, their self esteem is gone, and they have said for me never to ever again contact them in any way. My wife is very concerned about my position now that I would be the enemy of all my coworkers. She fears
for her security and for our daughter who may now not be able to afford
dentistry and will have all the other kids laughing at her funny mouth.
She might have to go to her parent's house with our daughter. She asked
did I understand what she had said, especially the part about her going to
her parent's house with our daughter. I said I did," concluded the somber
Investigator. After a moment's reflection he added, "I definitely jumped
the gun on the accident cause. I'm reconsidering right now."
"My turn," said the Agent. "My Director informed the Attorney General
who said that I may have rushed to a conclusion on the accident cause.
He said that now that the cause was a mechanical problem caused by us
and not a bomb from foreign enemies the new request for additional
funds for new agents will not be approved. Because our current agent
staffing guide is based upon previous bombing incidents on airplanes
that now appear not to have happened, our current staff will be reduced.
Since we made errors in announcements of explosive finds, the public
has lost confidence in our judgment and all our surreptitious activities
such as monitoring mail and communications through court orders will
be curtailed because of lack of court approval. With the general
lessening of fear from foreign terrorists our recent inroads into overseas
areas with local liaison offices, we will be told to leave and return to the
United States and leave the overseas investigations to the locals or the
CIA. Because we bungled this bombing investigation we will not be
able to expand our investigative efforts into other areas, such as
bankruptcies, and will be restricted to domestic crime. Since our budget
will be slashed, our mission curtailed, and our employees laid off, I am
to be assigned to a place I don't want to go to, for longer than I can
stand, doing a job I hate. The Director asked me if I understood what he
said, especially about the new assignment part. I said I did," concluded
the somber Agent. After a moment's reflection he added, "I definitely
rushed to a conclusion on the accident cause. I'm reconsidering right
now."
"I guess I'm last," said the Appointee. "My Secretary called the President
who said I could have been brash about the accident cause. The
President said that now that the cause might be a mechanical problem
which has gone on for years undetected instead of foreign terrorists, many changes will occur. When the manufacturer loses orders he lays off employees who are upset and vote against him. When the manufacturer lays off employees they don't pay their bills and go bankrupt and the entire economy of a large area of the country is adversely affected with people who will not vote for him. The billions of dollars coming into the country from overseas for airplanes will not be coming in and the national debt rises upsetting all the people who will not vote for him. The billions of dollars for airplanes will now go to a foreign country making them stronger. The cause being undetected for so long has allowed other planes to crash and kill people upsetting the victim's families and friends who will not vote for him. The reputation of the country resides in the quality of its products and the number one product of America has now shown to be defective, allowing the world to laugh at us. In addition, he will now have to apologize to a foreign leader for erroneously blaming him for bombing and destroying an aircraft resulting in sanctions against his country resulting in hardship for millions of his innocent citizens. The blame for the delay in detecting the cause, the blame for allowing the defective door to be certified as OK, the lack of oversight in enforcing the Airworthiness Directives, the revelations of sloppy paperwork and maintenance records will ensure that his administration will not be returned to power in the upcoming election. The President said that if he goes down everyone goes down. I will be replaced as Appointee and will never be appointed to anything higher than pre-school yard monitor for the rest of my life. The Secretary asked me if I understood everything he said, especially about the schoolyard monitor part. I said I did," concluded the somber Appointee. After a moment's reflection he added, "I definitely was brash on the accident cause. I'm reconsidering right now."
So they reconsidered. They did not consider their own well being; they were above selfish self interest. They thought about their company, about their friends, about their mission, and about their country. Their personal safety, the security of their families, their aspirations about their careers, and the respect of their fellows did not enter into their
considerations one bit. They cared about a higher truth. They thought about loyalty to company, mission, friends, and country. They thought about right and wrong. They were not traitors. They were not thieves. They were not bad people. They realized they had to re-evaluate the cause of the crash. They needed to look closer at the evidence. They needed to consider some new conclusions based upon the closer look at the evidence. So they did.

They looked at the radar evidence of blips just before the two aircraft disintegrated. Hey, could be an anomaly, they all agreed.

They looked at the one half second loud sound then silence from the four aircraft. Hey, listening closer to this short sound makes it clear that this sound is different from all the rest of the short loud sounds. They are all different short loud sounds, they all agreed.

They looked at the FODDED engine number three of the three aircraft. Hey, this foreign object junk could be anything, including the lining of the intake. The FOD could be anything, they all agreed.

They looked at the missing bodies in the same seats in the three aircraft. Hey, could be sharks or wolves that made them disappear, they all agreed.

They looked at the sudden power cut on the four aircraft. Hey, power cuts off all the time; plug comes out, power station goes out, circuit breaker pops, could be anything. The sudden power cut could be anything, they all agreed.

They looked at the tearing off of the nose on the four aircraft. Hey, could be a bomb. That's right, they all agreed, it could be bombs which tore the nose off all the four aircraft.

They looked at the same type of early model, high flight time Boeing 747 of the four aircraft. Hey, coincidence, they all agreed.

They looked at the streak seen by eyewitnesses. Hey, drunk partygoers see all sorts of stuff, they all laughed, as they agreed to disregard eyewitness evidence.

They decided to ignore cargo door latch cams, lock sectors, pull in hooks, and frayed wire bundles, as well as bent and fractured floor beams, as being too complicated, too difficult to understand and prone to
misinterpretation.
The Airworthiness Directives against the door were to be mentioned with no comment. The photographs of the reconstructed fuselage showing the destruction sequence were changed to drawings by an artist who closely followed instructions on what to represent. They reviewed the evidence. They came to the conclusion that the previous conclusion was hasty, brash, and rushed. It could have looked like an inadvertent opening of the forward cargo door was the probable cause of the crash, but then again it could look like it wasn't. It all depended on how you looked at it. It was only natural to look at it from the company's best interest, the agency's best interest, the family's best interest, and the country's best interest, if they had a choice. And they did have a choice. They came to the sober, well thought out, conservatively reasoned explanation for the crash was unknown. Their consciences were clear. They had closely examined the evidence and interpreted it in the best possible light for the best interests of their company, their friends, their mission, and their country. They were patriots.
They called their bosses on the phones with the new conclusion. They listened, they beamed, they hung up.
"Well," said the Maker, "orders for new planes are pouring in. Our company is more prosperous than ever now that the cause of the crash is not the company's fault. I've just been promoted, given a raise, and given a new assignment I've been wanting for years. My Chief Executive Officer wants to personally pat me on the back," the Maker concluded happily.
"Well," said the Investigator, "my friends have all invited me other to their house for football and a party. I don't have to bring any beer either. My wife said she got a baby sitter for our daughter and she's home right now waiting for me wearing her special outfit. She wants to personally pat me," the Investigator conclude happily.
"Well," said the Agent, "my director said that since the terrorist danger is still out there, all around, our mission of catching our enemies will proceed as planned, overseas and elsewhere. Also, budgets won't be cut
and staff won't be reduced. He personally wants to shake my hand and wants me as his right hand man in the home office," the Agent concluded happily.
"Well," said the Appointee, "the President said he is getting much positive feedback from polls claiming the great confidence the people have in their leader who protects them from foreign enemies and domestic problems. The unemployment rate remains low, his campaign contributions continue to pour in, the society continues to travel and do business, confidence in his administration and its supervision of the regulatory agencies is high, his opponents have no issues to attack him with, he gets to be belligerent to non-nuclear countries and appear strong, and he just wants to see me personally and give me a great big hug. He also asked me to pick a job, any job, that my heart desires in the whole government, and it's mine, just like that," concluded the Appointee happily.
"How about them 'Niners," one of them said, "think they got a chance against Dallas this year?"
"Hell, yes," they all shouted, and went home, happy, guiltless, and content.
And that's how smart, honest, educated people can come to the wrong conclusion about an aircraft accident cause.
#Comment: Best interest rules.
#Contents
barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Airplane crash danger
Cc:
Bcc:
X-Attachments: :Master:31652:811holephotocropped.JPG:

WEBMASTERS: Please forward this email to appropriate staff to reach addressee as you see fit. Please ensure picture of Boeing 747 is attached
Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash which tears off the nose leading to total destruction and the deaths of all aboard. This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.
Mr. Panetta, former representative of the people from former constituent, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800 or call me at 408 659 3552 or visit my web site at http://www.corazon.com. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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 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 ÓInvestigationÓ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company
    US Air Force
    TWA

To: newyork@fbi.gov
From: barry@corazon.com
Subject: salvage reputation
Cc:
Bcc:
X-Attachments:

The FBI can salvage reputation as investigative agency by discovering true cause of TWA crash. It is not bomb nor missile nor center tank fire. It was the inadvertent opening of the cargo door in flight. The complete support for that theory is on the web site, http://www.corazon.com.

Please refer the theory and site to your aviation experts. Let them evaluate the possibility that a mechanical cause happened, the door
opened when it shouldn't and allowed a 300 knot wind to enter a gaping nine foot by 15 foot hole in right side of nose of 747 tearing nose off. The door opened and an explosive decompression occurred, an explosion which mimics a bomb and was a red herring. The FBI can find the true culprit, the forward cargo door, a prime suspect who has four ADS against it and has killed nine already. Please have an FBI aviation expert review the web site, the cause is there. John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Public Tip
Cc: 
Bcc: 
X-Attachments:

To: FBI agent reviewing Email, pay attention to me. A tip from the public got you Dillinger. A tip from this public person will get you TWA. The tip is the cause of the crash was the inadvertent opening of the forward cargo door in flight. I am more qualified to give you a tip about TWA crash than was the lady in red for John Dillinger.

I request that Mr. Kallstrom be given this tip to read further.

Mr. Kallstrom, TWA had an explosive event but was not a bomb. It was explosive decompression that mimics bomb. That did not destroy the plane. The force that did it was the storm of 300 knots of wind into a nine foot by 15 foot hole in the right side of the weakened nose of the 747.

What does "Kallstrom" mean? I believe it means a storm of some kind. You would be aware of the force of 300 knots, others aren't. It is twice the most violent hurricane on earth. And the size of the hole this force blew into was nine foot by 15 foot, a double car garage door size. That force blew into the nose of TWA and blew nose off in an instant.

That is basic common sense of wind force and hole, it is not high tech aerodynamics and does not require experts to figure out. TWA 800 was brought down by mechanical event which mimicked bomb and missile.
The door flew away and at dusk looked like streak as it reflected evening orange sun. The pressure equalizing event of door opening caused an explosion. The destroying force, however, was the 300 knots windstorm into weakened fuselage hole. The storm of wind brought down TWA 800.

The FBI can salvage its reputation as fair investigative agency by finding and determining cause of TWA as mechanical even though it is not in the perceived FBI interest to not have terrorists doing the crime. FBI aviation experts can evaluate cargo door cause by reviewing web site that has complete accident reports of similar crashes. Be fair, check out mechanical cause as well as human evil. The NTSB is doing center tank fire. It's true, there was a fire but after initial event of door opening, nose tearing off, fuselage and wing falling and disintegrating and spinning jet engines igniting Jet A fuel vapor into fireball. Just as explosive decompression was red herring for bomb, streak red herring for missile, fireball is red herring for initial event as fireball. Cargo door fits all the evidence and has consistently held up over these past four months. It's documented on web site, at http://www.corazon.com. I am the messenger, the lady in red, the message of the movie theater in Chicago, the cargo door is on the web site. Please evaluate.

I am not anonymous, John Barry Smith, 408 659 3552, barry@corazon.com

To: newyork@fbi.gov
From: barry@corazon.com
Subject: TWA 800 mechanical cause analysis
Cc:
Bcc:
X-Attachments:

Dear Mr. Kallstrom, here is the answer to TWA crash.
Friday, 15 November, 1996
Crash of TWA 800: Analysis of two possible causes.

Not a bomb.
Not a missile, friendly or enemy.
Not a meteor/space debris.
Not pilot or other crew error.
Not environment/weather factors.
Not air traffic control.
Not other aircraft/midair.
What else is there?
Mechanical/equipment failure.
What failed?
What is the evidence?
Yes, aircraft was in climb.
Yes, visual streak observed at event.
Yes, primary radar return recorded just before event.
Yes, secondary radar return disappeared abruptly.
Yes, sudden loud sound heard on cockpit voice recorder, CVR.
Yes, abrupt power cut to flight data recorder, FDR.
Yes, fifteen never recovered bodies after extensive search.
Yes, nose separated from rest of aircraft.
Yes, one or more engines exhibited foreign object damage, FOD.
Yes, fireball observed.
Yes, center fuel tank exploded.
Yes, explosive damage on wreckage.
Yes, two main wreckage trails.
Yes, nose wreckage was closer to event than rest of aircraft wreckage.
Yes, breakup started at forward part of fuselage, over or just in front of wing.
Yes, aircraft was high time/high cycles Boeing 747-131.
Yes, 230 people died.
What initial mechanical/equipment failure caused the crash and still satisfies the evidence?

There are only two; center fuel tank explosion and inadvertent opening
of the forward cargo door. Which is more likely? Let us examine them side by side.

Climb: Fuel tank contents were same as takeoff, climb should have no effect on explosion. Or: Climb is pressure changing mode of flight and might assist in popping cargo door.

Streak: Fuel streaming out of wing and somehow catching fire leading to explosion. Or: Shiny metal cargo door with white fuselage skin attached spinning away at orange dusk on clear summer night at 13700 feet.

Radar blip anomaly just before event: Tank fire doesn't fit. Or: Large metal cargo door with fuselage skin attached spinning away at 13700 feet close to ground radar site.

Secondary radar return disappeared abruptly. Center fuel tank exploded and cut off power to transponder. Or: Cargo door opened and with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing transponder.

Sudden loud sound on CVR. Tank explodes and sound is recorded on cockpit voice recorder before power is severed. Or: Cargo door with fuselage skin tore away causing explosive decompression loud sound to be recorded on cockpit voice recorder before power is severed.

Abrupt power cut to flight data recorder. Center fuel tank exploded and cut off power to FDR. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose severing power to main equipment compartment housing FDR.

Fifteen never recovered bodies: Center tank explosion cremated passengers sitting in explosion area. Or: Cargo door and fuselage skin tore away exposing passengers who were ejected in decompression and sucked into number 3 jet engine and cremated.

Nose separated from rest of aircraft: Center tank explosion cuts fuselage in two just forward of the wing. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing.

One or more engines foreign object damage. Center tank explosion
ejects debris into running engines. Or: Cargo door tore away exposing baggage compartment which explosive decompression ejects material into engines.

Center fuel tank exploded into fireball. Center tank explodes from unknown ignition source. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose allowing rest of wing and fuselage to fall and disintegrate into mass of fuel vapor and spinning jet engines which exploded.

Explosive damage on wreckage. Center tank explodes. Or: Cargo door with fuselage skin tore away allowing explosive decompression to occur in passenger compartment and cargo hold which mimics explosion.

Two main wreckage trails. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explodes, severs nose which falls into tight wreckage pattern and rest of aircraft disintegrates into a larger wreckage trail. Or: Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose which fell into tight wreckage trail and rest of aircraft fell and disintegrated into larger wreckage trail.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank near forward part of wing explodes. Or: Cargo door and fuselage skin tears away just forward of the wing.

Aircraft was high time/cycles Boeing 747-131. Two hundred thirty people died.

So, two theories exist which explain much of the evidence. Here is why the cargo door theory is more credible than the center tank explosion theory.

Mechanical/equipment failure. Both are mechanical/equipment failure, Center tank has yet to be discovered essential ignition source which isn't
supposed to be ignition source while cargo door is a complicated, previously known to fail and kill, mechanical system with four airworthiness directives against if. Cargo door more likely failure.

Streak at event. Metal door with metal skin spinning away could be reflected orange dusk light and appear as streak. Time of year, altitude, clear night, sun angle, and type of object all fit streak as spinning door. Tank fire with streaming fuel on fire is less likely. Cargo door more likely streak.

Primary radar return before event. Metal door with metal skin spinning away could be primary radar return recorded on nearby ground radar. Center tank would not give return. Cargo door more likely radar return.

Secondary radar return disappeared abruptly. Center tank explosion and nose separating when nine foot by 15 foot gash appears allowing 300 knot wind to enter and tear off nose would both cause abrupt secondary radar return to disappear. Tie.

Sudden loud sound on CVR. Center tank explosion and cargo door would both give sudden loud sound on CVR. Tie until sound matched to fuel tank explosion or explosive decompression.

Abrupt power cut to FDR. Center tank explosion and cargo door causing nose separation would both cause abrupt to FDR. Tie.

Fifteen missing bodies. Center tank explosion and cargo door would both cause missing never to be recovered bodies. Tie.

Nose separated from rest of aircraft. Center tank explosion would cause nose to separate. Cargo door with fuselage skin tore away and allowed 300 knot wind to enter gash on right side which tore off nose just forward of the wing. Tie.

One or more engines foreign object damage. Center tank explosion and cargo door opening would both cause engines to be foddled. Tie.

Fireball. Center tank explosion and cargo door opening leading to fuselage disintegration would both cause fireball. Tie.

Center fuel tank exploded. Center tank explosion and cargo door would both cause center tank to explode. Tie.

Explosive damage on wreckage. Center tank explosion and cargo door opening would both cause explosive type damage on wreckage. Tie
unless no fire explosive damage found on nose section.

Two main wreckage trails. Center tank explosion and cargo door opening would both cause two main wreckage trails. Tie.

Nose wreckage was closer to event than rest of aircraft wreckage. Center tank explosion and cargo door would both cause nose wreckage to be closer to rest of aircraft wreckage. Tie.

Aircraft was high time/cycles Boeing 747-131. Center tank fire and cargo door more likely on aging aircraft. Tie.

Breakup started at forward part of fuselage, over on just in front of wing. Center tank explosion and cargo door opening would cause breakup at forward part of fuselage. Tie unless breakup is traced to above and forward of the wing on the right side, nearer to the cargo door.

Yes, 230 people died. Center tank explosion and cargo door could both cause the deaths of all passengers. Tie.

Many of the evidence explanations are ties, a few go to cargo door and none alone go to center tank fire. Cargo door theory is more likely.

Additional statements to support cargo door theory.

A structural breakup of a Boeing 747 which is disintegrating in flight can catch fire into a fireball as shown by the Saudi Arabian Airlines Boeing 747 involved in a midair over India. The initial event was not a center tank fire and yet there was fireball.

Eyewitness pilot saw the fireball of TWA 800 and stated altitude of fireball was 7500 feet, initial event for TWA 800 was at 13700 feet. Center tank fire was secondary event.

Foreign object damage can be cowling material or baggage or human material.

Explosive decompression produces loud sound and mimics a bomb for pressure damage on seats and baggage.

NTSB computer simulation traced inflight breakup of TWA 800 to above and forward of the wing on the right side, exactly where the hole is formed when the cargo door tears away with fuselage skin.

Cargo doors opening in flight are more common than inflight fuel tank explosions.
A cargo door accident exists, UAL 811, with much evidence which matches TWA 800. Two other Boeing 747 crashes exist with much evidence which matches TWA 800 and UAL 811, none of which was caused by a center tank fire.

Tank fire accident of Iranian Boeing 747 exists which does not match TWA 800 in wreckage pattern, left wing alone, or extreme weather and lightning.

A Boeing 737 tank fire on the ground does match a Boeing 747 in flight.

Cargo door theory includes center tank explosion.

Additional statement to support center tank explosion. It happened, there was a center tank explosion.

Forward cargo door theory can be proved or disproved easily by examination, experiment and observation:
1. examine forward cargo door for steel rods to confirm AD 88-12-04 complied with on TWA 800.
2. examine cargo door for status of cam latches, unlocked or locked.
3. examine cargo door lock sectors, unlocked or locked.
4. examine cargo door lock sectors and cam sectors for wear and gouging.
5. examine cargo door manual locking bar for locking position.
6. examine all door electrical switches for proper operation.
7. check maintenance history of TWA 800 for previous cargo door problems.
8. note condition of cargo door, in how many pieces to match UAL 811.
9. note position of cargo door when found, close to event site or far away indicating time it left aircraft.
10. detect frayed wiring in door control system.
11. examine direction of buckled floor beams, up or down indicating decompression or explosion.
12. match TWA 800 evidence with other similar crashes leaving similar evidence.
13. check for presence or non presence of evidence of fire/explosion on separated nose.
13. match sudden on loud sound on CVR to sound library of in flight aircraft explosions and decompressions.
14. match abrupt end of tape signals on FDR to two other abrupt end of tape Boeing 747 crashes.
15. confirm by computer simulation that 300 knot wind blowing into nine foot by 15 foot hole in right side of weakened nose will tear nose of in an second.
16. examine wreckage for more severe in flight debris damage on right side of aircraft to include wing fillet, leading edges of wing and horizontal stabilizer and vertical stabilizer, engine cowls and pylons.

   A low cost experiment to reproduce the streak and radar anomaly is to take several two car garage doors painted silver and white and push them out the back of a C-130 going as fast as it can at 13700 feet on clear evening with same sun angle as July 17th near New York and look for streak and radar primary return. They will be there, two mysteries explained at reasonable cost.

   Analogies:
1. A hole is cut in a balloon. A patch is put on the hole in balloon. The balloon is blown up and deflated 20000 times. The next inflation the balloon pops. The site of the popping is at the patch. The patch has failed before. The patch is a likely cause of the balloon popping.
2. A soda can has a semi cut hole in the top to drink out of. The can is the pressurized hull and quite strong. The semi cut hole can not be opened by pressing on it with fingers. But once the semi cut hole/door seal is broken by pressing on the hole with the metal tab using leverage, the soda fluid/debris escapes in the explosive decompression and flies into face/engines. Now the semi cut hole can easily be pressed down further with little force from finger because the structural integrity of the soda can/hull has been cracked.

   Now is the time to investigate another reasonable mechanical cause theory, with evidence, the real possibility of inadvertent opening cargo door in flight. This event leads to a large gash in nose the size of double car garage door allowing twice hurricane force winds to enter and tear off weakened nose in a second leaving evidence of visual streak, radar
blips, FOD, sudden loud sound on tape, abrupt power cut to FDR, same missing bodies in general same seating, damage start location of forward cargo hold in front of the wing on the right side, wreckage trails, and it happened to TWA Flight 800, it happened before to UAL Flight 811, and it will happen again.

Disregard the demeanor of the discoverer/messenger, examine the message of cargo door, and exploit the medium of internet to email barry@corazon.com and study cargo door web site at www.corazon.com. Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Semper Fi
Cc: 
Bcc: 
X-Attachments:

Please forward to Mr. James Kallstrom, Assistant Director, FBI, former Marine.

Semper Fidelis, Mr. Kallstrom, I heard your signoff to fellow Marine Jim Lerher on PBS during his NewsHour. Well, sir, to a Jarhead from a Swabbie, please listen to me. I am the messenger, the message is cause of TWA 800 crash. The medium is email. The discoverer of the cause of the crash is also the messenger.

The messenger had boot camp at San Diego in 1961 and watched the Marine recruits do incredible stuff on the other side of the fence. Watching them made my transition to manhood, which is what boot was for me, much more tolerable.

Then this messenger of the TWA crash cause went to cadet training at Pensacola to become a Naval officer. My best friend was another cadet, MarCad Kelly, Jim Kelly. After basic officer training he went to pilot training and I went to navigator training. We kept in touch. He is now
copilot for Continental Airlines out of Honolulu. While he was in Da Nang in '68 flying F4s, I was flying off the Enterprise in RA 5Cs.

I am trying to establish credibility for this messenger who gives you a unusual but true message, the cause of the crash of TWA 800 and other 747 crashes. Consider me the scout giving his report.

I am a decorated combat veteran, Mr. Kallstrom. I have the 'V' for combat valor on my commendation medal, the absence of which led to the suicide of the CNO. Does that 'V' count for anything with you, Mr. Kallstrom?

Semper Fi.

Always Faithful.

To proper investigative techniques.

Such as check out all possible explanations, not just the ones you want it to be.

I have one you don't want, it is called the inadvertent opening of the forward cargo door in flight. The message of cargo door is fully documented on web site, http://www.corazon.com. I will let the facts speak for themselves because as a messenger I may be less persuasive.

As a former sailor, unable to say Semper Fi, but speaking to a fellow Navy shipmate, I can say, General Quarters, General Quarters, this is no drill, all crew to assigned battle stations.

Mr. Kallstrom, I ask that you assign an aircraft crash investigation specialist to review the extensive web site and give his evaluation to you. Please, check out the cargo door explanation. John Barry Smith, enlisted service number 587 88 44, officer service number before switching to SSN, 708554. SSN 562 58 2308.

I left the active Navy in 1969 and stayed on in the Reserves as an Air Intelligence Officer, learning investigative and information gathering skills which I have used for the TWA 800 crash: deduced conclusions decided from afar based on current and researched information. As a Navy Lieutenant with Top Secret clearance I was taught by the FBI in the Hoffman Building in 1972 by an FBI agent nicknamed Jiggs. I admired him for his neutral but comprehensive investigation style. The counter terrorism class went to his home for bar-b-que.
So, to end the messenger's background credibility story, I then went to university, received an advanced degree, joined the Army and retired as a Major, Regular Army, in 1984. I may be addressed as 'Major Smith', Mr. Kallstrom.

Please check out cargo door.

John Barry Smith, MAJ, USA (Ret)

To: newyork@fbi.gov  
From: barry@corazon.com  
Subject: Work with NTSB on Sikorsky radar tape.  
Cc:  
Bcc:  
X-Attachments:

Mr. Kallstrom, there is apparently a good radar tape of TWA 800 disintegrating. If the tape has the door on it spinning away others may think it is a missile. It is the door reflecting primary returns. The nose separating should be on the tape as well as when the center fuel tank explodes turning a few large pieces into many small pieces.

Also, number three engine, the only burnt engine, was in the debris field and when fodded, jet engines spit out hundred yards of flame. There is your ignition source of the fireball, the flame from the fodded engine number three as it falls in the disintegrating fuselage and wing after door opens and allows 300 knot wind to enter large hole in right side of nose and tear nose off. All the consequences and evidence follow my above description.

Most imperative you start investigation of forward cargo door. Cooperate with NTSB as you review the tape to observe and confirm the above description holds true second by second.

Sequence to observe for radar returns is door goes, spins away, nose separates and falls away, rest of plane falls and comes apart in large pieces and then suddenly turns to many small pieces as center tank explodes, then all of the debris falls to sea. John Barry Smith
Sikorsky Aircraft of Stratford, Connecticut, the world's foremost manufacturer of helicopters, confirmed on November 19 that it had previously released to the FBI a tape of a radar session of July 17, this at the request of the FBI.

A spokesperson contacted through the office of the president of Sikorsky confirmed that Sikorsky operates sophisticated radar equipment at its airfield, and that, following the July 17 crash of TWA 800, Sikorsky, along with other aviation firms and airfields in the region, was requested by the FBI to provide radar tapes to investigators.

Sikorsky will neither confirm nor deny that any missile track or other anomaly appeared on their radar (or the tape), stating that such an announcement concerning a matter under federal investigation is the purview of either the FBI or NTSB.

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Mr. Kallstrom, scenario to pursue
Cc:
Bcc:
X-Attachments:

Mr. Kallstrom, I read the below quotes and request that you pursue this scenario, an inadvertent forward cargo door opened and led to the destruction of the TWA 800, support and documentation of claim is on web site, www.corazon.com
You said you owe that to the American people. Yes, sir, you do. You owe, me, an American, an American combat veteran, to pursue the scenario of mechanical failure, specifically, the opening of a door, which led to the destruction of TWA 800. John Barry Smith

> James Kallstrom, the FBI assistant
director who is leading the criminal investigation of the crash, said only that the bureau is pursuing every scenario.

ÔWe would not be doing our job if we didnÔt look into all these things, even though some may seem farfetched or remote,Ó he said.

Agents also are re-interviewing anyone who touched that airplane.ÔÔWe owe that to the investigation, to the American people, and surely we owe it to the families of the victims of this tragedy,Ó he said.

To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher
Cc:
Bcc:
X-Attachments:

Please forward to Agent Charles Christopher
>SMITHTOWN, N.Y. Ñ In a hangar filled with the wreckage of TWA Flight 800, a mangled seat immediately caught the attention of FBI Special Agent Charles Christopher.
>
>He had found what he was looking
Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know why the plane crashed. The forward cargo door opened in flight peeling back the skin and allowing the 300 knot wind to enter the plane and tear off nose. Yes, strange theory and unwanted for the FBI because no bomb or missile, only boring mechanical problem, just like all the usual mechanical problems your wife knew about as a flight attendant. Bombs once in a while, mechanical things like doors all the time. Please investigate the cargo door theory on web site http://www.corazon.com
The explanation for the crash of TWA 800 and others is plain to see by reviewing the documentation and using proper openminded investigation techniques. Stick to the facts, the evidence, and conservative conclusions and you will understand how and why and when your wife died.
Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.
Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: For FBI agent Charles Christopher TWA investigator
Cc:
Bcc:
X-Attachments:

Please forward to Agent Charles Christopher, message number two. Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked
position but the cams went unlocked, door opened a little bit, airstream
tore door away, 300 knot wind entered big hole and tore nose off. The
broken forward cargo door of TWA 800 will resemble the broken
forward cargo door on UAL Flight 811. John Barry Smith
> SMITHTOWN, N.Y. Ñ In a hangar
> filled with the wreckage of TWA Flight
800, a
> mangled seat immediately caught the
attention of
> FBI Special Agent Charles Christopher.
> He had found what he was looking
for:
> the seat where his wife, Janet Christopher, a
> flight attendant, had last rested.

Mr. Christopher, I'm sorry about your wife dying in TWA 800. I know
why the plane crashed. The forward cargo door opened in flight peeling
back the skin and allowing the 300 knot wind to enter the plane and tear
off nose. Yes, strange theory and unwanted for the FBI because no bomb
or missile, only boring mechanical problem, just like all the usual
mechanical problems your wife knew about as a flight attendant. Bombs
once in a while, mechanical things like doors all the time.
Please investigate the cargo door theory on web site http://
www.corazon.com
The explanation for the crash of TWA 800 and others is plain to see by
reviewing the documentation and using proper openminded
investigation techniques. Stick to the facts, the evidence, and
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Call me at 408 659 3552 for discussion, or email at barry@corazon.com
for further amplification.
Sincerely, John Barry Smith

To: newyork@fbi.gov
Mr. Christopher, you owe it to your wife to check out the cargo door theory at www.corazon.com John Barry Smith>
>
> The Hurds are the only family members who have seen the hangar besides Charles Christopher, an FBI agent whose wife, a flight attendant, died on the plane.
>
> Christopher said he went there because "I owe it to my wife. I didn't abandon her because she got killed."
>
> "I felt some comfort just being there," he added.

Please forward to Agent Charles Christopher, message number two. Mr. Christopher, there is a FBI lab report on the TWA 800 forward cargo door. Examine it to see if it reports on the position of the cam sectors. If the cam sectors are in the unlocked position, you have your culprit, the killer, the forward cargo door. The lock sectors will be in the locked position but the cams went unlocked, door opened a little bit, airstream tore door away, 300 knot wind entered big hole and tore nose off. The broken forward cargo door of TWA 800 will resemble the broken forward cargo door on UAL Flight 811. John Barry Smith

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Call me at 408 659 3552 for discussion, or email at barry@corazon.com for further amplification.
Sincerely, John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: You have the answer.
Cc: 
Bcc: 
X-Attachments:

>``Here it is six months, I wish we had an answer to what caused this tragedy," James Kallstrom, an FBI assistant director heading the criminal probe into the crash, said earlier this week.``It's not for a lack of
having a totally dedicated team.
>
``I know six months seems like a long time and must create
tremendous frustration on the families and citizens, but . . . we will not
sleep until
>we know what caused this tremendous tragedy,'" he said.
The answer is the inadvertent opening of the forward cargo door in flight
on TWA 800. Now you can go to sleep. Or wake up, check out the door,
documentation on web site www.corazon.com

John Barry Smith

To: newyork@fbi.gov
From: barry@corazon.com
Subject: request to be interviewed
Cc:
Bcc:
X-Attachments:

My name is John Barry Smith.
I request to be interviewed regarding the crash of TWA 800. Call me at
408 659 3552 for phone interview. I read that you have interviewed four
hundred people regarding this case. Interview me.
I know the cause, it was the inadvertent opening of the forward cargo
door in flight. Full documentation on web site www.corazon.com
The president's life is in danger as he flies in a modified 747-200 as well
as the four E-4Bs, Airborne Command Post aircraft which are modified
Boeing 747-200s with outward opening cargo doors, just like the one
that opened in TWA 800.
Now, I await an interview from an FBI agent regarding this information
that the President's life is in danger. I request Agent Charles Christopher
to be the interviewer, have him call me at number above or email me at
address below. He knows about TWA 800 and other airplanes.
Will you please acknowledge receipt of this message informing you that
the President's life is in danger.
Sincerely, John Barry Smith
To: newyork@fbi.gov
From: barry@corazon.com
Subject: President's life is in danger
Cc:
Bcc:
X-Attachments:

Dear FBI, the below email was sent to the Secret Service. I invite you to contact me also. John Barry Smith.

My name is John Barry Smith. The President's life is in danger. Please acknowledge this alert to the life of the President. My email is barry@corazon.com, my phone is 408 659 3552, my address is 551 Country Club Drive, Carmel Valley, CA 93924, my website is www.corazon.com, my Navy enlisted service number was 587 99 44, my Naval officer service number was 708554, my Army service number is 562 58 2308, my SSN is 562 58 2308. The President's life is in danger because he flies in Air Force One, which is a modified Boeing 747, one of which has recently mysteriously crashed. The cause of that crash, TWA 800, was the inadvertent opening of the forward cargo door in flight, an event which may occur to Air Force One, either of the two of them, and also the the four E4-Bs, which are also modified Boeing 747s. The danger is real but slight. I request that you evaluate the threat to the President's life by airplane crash by checking out the web site at www.corazon.com by an aviation expert who can advise you about the danger.

At the very least, a mysterious Boeing 747 crash has occurred with no explanation and the President flies in a Boeing 747, as well as members of the Secret Service. The same mysterious cause of TWA 800 may bring down Air Force One. I know the cause of TWA 800, it is the inadvertent opening of the forward cargo door in flight and it can happen to Air Force One and the four E-4Bs because they are also Boeing 747s with outward opening cargo doors. At the very worst, the forward cargo door may open on Air Force One, tearing skin with it, exposing a large hole into which the 300 knot slipstream enters and tears off the nose of
the plane leading to its destruction and death to all aboard. Please acknowledge receipt of this warning by calling me, interviewing me, or emailing me, John Barry Smith.

To: newyork@fbi.gov
From: barry@corazon.com
Subject: Contaminated evidence
Cc:
Bcc:
X-Attachments:

Regarding TWA 800: Tom Thurman was involved with the evidence of Pan Am 103, a crash similar to TWA 800. The evidence from Pan Am 103 may be contaminated along with the current evidence contamination. I suggest the Pan Am 103 evidence be checked out for vailidity and Mr. Thurman questioned about it. John Barry Smith

> An investigation by the department's inspector general
> has sharply criticized the laboratory for poor
> management practices and sloppy handling of evidence.
> It has rasied questions about procedures and
> contaminated evidence.
>
> The investigation began in late 1995 and produced a
> secret draft report last month. A final report is not
> expected until March at the earliest.
>
> Gorelick's comments were the first by a department
> official discussing how many cases already have been
> affected.
She said the continuing review might add to the number of cases, and added it remained too soon to say whether any high-profile criminal prosecutions would be jeopardized.

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: You have the door on radar.
Cc:
Bcc:
X-Attachments:

The radar images show metal reflecting off primary radar returns. You have the door on radar just after it left plane and before the nose crumpled in.
I have videotaped a similar source for the light streak. Please interview me regarding the videotape. John Barry Smith.

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Radar blip not missile but cargo door
cargo door
Cc:
Bcc:
X-Attachments:

Mr. Agent, you investigate everything or just bombs? Everything, I assume. Then check out the reasonable explanation for radar blip on TWA 800 tape, not missile but cargo door, at www.corazon.com. Interview me regarding my videotape of streak source at 408 659 3552. There is now confirmed radar evidence of the cargo door departing in flight from TWA 800. There is a match between the primary radar images of Pan Am 103 and TWA 800 just before the total catastrophic destruction of both. At the
same time and distance aft and before destruction of Pan Am 103, a radar blip was picked up by two ground radars for one sweep and displayed on a drawing in the UK report as a green diamond. At the same time and distance aft and just before the destruction of TWA 800 ground radars picked up a primary return which then also disappeared. The radar plots of 103 and 800 match on time and size of reflected primary radar energy on a target just behind those airliners which shortly came apart in the air.

It is not a missile.

The blip is the forward cargo door spinning away probably with fuselage skin attached, just like UAL 811 which tracked that radar blip to the ocean where the door was retrieved. The UAL 811 radar images will match the TWA 800 and Pan Am 103 images. Air India was too far away for a primary radar image when it destructed in mid-air. The door appears almost stationary to the radar because it is decelerating and falling.

The streak is the sun's reflected energy on the metal door and skin as it peels erratically away in the sunset and observed by viewers looking east up high. The reflected flash of sunlight has been videotaped as a Boeing 747 flew by overhead with same sun angle as TWA 800 to streak observers.

The forward cargo door was seen by primary radar and human eyes as it departed TWA 800. It left first of all the pieces to go, and landed closest to the takeoff point. The door has failed before. The effect of departing caused an explosive decompression which was recorded on the cockpit voice recorder as a sudden loud sound just before an abrupt power cut. The cut occurred when the nose separated from the rest of the body by the force of the 300 knot slipstream crumpling the nose into the cargo door hole caused crease.

I say again: There is a match between the primary radar images of Pan Am 103 and TWA 800 just before the total catastrophic destruction of both. The culprit's fingerprint matched at two crimes. The cause of the crashes is the inadvertent opening of the forward cargo door in flight. I urge you, investigate and rule in or rule out the inadvertent opening of
the forward cargo door in flight as the cause of the crash of TWA 800. I am unable to attach images to government emails. Images are on website www.corazon.com under TWA 800. Other recipients received images attached as .jpg file. One image is the TWA 800 image showing primary radar blip picked up several times for many seconds behind the airliners circled in green. The other image is of Pan Am 103 drawing of the radar plots in a sequence. The third image is a scan of text from the Pan Am 103 UK report about that green diamond radar blip.

Sincerely,

John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: I'm taking full credit for solving TWA 800
Cc:
Bcc:
X-Attachments:

If the evidence is all wrong and it is the center tank explosion, then the NSTB gets full credit for solving TWA 800. If the evidence is all wrong and it is a bomb, then the FBI gets full credit for solving TWA 800. If the evidence is all wrong and it is a missile, then Salinger gets full credit for solving TWA 800. If the evidence is all right and it is the cargo door then I take full credit for solving TWA 800.

When the cargo door explanation is confirmed for TWA 800 I take full credit. And for PA 103, and for AI 182. I want all the glory; I want all the adulation; I want all the respect. I've earned it. It's mine. Cargo door.

Sincerely, John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Wrong Blip
Please tell Mr. Kallstrom the P3 blip has already been identified. It is a blip with no transponder information, yes. But the unidentified blip is another blip with no transponder information also. That is the blip the missile guys call a missile and what I call the cargo door. That cargo door blip is to the left of the TWA 800 transponder information, not to the right, as Mr. Kallstrom sees it. I invite discussion about this cargo door blip. John Barry Smith

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: It's no coincidence

Dear Mr. Kallstrom,

It's not a coincidence that:

The cargo door theory explains the steak because the event happened when the plane was in the correct sun angle and time for the fuselage to reflect sun to observers on the ground. At any other 23 hours and 30 minutes of the day, it could not be said the streak was door because the sun angle would be wrong or non existent. But, at 8:31PM on July 17th near NYC the sun angle was perfect for door to reflect sunlight as it spun away. It's no coincidence; it's cause and effect.

The cargo door theory explains the mysterious radar blip because the spinning metal cargo door with fuselage skin attached would reflect primary radar at that distance, just like it did with the DC-10 cargo door
and the UAL 811 cargo door departures. The two blips on the radar plot without transponder display are a P-3 and the cargo door. It's no coincidence; it's cause and effect.

The cargo door theory explains the sudden loud sound on the CVR because when the door departs an explosive decompression occurs which causes a very loud sound, just like it did on UAL 811 according to the passengers who survived. It's no coincidence; it's cause and effect.

The cargo door theory explains the abrupt power cut because the power to the FDR and transponder was cut when the nose was severed by the 300 knot CAS force crumpling the nose into the absent cargo door hole. It's no coincidence; it's cause and effect.

The cargo door theory explains the missing bodies because the passengers are sucked out the hole caused by the departing cargo door and attached fuselage skin and into the number three engine leaving parts of human remains inside, just like UAL 811. It's no coincidence; it's cause and effect.

The cargo door theory explains why number three engine catches fire and lands separately from the other three engines because baggage from the cargo hold is ejected into number three engine which becomes Fodded, catches fire, vibrates, fuse bolts shear as designed, and engine falls away on fire before other three engines are involved. It's no coincidence; it's cause and effect.

The cargo door theory explains the fireball when baggage from the cargo hold is ejected into number three engine which becomes Fodded, catches fire, vibrates, fuse bolts shear as designed, and engine falls away on fire into disintegrating wing, fuel vapor and air, igniting fireball. It's no coincidence; it's cause and effect.

The cargo door theory explains why the aft cargo door is found intact
and the forward door in pieces because the forward door opens up, out, and away, striking fuselage and breaking into pieces, just like UAL 811. It's no coincidence; it's cause and effect.

The cargo door theory explains the debris pattern which shows forward cargo hold material ejected first, then detached nose falling in dense area, and rest of fuselage and wing and tail falling in scattered area miles later. It's no coincidence; it's cause and effect.

The cargo door theory explains it all because it is what happened; the other theories just fit a few of the important evidence clues and don't work for the others.

Is the investigation worth it? Well, it does involve Canada, France, Britain, USA, Libya, India, Ireland, and New Zealand; literally billions of dollars, thousands of lives, or I should say, 838 dead plus bereaved families, and the future of commercial aviation in America. Literally, I exaggerate not. Plus it restores prestige to the premier investigative part of the United States, the Federal Bureau of Investigation.

Sincerely,

John Barry Smith
408 659 3552 phone

barry@corazon.com email
www.corazon.com web site

551 Country Club Drive
Carmel Valley, CA 93924

To: newyork@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Stone unturned. Turn it over.
Cc:
Bcc:
X-Attachments:

Dear Appropriate Person,
A stone of TWA 800 crash cause is exposed and unturned. Turn it over. "Forward door of the aircraft popping open."
To turn over stone go to www.corazon.com and you will always be able to say, "I turned over every stone, I exhausted every possibility, I checked out every chance, I tried everything."
Cheers, John Barry Smith

"NTSB investigators have suggested unofficially that the streaks the pilot saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said."
Aviation Week and Space Technology, 10 Mar 97 Page 35.

Special Agent, form letter to authorities. Barry

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Calling your bluff
Cc:
Bcc:
X-Attachments:

Dear FBI,
I'm calling your bluff. You are not leaving 'no stone unturned.' There is a
stone unturned. Interview me, call me at 408 659 3552, let me talk to FBI aviation expert, let me present my case for mechanical cause of inadvertent opening of the forward cargo door in flight brought down TWA 800.

You are a general investigative agency, not specialized. You are not the Federal Bureau of Bomb Investigation or Federal Bureau of Terrorist Investigation.

Solve the mystery, examine all aspects. I have one, mechanical failure of door. Interview me. Call me. Do not show up unannounced at my front door. Review my web site, www.corazon.com

Ignoring reasonable, documented, and happened before explanation for a terrible event over which you have jurisdiction is not doing what Mr. Kallstrom said below. It does not give the public faith and trust in the FBI.

Calling me and checking out my explanation does.

Sincerely, John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552.

>Kallstrom stressed the importance of the public in accepting the conclusions reached by investigators.

> He said that every effort was being made be made "to explain every hole in the plane and light in the sky. "I want to leave no
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Call me/Investigate mechanical cause for TWA 800
Cc:
Bcc:
X-Attachments:

The FBI can investigate in general terms. Investigate a mechanical cause for TWA 800, inadvertent opening of the forward cargo door in flight. What does your training tell you to do in this situation? An experienced, educated, articulate citizen contacts you with information about a case you are investigating. He responds to your public appeal for help. What do you do? Do you ignore him? Do you contact him?

Try contacting him, that's me, at 408 659 3552.
I talk airplanes, not conspiracy by bombers or missile throwers. I talk facts, evidence, and scientifically reasoned conclusions.
Start with radar blip and streak, both explained by forward cargo door departing in flight at that time of evening at that distance from primary radar. It fits.
Contact me.
Assume I'm wrong. Your investigator can quickly check it out and one hour wasted.
Assume I'm right. Then you have rebuffed sincere efforts by a citizen to assist you in your inquiries. You'll know I'm right when another door pops on a high time Boeing 747, as it has in the past and leaves telltale evidence. Such as dead bodies.
Have your investigator interrogate on any of the above statements. If
any shown to be false, then you will have done your duty and may dismiss me

If shown to be true, you will have solved the mystery of TWA 800. To do nothing is to not do your duty as a member of the Federal Bureau of Investigation.

Do something. Check my file. It's under John Barry Smith, barry@corazon.com, 551 Country Club Drive Carmel Valley CA 93924

Cheers,
Barry Smith

From ???@??? Tue Aug 11 19:42:26 1998
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: TWA 800 wiring/cargo door explanation revisited
Cc:
Bcc:
X-Attachments:
Message-Id: <l0302090bb1f64ec1fa70@[207.204.196.86]>

Dear FBI, below is letter to Mr. Seaman, who lost a nephew in TWA 800. Photos are on web site. Can you analyze them for possible confirmation of explosive decompression in cargo door area for TWA 800?

Cheers,
John Barry Smith
http://www.corazon.com/Forwarddoorblowuphoto.html

Dear Mr. John Seaman, this afternoon I received your two photographs of the forward cargo door forward section of TWA 800. Both of the photos were scanned and uploaded to corazon.com. http://www.corazon.com/Forwarddoorblowuphoto.html Download time is less than a minute.

Thank you very much. You have done a great service. These are very important. It's what NTSB should have done.

The pictures are very revealing while tantalizing for what is just out of frame. The photos are high quality and will hold together when blown up many times.

My caption of the photos reads:

Above two photographs are of TWA 800 forward cargo door forward section and windows above it. Note: 1. Red paint markings where it should be white paint. 2. White paint where it should be red. 3. Evenly spaced horizontal white dots among the red paint. 4. Lower right door area has difference between door piece and frame damage. 5. Outward peeled skin in door area, under belly, and forward of door area. 6. Inward crushed skin. 7. Missing door skin, manual locking handle, forward midspan latch and viewing ports. 8. Different tone of white to gray on lower part of piece of door. 9. Red tags with the yellow tags.

Discussion:
Important questions are raised by the photos: Calling all photo interpreters, mechanics, pilots, modelers, painters, metallurgists and astute observers; I solicit your opinions. The pictures are very complex
and require much analysis.

Below is rough analysis based on a few minutes' observation.

1. Red paint markings between windows: Are they red on top of white or red underneath white? I claim red on top of white based on style of smearing which matches scuffing, not peeling. There is also a small area which blown up reveals a dark circle of primer, then white, then red. However, the rings around the windows are unmarked. Either the ring is recessed, or aluminum which does not take smears, or the white is peeled revealing white. Regardless, this strange pattern of red paint markings only occurs above, forward, and aft of the forward cargo door and must be explained. The red is not supposed to be there, and is, why is that?

2. Missing white paint underneath the windows. The peeling is usually clean, as opposed to the streaking red paint markings above. This is what peeled paint looks like. The TWA paint scheme is supposed to be white between windows and for about three inches below, then two foot horizontal red band, then a white horizontal band for about eight inches, then a broad horizontal red band of about two feet. The top of door is red and the bottom is white. The missing red paint is only evident above the cargo door area and must be explained. The red is supposed to be there and isn't, why is that?

3. Mystery white dots are interspersed among red paint, they are horizontal and evenly spaced. They may be rivet heads underneath subjected to stress and peeled paint above. What is causing the horizontal even spaced white dots?

4. Lower right door area shows different damage to adjacent door frame which indicates the door was not in place at water impact. Contrast this door area with R2 door which is intact and matches door to frame. http://www.corazon.com/TWA800hullrupture.html
5. Outward peeled skin shows violent explosion, not crushing pillowing water impact. Both midspan latch areas show this outward peeled skin.

6. Inward crushed, pillowed skin is what water impact would look like and exists on bottom of door and adjacent area. It contrasts to shattered outward skin in belly, in door area, and up high on fuselage, roughly a rectangle and would fit an explosive decompression zone of PA 103, AI 182, and UAL 811.

7. The door is not a 'door', it is pieces of door with most pieces missing. This is a door which has obviously suffered a catastrophic shattering event. Most of the heavy hardware is missing, not recovered, and not hung. Contrasted to exact opposite side on nose, the skin is smooth and not shattered with skin intact. The outward shattered skin shows why a bomb is always suspected in explosive decompression events.

8. The color of door pieces and adjacent skin changes from bright white to gray. Gray matches singe color. Is the gray a factor of shadow in hangar, or normal paint scheme, or soot. If soot, then the aft cargo door sill has been confused with forward and placed incorrectly in the forward door position. The aft sill was reported sooted while all the other door pieces are unsooted. Is the gray soot? Unlikely TWA had gradual color of bright white to gray. Lighting in hangar for these pictures is such as to not give shadows. Why is lower part of fuselage gray?

9. Red tags are supposed to mean found in the red zone but the few pieces of cargo door were reported to be in yellow zone, yet red tags are hanging on pieces around door hinge. Why are the red tags there and what do they mean? Also note the yellow tag number '76' under the yellow tag 'RF 25'. All other tags have a letter prefix denoting location on aircraft such as right fuselage, RF, or left fuselage, LF. What does "76" mean?
This is a rough analysis. Opinions welcomed.

Again, I would like to thank Mr. John Seaman for these very valuable photographs of a critical area of TWA 800. If any more are available of any skin area of the right side of TWA 800, they would be appreciated and also immediately posted on the site for all to see and analyze.

Bear in mind that this area, forward of the wing on the right side was the prime suspect as long as the bomb idea in forward cargo bay was in play. The computer simulation of ejected material pinpointed the initial event as occurring at this precise location. When the residue evidence for bomb explanation by FBI was not confirmed, the evidence was ignored and an alternate to explain all the shattered skin was not pursued. Also, the inadvertent opening of the forward cargo door was the prime suspect for FAA and NTSB who inspected the wreckage as it came into the hangar but when the lower sill of a cargo door was found to be still latched, it was assumed the sill was from the forward door and that the entire door was latched and locked so FAA and NTSB looked elsewhere for initial event.

To look at these photographs and state that all the latches are latched, the door was functioning normally, the door was intact and in its frame at water impact is nonsense and confounds common sense. The paint markings, the outward peeled skin, the mismatch of door and frame, the missing hardware including locking handles and latches speak otherwise.

Any more closeup photographs of this most important area would be most appreciated. Thank you again, Mr. Seaman.

Respectfully,
John Barry Smith
To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: I have information concerning a tragic incident TWA 800
Cc:
Bcc:
X-Attachments:

> If you should have any information concerning this tragic incident, please contact
> the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to
> newyork@fbi.gov.

Dear New York office of the FBI, 25 August 1998

I am contacting you.
I know the cause of TWA 800.
Please interview me.
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com

I know the cause. Please interview me.
I know the cause. Please interview me.
I know the cause. Please interview me.

Three times plus one makes four times I have asked you to interview me. That's today. Two years ago it was many also. And one year ago it was many also. Today it is four.

And still no interview. Why is that?
Is there anybody out there in FBILand that knows about airplanes and can speak intelligently to this pilot who has been in a sudden night fiery fatal jet airplane crash and wants to provide 'information' about a sudden night fiery fatal jet airplane crash? This crash you are interested in which is on your web site page (attached below) asking for "...any information concerning this tragic incident, please contact" you.

I am contacting you. I have contacted you. I will contact you. Please contact me.

I know the cause. Please interview me.
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com

Who will do it? Who has the duty? Who is the duty officer on duty at the FBI New York office when this email comes in? Is it a woman? Is it a pilot? Is it Mark Christopher who lost his wife on board TWA 800, the subject under discussion about which I grant your request for 'information' about 'this tragic incident.' Let me talk to Mark. Let me talk to an FBI agent known as 'Jiggs' when I was a US Navy Reserve Lt undergoing instruction by Jiggs concerning anti-terrorist basics in Navy Intelligence Officer School at the Hoffman building in Alexandria Virginia in the summer of 1972. Jiggs invited the class over to his house at the conclusion of the two week class; Jiggs was staff leader of our class and everything went like clockwork. Jiggs was fair and got things done.

The requested information is for free, no scurvy informants here, just science from an informed and experienced citizen. Just polite out in the
open transfer of information about a matter on your website requesting that very information.

This is politically sensitive, I understand, do what you have to do. No bad buys here but a mechanical explanation for TWA 800 that includes center tank explosion, rebuts bomb and missile, and supports the inadvertent opening of the forward cargo door in flight possibly caused by frayed wiring short, as happened before, talk to me. It's called the wiring/cargo door explanation for TWA 800, UAL 811 and two others, discovered by me and most conclusions based on government accident reports and exhibits.

I request to be interviewed by you about this 'tragic incident.' I would hope by a pilot or somewhat conversant with aviation matters, because there is no plot, no conspiracy, and no coverup anywhere with the wiring/cargo door explanation. So, I prefer not to talk of evil men but old machines.

NTSB and FAA have discounted the wiring/cargo door explanation. I rebut that rejection as based on inadequate investigation about an area of the aircraft not thoroughly evaluated, forward of the wing on the right side. That area was the first suspect because it has happened before with UAL 811, and the debris pattern showed first stuff to leave TWA 800 came from forward of the wing on the right side. And it did as shown by the wreckage database. For as long as the explanation for that rupture forward of the wing on the right side was a bomb in forward cargo hold, the theory held true. It all fit. Explosive decompression on the right side forward of the wing spewing cargo hold material out first was supported by the evidence.

But when no conclusive proof of bomb was presented after intense scrutiny, the area was left alone and an alternate explanation for the explosive decompression was not sought.
I have it. I have had it. It is the inadvertent opening of the forward cargo door in flight giving explosive decompression on the right side forward of the wing.

See for yourself in pictures of the two rupture zones of the forward cargo door of TWA 800 at the two midspan latches. (Latches which are missing to this day.)

http://www.corazon.com/TWA800wreckageredpaint.html
http://www.corazon.com/Forwarddoorblowupphoto.html

Would it be a good thing if the FBI broke the TWA 800 case wide open? Even if it turns out to be no criminal but old wiring and old planes that fail once in a while?

Even if it leads to Pan Am 103? Another high time early model Boeing 747 that suffered a hull rupture forward of the wing shortly after takeoff?

Well, it's all evidence that counts and I have given none yet other than real pictures of a real piece of real wreckage with real red paint marks and real shattered skin, but please ask me which other evidence you want, there is so much.

> Information from the public is always critical to the ability of law enforcement to do its job.

Thank you, thank you. I'm thinking Woman in the Red Dress here. We members of the public do try to do our part. I am a member of the public, for what it's worth, and apparently, according to you, very valuable as in '...critical to the ability of law enforcement to do it's job.' Thank you again.
As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash.

Appeal granted! I have "help in determining the cause of the crash." However, there is an out for not contacting me; I am not from the New York area." In cyberspace with email I am but a few clicks away but in geography I am here in Carmel Valley, California, thousands of kilometers away. I have been within ten inches of a sudden night fiery fatal jet airplane crash, though, if promimity to a similar event to TWA 800 is important and I think it is. I ejected from an RA-5C at night during field carrier landing practice. I was in the accident and survived; my pilot did not.

You asked me to contact you; I did and I am. I'm asking you to contact me to acknowledge I contacted you as you requested. Then please ask me some questions about 'this tragic incident'.

I request that this email go to the highest ranking FBI person in the New York office for evaluation and disposition.

I ask to be interviewed. I will be prepared to spend some time talking evidence of TWA 800 in detail and aviation in general and trust your interviewer is qualified to do the same.

Cheers,

John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
Commercial pilot, instrument rated, former FAA part 135 certificate holder.
US Navy navigator, RA 5C 650 hours.
US Navy patrol crewman, P2V5FS 2000 hours.
Owner Mooney M20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA 5C.

CRASH OF TWA FLIGHT 800

New York Field Office

Phone:
1-888-245-4636

E-Mail:
newyork@fbi.gov
On the evening of Wednesday, July 17, 1996, TWA Flight 800, carrying 212 passengers and 17 crew members, exploded and crashed into the Atlantic Ocean off the coast of Long Island shortly after taking off from New York City's John F. Kennedy International Airport en route to Paris. There were no survivors, and at this time the cause of the crash has not been determined.

Information from the public is always critical to the ability of law enforcement to do its job. As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash. A special toll-free line has been established for this purpose. If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to newyork@fbi.gov.

All calls will be kept in the strictest confidence.
Updated July 19, 1996

To: los.angeles@fbi.gov
From: John Barry Smith <barry@corazon.com>
Subject: Warning about wiring in airliners
Cc: 
Bcc: 
X-Attachments:

Dear LA FBI office,

SF office apparently does not have email as seen by FBI website. You do. Could you please forward this to SF FBI field office. It's a warning about bad wiring in airplanes such as TWA 800 and Swissair Flight 111.

Respectfully,
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com
Commercial pilot, instrument rated, former FAA part 135 certificate holder.
US Navy navigator, RA 5C 650 hours.
US Navy patrol crewman, P2V5FS 2000 hours.
Owner Mooney M20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA 5C.

Bruce Gebhardt
Dear Mr. Gebhardt, 10 Sep 98

I have asked to be interviewed by the FBI as requested by the FBI in a public appeal for help. I have not yet been interviewed. I ask again to be interviewed. My phone is 831 659 3552, my address is 551 Country Club Drive Carmel Valley, CA 93924.

I've asked the New York office to interview me but they have apparently declined, maybe because I am out of their jurisdiction. I am in your jurisdiction, Mr. Gebhardt. Your history also indicates you have had aviation experience which is relevant in this matter.

All I ask is if you do decide to turn over every stone in an investigation still active by the federal government and call me, have your interviewer know something about machines and airplanes, not bad guys and bombs.

This is not a muffled anonymous telephone call in the middle of the night by an informant. This is open identified documented warning about wiring in wide body airliners such as Swissair Flight 111 by me.

I await your call.

Respectfully,
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
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Commercial pilot, instrument rated, former FAA part 135 certificate
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Below is last one of forty emails over two year period to New York FBI office which brought no responses.

> If you should have any information concerning this tragic incident, please contact
> the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to
> newyork@fbi.gov.

I am contacting you.
I know the cause of TWA 800.
Please interview me.
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com

I know the cause. Please interview me.
I know the cause. Please interview me.
I know the cause. Please interview me.
Three times plus one makes four times I have asked you to interview me. That's today. Two years ago it was many also. And one year ago it was many also. Today it is four.

And still no interview. Why is that?

Is there anybody out there in FBILand that knows about airplanes and can speak intelligently to this pilot who has been in a sudden night fiery fatal jet airplane crash and wants to provide 'information' about a sudden night fiery fatal jet airplane crash? This crash you are interested in which is on your web site page (attached below) asking for "...any information concerning this tragic incident, please contact" you.

I am contacting you. I have contacted you. I will contact you. Please contact me.

I know the cause. Please interview me.
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com

Who will do it? Who has the duty? Who is the duty officer on duty at the FBI New York office when this email comes in? Is it a woman? Is it a pilot? Is it Mark Christopher who lost his wife on board TWA 800, the subject under discussion about which I grant your request for 'information' about 'this tragic incident.' Let me talk to Mark. Let me talk to an FBI agent known as 'Jiggs' when I was a US Navy Reserve Lt undergoing instruction by Jiggs concerning anti-terrorist basics in Navy Intelligence Officer School at the Hoffman building in Alexandria Virginia in the summer of 1972. Jiggs invited the class over to his house at the conclusion of the two week class; Jiggs was staff leader of our
class and everything went like clockwork. Jiggs was fair and got things done.

The requested information is for free, no scurvy informants here, just science from an informed and experienced citizen. Just polite out in the open transfer of information about a matter on your website requesting that very information.

This is politically sensitive, I understand, do what you have to do. No bad buys here but a mechanical explanation for TWA 800 that includes center tank explosion, rebuts bomb and missile, and supports the inadvertent opening of the forward cargo door in flight possibly caused by frayed wiring short, as happened before, talk to me. It's called the wiring/cargo door explanation for TWA 800, UAL 811 and two others, discovered by me and most conclusions based on government accident reports and exhibits.

I request to be interviewed by you about this 'tragic incident.' I would hope by a pilot or somewhat conversant with aviation matters, because there is no plot, no conspiracy, and no coverup anywhere with the wiring/cargo door explanation. So, I prefer not to talk of evil men but old machines.

NTSB and FAA have discounted the wiring/cargo door explanation. I rebut that rejection as based on inadequate investigation about an area of the aircraft not thoroughly evaluated, forward of the wing on the right side. That area was the first suspect because it has happened before with UAL 811, and the debris pattern showed first stuff to leave TWA 800 came from forward of the wing on the right side. And it did as shown by the wreckage database. For as long as the explanation for that rupture forward of the wing on the right side was a bomb in forward cargo hold, the theory held true. It all fit. Explosive decompression on the right side forward of the wing spewing cargo hold material out first was supported by the evidence.
But when no conclusive proof of bomb was presented after intense scrutiny, the area was left alone and an alternate explanation for the explosive decompression was not sought.

I have it. I have had it. It is the inadvertent opening of the forward cargo door in flight giving explosive decompression on the right side forward of the wing.

See for yourself in pictures of the two rupture zones of the forward cargo door of TWA 800 at the two midspan latches. (Latches which are missing to this day.)

http://www.corazon.com/TWA800wreckageredpaint.html
http://www.corazon.com/Forwarddoorblowupphoto.html

Would it be a good thing if the FBI broke the TWA 800 case wide open? Even if it turns out to be no criminal but old wiring and old planes that fail once in a while?

Even if it leads to Pan Am 103? Another high time early model Boeing 747 that suffered a hull rupture forward of the wing shortly after takeoff?

Well, it's all evidence that counts and I have given none yet other than real pictures of a real piece of real wreckage with real red paint marks and real shattered skin, but please ask me which other evidence you want, there is so much.

> Information from the public is always critical to the ability of law enforcement to do its job.

Thank you, thank you. I'm thinking Woman in the Red Dress here. We
members of the public do try to do our part. I am a member of the public, for what it's worth, and apparently, according to you, very valuable as in '...critical to the ability of law enforcement to do it's job.' Thank you again.

>As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash.

Appeal granted! I have "help in determining the cause of the crash." However, there is an out for not contacting me; I am not from the 'New York area." In cyberspace with email I am but a few clicks away but in geography I am here in Carmel Valley, California, thousands of kilometers away. I have been within ten inches of a sudden night fiery fatal jet airplane crash, though, if promimity to a similar event to TWA 800 is important and I think it is. I ejected from an RA-5C at night during field carrier landing practice. I was in the accident and survived; my pilot did not.

You asked me to contact you; I did and I am. I'm asking you to contact me to acknowledge I contacted you as you requested. Then please ask me some questions about 'this tragic incident'.

I request that this email go to the highest ranking FBI person in the New York office for evaluation and disposition.

I ask to be interviewed. I will be prepared to spend some time talking evidence of TWA 800 in detail and aviation in general and trust your interviewer is qualified to do the same.

Cheers,
John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley CA 93924
barry@corazon.com
www.corazon.com
Commercial pilot, instrument rated, former FAA part 135 certificate holder.
US Navy navigator, RA 5C 650 hours.
US Navy patrol crewman, P2V5FS 2000 hours.
Owner Mooney M20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA 5C.

CRASH OF TWA FLIGHT 800

New York Field Office

Phone:

1-888-245-4636
On the evening of Wednesday, July 17, 1996, TWA Flight 800, carrying 212 passengers and 17 crew members, exploded and crashed into the Atlantic Ocean off the coast of Long Island shortly after taking off from New York City's John F. Kennedy International Airport en route to Paris. There were no survivors, and at this time the cause of the crash has not been determined.

Information from the public is always critical to the ability of law enforcement to do its job. As part of the investigation into the crash of TWA Flight 800, the FBI is appealing to the public in the New York area for help in determining the cause of the crash. A special toll-free line has been established for this purpose. If you should have any information concerning this tragic incident, please contact the FBI at 1-888-245-4636. You may also provide information to the FBI by sending e-mail to newyork@fbi.gov.

All calls will be kept in the strictest confidence.
Updated July 19, 1996

To: newyorkfbigov
From: John Barry Smith <barry@corazon.com>
Subject: Photos of ruptures at midspan latches TWA 800
Cc:
Bcc:

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Oberstar
Member of Congress
2366 Rayburn House Office Building
U.S House of Representatives
Washington, DC 20515-2308

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Bernard Loeb,
Director of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas E. Haueter
Chief, Major Investigations Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

John B. Drake
Division Chief
Aviation Engineering Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594
Al Dickinson,
Lead Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Ron Schleede,
Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

James F. Wildey II
National Resource Specialist
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

David Mayer
NTSB Wreckage Database Manager
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas McSweeny
Director, Aircraft Certification Service
FAA National Headquarters
800 Independence Avenue, S.W
Washington D.C 20591

Lyle Streeter
FAA AAI
Aircraft Accident Investigator
Dear Officials,

Real NTSB evidence. The pictures above are of TWA 800 reconstruction
by NTSB. They show the midspan latch areas of the forward cargo door. The outward peeled skin, red paint markings and petal shaped ruptures at both midspan latches are clearly visible.

Real NTSB explanation: 'Probable Cause
The National Transportation Safety Board determines that the probable cause of this accident was the sudden opening of the forward lower lobe cargo door in flight and the subsequent explosive decompression. The door opening was attributed to a faulty switch or wiring in the door control system which permitted electrical actuation of the door latches toward the unlatched position after initial door closure and before takeoff.' NTSB AAR 92/02

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This report incorporates these changes and supersedes NTSB/AAR-90/01. From NTSB/AAR-92/02.

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Real FAA action: Web posted at: 5:34 p.m. EDT (2134 GMT) October 1, 1998
WASHINGTON (CNN) -- Inspections of electrical and other systems of older aircraft are too general and their maintenance sometimes haphazard, according to federal officials, who announced a new safety effort Thursday targeting older aircraft.

Real Government and media Evidence: Sudden Loud Sound
Each aircraft had a sudden loud sound on the cockpit voice recorder at the confirmed time of the event. The sudden loud sound matched the decompression sound of a confirmed cargo door crash. The sudden loud sound never matches a bomb sound. Explosive decompression is an aviation term used to mean a sudden and rapid loss of cabin pressurization. A loud noise is associated with this event but not necessarily an explosion. The sudden loud sound is short only because power is cut to the cockpit voice recorder.

United Airlines Flight 811:
"The CVR revealed normal communication before the decompression. At 0209:09:2 HST, a loud bang could be heard on the CVR. The loud bang was about 1.5 seconds after a "thump" was heard on the CVR for which one of the flightcrew made a comment. The electrical power to the CVR was lost for approximately 21.4 seconds following the loud bang. The CVR returned to normal operation at 0209:29 HST, and cockpit conversation continued to be recorded in a normal manner.

NTSB Accident Report 92-02 Page 25

Air India Flight 182:
"From the CVR and DFDR, AI 182 was proceeding normally en route
from Montreal to London at an altitude of 31,000 feet and an indicated
airspeed of 296 knots when the cockpit area microphone detected a
sudden loud sound. The sound continued for about 0.6 seconds, and then
almost immediately, the line from the cockpit area microphone to the
cockpit voice recorder at the rear of the pressure cabin was most
probably broken. This was followed by a loss of electrical power to the
recorder." Canadian Aviation Safety Board Air India 23 June 1985, page
21
Pan Am Flight 103:
"The CVR tape was listened to for its full duration and there was no
indication of anything abnormal with the aircraft, or unusual crew
behaviour. The tape record ended, at 19:02:50 hrs + second, with a
sudden loud sound on the CAM channel followed almost immediately
by the cessation of recording whilst the crew were copying their
transatlantic clearance from Shanwick ATC." UK AAIB Report 2/90
Page 15 "It is not clear if the sound at the end of the recording is the
result of the explosion or is from the break-up of the aircraft structure.
The short period between the beginning of the event and the loss of
electrical power suggests that the latter is more likely to be the case." UK
AAIB Report 2/90 Page 38
Trans World Airlines Flight 800:
"So far, investigators have been frustrated in trying to decipher the only
audible evidence of the blast, a sound heard for 130 milliseconds, or just
over one-tenth of a second, before the recording abruptly ended. " News
Reports from Associated Press, Reuters, major newspapers, press
releases from NTSB, FBI Comment: The distinct crash similarities of
aircraft type, radar returns, wreckage plot, sudden short loud sound,
abrupt power cut, faddled engines, inflight damage, missing bodies, torn
off noses, and start place of damage qualify three aircraft into one class
from which the deduction may be made that one unifying cause had the
same effects. Another accident with the same similarities except for a
torn off nose and less wreckage may also be included in that class. The
unifying cause for all four accidents is the inadvertent opening of the
forward cargo door in inflight. 27 Mar 97 www.corazon.com
Gentlemen, the match is there. Four forward cargo doors have ruptured in flight on four high time 747s and left a sudden loud sound on the CVR, an abrupt data loss to the FDR, severely damaged number 3 engine, and all causes initially thought to have been a bomb.

The implications are profound. But first, please, check the cargo door area wiring, continue checking the fuel tank wiring, and confirm TWA 800 as a ruptured cargo door event so that the cause of the door rupture may be discovered and fixed.

If not a meeting, if not a telephone call, will you engage in an email exchange with me? Is that too much to ask from citizen to government official?

I welcome criticism, information, rebuttal, advice, and conjecture about the cause of TWA 800 and others. My evidence I offer for discussion are two photographs of the forward cargo door. There is much to be seen in the photographs. <http://www.corazon.com/Forwarddoorblowupphoto.html>

Respectfully,

John Barry Smith
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US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

From: John Barry Smith <barry@corazon.com>
Date: September 6, 2009 12:04:01 AM PDT
To: Oberstar
Subject: Photos of ruptures at midspan latches TWA 800

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Oberstar
Member of Congress
2366 Rayburn House Office Building
U.S House of Representatives
Washington, DC 20515-2308

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
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Al Dickinson,
Lead Investigator, TWA 800
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490 L'Enfant Plaza East, SW.
Washington, DC 20594

Ron Schleede,
Investigator, TWA 800
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James F. Wildey II
National Resource Specialist
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

David Mayer
NTSB Wreckage Database Manager
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas McSweeney
Director, Aircraft Certification Service
FAA National Headquarters
800 Independence Avenue, S.W
Washington D.C 20591

Lyle Streeter
FAA AAI
Aircraft Accident Investigator
FAA National Headquarters
800 Independence Avenue, S.W
Building FOB 10A, Room 838,
Dear Officials,

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NTSB AAR 92/02

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been closed and locked. The latch cams had been driven into the lock sectors that deformed so that they failed to prevent the back-driving. Thus, as a result of the recovery and examination of the cargo door, the Safety Board's original analysis and probable cause have been modified. This report incorporates these changes and supersedes NTSB/AAR-90/01. From NTSB/AAR-92/02.

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Pan Am Flight 103:
"The CVR tape was listened to for its full duration and there was no indication of anything abnormal with the aircraft, or unusual crew behaviour. The tape record ended, at 19:02:50 hrs +/− second, with a sudden loud sound on the CAM channel followed almost immediately by the cessation of recording whilst the crew were copying their transatlantic clearance from Shanwick ATC." UK AAIB Report 2/90 Page 15

Trans World Airlines Flight 800:
"So far, investigators have been frustrated in trying to decipher
the only audible evidence of the blast, a sound heard for 130 milliseconds, or just over one-tenth of a second, before the recording abruptly ended. "News Reports from Associated Press, Reuters, major newspapers, press releases from NTSB, FBI. Comment: The distinct crash similarities of aircraft type, radar returns, wreckage plot, sudden short loud sound, abrupt power cut, fouled engines, inflight damage, missing bodies, torn off noses, and start place of damage qualify three aircraft into one class from which the deduction may be made that one unifying cause had the same effects. Another accident with the same similarities except for a torn off nose and less wreckage may also be included in that class. The unifying cause for all four accidents is the inadvertent opening of the forward cargo door inflight. 27 Mar 97 www.corazon.com

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US Navy reconnaissance navigator, RA-5C 650 hours.
US Navy patrol crewman, P2V-5FS 2000 hours.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

From: John Barry Smith <barry@corazon.com>
Date: December 18, 2003 8:31:31 AM PST
To: scotland@new.labour.org.uk
Subject: For Sir Thomas Dalyell, 10th Laird of the Binns

Dear Mr. Dalyell, Thursday, December 18, 2003 8:18AM

Mr Dalyell said.

"I fervently believe that Mr Megrahi is innocent."
I know he is innocent because nobody bombed Pan American World Airways Flight 103. It was a mechanical event as described at www.corazon.com. The shorted wiring/ruptured open cargo door/explosive decompression/inflight breakup explanation answers the questions about the inflight breakup.

The never seen in public before photo of the forward cargo door area of Pan American World Airways Flight 103 reveals the explosive decompression. All photos of the starboard cargo door area side of Pan American World Airways Flight 103 were absent from the AAIB report whilst there there were two of the 'bomb' port side. Curious, hey? The new photo came from Mr. Ken Smart of AAIB via TSB of Canada.

Mr. Dalyell, if you want to know why Pan American World Airways Flight 103 exploded in midair you will have to learn why airplanes crash. A start with the Comet is good and is included in my appendices of my AAR for Pan American World Airways Flight 103 available for download in pdf format on www.corazon.com. Meet the new boss, same as the old boss: Explosive decompression from hull rupture inflight.

For Pan American World Airways Flight 103 there was no crime, there are no criminals; it was an accident caused by shorted wiring and it's happened since with United Airlines Flight 811, another high time early model Boeing 747 that suffered an inflight breakup after a sudden loud sound on the CVR followed by an abrupt power cut to the recorders.....and on and on with many other hard evidence matches.

A genuinely interested person who fervently believes an injustice has been done will check out all explanations that are grounded
in fact, have precedent, and are plausible.

I can be queried by email, phone, or letter.

By the way, I am a British citizen. I have a reference of a Scottish friend, Mr. Chris Olsson at chrisolsson@btopenworld.com

Cheers,
Barry

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

Megrahi was jailed for life for the bombing
The Lord Advocate has lodged an appeal against the sentence imposed on the man convicted of the Lockerbie bombing.

Abdelbaset ali Mohmed al-Megrahi was told last month that he would have to serve 27 years before he could apply for parole.
Colin Boyd has now lodged an appeal, arguing that the punishment part of the sentence is unduly lenient.

He is also challenging the court's view that 30 years is the maximum punishment part which can be imposed.

Megrahi was found guilty of the 1988 bombing after an 84-day trial under Scottish law in the Netherlands.

He was convicted of murdering the 270 people who died when Pan Am Flight 103 exploded over the Scottish town of Lockerbie.

Apply for parole

Megrahi was sentenced to life in prison, with a recommendation that he serve at least 20 years.

Human rights laws have since been introduced in Scotland which mean that lifers must be told exactly how long they must serve before they can apply for parole.

Megrahi was brought before the High Court in Glasgow last month for the punishment part of his sentence to be set.

Lord Sutherland told the 51-year-old that he would have to serve 27 years before he could apply for parole.

That sentence was backdated to 1999, when he was first taken into custody.

Tam Dalyell, the Labour MP for Linlithgow, said he was
unhappy about the Lord Advocate's appeal.

"It looks as though pressure from the American relatives of the victims has caused the Lord Advocate to do this," Mr Dalyell said.

"I fervently believe that Mr Megrahi is innocent."

---

From: John Barry Smith <barry@corazon.com>
Date: March 5, 2001 5:43:18 PM PST
To: Donna.Blitzer@mail.house.gov
Subject: No meeting?

Sam Farr  
Member of Congress  
17th District, California  
House of Representatives  
Congress of the United States  
1117 Longworth Bldg  
Washington, DC 20515-2861

Dear Congressman Farr, 6 Mar 01

Thank you for your letter of 28 Feb 01, which I just received today.

It states that the FAA referred you to the NTSB because the FAA does not have jurisdiction in this matter. The NTSB said they would not correspond nor meet with me.

Hmmm...I have a public safety issue to report to the authorities, my congressman (and Senator McCain) requests that they meet with me, at my request, and NTSB (S as in Safety)
says, "No, I don't think so, not only will we not meet, we will not talk." The FAA Safety Office says the aviation safety issue is not of their concern and to see the NTSB.

Mr. Farr, I know about airplanes. I told you about the Navy and Vieques before it happened. I can show you details about your Navy friend that died in a plane crash in Palm Springs. I have survived a sudden night fiery fatal jet airplane crash. I have flown thousands of hours millions of miles all over the world as an aircrewman, navigator, and pilot. I have told you before and I'm telling you again; there is a wiring hazard in Boeing 747s that is causing forward cargo doors to open in flight leading to explosive decompression leading to fatalities. It has happened before and it will happen again. This cause has not been confirmed by the manufacturer or the airlines. It is a mechanical problem which can be fixed.

I request a meeting with public aviation safety officials to present my 12 years of research to them so that they may evaluate my wiring/cargo door/explosive decompression explanation and if confirmed, take action to prevent a reoccurrence.

To ask for a meeting with public safety officials is not too much to ask. I am not asking for anything for me personally.

It is the duty of NTSB and FAA safety offices to follow up on citizen input, especially input from an experience aviation professional. To reject a meeting is negligence and arrogance. It is a callous disregard for public safety. It is wrong. It verges on criminal.

Are you not surprised that an agency would reject even corresponding with me? It's their job to interact with citizens.
They have never met with me; I have never had an opportunity to present my evidence.

Could you ask again to set up a meeting? NTSB and me, at their location and time.

Respectfully,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
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barry@corazon.com

From: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Date: February 28, 2001 3:56:57 PM PST
To: "John Barry Smith" <barry@corazon.com>
Subject: RE: I can help you regarding the Navy bombing of FHL

Thank you very much. That is helpful information. I will make sure the Congressman and his D.C. staff are aware of your information
Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

Dear Congressman Farr, 27 Feb 28

I have flown off US Navy carriers from off the California coast, I have dropped the smoke bombs they describe, I have flown missions over the island of Vieques in Puerto Rico, I have flown hundreds of hours from Naval Air Stations like NAS Lemoore, and I am in agreement with you on opposing the bombing of the wilderness and flying over the sanctuary you created and which is now about to be violated. I know about jet noise and the hazards it produces.

I was a Navy bombardier for four years and an audiologist for twelve. I have lived in and around Monterey Peninsula for forty eight
years.

I can help you with valuable inside experience about how and why the Navy practices bombing missions.

For instance, a divert field is always in the flight planning for these missions in case the homebase is socked in or the plane has problems. That divert field will be Monterey because it has instrument landing systems and Paso Robles airfield is too short. That means practice approaches into Monterey by F 182 and F 14s. That means loud noise by aircraft not restricted with Stage II or III limitations.

For instance, Vieques can not last much longer as a Navy bombing range because of political pressure and the Navy is looking for a replacement. They have found it.

Below is the NTSB summary of the plane crash that took your friend's life. I have obtained the complete AAR and can review it with you, there are many interesting details in the accident.

NTSB Identification: LAX90FA002 For details, refer to NTSB microfiche number 39877A

Accident occurred OCT-05-89 at PALM SPRINGS, CA
Aircraft: PIPER PA-28RT-201T, registration: N3063T

Injuries: 4 Fatal.


Probable Cause
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, AND HIS FAILURE TO FOLLOW WAKE TURBULENCE AVOIDANCE PROCEDURES, WHICH RESULTED IN A VORTEX
TURBULENCE ENCOUNTER. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S FAILURE TO ASSURE THE AIRCRAFT WAS LOADED WITHIN ITS WEIGHT AND BALANCE LIMITATIONS.

NTSB Identification: SEA90FAMS1 For details, refer to NTSB microfiche number 41278A

Mr. Farr, I am available at your convenience to discuss any aviation related matter you choose, from Palm Springs, to Big Sur, to Lockerbie.

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
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Commercial pilot, instrument rated, former FAA Part 135 certificate holder.
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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
Thank you very much. That is helpful information. I will make sure the
Congressman and his D.C. staff are aware of your information

---------------
From: John Barry Smith[SMTP:barry@corazon.com]
Sent: Wednesday, February 28, 2001 11:41 AM
To: Blitzer, Donna
Subject: I can help you regarding the Navy bombing of FHL

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

Dear Congressman Farr, 27 Feb 28

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Aircraft: PIPER PA-28RT-201T, registration: N3063T

Injuries: 4 Fatal.

THE PIPER PA-28 PLT ENTERED LEFT TRAFFIC TO LAND ON RWY 12 IN WINDS THAT WERE VARIABLE AT 6 KTS. THE RWY WAS 8500' LONG, BUT IT HAD A 1200' DISPLACED THRESHOLD. AT ABT THE SAME TIME, A BOEING 727 (ALASKA FLT 192) WAS ON AN APCH TO LAND ON THE SAME RWY. THE TWR CTLR ADZD THE PA-28 PLT OF THE OTHER TRAFFIC & CAUTIONED HIM ABT WAKE TURBULENCE. THE PA-28 WAS ABEAM THE APCH END OF THE RWY ON A CLOSE DOWNWIND AS FLT 192 LANDED. THE PA-28 PLT WAS CLRD TO LAND & HE ENTERED AN "IMMEDIATE STEEP BANK AND DESCENDING TURN." RPRTDLY, THE PA-28 WAS MANEUVERED ONTO FINAL APCH ABT 100' TO 200' AGL,
THEN IT BEGAN
OSCILLATING EXCESSIVELY & CRASHED. NO PREIMPACT
MECHANICAL PROBLEM WAS EVIDENT. A WEIGHT & BALANCE COMPUTATION SHOWED THE PA-28 WAS ABT 150 LBS OVER ITS MAX GROSS WEIGHT LIMITATION & THE CG WAS 3.86 INCHES BEHIND THE AFT LIMIT.

Probable Cause
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, AND HIS FAILURE TO FOLLOW WAKE TURBULENCE AVOIDANCE PROCEDURES, WHICH RESULTED IN A VORTEX TURBULENCE ENCOUNTER. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S FAILURE TO ASSURE THE AIRCRAFT WAS LOADED WITHIN ITS WEIGHT AND BALANCE LIMITATIONS.

NTSB Identification: SEA90FAMS1 For details, refer to NTSB microfiche number 41278A

Mr. Farr, I am available at your convenience to discuss any aviation related matter you choose, from Palm Springs, to Big Sur, to Lockerbie.

Cheers,
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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

From: John Barry Smith <barry@corazon.com>  
Date: February 28, 2001 11:41:15 AM PST  
To: Donna.Blitzer@mail.house.gov  
Subject: I can help you regarding the Navy bombing of FHL

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Member of Congress  
17th District, California  
House of Representatives  
Congress of the United States  
1117 Longworth Bldg  
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Washington, DC 20515-2861
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I ask that you again request the FAA to respond to your earlier request for a meeting with me. They have not responded.

I ask nothing for myself. I ask that a meeting be set up that will attend at my own expense.

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Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Date: February 10, 2001 1:53:23 PM PST
To: John Barry Smith <barry@corazon.com>
Subject: Out of Office AutoReply: Request meeting with aviation safety officials

I will be in D.C. from Monday, February 5 through Friday, February 9 at a staff retreat. I will be checking e-mails, but it may take me a little longer than usual to respond. If you need immediate assistance, call our D.C. office at 202-225-2861. I will return to the Santa Cruz district office on Wednesday, February 14.
February 9 at a
staff retreat. I will be checking e-mails, but it may take me a little
longer than usual to respond. If you need immediate assistance, call our
D.C. office at 202-225-2861. I will return to the Santa Cruz
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From: John Barry Smith <barry@corazon.com>
Date: February 10, 2001 1:40:43 PM PST
To: Julie_Swingle@mccain.senate.gov
Subject: Request meeting with aviation safety officials

To: Julie_Swingle@mccain.senate.gov
From: John Barry Smith <barry@corazon.com>
Subject: Request to be interviewed by NTSB investigators
Cc:
Bcc:
X-Attachments:

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator McCain, 10 Feb 01

A few years ago you asked Chairman Hall of NTSB to meet with me to allow me to present my decade of research and analysis into Boeing 747 accidents for NTSB consideration. The conclusion I have made is that there is a pattern to four accidents and the cause if faulty wiring causing forward midspan latches of
the forward cargo door to rupture in flight. That explanation is worthy of further investigation by safety officials but they have refused to meet with me to allow my presentation. As an aviation experienced citizen who has also survived a sudden night fiery fatal ejection in which my pilot was killed, I believe I have the right to talk to a Federal aviation safety official about a probable cause of an accident which the NTSB has admitted it does not have the definitive probable cause.

Can you ask again, sir, of NTSB to assign an aircraft safety investigator to interview me?

My analysis shows that there is a current hazard about Boeing 747s in that faulty wiring may cause the forward cargo door to open in flight leading to explosive decompression and fatalities.

NTSB refuses to meet with me and has steadfastly refused for four and a half years. That's not right. Can you help?

Respectfully,

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From: John Barry Smith <barry@corazon.com>
Date: February 10, 2001 1:39:18 PM PST
To: Donna.Blitzer@mail.house.gov
Subject: Request meeting with aviation safety officials

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

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From: John Barry Smith <barry@corazon.com>
Date: January 11, 2001 9:54:30 AM PST
To: Donna.Blitzer@mail.house.gov
Subject: FAA reply due

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

Dear Congressman Farr, 11 Jan 01

You told me, sir, in a 24 Oct 00 letter to me, "I am still awaiting word from the Federal Aviation Administration per my request on your behalf, and as soon as I do hear something I will contact you."
Well, sir, we are both waiting. Can you ask them again and while you're at it, could you please ask the NTSB to meet with me to allow me to present my public safety analysis of a wiring problem which causes cargo door to rupture/open in flight on Boeing 747s? It just seems to me that a public safety agency should, at the very least, meet with someone who has extensive experience in the area and uses government documents, photographs, public docket, and aviation accident reports to support a mechanical explanation for a plane crash which has precedent.

I have also evaluated the crash of your friend in Palm Springs years ago and have discovered some interesting aspects to that accident. I will be glad to meet with you to present that analysis of the NTSB AAR.

Respectfully,

John Barry Smith  
(831) 659-3552 phone  
551 Country Club Drive,  
Carmel Valley, CA 93924  
www.corazon.com  
barry@corazon.com  
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.  
US Navy reconnaissance navigator, RA-5C 650 hours.  
US Navy patrol crewman, P2V-5FS 2000 hours.  
Air Intelligence Officer, US Navy  
Retired US Army Major MSC  
Owner Mooney M-20C, 1000 hours.  
Survivor of sudden night fiery fatal jet plane crash in RA-5C
From: John Barry Smith <barry@corazon.com>
Date: January 11, 2001 9:54:30 AM PST
To: Donna.Blitzer@mail.house.gov
Subject: FAA reply due

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

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From: John Barry Smith <barry@corazon.com>
Date: December 17, 2000 12:04:17 PM PST
To: Julie_Swingle@mccain.senate.gov
Subject: Request to be interviewed by NTSB investigators

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator McCain, 28 Nov 00

A few years ago you asked Chairman Hall of NTSB to meet with
me to allow me to present my decade of research and analysis into Boeing 747 accidents for NTSB consideration. The conclusion I have made is that there is a pattern to four accidents and the cause if faulty wiring causing forward midspan latches of the forward cargo door to rupture in flight. That explanation is worthy of further investigation by safety officials but they have refused to meet with me to allow my presentation. As an aviation experienced citizen who has also survived a sudden night fiery fatal ejection in which my pilot was killed, I believe I have the right to talk to a Federal aviation safety official about a probable cause of an accident which the NTSB has admitted it does not have the definitive probable cause.

Can you ask again, sir, of NTSB to assign an aircraft safety investigator to interview me?

My analysis shows that there is a current hazard about Boeing 747s in that faulty wiring may cause the forward cargo door to open in flight leading to explosive decompression and fatalities.

NTSB refuses to meet with me and has steadfastly refused for four and a half years. That's not right. Can you help?

Respectfully,

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From: John Barry Smith <barry@corazon.com>
Date: December 17, 2000 12:01:33 PM PST
To: Donna.Blitzer@mail.house.gov
Subject: Please ask NTSB to meet with me.
Dear Congressman Farr, 17 Dec 2000

I am again asking, sir, that Federal Public aviation safety officials meet with me to allow me to present my years of research and analysis for their consideration.

My analysis shows that there is a current hazard about Boeing 747s in that faulty wiring may cause the forward cargo door to open in flight leading to explosive decompression and fatalities.

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Have you received anything back from the FAA from the letter you sent them in this regard?

Respectfully,

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From: John Barry Smith <barry@corazon.com>
Date: November 27, 2000 7:54:13 PM PST
To: Julie_Swingle@mccain.senate.gov
Subject: Request meeting with NTSB officials

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Committee on Commerce, Science, and Transportation
United States Senate

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From: Senator_McCain@mccain.senate.gov
Date: Mon, 21 Oct 96 13:38:22 EST
To: barry@corazon.com
Subject: Re: Airplane crash cause
Status:

Dear Barry:

I want to thank you for your information with regard to 747's. I have passed this information along to Chris Paul, my staff person who handles issues of this nature.

I also apologize for sending you an "auto" response to your E-Mail. However, I receive hundreds of messages each week and the auto-response is primarily to inform you that I have received your message.

Thank you again for contacting me. You can be sure that I will look into your concerns about the 747s.

Sincerely,

John McCain
U.S. Senator

JM/jes
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JM/jes
Sam Farr
Member of Congress
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House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

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To: Donna.Blitzer@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Request meeting with NTSB safety officials
Cc:
Bcc:
X-Attachments:

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 15 November 00

Well, the election wrangling goes on....

I'm asking again, as a citizen, to meet with public safety officials. Below is another request to Congressman Farr to request/direct appointed safety officials to meet with me.
The Congressman also wrote that FAA is preparing a response but I have not received that yet.

Cheers,
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NTSB has written you stating they refuse to meet with me. They have never met with me. They refuse to meet with me. That is not democratic but autocratic.

This is a public safety issue, sir; I have the credentials to speak authoritatively, I am not associated with any airline, manufacturer, government, or the law.

NTSB is under the direction of Congress. FAA is under the direction of the Executive. I wish to meet with NTSB or FAA although I though that NTSB would be more responsive to an elected official in the Congress. A newly reelected official, congratulations, sir.

My explanation for accidents is not conspiracy nonsense or weird UFO blather, but a mechanical event which has precedence and supporting evidence in wreckage.

Please request/direct NTSB or FAA to meet with me so that I may present my research, evidence, and analysis for their consideration.

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From: John Barry Smith <barry@corazon.com>
Date: November 27, 2000 2:01:04 AM PST
To: Donna.Blitzer@mail.house.gov
Subject: Still requesting meeting with public safety officials

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

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From: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>
Date: October 5, 2000 1:34:41 PM PDT
To: "'John Barry Smith'" <barry@corazon.com>
Subject: RE: Thanks for effort

yes, that is what it means. we will followup for a response

----------
From: John Barry Smith[SMTP:barry@corazon.com]
Sent: Wednesday, October 04, 2000 7:34 PM
To: Blitzer, Donna
Subject: Thanks for effort

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 4 Sep 00

Today I received a letter from Congressman Farr stating he is
'...in
touch with the appropriate government agency on your behalf."

I trust that means he asking the NTSB to contact me for an
interview
regarding TWA 800 and my wiring/cargo door explanation.

Well, now to wait.

Thank you for your effort, it was important.

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From: John Barry Smith
Sent: Saturday, September 30, 2000 7:53 PM
To: Blitzer, Donna
Subject: Request meeting with aviation safety personnel, please

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 2 Oct 00

Any word about my request for a safety interview with NTSB
staff?
Time is getting short as they are about to release the final report and once that's done, there is little chance of reopening the investigation. Just a letter from Congressman Farr asking aviation safety personnel to meet with me for an hour or so to present my wiring/cargo door explanation might get me the interview with NTSB personnel.

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www.corazon.com
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At 11:22 AM -0700 9/23/00, John Barry Smith wrote:
To: donna.blitzer@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Contact/TWA 800 NTSB letter
Cc:
Bcc:
X-Attachments:

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,
Dear Ms. Blitzer, 23 Sep 00

This is John Barry Smith, we had a nice chat the other night at the Hyatt during the toxic plume exhibit on Wednesday. I'm the tall man with the long hair and the eight year old daughter.

I had asked that Congressman Farr write another letter to the NTSB asking them to please contact me to evaluate my twelve years of research into high time Boeing 747 accidents, in particular TWA 800.

http://www.corazon.com/correspondence.html Shows previous efforts by Congressman Farr and Senator McCain.

The emphasis here is to have them interview me. If Mr. Farr just asks them about the wiring/cargo door explanation they will politely refer them to previous statements made years earlier where they ruled out the open cargo door in flight. The facts, data, and evidence of my research need a chance to speak for themselves and that can only be done by a face to face meeting with any public safety official of the NTSB so that I may show photographs and answer questions.

I will of course travel if necessary to meet with the officials.

It seems to me that public safety aviation officials should at least
meet with a citizen who has government aircraft accident reports and analysis for twelve years to examine the explanation, especially since the official version is not complete with an unexplained ignition source for the center tank explosion of TWA 800.

The wiring/cargo door explanation does explain the ignition source and the streak reported by eyewitnesses. There is no conspiracy, there are no missiles, there are no coverups involved, just a mechanical explanation for TWA 800 and others which has happened before.

Please get me a meeting with aviation public safety officials, preferably NTSB. They have field offices in LA and Seattle.

Cheers,
Barry

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From: "Blitzer, Donna" <Donna.Blitzer@mail.house.gov>  
Date: October 2, 2000 10:49:01 AM PDT  
To: "'John Barry Smith'" <barry@corazon.com>  
Subject: RE: Request meeting with aviation safety personnel, please

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Please get me a meeting with aviation public safety officials, preferably NTSB. They have field offices in LA and Seattle.

Cheers,
Barry

John Barry Smith
(831) 659-3552 phone
551 Country Club Drive,
Carmel Valley, CA 93924
www.corazon.com
barry@corazon.com
Commercial pilot, instrument rated, former FAA Part 135 certificate holder.
US Navy reconnaissance navigator, RA-5C 650 hours.
US Navy patrol crewman, P2V-5FS 2000 hours.
Air Intelligence Officer, US Navy
Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

Dear Ms. Blitzer, 23 Sep 00

This is John Barry Smith, we had a nice chat the other night at the Hyatt during the toxic plume exhibit on Wednesday. I'm the tall man with the long hair and the eight year old daughter.

I had asked that Congressman Farr write another letter to the NTSB asking them to please contact me to evaluate my twelve years of research into high time Boeing 747 accidents, in particular TWA 800.

http://www.corazon.com/correspondence.html Shows previous efforts by Congressman Farr and Senator McCain.

The emphasis here is to have them interview me. If Mr. Farr just asks them about the wiring/cargo door explanation they will politely refer them to previous statements made years earlier where they ruled out the open cargo door in flight. The facts,
data, and evidence of my research need a chance to speak for themselves and that can only be done by a face to face meeting with any public safety official of the NTSB so that I may show photographs and answer questions.

I will of course travel if necessary to meet with the officials.

It seems to me that public safety aviation officials should at least meet with a citizen who has government aircraft accident reports and analysis for twelve years to examine the explanation, especially since the official version is not complete with an unexplained ignition source for the center tank explosion of TWA 800.

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Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: John Barry Smith <barry@corazon.com>
Date: September 23, 2000 11:22:42 AM PDT
To: donna.blitzer@mail.house.gov
Subject: Contact/TWA 800 NTSB letter

Donna Blitzer
District Director
Sam Farr
Member of Congress
17th District California,

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Retired US Army Major MSC
Owner Mooney M-20C, 1000 hours.
Survivor of sudden night fiery fatal jet plane crash in RA-5C

From: Chuck_Grassley@grassley.senate.gov (Chuck Grassley)
Date: December 2, 1998 9:07:18 AM PST
To: John Barry Smith <barry@corazon.com>
Subject: Re: Documents to support FBI/NTSB TWA 800
investigation

***THIS IS NOT AN OFFICIAL ANSWER TO YOUR
CONCERNS!***

In an effort to answer your concerns as thoroughly as
possible, as
well as to ensure a secure response, I will respond to you via
U.S.
Mail if you are a constituent and have included a complete
mailing
address. If you did not include your address, please resend
your
message with your full mailing address.
Thanks for writing and please check out my homepage at http://www.senate.gov/grassley and don't forget to sign the cyber guestbook.

From: Chuck_Grassley@grassley.senate.gov (Chuck Grassley)
Date: December 2, 1998 9:07:18 AM PST
To: John Barry Smith <barry@corazon.com>
Subject: Re: Documents to support FBI/NTSB TWA 800 investigation

***THIS IS NOT AN OFFICIAL ANSWER TO YOUR CONCERNS!***

In an effort to answer your concerns as thoroughly as possible, as well as to ensure a secure response, I will respond to you via U.S. Mail if you are a constituent and have included a complete mailing address. If you did not include your address, please resend your message with your full mailing address.

Thanks for writing and please check out my homepage at http://www.senate.gov/grassley and don't forget to sign the cyber guestbook.
Thank you for contacting me through the House of Representatives Constituent Electronic Mail System (CEMS). I am pleased to be a part of this effort to offer citizens a quick and efficient way to communicate with their representatives in Congress.

The Congressional Internet and e-mail systems are extremely slow due to the high volume of usage and the posting of the sizable Starr Report. My office is inundated by thousands of e-mails regarding the investigation of President Clinton, although only a small percent of the e-mails I have received are from constituents in the 17th Congressional District. I am endeavoring to answer each constituent letter on this important issue. However, I want you to know that my response will delayed because of the high volume of e-mails and the time consuming process of sorting and processing each constituent inquiry.

Be assured that messages sent to me over the Internet by my constituents
are brought to my attention. I give equal consideration to e-mail messages, mail, and phone calls, as all are means of expressing opinions. Due to the difficulty of maintaining confidentiality on the Internet, I prefer to respond to e-mail messages through the US Postal Service, so please continue to include your street address in your e-mail messages.

Please visit my web page for recent press releases, issue statements, information on legislation, and upcoming events in the district. The address is <http://www.house.gov/farr/>. I believe the Internet is a wonderful source of information and doorway to new worlds. Thank you again for your message and I will address the issues you brought up in your message in a letter to follow.

Sincerely,
Sam Farr

From: "Sam's Mail" <samfarr@mail.house.gov>
Date: November 25, 1998 2:18:32 PM PST
To: John Barry Smith <barry@corazon.com>
Subject: RE: Chapter Six "Destruction Sequence"

Thank you for contacting me through the House of
Representatives
Constituent Electronic Mail System (CEMS). I am pleased to be a part of this effort to offer citizens a quick and efficient way to communicate with their representatives in Congress.

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Sincerely,
Sam Farr

---

From: "Sam's Mail" <samfarr@mail.house.gov>
Date: November 25, 1998 2:16:35 PM PST
To: John Barry Smith <barry@corazon.com>
Subject: RE: Chapter Five "Credential"

Thank you for contacting me through the House of Representatives Constituent Electronic Mail System (CEMS). I am pleased to be a part of this effort to offer citizens a quick and efficient way to communicate with
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for your message and I will address the issues you brought up in your
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Sincerely,
Sam Farr

From: "Sam's Mail" <samfarr@mail.house.gov>
Date: November 25, 1998 2:15:30 PM PST
To: John Barry Smith <barry@corazon.com>
Subject: RE: Chapter Four "Digression"

Thank you for contacting me through the House of Representatives
Constituent Electronic Mail System (CEMS). I am pleased to be a part of
this effort to offer citizens a quick and efficient way to communicate
with their representatives in Congress.

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Sincerely,
Sam Farr

From: Oberstar <Oberstar@mail.house.gov>
Date: October 23, 1998 4:06:55 PM PDT
Thank you for your e-mail message.

All correspondence is brought to Congressman Oberstar's attention, but he can only reply to his constituents.

If you live in the 8th Congressional District of Minnesota, please include your postal address. You will receive a response from Congressman Oberstar through the mail.

Again, thank you for contacting Congressman Oberstar.
Again, thank you for contacting Congressman Oberstar.

From: John Barry Smith <barry@corazon.com>
Date: September 30, 1998 10:08:55 AM PDT
To: Oberstar
Subject: Bare polyimide wiring found in TWA 800 cargo area

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Oberstar
Member of Congress
2366 Rayburn House Office Building
U.S House of Representatives
Washington, DC 20515-2308

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Bernard Loeb,
Director of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
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Thomas E. Haueter
Chief, Major Investigations Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

John B. Drake
Division Chief
Aviation Engineering Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Al Dickinson,
Lead Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594
Ron Schleede,  
Investigator, TWA 800  
National Transportation Safety Board  
490 L'Enfant Plaza East, SW.  
Washington, DC 20594

James F. Wildey II  
National Resource Specialist  
National Transportation Safety Board  
490 L'Enfant Plaza East, SW.  
Washington, DC 20594

David Mayer  
NTSB Wreckage Database Manager  
National Transportation Safety Board  
490 L'Enfant Plaza East, SW.  
Washington, DC 20594

Thomas McSweeny  
Director, Aircraft Certification Service  
FAA National Headquarters  
800 Independence Avenue, S.W  
Washington D.C 20591

Lyle Streeter  
FAA AAI  
Aircraft Accident Investigator  
FAA National Headquarters  
800 Independence Avenue, S.W  
Building FOB 10A, Room 838,  
Washington D.C 20591
Ron Wojnar,
Manager
Federal Aviation Administration
Transport Airplane Directorate
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Neil Schalekamp
Manager, Propulsion & Mechanical Systems and Cabin Safety
Branch
Transport Standards Staff
Transport Airplane Directorate, ANM-100
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Bob Breneman,
Aerospace Engineer,
Federal Aviation Administration
Transport Airplane Directorate, ANM-100
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Dear Officials, 28 Sep 98

"McSweeny Named To FAA Office-Thomas E. McSweeny, the
director of FAA's Aircraft Certification Service, was named by
FAA Administrator Jane Garvey to succeed Guy Gardner as
associate administrator for regulation and certification."

Congratulations, Mr. McSweeny. Can you turn your attention to
aircraft wiring? Big picture:
Bad polyimide style wiring causes bad problems.

Polyimide type wiring causes fires in cargo bays. Shown by NTSB exhibits for Boeing 747 cargo bay fires. Valujet has much evidence that polyimide type fire occurred in cargo bay.

Polyimide type wiring causes yaw damper to move erratically. Shown by AAIB report of Boeing 737 calling Mayday for seven minutes as fluid in connector with polyimide wiring caused rudder to flap back and forth, very similar to the two unexplained 737 crashes still under investigation.

Polyimide type wiring causes cargo doors to open inadvertently. Shown by NTSB AAR 92/02 in which the electrical system composed of polyimide type wiring caused the fatal accident when cargo door opened in flight.

Polyimide type wiring suspected of causing cockpit fires. Shown by TSB reports electrical problems for Swissair Flight 111.

Quote from TWA 800 Public Docket 516A, Exhibit 9A Systems Group Chairman's Factual report of Investigation, Page 47, "A Boeing telefax of June 25, 1997, stated that: The Poly-X wire was used as general purpose wire on the RA164 (TWA 800) aircraft. Wire insulation known as Poly-X had three in-service problems:
- Abrasion of the insulation in bundles installed in high vibration areas.
(This problem was corrected by Boeing Service Bulletin No. 747-71-7105, Dated July 19, 1974)
- Random flaking of the topcoat.
- Insulation radial cracks in tight bend radii.
Radial cracking phenomenon of the Poly-X wire was mainly associated with mechanical stress. Bend radius is the largest contributor to mechanical stress in installed wire or cable. Presence of moisture in conjunction with mechanical stress is also a contributor."

The Systems Exhibit 9A continues on same page 47, "Evidence of arcing or short circuiting was found in the fuselage of N93119, (TWA 800) in addition to what was found in the wiring from the raceway below the left cabin floor and near the forward wing spar.

The Systems Exhibit 9A continues, page 116: "Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

(Please note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing airliners.)

I again request a meeting with NTSB and FAA safety officials to present my research for discussion.

Respectfully,
John Barry Smith  
831 659 3552  
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Survivor of sudden night fiery fatal jet plane crash in RA-5C.  

From: John Barry Smith <barry@corazon.com>  
Date: September 30, 1998 10:08:55 AM PDT  
To: Oberstar  
Subject: Bare polyimide wiring found in TWA 800 cargo area

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Member of Congress  
17th District, California  
House of Representatives  
Congress of the United States  
1117 Longworth Bldg  
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Director, Aircraft Certification Service
Lyle Streeter  
FAA AAI  
Aircraft Accident Investigator  
FAA National Headquarters  
800 Independence Avenue, S.W  
Building FOB 10A, Room 838,  
Washington D.C 20591

Ron Wojnar,  
Manager  
Federal Aviation Administration  
Transport Airplane Directorate  
1601 Lind Ave. S.W.  
Renton, WA 98055-4056

Neil Schalekamp  
Manager, Propulsion & Mechanical Systems and Cabin Safety Branch  
Transport Standards Staff  
Transport Airplane Directorate, ANM-100  
1601 Lind Ave. S.W.  
Renton, WA 98055-4056

Bob Breneman,  
Aerospace Engineer,  
Federal Aviation Administration  
Transport Airplane Directorate, ANM-100  
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Dear Officials,  

28 Sep 98

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US Navy patrol crewman, P2V-5FS 2000 hours.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

From: John Barry Smith <barry@corazon.com>
Date: September 22, 1998 11:03:06 AM PDT
To: Oberstar
Subject: Wiring/PA 103/Libya

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
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Washington, DC 20594

John B. Drake
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Neil Schalekamp  
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Dear Officials,

23 Sep 98

According to AAIB 2/90, Pan Am 103, the plastic fragment which is supposed to be the cassette recorder into which a plastic explosive was placed turns out to have been discovered on the outside of the baggage container, not the inside.

A piece of real evidence for a bombing for PA 103 is a fingernail sized fragment of plastic. It now turns out that that fragment was located in a place that rules out it being part of a circuit board that is part of a cassette which is part of a bomb placed by terrorists in the baggage container of the forward cargo bay. The fragment is likely not related to any bomb because the fragment was found on the outside of the container, not the inside.

The proof is in the evidence. Figure F-5 of AAIB 02/92 shows the 'bombed' baggage container AVE 4041 PA having a
rectangular plate affixed in the upper left quadrant with the letter 'c' inside it. The text explanation which corresponds to 'c' reads, "Container manufacturer's data plate containing burnt piece of material which itself contained a fragment of circuit board."

The text on page F-2 states, "While this work was in progress a buckled section of skin from container 4041 was found by an AAIB Inspector to contain, trapped within its folds, an item which was subsequently identified by forensic scientists at the Royal Armaments Research and Development Establishment (RARDE) as belonging to a specific type of radio-cassette player and that this had been fitted with an improvised explosive device."

Figure F-13 also shows this container manufacturer's data plate as a rectangle in the same location as Figure F-5 with the location of the IED pinpointed on the inside of the container ten inches above the floor.

Figure F-2 shows a photograph of a normal container with the manufacturer's name plate clearly visible on the outside of the container in the upper left quadrant.

There is much other evidence to rule out a bomb based on the evidence of the baggage container. The actual damage shows a directed, mild, sooty blast of twenty five inches long through clothes, suitcase, and metal baggage container to fuselage skin at which point the directed energy blasted a small hole twenty inches by twenty inches. A plastic high explosive would not leave soot in the initial pressure wave, would be spherical, and would certainly directly make a hole larger than twenty inches by twenty inches in the fuselage skin.
To put it another way, a high explosive device would have left no soot in initial pressure wave, be spherical, and do massive damage to anything with a few feet. That evidence is not there for high explosive device.

The evidence of the reconstructed baggage container of PA 103 clearly shows it was a much smaller device that caused the sooting and small hole in the skin than a high explosive plastic bomb placed twenty five inches away.

What could it be then, it not a bomb? Well, it could have been a rather large shotgun or a boat flare gun, both items if fired inadvertently would fit the evidence of mild, directed, sooty blast of twenty five inches.

The only piece of hard evidence to support bomb explanation for PA 103 is a fragment of plastic which was found in a position that makes it very unlikely that it was part of bomb or other device that ignited in the forward cargo hold of PA 103 at the initial event time.

The corroborating evidence of the rest of the pieces of the baggage container confirm the small size of the charge, the sooty low explosive nature, and the short directed blast that makes it gun type damage and not bomb type damage.

There is much other corroborative evidence that explains that PA 103 was probably an explosive decompression event forward of the wing as a result of a hull rupture in the forward cargo door area.

Regarding Pan Am 103 and the 'bombers': Accused are innocent until proven guilty.
Goal is to save American passenger's lives by preventing another PA 103 type accident.
Justice for the not guilty means cleared of unjust accusation.
Justice for the guilty means replacing old wiring and securing cargo doors.
I've been trying US authorities for years to give serious consideration to wiring/cargo door explanation for PA 103 and others but have been rejected.

I am now attempting to contact Libyan officials regarding the wiring/cargo door explanation for Pan Am 103 because it was not a bomb. Nobody put a bomb on board. Their guys did not do it because nobody did it. Justice is justice. I will defend Sikh terrorists from the accusation of bombing Air India 182 and I will defend the United States Navy of the accusation of accidentally shooting down TWA 800 and covering it up. There is no conspiracy, coverup or plot to destroy Boeing 747s by placing bombs in the forward cargo hold.

This is life and death. Wiring is causing cargo doors to open in flight on high time Boeing 747s including PA 103.

Please forward this email to appropriate State Department officials. I consider this email notification to the US Government of my intent to contact Libyan authorities regarding a plane crash and its cause. I encourage State Department officials to contact me at their earliest convenience.

I again request a meeting with US aviation officials or US law enforcement officials to present my research for discussion regarding the wiring/cargo door explanation for PA 103, AI 182, UAL 811, and TWA 800.
News Report: "...the Federal Aviation Administration is preparing to order the inspection and replacement of wiring that could cause fires in aging airplanes."

Wiring has caused fires in Boeing 747 cargo holds before:

"A. 1996, burning smell in forward cargo compartment, found damaged wiring shorted to ground, charring found.
B. Oct 12, 1996, Wire bundle arcing and resultant fire at aft bulkhead of forward lower lobe cargo hold on 747-200 freighter. Page 45, 747-200 reported on October 12, 1996: Wire bundle arcing and resultant fire at aft bulkhead of forward lower lobe cargo hold on a 747-200 freighter. This occurred with the airplane on the ground, during post C-check functional test.
Note: Portions of the damaged wire bundles were forwarded to Boeing for evaluation in determining the cause of the damage. The results of the analysis indicated the primary conductor(s) sustained mechanical or thermal damage prior to the application of electrical power."

Bare wires were found in TWA 800 cargo door area:
"The Systems Exhibit 9A continues, page 116:
"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

PolyX/Kapton/polyimide insulation have caused problems before in Navy aircraft.
"Page 57, Letter from Commander Naval Air Systems Command to National Electrical Manufacturers Association, 1 Oct 82, "As you know, the problems with poly-x wire are well known to headquarters and its use had been curtailed."

Bare wires in the cargo door area and the electrical system have caused fatalities in a Boeing 747 before, UAL 811 described in AAR 92/02:
"Plug P3 and Plug P4 at a distance between three to four inches from plug pin tips. The P4 damage location may correspond to wire bundle clamp positions. These areas are where the chafed bare wires shorted on the door latch actuator motor to the unlatch position."

NTSB recognizes the danger of bad polyimide wiring in Boeing 747 cargo bays and recommended inspections before:
"Data_Source: U.S. NTSB Safety Recommendations
Rprt_Nbr: A-91-83
Last Updated: 03-13-95
[O] On June 13, 1991, United Airlines (UAL) maintenance personnel were unable to electrically open the aft cargo door on a Boeing 747-222B, N152UA, at John F. Kennedy Airport (JFK), Jamaica, New York. The airplane was one of two used exclusively on nonstop flights between Narita, Japan, and JFK. This particular airplane had accumulated 19,053 hours and 1,547 cycles at the time of the occurrence.
Recommendations:
A-91-83, Issue an Airworthiness Directive applicable to all Boeing 747 airplanes with a flexible conduit protecting the wiring bundle between the fuselage and aft cargo door to require an expedited inspection of:
(1) the wiring bundle in the area normally covered by the conduit for the presence of damaged insulation (using either an electrical
The precedents are clear, dear Government Officials, bad polyimide wiring causes problems, TWA 800 had polyimide wiring; bad polyimide wiring in electrical system in cargo door area causes fatalities, TWA 800 had bad polyimide wiring in cargo door area; NTSB recommends checking wiring in cargo door area of Boeing 747s, and FAA is preparing to order the inspection and replacement of wiring that could cause fires in aging airplanes.

The conclusion is clear: wiring/cargo door explanation for TWA 800 and other high time Boeing 747 that suffer hull rupture forward of the wing in flight needs to be seriously considered. I repeat: I again request a meeting with US aviation officials or US law enforcement officials to present my research for discussion regarding the wiring/cargo door explanation for PA 103, AI 182, UAL 811, and TWA 800.
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.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

Checking up on Kapton
Airplane wiring is a source of suspicion
BY MARGARET LOFTUS
As investigators of the recent Swissair 111 crash focus on
evidence of an electrical fire, the Federal Aviation Administration
is preparing to order the inspection and replacement of wiring
that could cause fires in aging airplanes.
While the inspections will focus on the older planes, many
aviation safety experts say the FAA's plan won't alleviate their
concerns over wiring used in newer planes flying today. The
wiring is insulated with Kapton, a polymer that scientists have
found is prone to rare but catastrophic "arc tracking." When the
wire is subjected to chafing, vibration, and moisture, the insulator
may crack, allowing the current to jump to other wires in the
bundle, which become fuel for a fire. The Navy and Air Force no
longer use Kapton as a primary wire insulator. The FAA refused
comment on Kapton, but it has said in the past that arc tracking
has not been a problem on commercial aircraft.
In the early 1990s, Boeing and McDonnell-Douglas (now
merged) phased out Kapton in favor of new Teflon-coated
Kapton. A Boeing spokeswoman says: "We've never found
anything that indicates a problem with the wiring."
Wiring is made to last the anticipated life of a plane. But about
2,500 commercial planes in the United States are flying beyond
their original design life. "Wiring is becoming the new villain of
air safety," says David Evans, editor of Air Safety Week, "and it has been brought to light by a relatively young aircraft."

Canadian and Indian report on Air India Flight 182 reports: "The examination of the floating and the other wreckage shows that the right hand wing leading edge, the No. 3 engine fan cowl, right hand inboard mid flap leading edge and the leading edge of the right hand stabilizer were damaged in flight. This damage could have occurred only if objects had been ejected from the front portion of the aircraft when it was still in the air. The cargo door of the front cargo compartment was also found ruptured from above. This also indicates that the explosion perhaps occurred in the forward cargo compartment causing the objects to come out and thereby damaging the components on the right hand side."

From: John Barry Smith <barry@corazon.com>
Date: September 22, 1998 11:03:06 AM PDT
To: Oberstar
Subject: Wiring/PA 103/Libya

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Bob Breneman,
Aerospace Engineer,
Federal Aviation Administration
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23 Sep 98

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"The Systems Exhibit 9A continues, page 116: 
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Recommendations:
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(1) the wiring bundle in the area normally covered by the conduit for the presence of damaged insulation (using either an electrical test method or visual examination);
(2) the conduit support bracket and attached standoff pin on the upper arm of the forward lift actuator mechanism;
(3) the flexible conduit for the presence of cracking in the convoluted innercore."

The precedents are clear, dear Government Officials, bad polyimide wiring causes problems, TWA 800 had polyimide
wiring; bad polyimide wiring in electrical system in cargo door area causes fatalities, TWA 800 had bad polyimide wiring in cargo door area; NTSB recommends checking wiring in cargo door area of Boeing 747s, and FAA is preparing to order the inspection and replacement of wiring that could cause fires in aging airplanes.

The conclusion is clear: wiring/cargo door explanation for TWA 800 and other high time Boeing 747 that suffer hull rupture forward of the wing in flight needs to be seriously considered. I repeat: I again request a meeting with US aviation officials or US law enforcement officials to present my research for discussion regarding the wiring/cargo door explanation for PA 103, AI 182, UAL 811, and TWA 800.

Respectfully,

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US Navy patrol crewman, P2V-5FS 2000 hours.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

Checking up on Kapton
Airplane wiring is a source of suspicion

BY MARGARET LOFTUS

As investigators of the recent Swissair 111 crash focus on evidence of an electrical fire, the Federal Aviation Administration is preparing to order the inspection and replacement of wiring that could cause fires in aging airplanes.

While the inspections will focus on the older planes, many aviation safety experts say the FAA's plan won't alleviate their concerns over wiring used in newer planes flying today. The wiring is insulated with Kapton, a polymer that scientists have found is prone to rare but catastrophic "arc tracking." When the wire is subjected to chafing, vibration, and moisture, the insulator may crack, allowing the current to jump to other wires in the bundle, which become fuel for a fire. The Navy and Air Force no longer use Kapton as a primary wire insulator. The FAA refused comment on Kapton, but it has said in the past that arc tracking has not been a problem on commercial aircraft.

In the early 1990s, Boeing and McDonnell-Douglas (now merged) phased out Kapton in favor of new Teflon-coated Kapton. A Boeing spokeswoman says: "We've never found anything that indicates a problem with the wiring."

Wiring is made to last the anticipated life of a plane. But about 2,500 commercial planes in the United States are flying beyond their original design life. "Wiring is becoming the new villain of air safety," says David Evans, editor of Air Safety Week, "and it has been brought to light by a relatively young aircraft."

Canadian and Indian report on Air India Flight 182 reports:
"The examination of the floating and the other wreckage shows that the right hand wing leading edge, the No. 3 engine fan cowl, right hand inboard mid flap leading edge and the leading edge of the right hand stabilizer were damaged in flight. This damage
could have occurred only if objects had been ejected from the front portion of the aircraft when it was still in the air. The cargo door of the front cargo compartment was also found ruptured from above. This also indicates that the explosion perhaps occurred in the forward cargo compartment causing the objects to come out and thereby damaging the components on the right hand side."

---

From: John Barry Smith <barry@corazon.com>
Date: September 14, 1998 12:14:10 PM PDT
To: Oberstar
Subject: Swissair 111/TWA 800/UAL 811 connected by wiring

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Lyle Streeter
FAA AAI
Dear Officials, 14 Sep 98

I quote,
WASHINGTON (AP) -- The government is preparing to increase inspections of airliner wiring -- suspect in the crash of Swissair Flight 111 -- as part of an effort to tighten supervision of older aircraft.

And, "An electrical fault remains the prime suspect in the 1996 crash of a TWA plane soon after leaving New York on its way to Paris. Fuel and air fumes in the Boeing 747 center fuel tank exploded killing all 230 passengers and crew.

Earlier this year a large portion of the Boeing 737 fleet was grounded by the FAA for immediate inspection of wires travelling through the wing tanks to fuel pumps.

Garvey said she would announce in the next few weeks a joint initiative with the airline industry to address electrical problems. "It will be a multi-pronged approach including more research but we will also have some more immediate steps," she said before testifying to a Senate panel on Year 2000 computer problems."

Dear officials, will someone in authority please note that NTSB discovered bad wiring in TWA 800 cargo door area, a Poly X polyimide wired plane?

"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

NTSB also discovered Poly X wiring in UAL 811. UAL 811 was
an electrical caused fatal Boeing 747 accident. TWA 800 and Swissair 111 are suspected electrical caused fatal accidents.

Will somebody in authority acknowledge UAL 811 existed and killed nine people and is the only confirmed and documented electrically caused fatal accident in a polyimide wired airliner? The cargo door gets blamed but it did what it was told, unlatch. The PolyX polyimide wiring is the culprit.

Everybody looked bad with UAL 811, Boeing for design, United for record keeping, FAA for delay, and then NTSB for getting the initial probable cause incomplete requiring AAR 90/01 to be superseded with AAR 92/02.

Everybody looked good by acknowledging the problems and attempting to fix them.

Although UAL 811 was horrible, it must be revisited.

To investigate cargo door area wiring in all early PolyX wired Boeing 747s based upon Swissair 111, UAL 965, UAL 811, and TWA 800 is prudent, in accordance with senior officials' suggestions, and fits the facts.

When the wring review is conducted by FAA, sooner or later UAL 811 will come up because it is a confirmed PolyX/polyimide switch/wiring caused fatal accident in a commercial wide body. Then the matches of UAL 811 to TWA 800 will become apparent. Then the PolyX bare wires in the cargo door area of TWA 800 will be recognized for the significant discovery they are. Then the wiring/cargo door explanation for TWA 800 will receive the thorough investigation it deserves.
At least, that's the logic.

UAL 811 is the key to many mystery crashes. It's on website of course, www.corazon.com/811page90conclusions1.html

I know all the answers but nobody asks me the questions.

(Passengers on Swissair probably took video of events inside cabin of Swissair 111 before it went in. That very valuable evidence is in the water and can be retrieved and analyzed.)

The Bournemouth Boeing 737 with rudder problems was caused by fluid in a yaw damper electrical connection. There have been other fatal rudder related Boeing 737 problems.

The Valujet 592 MD80 was a fire in the cargo bay. There have been other cargo bay fires caused by electrical problems.

UAL 811 was an electrical caused hull rupture forward of the wing on a Boeing 747. There have been three other Boeing 747s with hull ruptures forward of the wing, all four leaving a sudden loud sound on the CVR and abrupt data loss to the recorders, including TWA 800.

Discerning a pattern is the first sign of intelligence. I have discerned a pattern of hull ruptures forward of the wing in high time Boeing 747s that leave many significant similarities which indicate the forward cargo door ruptured in flight. That's one pattern; hull ruptures and forward cargo door.

Another pattern is mysterious accidents in many airliners that can be explained as electrical problems supported by confirmed previous electrical causes giving similar evidence.
FAA is about to conduct a thorough review of electrical problems in airliners. Please consider a known fatal electrical caused accident in depth, UAL 811. Please match UAL 811 to TWA 800 as hull ruptures forward of the wing in flight. Please investigate TWA 800 as an electrical caused hull rupture. Please contact me for further clarification.

I again request a meeting with FAA or NTSB officials to present my evidence for discussion regarding electrical problems, past, present, and future, in Boeing 747s that suffer hull ruptures in flight forward of the wing.

Citizens can contribute to aviation safety. First, they must be heard, then considered, then questioned.

I await your call.

Respectfully,

John Barry Smith
831 659 3552
551 Country Club Drive,
Carmel Valley, CA 93924
barry@corazon.com
www.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.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.
A Boeing telefax of June 25, 1997, stated that: The Poly-X wire was used as general purpose wire on the RA164 (TWA 800) aircraft. Wire insulation known as Poly-X had three in-service problems:
- Abrasion of the insulation in bundles installed in high vibration areas. (This problem was corrected by Boeing Service Bulletin No. 747-71-7105, Dated July 19, 1974)
- Random flaking of the topcoat.
- Insulation radial cracks in tight bend radii.

Radial cracking phenomenon of the Poly-X wire was mainly associated with mechanical stress. Bend radius is the largest contributor to mechanical stress in installed wire or cable. Presence of moisture in conjunction with mechanical stress is also a contributor.

Evidence of arcing or short circuiting was found in the fuselage of N93119, (TWA 800) in addition to what was found in the wiring from the raceway below the left cabin floor and near the forward wing spar.

Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found.
Please note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811.

UAL 811 matches TWA 800
aged
high flight time
poly x wired
early model Boeing 747
and shortly after takeoff
experienced hull rupture forward of the wing
sudden sound on CVR
loud sound on the CVR
short duration sound on the CVR
abrupt data loss to FDR
foreign object damage to starboard engines #3
fire in number three engine
more severe inflight damage on starboard side,
at least nine never recovered bodies,
torn off skin in forward cargo door area on starboard side,
post side smooth forward of the wing.
rupture at forward cargo door at aft midspan latch,
outward peeled skin on upper forward fuselage,
downward bent floor beams in cargo door area,
bare wire found in cargo door area.
vertical fuselage tear lines forward of the wing
parts initially shed from just forward of the wing.
first pieces of structure to leave aircraft in flight from forward cargo bay.
forward cargo door frayed
hoop stress found in cargo door area
door skin shattered outward.
inadvertent opening of forward cargo door in flight considered
initially thought to be a bomb
but later ruled out.

From: John Barry Smith <barry@corazon.com>
Date: September 14, 1998 12:14:10 PM PDT
To: Oberstar
Subject: Swissair 111/TWA 800/UAL 811 connected by wiring

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Oberstar
Member of Congress
2366 Rayburn House Office Building
U.S House of Representatives
Washington, DC 20515-2308
James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Bernard Loeb,
Director of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas E. Haueter
Chief, Major Investigations Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

John B. Drake
Division Chief
Aviation Engineering Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Al Dickinson,
Lead Investigator, TWA 800
Dear Officials, 14 Sep 98

I quote,

"WASHINGTON (AP) -- The government is preparing to increase inspections of airliner wiring -- suspect in the crash of
Swissair Flight 111 -- as part of an effort to tighten supervision of older aircraft."

And, "An electrical fault remains the prime suspect in the 1996 crash of a TWA plane soon after leaving New York on its way to Paris. Fuel and air fumes in the Boeing 747 center fuel tank exploded killing all 230 passengers and crew.

Earlier this year a large portion of the Boeing 737 fleet was grounded by the FAA for immediate inspection of wires travelling through the wing tanks to fuel pumps.

Garvey said she would announce in the next few weeks a joint initiative with the airline industry to address electrical problems. "It will be a multi-pronged approach including more research but we will also have some more immediate steps," she said before testifying to a Senate panel on Year 2000 computer problems."

Dear officials, will someone in authority please note that NTSB discovered bad wiring in TWA 800 cargo door area, a Poly X polyimide wired plane?

"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

NTSB also discovered Poly X wiring in UAL 811. UAL 811 was an electrical caused fatal Boeing 747 accident. TWA 800 and Swissair 111 are suspected electrical caused fatal accidents.
Will somebody in authority acknowledge UAL 811 existed and killed nine people and is the only confirmed and documented electrically caused fatal accident in a polyimide wired airliner? The cargo door gets blamed but it did what it was told, unlatch. The PolyX polyimide wiring is the culprit.

Everybody looked bad with UAL 811, Boeing for design, United for record keeping, FAA for delay, and then NTSB for getting the initial probable cause incomplete requiring AAR 90/01 to be superseded with AAR 92/02.

Everybody looked good by acknowledging the problems and attempting to fix them.

Although UAL 811 was horrible, it must be revisited.

To investigate cargo door area wiring in all early PolyX wired Boeing 747s based upon Swissair 111, UAL 965, UAL 811, and TWA 800 is prudent, in accordance with senior officials' suggestions, and fits the facts.

When the wring review is conducted by FAA, sooner or later UAL 811 will come up because it is a confirmed PolyX/polyimide switch/wiring caused fatal accident in a commercial wide body. Then the matches of UAL 811 to TWA 800 will become apparent. Then the PolyX bare wires in the cargo door area of TWA 800 will be recognized for the significant discovery they are. Then the wiring/cargo door explanation for TWA 800 will receive the thorough investigation it deserves.

At least, that's the logic.

UAL 811 is the key to many mystery crashes. It's on website of
I know all the answers but nobody asks me the questions.

(Passengers on Swissair probably took video of events inside cabin of Swissair 111 before it went in. That very valuable evidence is in the water and can be retrieved and analyzed.)

The Bournemouth Boeing 737 with rudder problems was caused by fluid in a yaw damper electrical connection. There have been other fatal rudder related Boeing 737 problems.

The Valujet 592 MD80 was a fire in the cargo bay. There have been other cargo bay fires caused by electrical problems.

UAL 811 was an electrical caused hull rupture forward of the wing on a Boeing 747. There have been three other Boeing 747s with hull ruptures forward of the wing, all four leaving a sudden loud sound on the CVR and abrupt data loss to the recorders, including TWA 800.

Discerning a pattern is the first sign of intelligence. I have discerned a pattern of hull ruptures forward of the wing in high time Boeing 747s that leave many significant similarities which indicate the forward cargo door ruptured in flight. That's one pattern; hull ruptures and forward cargo door.

Another pattern is mysterious accidents in many airliners that can be explained as electrical problems supported by confirmed previous electrical causes giving similar evidence.

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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.
Owner Mooney M-20C, 1000 hours.
US Navy Air Intelligence Officer
Survivor of sudden night fiery fatal jet plane crash in RA-5C.

Quote from TWA 800 Public Docket 516A, Exhibit 9A Systems
Group Chairman's Factual report of Investigation, Page 47, "A Boeing telefax of June 25, 1997, stated that: The Poly-X wire was used as general purpose wire on the RA164 (TWA 800) aircraft. Wire insulation known as Poly-X had three in-service problems:
- Abrasion of the insulation in bundles installed in high vibration areas.
  (This problem was corrected by Boeing Service Bulletin No. 747-71-7105, Dated July 19, 1974)
- Random flaking of the topcoat.
- Insulation radial cracks in tight bend radii.
Radial cracking phenomenon of the Poly-X wire was mainly associated with mechanical stress. Bend radius is the largest contributor to mechanical stress in installed wire or cable. Presence of moisture in conjunction with mechanical stress is also a contributor."

The Systems Exhibit 9A continues on same page 47, "Evidence of arcing or short circuiting was found in the fuselage of N93119, (TWA 800) in addition to what was found in the wiring from the raceway below the left cabin floor and near the forward wing spar.

The Systems Exhibit 9A continues, page 116: "Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

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that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811.

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more severe inflight damage on starboard side,
at least nine never recovered bodies,
torn off skin in forward cargo door area on starboard side,
post side smooth forward of the wing.
rupture at forward cargo door at aft midspan latch,
outward peeled skin on upper forward fuselage,
downward bent floor beams in cargo door area,
bare wire found in cargo door area.
vertical fuselage tear lines forward of the wing
parts initially shed from just forward of the wing.
first pieces of structure to leave aircraft in flight from forward cargo bay.
forward cargo door frayed
hoop stress found in cargo door area
door skin shattered outward.
inadvertent opening of forward cargo door in flight considered
initially thought to be a bomb
but later ruled out.

From: "Pubmail, Duncan" <JJDuncan@mail.house.gov>
Date: July 28, 1998 3:32:31 PM PDT
To: John Barry Smith <barry@corazon.com>
Subject: RE: Alternative theories to TWA 800 not sorted out

Thank you for sending an e-mail message to my office. Please be sure that your message contained your name, address and telephone number.

If it did not, please e-mail this additional information to me as soon as possible so that I can reply to your message in more detail.

It is always helpful to hear the views of my constituents in the Second Congressional District. Unfortunately, due to a heavy mail volume and a small staff, it is not possible for me to reply to individuals who are not residents of my District. However, I appreciate your taking the time to contact me.

With kindest regards, I am

Sincerely,

John J. Duncan, Jr.
Member of Congress
Thank you for sending an e-mail message to my office. Please be sure that your message contained your name, address and telephone number.

If it did not, please e-mail this additional information to me as soon as possible so that I can reply to your message in more detail.

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With kindest regards, I am

Sincerely,

John J. Duncan, Jr.
Member of Congress
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan, 28 July 1998

Based upon the below statement from NTSB it appears that the House had conducted an investigation into alternate theories about TWA 800 and sorted them out. The conclusion was that the evidence supported the NTSB explanation.

Well, you know that you did not 'sort out' alternative theories because you never contacted me or Congressman Sam Farr, both of whom have written you asking for your attention into the wiring/cargo door explanation, an alternate explanation.

Congressman Farr put in many letters of inquiry to officials at FAA, NTSB, DOT, and one to you, Mr. Duncan, about wiring/cargo door explanation, (an alternate theory for TWA 800). Does not Congressman Farr warrant more respect and consideration for his opinion that the cargo door possibly opened in flight than to be ignored?

The following statement was released today by Jim Hall, Chairman of the National Transportation Safety Board, following
the issuance yesterday of a final report by Congressman Jim Traficant of Ohio, on the investigation of the crash of TWA flight 800:

"I am gratified that, after an exhaustive review of the federal government's investigation of the tragic loss of TWA flight 800, Congressman Traficant has agreed that the inquiry has been thorough and forthcoming, and that the evidence has supported our belief that an explosion of the aircraft’s center fuel tank was the event that brought the plane down.

"I am particularly pleased that the Congressman’s report endorses the integrity and hard work of the men and women of the National Transportation Safety Board and the many other government agencies that have been selflessly pursuing the cause of this accident for two years.

"I want to thank Congressman Traficant, a senior member of the House Transportation Committee, Chairman John Duncan and the committee staff who entered this review in an attempt to sort out the many alternative theories proposed by parties outside the investigation.

"As we approach the 2nd anniversary of this tragedy, I want to assure the family members of those who perished, as well as all the American people, that the Safety Board is continuing to pursue many avenues of inquiry in assembling the definitive report on the circumstances surrounding the accident."

- 30 -

NTSB Public Affairs Office: (202) 314-6100

Senator John McCain has also expressed interest in the alternate theory of inadvertent opening of the forward cargo door in flight for TWA 800 in several letters to NTSB, but then, he's a Senator, not a House member, so his opinion carries less weight in a House inquiry, although he is a former jet pilot.
And the next time the House does an inquiry into a matter of public interest, could you tell the public so that we may submit relevant information?

It's not too late, Congressman Duncan, for a reasonable, mechanical alternate theory to be 'sorted out'. TWA 800 is still an active investigation and controversial. Of course it was not a missile. Of course it was not a bomb. Of course the center tank exploded. And of course the forward cargo door opened in flight. Can you refer your Congressional investigators to me so that I may present my supporting evidence to them for their consideration?

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

To: jjduncan@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Congressman Farr/Senator McCain/TWA 800 cargo door
Cc:
Bcc:
X-Attachments:

The Honorable John J. Duncan, Jr.
U.S. House of Representatives  
2400 Rayburn HOB  
Washington, D.C. 20515

Dear Congressman Duncan,   19 Mar 98

This is John Barry Smith, referred by Congressman Sam Farr, my  
representative here in California. I write to you as the Chairman  
of the  
House Aviation Sub Committee. TWA 800 is the subject. I ask  
that you look  
into my alternate mechanical explanation, wiring/cargo door  
rupture.

Your fellow Congressman, Sam Farr, has invited your attention  
to this  
matter in a August 5 1997 letter to you which states, "I recently  
met with  
a constituent who believes the cause of the TWA 800 crash may  
have been the  
inadvertent opening of the cargo door. Should you decide to  
investigate  
this theory, you may wish to contact Mr. John Barry Smith. He  
can be  
reached at: 511 (sic, should be 551) Country Club Drive, Carmel  
Valley, CA  
93924 or 408 659 3552. I am also including a copy of my most  
recent  
correspondence from Mr. Smith which makes reference to his  
hypothesis. I  
appreciate your attention to this matter. Sincerely, Signed: Sam  
Farr,
Mr. Duncan, upon receipt of the letter to you from Mr. Farr, I emailed you the following two letters:

To: jjduncan@hr.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Referral from Fellow Congressman Farr, D-CA
Cc:
Bcc:
X-Attachments:
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan,

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight. Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.

From your web site biography:
Representative Duncan served in the Tennessee Army National Guard and the
U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.
Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common. As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an aviation literate staff member to interview me. My web site at www.corazon provides overview and background on the matter. I'm at your service, sir.

Very Respectfully,
John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924
e-mail barry@corazon.com

To: jjduncan@hr.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: TWA 800 concern referred by fellow Congressman Farr
Cc:
Bcc:
X-Attachments:
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
Dear Congressman Duncan, 18 Sep 97

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight. In a recent quote from you in the newspaper you state "...all those concerns need to be examined." I agree, sir. Congressman Farr and I have a concern about TWA 800. Please examine it. Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.

From your web site biography:
Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain. Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common. As a retired officer and combat veteran of Vietnam, I assure you
my hypothesis warrants further investigation. Please assign an aviation literate staff member to interview me. My web site at www.corazon provides overview and background on the matter.
I'm at your service, sir.

Very Respectfully,
John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924

"In Washington, Duncan said he had no quarrel with what the investigators were doing, but added that he was``not entirely satisfied at this point.''
``There have been numerous people who have raised concerns and questions about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is," Duncan said."

Congressman Duncan, I received no replies nor contact at all from you.

Previously, Senator John McCain, Chairman of the Senate Committee on Commerce, Transportation, and Science wrote me to say:
Mime-Version: 1.0
Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,

John McCain
U.S. Senator

JM/jes

A new development has occurred. Senator John McCain has written me now to say, "I have received your letter regarding the forward cargo
door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns.

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Upon receipt of the letter from Senator McCain I responded to Mr. Farr, Chairman Hall, and Senator McCain below:

To: samfarrhrhousegov
From: John Barry Smith <barry@corazon.com>
Subject: NTSB/cargo door meeting/Senator McCain
Cc: 
Bcc: 
X-Attachments:

Mr. Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
Washington, DC

Dear Congressman Farr, 17 Mar 98

Senator McCain has apparently prodded NTSB to take a meeting with me regarding forward cargo door of TWA 800.
Below are two letters in response to that proposed meeting. It is very important. I shall report back how the meeting went.

Best Regards,

Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate

Dear Senator McCain, 17 Mar 98

I've just received your 4 Mar 98 letter to me stating that on my behalf you have contacted the NTSB regarding my concerns. Thank you very much, sir.

You mentioned my '... interest in meeting someone at the NTSB relating your concerns.' I have thought about this at length and have offered the following suggestions to Chairman Hall to satisfy your implied request for a meeting between NTSB and me to relate my concerns about the
forward cargo
door of TWA 800.

I offer to travel to Seattle, Washington, from California to meet with NTSB officials in their offices. I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office, Seattle, at 8 a.m.

My goal is to persuade NTSB that a reasonable line of inquiry, worthy of the same effort as that done for bomb, missile, and center tank, is the wiring/cargo door rupture explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
6. pressurized hull ruptures at aft midspan latch.
7. cargo door tears into pieces, some pieces stay with nose, some don't.
8. explosive decompression occurs shattering cargo door area forward of the wing on right side exposing twenty foot by forty foot hole in nose producing sudden loud sound on CVR.
9. 300 knots slipstream tears weakened nose off.
10. ejected debris is ingested by starboard engines which catch fire.
11. wing and wing fuel tanks; engines, tail, and fuselage fall and
disintegrate on way down.
12. fiery starboard engine ignites fuel vapor clouds from disintegrating tanks, including center tank.
13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to land.

I've attached my response letter to Chairman Hall to this letter.

I will report back to you with a summary, Senator; thank you again for arranging the meeting between NTSB and me. It's the wiring/cargo door's turn to justify itself.

Very Respectfully,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com
Office of the Chairman  
490 L'Enfant Plaza, S.W.  
Washington, DC 20594-2000

Dear Chairman Hall,

17 Mar 98

I've just received a 4 Mar 98 letter to me from Senator John McCain stating, "I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns.

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Chairman Hall, I interpret that to mean that Senator McCain wishes that the NTSB and I get together in a meeting to relate my concerns about the forward cargo door of TWA 800. That seems reasonable enough. To accurately and efficiently relate my concerns to NTSB, may I present the following suggestions:

I offer to travel to Seattle, Washington, from California to meet
with NTSB officials in their offices. That's the closest office to me and previous government officials who have written to me regarding forward cargo door and TWA 800.

(From NTSB web site: NTSB Northwest Regional Office 8 a.m.-4:30 p.m. 19518 Pacific Highway South Room 201 Seattle, Washington 98188)

The sooner the better; may I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office at 8 a.m?

A meeting goal would be to discuss with me my concerns regarding the forward cargo door of TWA 800. My goal is to persuade NTSB that a reasonable line of inquiry, worthy of the same effort as that done for bomb, missile, and center tank, is the wiring/cargo door rupture explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
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9. 300 knots slipstream tears weakened nose off.
10. ejected debris is ingested by starboard engines which catch fire.
11. wing and wing fuel tanks; engines, tail, and fuselage fall and disintegrate on way down.
12. fiery starboard engine ignites fuel vapor clouds from disintegrating tanks, including center tank.
13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to land.

Every concern will be documented with US government and other official reports, exhibits, testimony, and charts. I will bring my laptop computer with internet access to reach NTSB TWA 800 website and other government sites for reference. All that will be required is an outside phone line, some chairs, a table, and some good lighting.

The main concern, as is the main concern of all aviation safety persons, is that can happen again unless wiring/cargo door rupture explanation is ruled in or out by a reasonable line of inquiry by NTSB which is my goal of the
meeting which Senator McCain has suggested take place.

Senator McCain mentions, 'someone' at NTSB to meet with me. May I suggest several persons to be invited to the meeting?

1. NTSB Chief of Northwest Region and staff that are available.
2. Mr. Breneman of FAA who has hands on experience with the forward cargo door of TWA 800 assisting NTSB at Calverton.
3. Mr. Neil Schalekamp of FAA who offered conclusion of evidence of TWA 800 being outward explosion at cargo door area but later changed mind.

It's far away but I certainly invite you, Mr. Chairman, and would be honored should you attend, as well as Dr. Loeb, Mr. Wildey, Mr. Drake, Mr. Dickinson, and Mr. Schleede, all of whom are very familiar with wiring/cargo door explanation and would contribute much to resolving my concerns about the forward cargo door of TWA 800. Also most helpful would be Mr. Lyle Streeter, the FAA link to NTSB. Mr. Streeter is a professional aircraft accident investigator whose opinions about aircraft accidents carry weight. If not able to attend in person, then email, phone and letters are available of course to us.

This meeting of minds is a very welcome opportunity to clear the
air and
resolve some differences of opinion about TWA 800 and it's
cause. Harsh
letters between NTSB and me have crossed paths in the last few
weeks. It's
distracting from the mechanical explanation of TWA 800 which
relies on
facts, data and evidence which is what I shall address in the
proposed
meeting in Seattle.

I truly believe this meeting will be very fruitful, Mr. Chairman.
Goals are
to establish that the cargo door of TWA 800 opened in flight or
did not,
it's happened before to other 747s or has not, present new
evidence which
has shown up in wreckage reconstruction or has not; and
therefore, a
reasonable line of inquiry is the wiring/cargo door rupture
explanation or
it is not.

I will report back to Senator McCain with the evaluation of
wiring/cargo
door rupture explanation by NTSB in words a former US Navy
carrier jet
pilot will understand, which is to say, technical and makes sense.

Chairman Hall, NTSB and FAA went right to that suspicious
forward cargo
door of TWA 800 from day one. It's time to go back. There's a lot
more
there than meets the eye at first glance. The whole story is there. It answers your question of, "Why so few bodies burned?" The answer is basically, "They were not there to be burned. They were blown away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explode, there were no passengers in front of the fiery explosion to be burnt."

To ask your question, sir, as you did about the unburnt passengers, is to understand the center tank as initial event does not ring all the way true. There is doubt about the actual initial event in your mind.

I can resolve it.

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

Congressman Duncan, I ask that you contact me concerning this most important matter concerning the national interest, aviation safety
and the industrial reputation of a major industry. The wiring cargo door explanation for TWA 800 has the interest of Congressman Farr and Senator McCain. Please tell me what is needed to persuade you that the center tank as initial event for TWA 800 is not initial but secondary and the real initial event was water meeting chafed wire shorting door unlatch motor on leading to destruction.

Fellow Tennessean Jim Hall feels the center tank exploded in flight. It did. But it was not the first to go. Fire is a usual secondary symptom and rarely an initiating cause.

The forward cargo door has already nine confirmed by NTSB kills with UAL 811. It happened again as the evidence shows. I am available to show you.

Respectfully,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan, 28 July 1998

Based upon the below statement from NTSB it appears that the House had conducted an investigation into alternate theories about TWA 800 and sorted them out. The conclusion was that the evidence supported the NTSB explanation.

Well, you know that you did not 'sort out' alternative theories because you never contacted me or Congressman Sam Farr, both of whom have written you asking for your attention into the wiring/cargo door explanation, an alternate explanation.

Congressman Farr put in many letters of inquiry to officials at FAA, NTSB, DOT, and one to you, Mr. Duncan, about wiring/cargo door explanation, (an alternate theory for TWA 800). Does not Congressman Farr warrant more respect and consideration for his opinion that the cargo door possibly opened in flight than to be ignored?

The following statement was released today by Jim Hall, Chairman of the National Transportation Safety Board, following the issuance yesterday of a final report by Congressman Jim Traficant of Ohio, on the investigation of the crash of TWA flight
"I am gratified that, after an exhaustive review of the federal government's investigation of the tragic loss of TWA flight 800, Congressman Traficant has agreed that the inquiry has been thorough and forthcoming, and that the evidence has supported our belief that an explosion of the aircraft's center fuel tank was the event that brought the plane down.

"I am particularly pleased that the Congressman's report endorses the integrity and hard work of the men and women of the National Transportation Safety Board and the many other government agencies that have been selflessly pursuing the cause of this accident for two years.

"I want to thank Congressman Traficant, a senior member of the House Transportation Committee, Chairman John Duncan and the committee staff who entered this review in an attempt to sort out the many alternative theories proposed by parties outside the investigation.

"As we approach the 2nd anniversary of this tragedy, I want to assure the family members of those who perished, as well as all the American people, that the Safety Board is continuing to pursue many avenues of inquiry in assembling the definitive report on the circumstances surrounding the accident."

- 30 -

NTSB Public Affairs Office: (202) 314-6100

Senator John McCain has also expressed interest in the alternate theory of inadvertent opening of the forward cargo door in flight for TWA 800 in several letters to NTSB, but then, he's a Senator, not a House member, so his opinion carries less weight in a House inquiry, although he is a former jet pilot.

And the next time the House does an inquiry into a matter of public interest, could you tell the public so that we may submit
relevant information?

It's not too late, Congressman Duncan, for a reasonable, mechanical alternate theory to be 'sorted out'. TWA 800 is still an active investigation and controversial. Of course it was not a missile. Of course it was not a bomb. Of course the center tank exploded. And of course the forward cargo door opened in flight. Can you refer your Congressional investigators to me so that I may present my supporting evidence to them for their consideration?

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

To: jjduncan@mail.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Congressman Farr/Senator McCain/TWA 800 cargo door
Cc:
Bcc:
X-Attachments:

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan,  19 Mar 98

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. I write to you as the Chairman of the House Aviation Sub Committee. TWA 800 is the subject. I ask that you look into my alternate mechanical explanation, wiring/cargo door rupture.

Your fellow Congressman, Sam Farr, has invited your attention to this matter in a August 5 1997 letter to you which states, "I recently met with a constituent who believes the cause of the TWA 800 crash may have been the inadvertent opening of the cargo door. Should you decide to investigate this theory, you may wish to contact Mr. John Barry Smith. He can be reached at: 511 (sic, should be 551) Country Club Drive, Carmel Valley, CA 93924 or 408 659 3552. I am also including a copy of my most recent correspondence from Mr. Smith which makes reference to his hypothesis. I appreciate your attention to this matter. Sincerely, Signed: Sam Farr, Member of Congress."
Mr. Duncan, upon receipt of the letter to you from Mr. Farr, I emailed you the following two letters:

To: jjduncan@hr.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Referral from Fellow Congressman Farr, D-CA
Cc:
Bcc:
X-Attachments:
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan,

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight.
Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.

From your web site biography:
Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of
Captain.
Well, sir, my wife and I are both former enlisted and both became officers,
my wife in the U.S. Army Reserve and me in the Regular Army. We have
something in common.
As a retired officer and combat veteran of Vietnam, I assure you my
hypothesis warrants further investigation. Please assign an aviation
literate staff member to interview me. My web site at
www.corazon provides
overview and background on the matter.
I'm at your service, sir.

Very Respectfully,
John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924
e-mail barry@corazon.com

To: jjduncan@hr.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: TWA 800 concern referred by fellow Congressman Farr
Cc:
Bcc:
X-Attachments:
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515
Dear Congressman Duncan, 18 Sep 97

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight. In a recent quote from you in the newspaper you state "...all those concerns need to be examined." I agree, sir. Congressman Farr and I have a concern about TWA 800. Please examine it. Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist. From your web site biography:
Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.
Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common. As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an
aviation
literate staff member to interview me. My web site at
www.corazon provides
overview and background on the matter.
I'm at your service, sir.

Very Respectfully,
John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924

"In Washington, Duncan said he had no quarrel with what the
investigators
were doing, but added that he was``not entirely satisfied at this
point.''
``There have been numerous people who have raised concerns
and questions
about what happened to this plane and I think that all of those
concerns
need to be examined before we say this is all there is," Duncan
said."

Congressman Duncan, I received no replies nor contact at all
from you.

Previously, Senator John McCain, Chairman of the Senate
Committee on
Commerce, Transportation, and Science wrote me to say:
Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
Subject: Boeing 747 Information
To: barry@corazon.com

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,

John McCain
U.S. Senator

JM/jes

A new development has occurred. Senator John McCain has written me now to say,"I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the
National Transportation Safety Board (NTSB) relating your concerns.

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Upon receipt of the letter from Senator McCain I responded to Mr. Farr, Chairman Hall, and Senator McCain below:

To: samfarrhrhousegov
From: John Barry Smith <barry@corazon.com>
Subject: NTSB/cargo door meeting/Senator McCain
Cc:
Bcc:
X-Attachments:

Mr. Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
Washington, DC

Dear Congressman Farr, 17 Mar 98

Senator McCain has apparently prodded NTSB to take a meeting with me regarding forward cargo door of TWA 800.

Below are two letters in response to that proposed meeting. It is very
important. I shall report back how the meeting went.

Best Regards,

Barry Smith  
551 Country Club Drive,  
Carmel Valley, CA 93924  
408 659 3552  
barry@corazon.com  
www.corazon.com

John McCain, Arizona,  
Chairman, Committee on Commerce, Science, and Transportation  
United States Senate

Dear Senator McCain, 17 Mar 98

I've just received your 4 Mar 98 letter to me stating that on my behalf you have contacted the NTSB regarding my concerns. Thank you very much, sir.

You mentioned my '... interest in meeting someone at the NTSB relating your concerns.' I have thought about this at length and have offered the following suggestions to Chairman Hall to satisfy your implied request for a meeting between NTSB and me to relate my concerns about the forward cargo door of TWA 800.
I offer to travel to Seattle, Washington, from California to meet with NTSB officials in their offices. I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office, Seattle, at 8 a.m.

My goal is to persuade NTSB that a reasonable line of inquiry, worthy of the same effort as that done for bomb, missile, and center tank, is the wiring/cargo door rupture explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
6. pressurized hull ruptures at aft midspan latch.
7. cargo door tears into pieces, some pieces stay with nose, some don't.
8. explosive decompression occurs shattering cargo door area forward of the wing on right side exposing twenty foot by forty foot hole in nose producing sudden loud sound on CVR.
9. 300 knots slipstream tears weakened nose off.
10. ejected debris is ingested by starboard engines which catch fire.
11. wing and wing fuel tanks; engines, tail, and fuselage fall and disintegrate on way down.
12. fiery starboard engine ignites fuel vapor clouds from
disintegrating tanks, including center tank.
13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to land.

I've attached my response letter to Chairman Hall to this letter.

I will report back to you with a summary, Senator; thank you again for arranging the meeting between NTSB and me. It's the wiring/cargo door's turn to justify itself.

Very Respectfully,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
490 L'Enfant Plaza, S.W.
Washington, DC  20594-2000

Dear Chairman Hall,

17 Mar 98

I've just received a 4 Mar 98 letter to me from Senator John McCain stating, "I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns. I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Chairman Hall, I interpret that to mean that Senator McCain wishes that the NTSB and I get together in a meeting to relate my concerns about the forward cargo door of TWA 800. That seems reasonable enough. To accurately and efficiently relate my concerns to NTSB, may I present the following suggestions:

I offer to travel to Seattle, Washington, from California to meet with NTSB officials in their offices. That's the closest office to me and
previous
government officials who have written to me regarding forward
cargo door
and TWA 800.

(From NTSB web site: NTSB Northwest Regional Office 8
a.m.-4:30 p.m.
19518 Pacific Highway South
Room 201
Seattle, Washington 98188)

The sooner the better; may I suggest Wednesday, April 1, 1998
in Room 201
of NTSB NW Regional Office at 8 a.m?

A meeting goal would be to discuss with me my concerns
regarding the
forward cargo door of TWA 800. My goal is to persuade NTSB
that a
reasonable line of inquiry, worthy of the same effort as that done
for
bomb, missile, and center tank, is the wiring/cargo door rupture
explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
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forward of the
wing on right side exposing twenty foot by forty foot hole in nose producing sudden loud sound on CVR.
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13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to land.

Every concern will be documented with US government and other official reports, exhibits, testimony, and charts. I will bring my laptop computer with internet access to reach NTSB TWA 800 website and other government sites for reference. All that will be required is an outside phone line, some chairs, a table, and some good lighting.

The main concern, as is the main concern of all aviation safety persons, is that can happen again unless wiring/cargo door rupture explanation is ruled in or out by a reasonable line of inquiry by NTSB which is my goal of the meeting which Senator McCain has suggested take place.
Senator McCain mentions, 'someone' at NTSB to meet with me. May I suggest
several persons to be invited to the meeting?

1. NTSB Chief of Northwest Region and staff that are available.
2. Mr. Breneman of FAA who has hands on experience with the forward cargo
doors of TWA 800 assisting NTSB at Calverton.
3. Mr. Neil Schalekamp of FAA who offered conclusion of evidence of TWA 800
being outward explosion at cargo door area but later changed mind.

It's far away but I certainly invite you, Mr. Chairman, and would be
honored should you attend, as well as Dr. Loeb, Mr. Wildey, Mr. Drake, Mr.
Dickinson, and Mr. Schleede, all of whom are very familiar with wiring/cargo door explanation and would contribute much to resolving my concerns about the forward cargo door of TWA 800. Also most helpful would be Mr. Lyle Streeter, the FAA link to NTSB. Mr. Streeter is a professional aircraft accident investigator whose opinions about aircraft accidents carry weight. If not able to attend in person, then email, phone and letters are available of course to us.

This meeting of minds is a very welcome opportunity to clear the air and resolve some differences of opinion about TWA 800 and it's
cause. Harsh
letters between NTSB and me have crossed paths in the last few
weeks. It's
distracting from the mechanical explanation of TWA 800 which
relies on
facts, data and evidence which is what I shall address in the
proposed
meeting in Seattle.

I truly believe this meeting will be very fruitful, Mr. Chairman.
Goals are
to establish that the cargo door of TWA 800 opened in flight or
did not,
it's happened before to other 747s or has not, present new
evidence which
has shown up in wreckage reconstruction or has not; and
therefore, a
reasonable line of inquiry is the wiring/cargo door rupture
explanation or
it is not.

I will report back to Senator McCain with the evaluation of
wiring/cargo
door rupture explanation by NTSB in words a former US Navy
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Chairman Hall, NTSB and FAA went right to that suspicious
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answers your question of, "Why so few bodies burned?" The answer is basically, "They were not there to be burned. They were blown away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explode, there were no passengers in front of the fiery explosion to be burnt."

To ask your question, sir, as you did about the unburnt passengers, is to understand the center tank as initial event does not ring all the way true. There is doubt about the actual initial event in your mind.

I can resolve it.

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

Congressman Duncan, I ask that you contact me concerning this most important matter concerning the national interest, aviation safety and the industrial reputation of a major industry. The wiring cargo door
explanation for TWA 800 has the interest of Congressman Farr and Senator McCain. Please tell me what is needed to persuade you that the center tank as initial event for TWA 800 is not initial but secondary and the real initial event was water meeting chafed wire shorting door unlatch motor on leading to destruction.

Fellow Tennessean Jim Hall feels the center tank exploded in flight. It did. But it was not the first to go. Fire is a usual secondary symptom and rarely an initiating cause.

The forward cargo door has already nine confirmed by NTSB kills with UAL 811. It happened again as the evidence shows. I am available to show you.

Respectfully,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

From: John Barry Smith <barry@corazon.com>
Date: June 16, 1998 10:11:16 AM PDT
To: "Gabel, Caroline" <Caroline.Gabel@mail.house.gov>
Subject: Re: meeting between Mr. North and Rep. Oberstar's office

We have not heard directly from Mr. North seeking an appointment.

I tried to e-mail him, but the address was not recognized by our system. Would you please advise him to call me directly at 202/225-6211 and we will be happy to arrange an appointment. We would welcome his insights into the tragedy.

Dear Ms. Gabel,

Thank you, Ma'm. I called him immediately and he said he would get right on it. He had recently changed ISP so that would explain the mixup. I emailed him your email and he received it. Thank you again for having an open mind and willing to consider his insights.

Regards,
John Barry Smith

From: John Barry Smith <barry@corazon.com>
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Dear Ms. Gabel,

Thank you, Ma'm. I called him immediately and he said he would get right on it. He had recently changed ISP so that would explain the mixup. I emailed him your email and he received it. Thank you again for having an open mind and willing to consider his insights.

Regards,
John Barry Smith

From: "Gabel, Caroline" <Caroline.Gabel@mail.house.gov>
Date: June 16, 1998 9:50:46 AM PDT
To: "'barry@corazon.com'" <barry@corazon.com>
Subject: meeting between Mr. North and Rep. Oberstar's office

We have not heard directly from Mr. North seeking an appointment.

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and we
will be happy to arrange an appointment. We would welcome his
insights
into the tragedy.

From: "Gabel, Caroline" <Caroline.Gabel@mail.house.gov>
Date: June 16, 1998 9:50:46 AM PDT
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Would you please advise him to call me directly at 202/225-6211 and we
will be happy to arrange an appointment. We would welcome his insights
into the tragedy.

From: John Barry Smith <barry@corazon.com>
Date: June 14, 1998 12:10:20 PM PDT
To: oberstar@mail.house.gov
Subject: Appointment for constituent Wayne North

James Oberstar
Member of Congress
Dear Congressman Oberstar, 14 June 1998

Mr. Wayne North, your constituent, and I have been corresponding for several months regarding the cause of the crash of TWA 800. We believe the NTSB is correct in saying there was a center tank fire and have backed up the time a few seconds to wiring short causing the forward cargo door to open in flight leading to the center tank fire.

Mr. North would like to have a fifteen minute appointment with you to present the facts, data, and evidence to support such a conclusion. He has not yet been granted that appointment.

I would like to report to you that Mr. North has been reliable, polite, well informed, cautious, and diligent in his research into TWA 800. He has considered and researched the possible explanations.

He is a retired Boeing 747 pilot talking about a Boeing 747 accident. His opinions carry weight.

He is a constituent and deserves an audience with you.

Mr. Sam Farr, my Congressman, has been involved with TWA 800 for over a year and has the details about the wiring/cargo door explanation. Mr. Farr has been very helpful in eliciting responses from NTSB and FAA. Congressman Farr has recommended to fellow Congressman J. Duncan his attention in the matter. Senator John McCain has reviewed the possible cargo
door cause and forwarded it to his Committee on Commerce, Science, and Transportation for review. So far, the political system has been the most productive in our attempts to present our conclusions to government authority.

Please give Mr. North the fifteen minute appointment.

Very Respectfully,

John Barry Smith  
551 Country Club Drive  
Carmel Valley, CA 93924  
408 659 3552  
barry@corazon.com  
www.corazon.com

<hnorth@thebestisp.com> is Mr. North's email address.

Text of 1 May 98 letter from Congressman Farr:

"Dear Mr. Smith:  
Thank you for contacting me recently regarding your ongoing interest in the forward cargo door of TWA flight 800. I appreciated hearing from you. I am, of course, glad to help, and am therefore in touch with the appropriate government agency on your behalf. I will write to you again as soon as a response is available, but please let me know if there is anything further that I can do for you in the interim.

Sincerely,"
Text of 12/19/86 email Senator McCain:

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.
Sincerely,
John McCain
U.S. Senator
JM/jes

From: John Barry Smith <barry@corazon.com>
Date: June 14, 1998 12:10:20 PM PDT
To: oberstar@mail.house.gov
Subject: Appointment for constituent Wayne North

James Oberstar
Member of Congress
House of Representatives
Congress of the United States
Washington, DC 20515-2861
Dear Congressman Oberstar, 14 June 1998

Mr. Wayne North, your constituent, and I have been corresponding for several months regarding the cause of the crash of TWA 800. We believe the NTSB is correct in saying there was a center tank fire and have backed up the time a few seconds to wiring short causing the forward cargo door to open in flight leading to the center tank fire.

Mr. North would like to have a fifteen minute appointment with you to present the facts, data, and evidence to support such a conclusion. He has not yet been granted that appointment.

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He is a retired Boeing 747 pilot talking about a Boeing 747 accident. His opinions carry weight.

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Sincerely,

Sam Farr
Member of Congress
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Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.
Sincerely,
John McCain
U.S. Senator
JM/jes

From: John Barry Smith <barry@corazon.com>
Date: March 19, 1998 6:45:33 PM PST
To: jjduncan@mail.house.gov
Subject: Congressman Farr/Senator McCain/TWA 800 cargo door

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan, 19 Mar 98
This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. I write to you as the Chairman of the House Aviation Sub Committee. TWA 800 is the subject. I ask that you look into my alternate mechanical explanation, wiring/cargo door rupture.

Your fellow Congressman, Sam Farr, has invited your attention to this matter in a August 5 1997 letter to you which states, "I recently met with a constituent who believes the cause of the TWA 800 crash may have been the inadvertent opening of the cargo door. Should you decide to investigate this theory, you may wish to contact Mr. John Barry Smith. He can be reached at: 511 (sic, should be 551) Country Club Drive, Carmel Valley, CA 93924 or 408 659 3552. I am also including a copy of my most recent correspondence from Mr. Smith which makes reference to his hypothesis. I appreciate your attention to this matter. Sincerely, Signed: Sam Farr, Member of Congress."

Mr. Duncan, upon receipt of the letter to you from Mr. Farr, I emailed you the following two letters:
To: jjduncan@hr.house.gov
From: John Barry Smith <barry@corazon.com>
Subject: Referral from Fellow Congressman Farr, D-CA
Cc: 
Bcc: 
X-Attachments: 
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

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Well, sir, my wife and I are both former enlisted and both became officers,
my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common. As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an aviation literate staff member to interview me. My web site at www.corazon provides overview and background on the matter. I'm at your service, sir.

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``There have been numerous people who have raised concerns and questions about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is," Duncan said."

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Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
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Subject: Boeing 747 Information
To: barry@corazon.com
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As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

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JM/ jes

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I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

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Member of Congress
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House of Representatives
Congress of the United States
Washington, DC

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Below are two letters in response to that proposed meeting. It is very important. I shall report back how the meeting went.

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officials in their offices. I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office, Seattle, at 8 a.m.

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National Transportation Safety Board
Office of the Chairman
490 L'Enfant Plaza, S.W.
Washington, DC 20594-2000
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I will report back to Senator McCain with the evaluation of wiring/cargo door rupture explanation by NTSB in words a former US Navy carrier jet pilot will understand, which is to say, technical and makes sense.

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away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explode, there were no passengers in front of the fiery explosion to be burnt."

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I can resolve it.

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From: John Barry Smith <barry@corazon.com>
Date: March 19, 1998 6:45:33 PM PST
To: jjduncan@mail.house.gov
Subject: Congressman Farr/Senator McCain/TWA 800 cargo
The Honorable John J. Duncan, Jr.
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408 659 3552
Thank you for sending an e-mail message to my office. Please be sure that your message contained your name, address and telephone number. If it did not, please e-mail this additional information to me as soon as possible.

It is always helpful to hear the views of my constituents in the Second Congressional District. I appreciate your taking the time to contact me.

With kindest regards, I am

JOHN J. DUNCAN, JR.
Member of Congress
To: John Barry Smith <barry@corazon.com>
Subject: RE: Congressman Farr/Senator McCain/TWA 800 cargo door

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From: John Barry Smith <barry@corazon.com>
Date: March 19, 1998 6:38:28 PM PST
To: jjduncan@hr.house.gov
Subject: Congressman Farr/Senator McCain/TWA 800 cargo door

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB  
Washington, D.C. 20515  

Dear Congressman Duncan,  19 Mar 98  

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. I write to you as the Chairman of the House Aviation Sub Committee. TWA 800 is the subject. I ask that you look into my alternate mechanical explanation, wiring/cargo door rupture.

Your fellow Congressman, Sam Farr, has invited your attention to this matter in a August 5 1997 letter to you which states, "I recently met with a constituent who believes the cause of the TWA 800 crash may have been the inadvertent opening of the cargo door. Should you decide to investigate this theory, you may wish to contact Mr. John Barry Smith. He can be reached at: 511 (sic, should be 551) Country Club Drive, Carmel Valley, CA 93924 or 408 659 3552. I am also including a copy of my most recent correspondence from Mr. Smith which makes reference to his hypothesis. I appreciate your attention to this matter. Sincerely, Signed: Sam Farr, Member of Congress."

Mr. Duncan, upon receipt of the letter to you from Mr. Farr, I emailed you the following two letters:

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From your web site biography:
Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.

Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common.

As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an aviation literate staff member to interview me. My web site at www.corazon provides overview and background on the matter. I'm at your service, sir.

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Dear Congressman Duncan, 18 Sep 97

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In a recent quote from you in the newspaper you state "...all those concerns need to be examined." I agree, sir. Congressman Farr and I have a concern about TWA 800. Please examine it. Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.

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``There have been numerous people who have raised concerns and questions about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is," Duncan said."

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Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
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To: barry@corazon.com

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Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,

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A new development has occurred. Senator John McCain has written me now to say, "I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns."

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

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Subject: NTSB/cargo door meeting/Senator McCain
Cc: 
Bcc: 
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Mr. Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
Washington, DC

Dear Congressman Farr, 17 Mar 98

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Below are two letters in response to that proposed meeting. It is very important. I shall report back how the meeting went.

Best Regards,

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John McCain, Arizona,  
Chairman, Committee on Commerce, Science, and Transportation  
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Dear Senator McCain,  17 Mar 98

I've just received your 4 Mar 98 letter to me stating that on my behalf you have contacted the NTSB regarding my concerns. Thank you very much, sir.

You mentioned my '... interest in meeting someone at the NTSB relating your concerns." I have thought about this at length and have offered the following suggestions to Chairman Hall to satisfy your implied request for a meeting between NTSB and me to relate my concerns about the forward cargo door of TWA 800.

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Every concern will be documented with US government and
other official reports, exhibits, testimony, and charts. I will bring
my laptop computer with internet access to reach NTSB TWA
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May I suggest several persons to be invited to the meeting?

1. NTSB Chief of Northwest Region and staff that are available.
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forward cargo door of TWA 800 assisting NTSB at Calverton.
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It's far away but I certainly invite you, Mr. Chairman, and would
be honored should you attend, as well as Dr. Loeb, Mr. Wildey,
Mr. Drake, Mr. Dickinson, and Mr. Schleede, all of whom are
very familiar with wiring/cargo door explanation and would contribute much to resolving my concerns about the forward cargo door of TWA 800. Also most helpful would be Mr. Lyle Streeter, the FAA link to NTSB. Mr. Streeter is a professional aircraft accident investigator whose opinions about aircraft accidents carry weight. If not able to attend in person, then email, phone and letters are available of course to us.

This meeting of minds is a very welcome opportunity to clear the air and resolve some differences of opinion about TWA 800 and its cause. Harsh letters between NTSB and me have crossed paths in the last few weeks. It's distracting from the mechanical explanation of TWA 800 which relies on facts, data and evidence which is what I shall address in the proposed meeting in Seattle.

I truly believe this meeting will be very fruitful, Mr. Chairman. Goals are to establish that the cargo door of TWA 800 opened in flight or did not, it's happened before to other 747s or has not, present new evidence which has shown up in wreckage reconstruction or has not; and therefore, a reasonable line of inquiry is the wiring/cargo door rupture explanation or it is not.

I will report back to Senator McCain with the evaluation of wiring/cargo door rupture explanation by NTSB in words a former US Navy carrier jet pilot will understand, which is to say, technical and makes sense.

Chairman Hall, NTSB and FAA went right to that suspicious forward cargo door of TWA 800 from day one. It's time to go back. There's a lot more there than meets the eye at first glance. The whole story is there. It answers your question of, "Why so few bodies burned?" The answer is basically, "They were not
there to be burned. They were blown away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explode, there were no passengers in front of the fiery explosion to be burnt."

To ask your question, sir, as you did about the unburnt passengers, is to understand the center tank as initial event does not ring all the way true. There is doubt about the actual initial event in your mind.

I can resolve it.

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

Congressman Duncan, I ask that you contact me concerning this most important matter concerning the national interest, aviation safety and the industrial reputation of a major industry. The wiring cargo door explanation for TWA 800 has the interest of Congressman Farr and Senator McCain. Please tell me what is needed to persuade you that the center tank as initial event for TWA 800 is not initial but secondary and the real initial event was water meeting chafed wire shorting door unlatch motor on leading to destruction.

Fellow Tennesseean Jim Hall feels the center tank exploded in flight. It did. But it was not the first to go. Fire is a usual
secondary symptom and rarely an initiating cause.

The forward cargo door has already nine confirmed by NTSB kills with UAL 811. It happened again as the evidence shows. I am available to show you.

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To: jjduncan@hr.house.gov
Subject: Congressman Farr/Senator McCain/TWA 800 cargo door

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Jim Hall
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National Transportation Safety Board
Office of the Chairman
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Chairman Hall, NTSB and FAA went right to that suspicious forward cargo door of TWA 800 from day one. It's time to go back. There's a lot more there than meets the eye at first glance. The whole story is there. It answers your question of, "Why so few bodies burned?" The answer is basically, "They were not there to be burned. They were blown away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explosion, there were no passengers in front of the fiery explosion to be burnt."

To ask your question, sir, as you did about the unburnt passengers, is to understand the center tank as initial event does not ring all the way true. There is doubt about the actual initial
event in your mind.

I can resolve it.

Respectfully,
John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

Congressman Duncan, I ask that you contact me concerning this most important matter concerning the national interest, aviation safety and the industrial reputation of a major industry. The wiring cargo door explanation for TWA 800 has the interest of Congressman Farr and Senator McCain. Please tell me what is needed to persuade you that the center tank as initial event for TWA 800 is not initial but secondary and the real initial event was water meeting chafed wire shorting door unlatch motor on leading to destruction.

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From: Mail Delivery Subsystem <MAILER-DAEMON@chlorine.house.gov>
Date: March 19, 1998 6:38:19 PM PST
To: <barry@corazon.com>
Subject: Returned mail: User unknown

The original message was received at Thu, 19 Mar 1998 21:38:18 -0500 (EST)
from redshift.com [209.54.200.6]

----- The following addresses had permanent fatal errors -----
<jjduncan@hr.house.gov>

----- Transcript of session follows -----
... while talking to astatine.house.gov:
RCPT To:<jjduncan@hr.house.gov>
<<< 550 <jjduncan@hr.house.gov>... User unknown
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Reporting-MTA: dns; chlorine.house.gov
Received-From-MTA: DNS; redshift.com
Arrival-Date: Thu, 19 Mar 1998 21:38:18 -0500 (EST)

Final-Recipient: RFC822; jjduncan@hr.house.gov
Action: failed
Status: 5.1.1
Remote-MTA: DNS; astatine.house.gov
The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

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into my alternate mechanical explanation, wiring/cargo door rupture.

Your fellow Congressman, Sam Farr, has invited your attention to this matter in a August 5 1997 letter to you which states, "I recently met with a constituent who believes the cause of the TWA 800 crash may have been the inadvertent opening of the cargo door. Should you decide to investigate this theory, you may wish to contact Mr. John Barry Smith. He can be reached at: 511 (sic, should be 551) Country Club Drive, Carmel Valley, CA 93924 or 408 659 3552. I am also including a copy of my most recent correspondence from Mr. Smith which makes reference to his hypothesis. I appreciate your attention to this matter. Sincerely, Signed: Sam Farr, Member of Congress."

Mr. Duncan, upon receipt of the letter to you from Mr. Farr, I emailed you the following two letters:

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Bcc:
X-Attachments:
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From your web site biography:

Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.

Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common.

As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an aviation
literate staff member to interview me. My web site at www.corazon provides overview and background on the matter. I'm at your service, sir.

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email barry@corazon.com

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Bcc: X-Attachments:
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flight.
In a recent quote from you in the newspaper you state "...all those concerns need to be examined." I agree, sir. Congressman Farr and I have a concern about TWA 800. Please examine it.
Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.
From your web site biography:
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"In Washington, Duncan said he had no quarrel with what the investigators were doing, but added that he was "not entirely satisfied at this point."

"There have been numerous people who have raised concerns and questions about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is," Duncan said.

Congressman Duncan, I received no replies nor contact at all from you.

Previously, Senator John McCain, Chairman of the Senate Committee on Commerce, Transportation, and Science wrote me to say:

Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
Subject: Boeing 747 Information
To: barry@corazon.com

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris
Paul and
he has informed me of your findings. I have since forwarded the
material you sent to the Commerce, Science and Transportation
Committee for their review.

Again, thank you for contacting me. I am always glad to have the
opportunity to be of assistance.

Sincerely,

John McCain
U.S. Senator

JM/jes

A new development has occurred. Senator John McCain has written me now to say,"I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your concerns.

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

Upon receipt of the letter from Senator McCain I responded to Mr. Farr, Chairman Hall, and Senator McCain below:
To: samfarrhrhousegov
From: John Barry Smith <barry@corazon.com>
Subject: NTSB/cargo door meeting/Senator McCain
Cc: 
Bcc: 
X-Attachments:

Mr. Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
Washington, DC

Dear Congressman Farr, 17 Mar 98

Senator McCain has apparently prodded NTSB to take a meeting with me regarding forward cargo door of TWA 800.

Below are two letters in response to that proposed meeting. It is very important. I shall report back how the meeting went.

Best Regards,

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www.corazon.com
Dear Senator McCain, 17 Mar 98

I've just received your 4 Mar 98 letter to me stating that on my behalf you have contacted the NTSB regarding my concerns. Thank you very much, sir.

You mentioned my '... interest in meeting someone at the NTSB relating your concerns.' I have thought about this at length and have offered the following suggestions to Chairman Hall to satisfy your implied request for a meeting between NTSB and me to relate my concerns about the forward cargo door of TWA 800.

I offer to travel to Seattle, Washington, from California to meet with NTSB officials in their offices. I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office, Seattle, at 8 a.m.

My goal is to persuade NTSB that a reasonable line of inquiry, worthy of the same effort as that done for bomb, missile, and center tank, is
the wiring/cargo door rupture explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
6. pressurized hull ruptures at aft midspan latch.
7. cargo door tears into pieces, some pieces stay with nose, some don't.
8. explosive decompression occurs shattering cargo door area forward of the wing on right side exposing twenty foot by forty foot hole in nose producing sudden loud sound on CVR.
9. 300 knots slipstream tears weakened nose off.
10. ejected debris is ingested by starboard engines which catch fire.
11. wing and wing fuel tanks; engines, tail, and fuselage fall and disintegrate on way down.
12. fiery starboard engine ignites fuel vapor clouds from disintegrating tanks, including center tank.
13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to land.

I've attached my response letter to Chairman Hall to this letter.

I will report back to you with a summary, Senator; thank you again for
arranging the meeting between NTSB and me. It's the wiring/cargo door's turn to justify itself.

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Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
490 L'Enfant Plaza, S.W.
Washington, DC  20594-2000

Dear Chairman Hall,

17 Mar 98

I've just received a 4 Mar 98 letter to me from Senator John McCain
stating, "I have received your letter regarding the forward cargo
door of
TWA Flight 800, and your interest in meeting with someone at
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Transportation Safety Board (NTSB) relating your concerns.

I have contacted the NTSB on your behalf, about your concerns.
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To accurately
and efficiently relate my concerns to NTSB, may I present the
following
suggestions:

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with NTSB
officials in their offices. That's the closest office to me and
previous
government officials who have written to me regarding forward
cargo door
and TWA 800.

(From NTSB web site: NTSB Northwest Regional Office 8
a.m.-4:30 p.m.
19518 Pacific Highway South
Room 201
Seattle, Washington 98188)
The sooner the better; may I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office at 8 a.m?

A meeting goal would be to discuss with me my concerns regarding the forward cargo door of TWA 800. My goal is to persuade NTSB that a reasonable line of inquiry, worthy of the same effort as that done for bomb, missile, and center tank, is the wiring/cargo door rupture explanation. The wiring/cargo door rupture concerns are:
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Every concern will be documented with US government and other official reports, exhibits, testimony, and charts. I will bring my laptop computer with internet access to reach NTSB TWA 800 website and other government sites for reference. All that will be required is an outside phone line, some chairs, a table, and some good lighting.

The main concern, as is the main concern of all aviation safety persons, is that can happen again unless wiring/cargo door rupture explanation is ruled in or out by a reasonable line of inquiry by NTSB which is my goal of the meeting which Senator McCain has suggested take place.

Senator McCain mentions, 'someone' at NTSB to meet with me. May I suggest several persons to be invited to the meeting?

1. NTSB Chief of Northwest Region and staff that are available.
2. Mr. Breneman of FAA who has hands on experience with the forward cargo door of TWA 800 assisting NTSB at Calverton.
3. Mr. Neil Schalekamp of FAA who offered conclusion of evidence of TWA 800
being outward explosion at cargo door area but later changed mind.

It's far away but I certainly invite you, Mr. Chairman, and would be honored should you attend, as well as Dr. Loeb, Mr. Wildey, Mr. Drake, Mr. Dickinson, and Mr. Schleede, all of whom are very familiar with wiring/cargo door explanation and would contribute much to resolving my concerns about the forward cargo door of TWA 800. Also most helpful would be Mr. Lyle Streeter, the FAA link to NTSB. Mr. Streeter is a professional aircraft accident investigator whose opinions about aircraft accidents carry weight. If not able to attend in person, then email, phone and letters are available of course to us.

This meeting of minds is a very welcome opportunity to clear the air and resolve some differences of opinion about TWA 800 and it's cause. Harsh letters between NTSB and me have crossed paths in the last few weeks. It's distracting from the mechanical explanation of TWA 800 which relies on facts, data and evidence which is what I shall address in the proposed meeting in Seattle.

I truly believe this meeting will be very fruitful, Mr. Chairman.
Goals are
to establish that the cargo door of TWA 800 opened in flight or
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it's happened before to other 747s or has not, present new
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It
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http://www.corazon.com/

From: Mail Delivery Subsystem <MAILER-DAEMON@chlorine.house.gov>
Date: March 19, 1998 6:38:19 PM PST
To: <barry@corazon.com>
Subject: Returned mail: User unknown

The original message was received at Thu, 19 Mar 1998 21:38:18 -0500 (EST)
from redshift.com [209.54.200.6]

----- The following addresses had permanent fatal errors -----
<jjduncan@hr.house.gov>

----- Transcript of session follows ----- ... while talking to astatine.house.gov:
RCPT To:<jjduncan@hr.house.gov>
<<< 550 <jjduncan@hr.house.gov>... User unknown
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Reporting-MTA: dns; chlorine.house.gov
Received-From-MTA: DNS; redshift.com
Arrival-Date: Thu, 19 Mar 1998 21:38:18 -0500 (EST)

Final-Recipient: RFC822; jjduncan@hr.house.gov
Action: failed
Status: 5.1.1
Remote-MTA: DNS; astatine.house.gov
Diagnostic-Code: SMTP; 550 <jjduncan@hr.house.gov>... User unknown
Last-Attempt-Date: Thu, 19 Mar 1998 21:38:19 -0500 (EST)

Return-Path: <barry@corazon.com>
Received: from mail.redshift.com (redshift.com [209.54.200.6])
Received: from [207.204.196.103] (pm8-143.mry.redshift.com [207.204.196.143]) by mail.redshift.com (8.8.8/8.8.8) with ESMTP id SAA18842 for <jjduncan@hr.house.gov>; Thu, 19
The Honorable John J. Duncan, Jr.  
U.S. House of Representatives  
2400 Rayburn HOB  
Washington, D.C. 20515  

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``There have been numerous people who have raised concerns and questions
about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is," Duncan said."

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To: barry@corazon.com

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U.S. Senator

JM/jes

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John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate

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I've attached my response letter to Chairman Hall to this letter.

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(From NTSB web site: NTSB Northwest Regional Office 8 a.m.-4:30 p.m. 19518 Pacific Highway South Room 201 Seattle, Washington 98188)

The sooner the better; may I suggest Wednesday, April 1, 1998 in Room 201 of NTSB NW Regional Office at 8 a.m?

A meeting goal would be to discuss with me my concerns regarding the forward cargo door of TWA 800. My goal is to persuade NTSB that a
reasonable line of inquiry, worthy of the same effort as that done for
bomb, missile, and center tank, is the wiring/cargo door rupture
explanation. The wiring/cargo door rupture concerns are:
1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
6. pressurized hull ruptures at aft midspan latch.
7. cargo door tears into pieces, some pieces stay with nose, some
don't.
8. explosive decompression occurs shattering cargo door area
forward of the
wing on right side exposing twenty foot by forty foot hole in
nose
producing sudden loud sound on CVR.
9. 300 knots slipstream tears weakened nose off.
10. ejected debris is ingested by starboard engines which catch
fire.
11. wing and wing fuel tanks; engines, tail, and fuselage fall and
disintegrate on way down.
12. fiery starboard engine ignites fuel vapor clouds from
disintegrating
tanks, including center tank.
13. fireball observed on the ground.
14. water impact of wreckage, cargo bay material among first to
land.

Every concern will be documented with US government and
other official
reports, exhibits, testimony, and charts. I will bring my laptop
computer
with internet access to reach NTSB TWA 800 website and other government sites for reference. All that will be required is an outside phone line, some chairs, a table, and some good lighting.

The main concern, as is the main concern of all aviation safety persons, is that can happen again unless wiring/cargo door rupture explanation is ruled in or out by a reasonable line of inquiry by NTSB which is my goal of the meeting which Senator McCain has suggested take place.

Senator McCain mentions, 'someone' at NTSB to meet with me. May I suggest several persons to be invited to the meeting?

1. NTSB Chief of Northwest Region and staff that are available.
2. Mr. Breneman of FAA who has hands on experience with the forward cargo door of TWA 800 assisting NTSB at Calverton.
3. Mr. Neil Schalekamp of FAA who offered conclusion of evidence of TWA 800 being outward explosion at cargo door area but later changed mind.

It's far away but I certainly invite you, Mr. Chairman, and would be honored should you attend, as well as Dr. Loeb, Mr. Wildey, Mr. Drake, Mr. Dickinson, and Mr. Schleede, all of whom are very familiar with wiring/cargo door explanation and would contribute much to
resolving my concerns about the forward cargo door of TWA 800. Also most helpful would be Mr. Lyle Streeter, the FAA link to NTSB. Mr. Streeter is a professional aircraft accident investigator whose opinions about aircraft accidents carry weight. If not able to attend in person, then email, phone and letters are available of course to us.

This meeting of minds is a very welcome opportunity to clear the air and resolve some differences of opinion about TWA 800 and its cause. Harsh letters between NTSB and me have crossed paths in the last few weeks. It's distracting from the mechanical explanation of TWA 800 which relies on facts, data and evidence which is what I shall address in the proposed meeting in Seattle.

I truly believe this meeting will be very fruitful, Mr. Chairman. Goals are to establish that the cargo door of TWA 800 opened in flight or did not, it's happened before to other 747s or has not, present new evidence which has shown up in wreckage reconstruction or has not; and therefore, a reasonable line of inquiry is the wiring/cargo door rupture explanation or
it is not.

I will report back to Senator McCain with the evaluation of wiring/cargo door rupture explanation by NTSB in words a former US Navy carrier jet pilot will understand, which is to say, technical and makes sense.

Chairman Hall, NTSB and FAA went right to that suspicious forward cargo door of TWA 800 from day one. It's time to go back. There's a lot more there than meets the eye at first glance. The whole story is there. It answers your question of, "Why so few bodies burned?" The answer is basically, "They were not there to be burned. They were blown away by the first initial non-fiery explosive decompression and they were in the severed unburnt nose section. When the center tank finally did catch fire/explosion, there were no passengers in front of the fiery explosion to be burnt."

To ask your question, sir, as you did about the unburnt passengers, is to understand the center tank as initial event does not ring all the way true. There is doubt about the actual initial event in your mind.

I can resolve it.
Respectfully,  
John Barry Smith  
551 Country Club Drive,  
Carmel Valley, CA 93924  
408 659 3552  
barry@corazon.com  
www.corazon.com  

Congressman Duncan, I ask that you contact me concerning this most important matter concerning the national interest, aviation safety and the industrial reputation of a major industry. The wiring cargo door explanation for TWA 800 has the interest of Congressman Farr and Senator McCain. Please tell me what is needed to persuade you that the center tank as initial event for TWA 800 is not initial but secondary and the real initial event was water meeting chafed wire shorting door unlatch motor on leading to destruction.  

Fellow Tennessean Jim Hall feels the center tank exploded in flight. It did. But it was not the first to go. Fire is a usual secondary symptom and rarely an initiating cause.  

The forward cargo door has already nine confirmed by NTSB kills with UAL 811. It happened again as the evidence shows. I am available to
show you.

Respectfully,

John Barry Smith
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408 659 3552
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www.corazon.com

barry@corazon.com
http://www.corazon.com/

From: Senator@hutchison.senate.gov (Senator)
Date: December 1, 1997 6:00:22 AM PST
To: John Barry Smith <barry@corazon.com>
Subject: Rule: Re: Cargo door rupture/NTSB TWA 800 Hearing

Thank you very much for your Internet message to Senator Kay Bailey Hutchison.

If you provided your postal mailing address in your message, Senator
Hutchison will respond to your comments or concerns by regular mail.
If you did not include your mailing address and would like a response,
please resend your original message with your mailing address.

Again, thank you for contacting Senator Hutchison via the Internet.

** Office of Senator Kay Bailey Hutchison (TX) **

From: Senator@hutchison.senate.gov (Senator)
Date: December 1, 1997 6:00:22 AM PST
To: John Barry Smith <barry@corazon.com>
Subject: Rule: Re: Cargo door rupture/NTSB TWA 800 Hearing

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Again, thank you for contacting Senator Hutchison via the Internet.

** Office of Senator Kay Bailey Hutchison (TX) **

From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:37 PM PST
To: senator@hutchison.senate.gov
Subject: Cargo door rupture/NTSB TWA 800 Hearing

United States Senate

Dear Senator Hutchison,

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft
will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL 811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound then the cargo door explanation is not valid.
3. TWA 800, Air India 182, PA 103, and UAL 811 all had sudden loud sounds on the CVR at event time. If not, then cargo door explanation for that aircraft is not valid.
4. If the forward cargo door were to rupture in flight and do the same damage as UAL 811, the nose could tear off, although it did not for UAL 811. If the nose of an aging 747 always stays on after forward door ruptures/opens, then the cargo door explanation is not valid.
4. Explosive decompression is an explosion.
5. Destructive force of 300 knots onto weakened structure is immense.

To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, foded engines, never recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation
Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.
1. CVR sudden loud sound: Explosive decompression starts as air molecules rush against each other quickly. NTSB reported sudden loud sound.
2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.
3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.
4. TWA 800 wreckage reconstruction can be seen at URL http://www.corazon.com/presskit.html and reveals the following: Red flags on top of door indicate it was found closest to airport. Top piece of door and fuselage skin were found closest to airport and far apart from its usual frame and nose: Door ruptured/opened in flight and pieces spun away first, landed first, and found closest.
5. Red paint smears between passenger windows only found above forward cargo door: Red paint from door below transferred when door opened out, up, and slammed into fuselage above. Paint transfer between door and white fuselage principle matches UAL 811.
6. Missing red paint on trim above cargo door: Red paint from trim scraped off by friction of metal bending and rubbing together.
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9. Door hinges are attached to door and appear near normal: Hinges match UAL 811 hinge description in appearance and function.

10. Outward petal bulge rupture at aft midspan latch of forward cargo door: Outward bulge rupture suggests rupture at aft latch. Petal pattern indicated outward, not inward force of rupture.

11. Outward peeled upper fuselage skin: Outward indicates internal force pushed outward, not external force, such as water, pushing inward.

12. Vertical tear line at station 741 between windows: Vertical tear line is nose cut off point and matches other two Boeing 747 nose cut off points, AI 182, and PA 103.

13. Starboard only shattered, torn, and frayed fuselage around forward cargo door: Unilateral rupture suggests explosive decompression caused by inadvertent rupture at aft midspan latch of forward cargo door in flight and discounts center tank fire/explosion as initial event.

From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on a very old and worn aircraft. The cargo door explanation is plausible, it's mechanical, it's happened before, and it fits the evidence. It also incorporates the center tank fire/explosion explanation as happening as described by NTSB but a few seconds later and and a few thousand feet lower than the initial event at 13700 feet/8:31 PM.
I first discovered the cargo door rupture problem on aging 747s after PA 103 in 1988 and confirmed for me by UAL 811 only three months later. My concerns were published first in an aviation newsletter in April, 1990 and in Flying magazine in July, 1992. I've had correspondence with a Pan Am 103 aviation insurance company representative in 1995 regarding the risk of another cargo door inadvertent opening. As soon as I heard that TWA 800 had disappeared from radar and disintegrated in flight shortly after takeoff I suspected cargo door and it was confirmed for me when the sudden loud sound and abrupt power cut to the FDR were reported by NTSB. All of the subsequent evidence confirms even stronger that the cause of TWA 800 was the aft midspan latch rupture in flight. This letter only describes a few of the linking clues, evidence, and closely reasoned deductions based on the observations of the evidence.

To sum up specific, irrefutable evidence that leads to conclusion of cargo door rupture for TWA 800:

1. Sudden loud sound on CVR.
2. Abrupt power cut to FDR.
3. Red flags on top of door in wreckage reconstruction.
4. Red paint smears on white paint between passenger windows.
5. Most of middle door, aft latch, outer skin, and door frame missing.
6. Shattered, torn, and frayed starboard fuselage structure surrounds the blown apart cargo door yet the opposite port side is smooth and relatively undamaged.
7. Visible bulging outward opening rupture hole at missing aft midspan latch of forward cargo door.

A confirming exercise would be to closely examine the door hinge of TWA 800 to see if it has overtravel impressions on the opposite hinge which would match the overtravel impressions on
the UAL 811 door hinge as reported in NTSB AAR 92/02 and seen at http://www.corazon.com/811page40doorhinge.html

Cargo door explanation for TWA 800 is worthy of intense investigation. My intentions at the public hearing are to support such an investigation. I have formally offered to speak before the fact finding panel as a qualified technical person with special knowledge. I will be offering literature to attendees including pictures and text from NTSB AAR 92/02 showing big hole in nose of UAL 811.

What can be done to stop fuselage ruptures in high time Boeing 747s?
1. Boeing must modify/fix the cargo doors again.
2. FAA can direct Boeing to fix the doors with a sixth Airworthiness Directive.
3. NTSB can confirm door explanation and make recommendations to FAA.
4. NTSB public fact finding hearing can determine cargo door explanation worthy of investigation and confirm probable cause if valid.
5. Families of victims and their representatives may be persuaded to investigate the door and make recommendations to authorities.
6. Elected officials may be persuaded to conduct a parallel door investigation.
7. Media can draw attention to cargo door explanation and bring it to the attention of all concerned.

In all my discussions with persons involved with TWA 800, one person asked the key question: "Why do the doors open?" That was asked of me by my Congressman, Sam Farr, in his office as I presented the cargo door explanation to him. It is a good question.
I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,

John Barry Smith

Persons contacted and responded:

Mr. Sam Farr
17th District, California
House of Representatives
Congress of the United States
Washington, DC
samfarr@mail.house.gov
Contacted: 29 Oct 1996 09:10:09 EST
Responded: 29 Oct 1996 09:10:09 EST

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
United States Senate
Julie_Swingle@mccain.senate.gov
Contacted: Mon, 09 Sep 96 17:49:37 EST
Responded: Mon, 09 Sep 96 17:49:37 EST

Lyle Streeter
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Lyle.Streeter@faa.dot.gov
Contacted: 3 Nov 97
Responded: 4 Nov 97

Al Dickinson
NTSB TWA 800 Lead Investigator
DICKINA@ntsb.gov
Contacted: 12 Sep 96
Responded: 19 Sep 96

Ron Schleede
NTSB TWA 800 Investigator
SCHLEDR@ntsb.gov
Contacted: 26 Jul 96
Responded: 29 Jul 96
Allan Pollock
Media representative
POLLOCA@ntsb.gov
Contacted: 11 Nov 96
Responded: 11 Nov 96

John Garstaing
CASB investigator
Contacted: 18 Apr 97
Responded: 3 May 97

Jacques.Babin@bst-tsb.x400.gc.ca
CASB Official
Contacted: 10 Apr 97
Responded: 10 Apr 97

Ron Wojnar, Manager
Darrell Pederson, Assistant Manager
Federal Aviation Administration
Transport Airplane Directorate, ANM-100
Contacted: 30 Oct 97
Responded: 30 Oct 97

Bob Brenerman,
FAA Structural Aerospace Engineer,
Contacted: 30 Oct 97
Responded: 30 Oct 97

John Schneider
RCMP
Air India Flight 182 Task Force in Canada.
Contacted: 10 Apr 97
Responded: 13 Apr 97

Securitas@bst-tsb.x400.gc.ca
Canadian aviation security
Contacted: 27 Feb 97
Responded: 27 Feb 97

Secret Service, San Jose Office
Contacted: 24 Feb 97
Responded: 24 Feb 97

LCDR Donald Lawson
Aircraft accident investigator
NPG School, Monterey
Navy Accident School
Contacted: 13 Jan 97
Responded: 13 Jan 97

John Hamilton
Boeing Safety Office
Contacted: 5 Dec 96
Responded: 5 Dec 96

John Brennan
Chairman
Executive Committee
US Aviation Underwriters
Contacted: 16 Aug 95
Responded: 16 Aug 95

Michael D. Busch
Editor-in-Chief
AVweb, the Web Site for Aviators
mbusch@avweb.com  
Contacted: 26 Jul 96  
Responded: 30 Jul 96

Robert Knight  
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rknight@escape.com  
Contacted: 2 Aug 96  
Responded: 2 Aug 96

Nick Fielding  
Reporter Mail on Sunday  
msnews@mailonsunday.co.uk  
Contacted: 9 Aug 96  
Responded: 9 Aug 96

Byron Acohido  
Reporter Seattle Times  
baco-new@seatimes.com  
Contacted: 18 Sep 96  
Responded: 18 Sep 96

Matthew L. Wald  
The New York Times  
mattwald@mailgate.nytimes.com  
Contacted: 14 Mar 97  
Responded: 14 Mar 97

David Evans,  
Editor of the Aviation Group at Phillips  
Business Information, Inc.  
Air Safety Week.
devans@phillips.com  
Contacted: 27 Nov 96  
Responded: 27 Nov 96

Jessica Kowal  
Reporter  Newsday  
cbhays@amherst.edu  
Contacted: 11 Sep 96  
Responded: 11 Sep 96

Lou Miliano  
Reporter WCBS  
RLM6KIDS@aol.com  
Contacted: 16 Dec 96  
Responded: 16 Dec 96

Royal Barnard, Publisher  
The Mountain Times  
Killington, VT  
E-Mail RBarn64850@AOL.com  
Contacted: 13 Nov 96  
Responded: 13 Nov 96

Antonio Leonardi  
Gianfranco Bangone  
Journalists  
Telematic diary Galileo  
http://galileo.webzone.it  
Contacted: 20 Mar 97  
Responded: 20 Mar 97

Carmel Valley Sun  
Editor
Elizabeth Cowles  
Contacted: 9 Jun 97  
Responded: 9 Jun 97

Speiser, Krause,  
Madole, Nolan, Granito  
Attorneys for victims  
Contacted: 11 Oct 96  
Responded: 11 Oct 96

Arthur Wolk  
Attorney  
Contacted: 23 Oct 96  
Responded: 8 Nov 96

Jerry Sterns,  
Sterns, Walker & Lods  
sterns@pop.lanminds.com  
sterns@trial-law.com  
Attorney  
Contacted: 20 Sep 96  
Responded: 20 Sep 96

Jos/Cremades  
Victims of Flight 800  
cremades@calva.net  
Contacted: 18 July 97  
Responded: 22 July 97

The following have not responded but have been contacted by letter and email.

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
jjduncan@hr.house.gov
Contacted 9 Aug 97

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
senator_gorton@gorton.senate.gov
Contacted 19 Feb 97

Bernard Loeb
NTSB Director, Office of Aviation Safety
LOEBBER@ntsb.gov
Contacted: 12 Aug 96

John Warner
United States Senator
From: Senator@warner.senate.gov
Contacted: 07 Sep 96 11:56:32 EST

President, Bill Clinton
Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
Contacted: All on 18 Dec 96
Wendell H. Ford  
United States Senator  
Contacted: 3 Mar 97  

Ron Wyden  
United States Senator  
Senator@wyden.senate.gov  
Contacted: 10 Mar 97  

Kay Bailey Hutchison,  
United States Senator  
senator@hutchison.senate.gov  
Contacted: 24 Aug 96  

James Oberstar,  
Congressman  
oberstar@hr.house.gov  
Contacted: 7 Sep 96  

Dianne Feinstein  
United States Senator CA  
senator@feinstein.senate.gov  
Contacted: 7 Sep 96  

Jim Kallstrom  
Assistant Director  
FBI Office New York  
newyork@fbi.gov  
Contacted: 19 July 96  

WebmasterFAA@mail.hq.faa.gov  
Contacted: 27 Sep 96
BENSONM@ntsb.gov
NTSB investigator
Contacted: 11 Nov 96

US Air Force
hewitts@emh.aon.af.mil
Contacted: 26 Sep 96

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webmaster@www.dot.gov
Contacted: 6 Sep 96

US Air Force
jberger@dtic.mil
nefft@afsync.hq.af.mil
hewitts@emh.aon.af.mil
Contacted: 9 Sep 96

Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
Contacted: 10 Feb 97

Tom McSweeney
Director
FAA Aircraft Certification Service.
Contacted: 21 Oct 97

Perkins Coie
Seattle, Washington, 98101-3099
Davis, Scott, Weber & Edwards, PC
New York, New York 10017
Attorneys for Boeing
Contacted: 6 Nov 97

Mr. Harold Clark
Chief Executive Officer
US Aviation Insurance Group
New York, New York
Contacted: 30 Aug 95

CNN.FEEDBACK@turner.com
Contacted: 13 Aug 96

plugin@newsday.com
Cargo door mentioned
Contacted: 3 Sep 96

George Magazine
Cargo door mentioned
Contacted: 17 Nov 96

David Fuhlgrum
Reporter, Aviation Week
Cargo door mentioned
mangann@mcgraw-hill.com
Contacted: 29 Oct 97

From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:37 PM PST
To: senator@hutchison.senate.gov
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Sincerely,

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Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
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David Fuhlgrum
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mangann@mcgraw-hill.com
Contacted: 29 Oct 97

From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:32 PM PST
To: oberstar@hr.house.gov
Subject: Cargo door rupture/NTSB TWA 800 Hearing

James Oberstar
House of Representatives
Congress of the United States
Washington, DC

Dear Mr. Oberstar, 26 Nov 97

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward
cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL 811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound then the cargo door explanation is not valid.
3. TWA 800, Air India 182, PA 103, and UAL 811 all had sudden loud sounds on the CVR at event time. If not, then cargo door explanation for that aircraft is not valid.
4. If the forward cargo door were to rupture in flight and do the same damage as UAL 811, the nose could tear off, although it did not for UAL 811. If the nose of an aging 747 always stays on after forward door ruptures/opens, then the cargo door explanation is not valid.
4. Explosive decompression is an explosion.
5. Destructive force of 300 knots onto weakened structure is immense.

To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, fodded engines, never
recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.

1. CVR sudden loud sound: Explosive decompression starts as air molecules rush against each other quickly. NTSB reported sudden loud sound.

2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.

3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.

4. TWA 800 wreckage reconstruction can be seen at URL http://www.corazon.com/presskit.html and reveals the following: Red flags on top of door indicate it was found closest to airport. Top piece of door and fuselage skin were found closest to airport and far apart from its usual frame and nose: Door ruptured/opened in flight and pieces spun away first, landed first, and found closest.

5. Red paint smears between passenger windows only found above forward cargo door: Red paint from door below transferred when door opened out, up, and slammed into fuselage above. Paint transfer between door and white fuselage principle
matches UAL 811.
6. Missing red paint on trim above cargo door: Red paint from trim scraped off by friction of metal bending and rubbing together.

7 Inward bending of top of cargo door: Inward bend occurs when top of door hits fuselage. Inward bending of top door matches UAL 811 top door piece inward bend.

8. Most of middle of cargo door, aft midspan latch, door frame, and outer skin missing: Missing material not available for examination. Door can rupture even when bottom eight latches hold because only two midspan latches hold sixteen feet of door closed and have no locking sectors to prevent inadvertent unlatching.

9. Door hinges are attached to door and appear near normal: Hinges match UAL 811 hinge description in appearance and function.

10. Outward petal bulge rupture at aft midspan latch of forward cargo door: Outward bulge rupture suggests rupture at aft latch. Petal pattern indicated outward, not inward force of rupture.

11. Outward peeled upper fuselage skin: Outward indicates internal force pushed outward, not external force, such as water, pushing inward.

12. Vertical tear line at station 741 between windows: Vertical tear line is nose cut off point and matches other two Boeing 747 nose cut off points, AI 182, and PA 103.

13. Starboard only shattered, torn, and frayed fuselage around forward cargo door: Unilateral rupture suggests explosive decompression caused by inadvertent rupture at aft midspan latch of forward cargo door in flight and discounts center tank fire/explosion as initial event.

From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on
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Dear Mr. Oberstar, 26 Nov 97

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We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

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such an investigation. I have formally offered to speak before the fact finding panel as a qualified technical person with special knowledge. I will be offering literature to attendees including pictures and text from NTSB AAR 92/02 showing big hole in nose of UAL 811.

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I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with
it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,

John Barry Smith

Persons contacted and responded:

Mr. Sam Farr
17th District, California
House of Representatives
Congress of the United States
Washington, DC
samfarr@mail.house.gov
Contacted: 29 Oct 1996 09:10:09 EST
Responded: 29 Oct 1996 09:10:09 EST

John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
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Contacted: Mon, 09 Sep 96 17:49:37 EST
Responded: Mon, 09 Sep 96 17:49:37 EST

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Elizabeth Cowles
Contacted: 9 Jun 97
Responded: 9 Jun 97

Speiser, Krause,
Madole, Nolan, Granito
Attorneys for victims
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Arthur Wolk
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Contacted: 23 Oct 96
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José Cremades
Victims of Flight 800
cremades@calva.net
Contacted: 18 July 97
Responded: 22 July 97

The following have not responded but have been contacted by letter and email.

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
jjduncan@hr.house.gov
Contacted 9 Aug 97

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
senator_gorton@gorton.senate.gov
Contacted 19 Feb 97

Bernard Loeb
NTSB Director, Office of Aviation Safety
LOEBBER@ntsb.gov
Contacted: 12 Aug 96

John Warner
United States Senator
From: Senator@warner.senate.gov
Contacted: 07 Sep 96 11:56:32 EST

President, Bill Clinton
Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
Contacted: All on 18 Dec 96

Wendell H. Ford
United States Senator
Contacted: 3 Mar 97

Ron Wyden
United States Senator
Senator@wyden.senate.gov
Contacted 10 Mar 97

Kay Bailey Hutchison,
United States Senator
senator@hutchison.senate.gov
Contacted: 24 Aug 96

James Oberstar,
Congressman
oberstar@hr.house.gov
Contacted: 7 Sep 96

Dianne Feinstein
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senator@feinstein.senate.gov
Contacted: 7 Sep 96

Jim Kallstrom
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newyork@fbi.gov
Contacted: 19 July 96

WebmasterFAA@mail.hq.faa.go
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BENSONM@ntsb.gov
NTSB investigator
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hewitts@emh.aon.af.mil
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neft@afsync.hq.af.mil
hewitts@emh.aon.af.mil
Contacted: 9 Sep 96

Jim Hall
Chairman NTSB
National Transportation Safety Board
Office of the Chairman
Contacted: 10 Feb 97

Tom McSweeney
Director
FAA Aircraft Certification Service.
Contacted: 21 Oct 97

Perkins Coie
Seattle, Washington, 98101-3099
Davis, Scott, Weber & Edwards, PC
New York, New York 10017
Attorneys for Boeing
Contacted: 6 Nov 97

Mr. Harold Clark
Chief Executive Officer
US Aviation Insurance Group  
New York, New York  
Contacted. 30 Aug 95

CNN.FEEDBACK@turner.com  
Contacted: 13 Aug 96

plugin@newsday.com  
Cargo door mentioned  
Contacted 3 Sep 96

George Magazine  
Cargo door mentioned  
Contacted: 17 Nov 96

David Fuhlgrum  
Reporter, Aviation Week  
Cargo door mentioned  
mangann@mcgraw-hill.com  
Contacted: 29 Oct 97

From: John Barry Smith <barry@corazon.com>  
Date: November 28, 1997 10:30:27 PM PST  
To: senator_gorton@gorton.senate.gov  
Subject: Cargo door rupture/NTSB TWA 800 Hearing

Slade Gorton, Washington, Chairman  
Subcommittee on Aviation  
Committee on Commerce, Science, and Transportation  
730 Hart Senate Office Building  
Washington, D.C. 20510
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Wednesday,

26 November 1997

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Persons contacted and responded:

Mr. Sam Farr  
17th District, California  
House of Representatives  
Congress of the United States  
Washington, DC  
samfarr@mail.house.gov  
Contacted: 29 Oct 1996 09:10:09 EST  
Responded: 29 Oct 1996 09:10:09 EST

John McCain, Arizona,  
Chairman, Committee on Commerce, Science, and Transportation  
United States Senate  
Julie_Swingle@mccain.senate.gov  
Contacted: Mon, 09 Sep 96 17:49:37 EST
Responded: Mon, 09 Sep 96 17:49:37 EST

Lyle Streeter
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Contacted: 3 Nov 97
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Al Dickinson
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Contacted: 12 Sep 96
Responded: 19 Sep 96

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Responded: 29 Jul 96

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John Garstaing
CASB investigator
Contacted: 18 Apr 97
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Darrell Pederson, Assistant Manager  
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Boeing Safety Office
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Gianfranco Bangone
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Contacted: 20 Mar 97
Responded: 20 Mar 97

Carmel Valley Sun
Editor
Elizabeth Cowles
Contacted: 9 Jun 97
Responded: 9 Jun 97

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The following have not responded but have been contacted by letter and email.

The Honorable John J. Duncan, Jr.
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Slade Gorton, Washington, Chairman
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Contacted 19 Feb 97

Bernard Loeb
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Contacted: 12 Aug 96
John Warner
United States Senator
From: Senator@warner.senate.gov
Contacted: 07 Sep 96 11:56:32 EST

President, Bill Clinton
Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
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FAA Aircraft Certification Service.
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Mr. Harold Clark
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Contacted. 30 Aug 95

CNN.FEEDBACK@turner.com
Contacted:13 Aug 96

plugin@newsday.com
Cargo door mentioned
From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:27 PM PST
To: senator_gorton@gorton.senate.gov
Subject: Cargo door rupture/NTSB TWA 800 Hearing

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
730 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Gorton,
Wednesday,

26 November 1997

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.
I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

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To explain TWA 800 from the top down is to match up four
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From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on a very old and worn aircraft. The cargo door explanation is plausible, it's mechanical, it's happened before, and it fits the evidence. It also incorporates the center tank fire/explosion explanation as happening as described by NTSB but a few seconds later and and a few thousand feet lower than the initial event at 13700 feet/8:31 PM.

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To sum up specific, irrefutable evidence that leads to conclusion of cargo door rupture for TWA 800:
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I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I
hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,

John Barry Smith

Persons contacted and responded:

Mr. Sam Farr
17th District, California
House of Representatives
Congress of the United States
Washington, DC
samfarr@mail.house.gov
Contacted: 29 Oct 1996 09:10:09 EST
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John McCain, Arizona,
Chairman, Committee on Commerce, Science, and Transportation
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Contacted: Mon, 09 Sep 96 17:49:37 EST
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Responded: 5 Dec 96
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Chief of Staff, Leon Panetta
Secretary of Transportation, Federico Peña
Director, Federal Aviation Authority, David Hinson
Chairman, National Transportation Safety Board, James Hall
Vice Chairman, National Transportation Safety Board, Robert Francis
Attorney General, Department of Justice, Janet Reno
Director, Federal Bureau of Investigation, Louis Freeh
Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
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Wendell H. Ford
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Contacted: 3 Mar 97

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United States Senator
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Kay Bailey Hutchison,
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Mr. Harold Clark
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I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me with questions or rebuttal. My email is barry@corazon.com. I hope to see you at the NTSB public fact finding hearing about TWA 800 and aging aircraft.

Sincerely,

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From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:23 PM PST
To: senator@feinstein.senate.gov
Subject: Cargo door rupture/NTSB TWA 800 Hearing

Dianne Feinstein,
US Senator, California

26 November 1997

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our
information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL 811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound then the cargo door explanation is not valid.
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To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, fodded engines, never recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.
1. CVR sudden loud sound: Explosive decompression starts as air molecules rush against each other quickly. NTSB reported sudden loud sound.
2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.
3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.
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7. Inward bending of top of cargo door: Inward bend occurs when top of door hits fuselage. Inward bending of top door matches UAL 811 top door piece inward bend.

8. Most of middle of cargo door, aft midspan latch, door frame, and outer skin missing: Missing material not available for examination. Door can rupture even when bottom eight latches hold because only two midspan latches hold sixteen feet of door closed and have no locking sectors to prevent inadvertent unlatching.

9. Door hinges are attached to door and appear near normal: Hinges match UAL 811 hinge description in appearance and function.

10. Outward petal bulge rupture at aft midspan latch of forward cargo door: Outward bulge rupture suggests rupture at aft latch. Petal pattern indicated outward, not inward force of rupture.

11. Outward peeled upper fuselage skin: Outward indicates internal force pushed outward, not external force, such as water, pushing inward.

12. Vertical tear line at station 741 between windows: Vertical tear line is nose cut off point and matches other two Boeing 747 nose cut off points, AI 182, and PA 103.

13. Starboard only shattered, torn, and frayed fuselage around forward cargo door: Unilateral rupture suggests explosive decompression caused by inadvertent rupture at aft midspan latch of forward cargo door in flight and discounts center tank fire/
explosion as initial event.

From top to bottom, TWA 800 crash cause is clear to see, hear, and touch; fuselage rupture forward of the wing on right side on a very old and worn aircraft. The cargo door explanation is plausible, it's mechanical, it's happened before, and it fits the evidence. It also incorporates the center tank fire/explosion explanation as happening as described by NTSB but a few seconds later and and a few thousand feet lower than the initial event at 13700 feet/8:31 PM.

I first discovered the cargo door rupture problem on aging 747s after PA 103 in 1988 and confirmed for me by UAL 811 only three months later. My concerns were published first in an aviation newsletter in April, 1990 and in Flying magazine in July, 1992. I've had correspondence with a Pan Am 103 aviation insurance company representative in 1995 regarding the risk of another cargo door inadvertent opening. As soon as I heard that TWA 800 had disappeared from radar and disintegrated in flight shortly after takeoff I suspected cargo door and it was confirmed for me when the sudden loud sound and abrupt power cut to the FDR were reported by NTSB. All of the subsequent evidence confirms even stronger that the cause of TWA 800 was the aft midspan latch rupture in flight. This letter only describes a few of the linking clues, evidence, and closely reasoned deductions based on the observations of the evidence.

To sum up specific, irrefutable evidence that leads to conclusion of cargo door rupture for TWA 800:
1. Sudden loud sound on CVR.
2. Abrupt power cut to FDR.
3. Red flags on top of door in wreckage reconstruction.
4. Red paint smears on white paint between passenger windows.
5. Most of middle door, aft latch, outer skin, and door frame missing.
6. Shattered, torn, and frayed starboard fuselage structure surrounds the blown apart cargo door yet the opposite port side is smooth and relatively undamaged.
7. Visible bulging outward opening rupture hole at missing aft midspan latch of forward cargo door.

A confirming exercise would be to closely examine the door hinge of TWA 800 to see if it has overtravel impressions on the opposite hinge which would match the overtravel impressions on the UAL 811 door hinge as reported in NTSB AAR 92/02 and seen at http://www.corazon.com/811page40doorhinge.html

Cargo door explanation for TWA 800 is worthy of intense investigation. My intentions at the public hearing are to support such an investigation. I have formally offered to speak before the fact finding panel as a qualified technical person with special knowledge. I will be offering literature to attendees including pictures and text from NTSB AAR 92/02 showing big hole in nose of UAL 811.

What can be done to stop fuselage ruptures in high time Boeing 747s?
1. Boeing must modify/fix the cargo doors again.
2. FAA can direct Boeing to fix the doors with a sixth Airworthiness Directive.
3. NTSB can confirm door explanation and make recommendations to FAA.
4. NTSB public fact finding hearing can determine cargo door explanation worthy of investigation and confirm probable cause if valid.
5. Families of victims and their representatives may be persuaded
to investigate the door and make recommendations to authorities.

6. Elected officials may be persuaded to conduct a parallel door investigation.

7. Media can draw attention to cargo door explanation and bring it to the attention of all concerned.

In all my discussions with persons involved with TWA 800, one person asked the key question: "Why do the doors open?" That was asked of me by my Congressman, Sam Farr, in his office as I presented the cargo door explanation to him. It is a good question.

I will reply now, as I did then, "I don't know for three of them, but for UAL 811 it was chafed wires shorting to turn on door motor which overrode safety features and unlatched the door which opened outward, up, and away, taking fuselage paint with it, killing nine passengers whose bodies were never recovered, leaving a sudden loud sound on the CVR, an abrupt power cut to the FDR, severe starboard side damage, and the cause was thought to be a bomb. The other three are probably the same reason but there are lots of other possibilities that need to be investigated."

(Regarding the AD 'fix' installed after UAL 811, it affected locking sectors yet the two midspan latches have no locking sectors to be 'fixed.' TWA 800 shattered door shows a midspan rupture with bottom latches in place. There were two pairs of door failure: UAL 811 and PA 103 had door rupture midspan and entire door open; AI 182 and TWA 800 had bottom latches hold and door ruptured/opened just at midspan latch.)

I hope to work with you, the authorities and all those concerned to confirm the probable cause of TWA 800. Please contact me
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Sincerely,

John Barry Smith

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Sincerely,

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Cargo door mentioned
mangann@mcgraw-hill.com
Contacted: 29 Oct 97

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From: John Barry Smith <barry@corazon.com>
Date: November 28, 1997 10:30:18 PM PST
To: jjduncan@hr.house.gov
Subject: Cargo door rupture/NTSB TWA 800 Hearing

The Honorable John J. Duncan, Jr.
Dear Congressman Duncan,

26 November 1997

Hello again, still trying...

We are allies, we are on the same side, we have the same goal. Let us use the upcoming public hearing in Baltimore to share our information. I will be there and look forward to meeting you.

I wish to prevent death by preventing airplane accidents by preventing fuselage disintegration in flight by preventing forward cargo door rupture at aft midspan latch on aging Boeing 747s. It's happened before and confirmed: UAL 811; and probably happened before on Pan Am 103, and before that Air India 182. It's probably happened again with TWA 800. The probable cause for all is the same, door rupture in flight.

The Chairman of NTSB has said the whole issue of aging aircraft will be examined. TWA 800 was certainly that.

Let's assume a few things about TWA 800, AI 182, PA 103, and UAL 811:
1. TWA 800 (93,000 hours), AI 182 (23,624 hours), PA 103 (72,464 hours), and UAL 811 (58,815 hours) were high time, aging early model Boeing 747-100, -200 aircraft.
2. Explosive decompression makes a sudden loud sound. If explosive decompression does not make a sudden loud sound
then the cargo door explanation is not valid.
3. TWA 800, Air India 182, PA 103, and UAL 811 all had sudden loud sounds on the CVR at event time. If not, then cargo door explanation for that aircraft is not valid.
4. If the forward cargo door were to rupture in flight and do the same damage as UAL 811, the nose could tear off, although it did not for UAL 811. If the nose of an aging 747 always stays on after forward door ruptures/opens, then the cargo door explanation is not valid.
4. Explosive decompression is an explosion.
5. Destructive force of 300 knots onto weakened structure is immense.

To explain TWA 800 from the top down is to match up four aging Boeing 747s which had fatal accidents with destruction starting in fuselage near leading edge of the wing, sudden loud sound on CVR, abrupt power cut to FDR, fodded engines, never recovered bodies, severe starboard side damage, similar wreckage plots, and all were thought to be a bomb for some time. Only four 747 accidents fit that pattern, UAL 811, AI 182, PA 103, and TWA 800. They belong to a group from which deductions can be made. The many other evidence matches of these four to each other are reported in the respective governments' AARs: UK AAIB 2/90, CASB and Indian Aviation Occurrence, and NTSB AAR 92/02; all available on web site www.corazon.com

To explain TWA 800 from the bottom up, the evidence pertaining to TWA 800 must be examined closely and deductions made. The following observations and explanations refer to TWA 800.
1. CVR sudden loud sound: Explosive decompression starts as air molecules rush against each other quickly. NTSB reported sudden loud sound.
2. FDR abrupt power cut: Severe disruption to cargo hold floor and adjacent main equipment compartment. NTSB reported abrupt power cut.

3. Streak: Top part of door with fuselage skin attached spinning away reflecting evening sunlight to ground observers appearing as streak as it decelerates. Door is shiny metal object and light source was orange setting sun.

4. TWA 800 wreckage reconstruction can be seen at URL http://www.corazon.com/presskit.html and reveals the following: Red flags on top of door indicate it was found closest to airport. Top piece of door and fuselage skin were found closest to airport and far apart from its usual frame and nose: Door ruptured/opened in flight and pieces spun away first, landed first, and found closest.

5. Red paint smears between passenger windows only found above forward cargo door: Red paint from door below transferred when door opened out, up, and slammed into fuselage above. Paint transfer between door and white fuselage principle matches UAL 811.

6. Missing red paint on trim above cargo door: Red paint from trim scraped off by friction of metal bending and rubbing together.

7 Inward bending of top of cargo door: Inward bend occurs when top of door hits fuselage. Inward bending of top door matches UAL 811 top door piece inward bend.

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Dear Congressman Duncan, 18 Sep 97

This is John Barry Smith, referred by Congressman Sam Farr,
my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight. 

In a recent quote from you in the newspaper you state "...all those concerns need to be examined." I agree, sir. Congressman Farr and I have a concern about TWA 800. Please examine it. Fellow Congressman Farr said he appreciated your attention in this matter. I await your attention and stand ready to assist.

From your web site biography: Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.

Well, sir, my wife and I are both former enlisted and both became officers, my wife in the U.S. Army Reserve and me in the Regular Army. We have something in common. As a retired officer and combat veteran of Vietnam, I assure you my hypothesis warrants further investigation. Please assign an aviation literate staff member to interview me. My web site at www.corazon provides overview and background on the matter. I'm at your service, sir.

Very Respectfully,

John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924
e-mail barry@corazon.com

"In Washington, Duncan said he had no quarrel with what the
investigators were doing, but added that he was``not entirely satisfied at this point.''
``There have been numerous people who have raised concerns and questions about what happened to this plane and I think that all of those concerns need to be examined before we say this is all there is,'' Duncan said.

From: John Barry Smith <barry@corazon.com>
Date: September 18, 1997 10:22:14 PM PDT
To: jjduncan@hr.house.gov
Subject: TWA 800 concern referred by fellow Congressman Farr

The Honorable John J. Duncan, Jr.
U.S. House of Representatives
2400 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Duncan, 18 Sep 97

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight.
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Representative Duncan served in the Tennessee Army National Guard and the U.S. Army Reserves, starting as an enlisted man and rising to the rank of Captain.
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John Barry Smith  
MAJ USA (Ret)  
408 659 3552  
551 Country Club Drive  
Carmel Valley, CA 93924  
email barry@corazon.com

From: John Barry Smith <barry@corazon.com>  
Date: September 11, 1997 11:15:52 AM PDT  
To: jjduncan@hr.house.gov  
Subject: Referral from Fellow Congressman Farr, D-CA

The Honorable John J. Duncan, Jr.  
U.S. House of Representatives  
2400 Rayburn HOB  
Washington, D.C. 20515

Dear Congressman Duncan,

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John Barry Smith
MAJ USA (Ret)
408 659 3552
551 Country Club Drive
Carmel Valley, CA 93924
e-mail barry@corazon.com

From: John Barry Smith <barry@corazon.com>
Date: August 9, 1997 6:26:30 PM PDT
To: jjduncan@hr.house.gov
Subject: At your service, sir.

Dear Congressman Duncan,

This is John Barry Smith, referred by Congressman Sam Farr, my representative here in California. In a August 5, 1997 letter to you, copy to me, Mr. Farr submitted my hypothesis of the cause of the crash of TWA 800 being the inadvertent opening of the forward cargo door in flight.

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John Barry Smith  
MAJ USA (Ret)  
408 659 3552  
551 Country Club Drive  
Carmel Valley, CA 93924  
email barry@corazon.com
From: John Barry Smith <barry@corazon.com>
Date: July 10, 1997 8:39:01 AM PDT
To: senator@feinstein.senate.gov
Subject: Secret Service interrogation on Senator's office request

Dianne Feinstein,
US Senator, California

Dear Senator,

Two armed Secret Service agents in civilian clothes drove onto my property uninvited and unannounced in a civilian car to interrogate me based upon an email I had sent less than 24 hours to Senator John McCain. On videotape of the interrogation the senior agent, Ms. Janice K. Griffen of the San Jose office of the Secret Service, can clearly be heard saying, "This referral came from McCain's office."

The email was polite, relevant, nonthreatening, and important. It did offer a contrary view to the government's opinion to the cause of the crash of TWA 800.

Senator McCain denies that he or his staff initiated the Secret Service investigation of me. The Secret Service says his office did.

The handgun armed agents were alone with my five year old daughter for a few minutes unknown to me. I am now intimidated from emailing my elected officials, such as yourself, fearing more armed strangers at my front door.

Can you please clear up this matter of who sent armed agents to my house? I'd like something to show my wife, parents, and
friends that I am a concerned citizen corresponding with his elected official, as his request, about an important matter I know a lot about, airplane crashes, and not some dangerous person they should avoid.

Copies of emails, letters, and videotape are available on request. I'm at 408 659 3552 and live in Carmel Valley, CA 93924, at 551 Country Club Drive. My email is barry@corazon.com and website at www.corazon.com

Sincerely,

John Barry Smith

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Date: July 10, 1997 8:39:01 AM PDT
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Sincerely,

John Barry Smith

From: "Postmaster" <POSTMSTR@HR.HOUSE.GOV>
Date: May 1, 1997 10:03:13 AM PDT
To: barry@CORAZON.COM
Subject: DISTRIBUTION STATUS
Reply-To: <POSTMSTR@HR.HOUSE.GOV>

AUTOSMTP.BARRY26 DISTRIBUTION STATUS INFORMATION 05/01
REQUESTING FOLLOW UP ON LETTER TO MR. F

DISTRIBUTION ID: AUTOSMTP.BARRY26.6715
SUBJECT: Requesting follow up on letter to Mr. F
DATE SENT: 05/01/97 TIME SENT: 13:03:00

YOUR MAIL WAS NOT DELIVERED FOR THE FOLLOWING REASON:

EXPLANATION : INVALID RECIPIENT

RECIPIENT : HR.SAMFARR
LAST NAME :
FIRST NAME :
MIDDLE INITIAL :
NATIVE NAME :
COUNTRY :
ADMD :
PRMD :
ORGANIZATION :
ORG UNIT 1 :
ORG UNIT 2 :
ORG UNIT 3 :
ORG UNIT 4 :
DDA :
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AUTOSMTP.BARRY26 DISTRIBUTION STATUS
INFORMATION 05/01
/97 13:03:00

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EXPLANATION : INVALID RECIPIENT

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RECIPIENT : HR.SAMFARR
LAST NAME :
FIRST NAME :
MIDDLE INITIAL :
From: Mail Delivery Subsystem <MAILER-DAEMON>
Date: April 11, 1997 12:32:03 PM PDT
To: <barry@corazon.com>
Subject: Warning: could not send message for past 4 hours

***************************
** THIS IS A WARNING MESSAGE ONLY **
** YOU DO NOT NEED TO RESEND YOUR MESSAGE **
***************************

The original message was received at Fri, 11 Apr 1997 08:16:54 -0700
from red116.redshift.com [165.227.94.116]

----- The following addresses had transient non-fatal errors -----<Julie_Swingle@mccain.senate.gov>

----- Transcript of session follows -----<Julie_Swingle@mccain.senate.gov>... Deferred: Connection
timed out with gateway.senate.gov.
Warning: message still undelivered after 4 hours
Will keep trying until message is 5 days old

Reporting-MTA: dns; mail.redshift.com
Arrival-Date: Fri, 11 Apr 1997 08:16:54 -0700

Final-Recipient: rfc822; Julie_Swingle@mccain.senate.gov
Action: delayed
Status: 4.4.1
Remote-MTA: dns; gateway.senate.gov
Last-Attempt-Date: Fri, 11 Apr 1997 12:32:02 -0700
Will-Retry-Until: Wed, 16 Apr 1997 08:16:54 -0700

Return-Path: barry@corazon.com
Received: from [165.227.94.116] (red116.redshift.com
[165.227.94.116]) by mail.redshift.com (8.8.5/8.8.5) with
ESMTP id IAA02105 for <Julie_Swingle@mccain.senate.gov>;
Fri, 11 Apr 1997 08:16:54 -0700
Message-Id: <l03020901af7403ef784d@[165.227.94.116]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Fri, 11 Apr 1997 08:17:28 -0700
To: Julie_Swingle@mccain.senate.gov
From: John Barry Smith <barry@corazon.com>
Subject: Appointment for visit

John McCain, Arizona, Chairman
Committee on Commerce, Science, and Transportation
United States Senate

Senator McCain,
The NSTB announced in your 10 Apr hearing they will have a summer hearing on the TWA 800 crash to gather facts and I intend to be there to offer some. I'll travel from California to the East Coast and wish to visit you in Washington DC. We could chat about Navy carrier days in the past and my cargo door explanation for TWA 800 if you have the time and the inclination.

What are the procedures for setting up an appointment with you in your office in Washington this summer?

Very Respectfully,

John Barry Smith
MAJ, USA (Ret),
Campaign donor,
former resident of Arizona,
Citizen,
Voter,
Homeowner,
Taxpayer,
Combat Navy war veteran,
Commercial pilot,
Father,
Husband,
Amateur aviation crash investigator.

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barry@corazon.com email
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Received: from [165.227.94.116] (red116.redshift.com [165.227.94.116]) by mail.redshift.com (8.8.5/8.8.5) with ESMTP id IAA02105 for <Julie_Swingle@mccain.senate.gov>; Fri, 11 Apr 1997 08:16:54 -0700
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Father,
Husband,
Amateur aviation crash investigator.
408 659 3552 phone

barry@corazon.com email

www.corazon.com web site

551 Country Club

Drive

Carmel

Valley, CA 93924

Email: barry@corazon.com
Page: http://www.corazon.com/

From: "Postmaster" <POSTMSTR@HR.HOUSE.GOV>
Date: April 3, 1997 7:44:10 AM PST
To: barry@CORAZON.COM
Subject: DISTRIBUTION STATUS
Reply-To: <POSTMSTR@HR.HOUSE.GOV>

AUTOSMTP.BARRY26 DISTRIBUTION STATUS
INFORMATION 04/03
/97 10:44:00
==================================================================
==================================================================
DISTRIBUTION ID: AUTOSMTP.BARRY26.0432
SUBJECT: Stone unturned. Turn it over.
DATE SENT: 04/03/97 TIME SENT: 10:44:00

YOUR MAIL WAS NOT DELIVERED FOR THE FOLLOWING REASON:

EXPLANATION: INVALID RECIPIENT

RECIPIENT: HR.SAMFARR
LAST NAME:
FIRST NAME:
MIDDLE INITIAL:
NATIVE NAME:
COUNTRY:
ADMD:
PRMD:
ORGANIZATION:
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ORG UNIT 3:
ORG UNIT 4:
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===================================================================

===================================================================

RECIPIENT: HR.SAMFARR
LAST NAME:
FIRST NAME:
MIDDLE INITIAL:
NATIVE NAME:
COUNTRY:
ADMD:
TO ALL OREGONIANS:

Thank you for your e-mail. First of all, I'm sorry for this impersonal response -- I hate it when I get auto-responses to my e-mail, too. This will not be the only response you will receive from me.

Unfortunately, current Senate computer limitations and concerns about the privacy of messages sent via the Internet prevent me from answering constituent e-mails electronically. Therefore, I will respond to your original e-mail through the U.S. Postal Service. If you didn't give me your complete postal address information in your
original e-mail, you can simply send me another message with that information attached.

TO ALL NON-RESIDENTS OF OUR STATE:

Due to heavy interest from Oregonians, I am unable to respond to e-mail from residents of other states. Out of Congressional courtesy, I would like to refer you to your home-state Senator to give him or her a chance to hear your concerns. For a list of Senators by state and their e-mail addresses, set your world wide web browser to:

http://www.senate.gov/senator/membmail.html

SURF MY HOME PAGE

I would also like to invite everyone online to surf my home page at:

http://www.senate.gov/~wyden/

It has, among other things, a wide variety of information on my work in the Senate, which I hope you will find useful.

Thanks again for contacting me.
TO ALL OREGONIANS:

Thank you for your e-mail. First of all, I'm sorry for this impersonal response -- I hate it when I get auto-responses to my e-mail, too. This will not be the only response you will receive from me.

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her a chance to hear your concerns. For a list of Senators by state
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SURF MY HOME PAGE

I would also like to invite everyone online to surf my home page at:

http://www.senate.gov/~wyden/

It has, among other things, a wide variety of information on my work
in the Senate, which I hope you will find useful.

Thanks again for contacting me.

From: WENDELL FORD <WENDELL_FORD@ford.senate.gov>
Date: March 3, 1997 9:33:50 AM PST
To: barry@corazon.com
Subject: Rule: Re: FAA data base success
Dear Friend:

Thank you for writing. Your concerns are very important to me, and I appreciate your taking advantage of the United States Senate's Internet services.

Please be assured that if you live in the Commonwealth, any message you send me over the Internet will be brought to my attention. It is essential that you include your postal mailing address in your message so I can respond to your message by letter. As with other constituent letters, we will respond to your specific inquiry by regular postal mail as quickly as possible.

If your message did not contain your postal address and you would like to have a written response, please resubmit your original message along with your mailing address.

Again, thank you for contacting me.

Wendell H. Ford
Dear Friend:

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Again, thank you for contacting me.

Wendell H. Ford
United States Senator
173A Russell Senate Office Building
Washington DC 20510
(202) 224-4343
WENDELL_FORD@FORD.SENATE.GOV
http://www.senate.gov/~ford

From: barry@corazon.com
Date: March 3, 1997 8:12:23 AM PST
To: senator@wyden.senate.gov
Subject: FAA database success example

Senator Wyden, thank you for your successful effort at putting the FAA/NTSB databases on the internet. I have used those databases to discover an interesting cause of the crash of TWA 800, the inadvertent opening of the forward cargo door in flight.
It is similar to the accident of UAL 811, the NTSB report of which I received through the internet FAA pages. My documented web site about the cargo door crashes is at www.corazon.com
I invite you, sir, to evaluate the site and possibly take further action should you decide the evidence warrants.
Senator John McCain has referred the matter to his committee and he is aware of the cargo door explanation, as is Senator Slade Gorton. They may not appreciate the research and analyzing ability of the internet, as you do. Thank you again, Senator Wyden.
Sincerely,
John Barry Smith
408 659 3552
e-mail barry@corazon.com
www.corazon.com
551 Country Club Drive,
Carmel Valley, CA 93924

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John Barry Smith
408 659 3552
email barry@corazon.com
www.corazon.com
551 Country Club Drive,
Carmel Valley, CA 93924

From: barry@corazon.com
Date: March 3, 1997 8:05:21 AM PST
To: wendell_ford@ford.senate.gov
Subject: FAA data base success

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Senator John McCain has referred the matter to his committee and he is aware of the cargo door explanation, as is Senator Slade Gorton. They may not appreciate the research and analyzing ability of the internet, as you do. Thank you again, Senator Ford.

Sincerely,
John Barry Smith  
408 659 3552  
email barry@corazon.com  
www.corazon.com  
551 Country Club Drive,
Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
730 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Gorton,
Wednesday, 19 February, 1997

A matter has been referred to your subcommittee by Senator McCain, (email enclosed). The subject is the cause of four Boeing 747 accidents being the inadvertent opening of the forward cargo door in flight, including the current crash under investigation, TWA 800.

Boeing makes the finest aircraft in the world. The 747 is the least dangerous of them all. My discovery has made the 747 safer by explaining the causes of three crashes with wrong explanations. This discovery of cargo door openings is good because the problem can be fixed forever, thereby making a safe plane safer.

To have TWA 800 explained as center tank fuel explosion does no one any good. It’s wrong and leaves the public afraid to fly in a plane where mysterious static electricity can blow their plane up. Even Boeing says no to center tank explosion as initial event.
for TWA 800. There was a center tank explosion but after the door popped and being torn off in slipstream taking fuselage skin with it. The 300 knot CAS slipstream entered the huge nine foot by 15 foot hole and tore nose off. The wing and rest of fuselage fell and the fuel vapor and spinning detached jet engines ignited the fireball later and lower.

The central premise of my cargo door explanation is that four similar type planes have such similar crash evidence that only one common cause could do all the similar destruction. At this time there are four official explanations for the four crashes; unknown/bomb for Air India 182, bomb for Pan Am 103, cargo door for UAL 811, and center tank explosion for TWA 800. No one has yet to look at the forest of four similar crashes; each team continues to look at the one newly fallen tree. For instance, one of many similarities is that all four of the high time Boeing 747s had a sudden loud sound on their cockpit voice recorder just before an abrupt power cut on their flight data recorder just as destruction started. That sound has been matched (in Air India 182) to an explosive decompression which would occur if the forward cargo door were to open in flight. All these similarities are documented on my web site at www.corazon.com, accessible from your office, I hope.

This cargo door explanation has been reviewed by Mr. Chris Paul of Senator McCain's office and upon his appraisal, Senator McCain referred the matter to Committee. As Chairman of the Subcommittee on Aviation, could you, sir, evaluate the cargo door cause? Is there someone you could assign to call me and discuss the issue? As a Colonel in the Air Force, could you treat me as if your safety officer comes to you with an explanation for the crash of several of your squadron's planes. Can you hear me out?

A simple crash cause has such serious ramifications: merger between two multi-billion dollar companies, billions of dollars of
lawsuits, international relations between accused terrorist countries; all affected. Still, the door popped when it shouldn't, simple as that and it happened on TWA 800 and others.
Please rule in or out this cause. I am available anytime to discuss this matter with your staff or someone you appoint. For a matter submitted for consideration to your committee, there must be some sort of screening process. Will you please put me and my cargo door explanation through that process?

Sincerely,

John Barry Smith
MAJ USA (RET)
408 659 3552 phone
barry@corazon.com email
www.corazon.com web site
551 Country Club Drive
Carmel Valley, CA 93924

Email enclosed:
Mime-Version: 1.0
Date: Thu, 19 Dec 1996 09:53:05 -0500
From: Julie Swingle <Julie_Swingle@mccain.senate.gov>
Subject: Boeing 747 Information
To: barry@corazon.com

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.
As you know, I have passed the information you sent to Chris
Paul and
he has informed me of your findings. I have since forwarded
the
material you sent to the Commerce, Science and
Transportation
Committee for their review.
Again, thank you for contacting me. I am always glad to have the
opportunity to be of assistance.
Sincerely,

John McCain
U.S. Senator
JM/jes

From: barry@corazon.com
Date: February 19, 1997 9:25:04 AM PST
To: senator_gorton@gorton.senate.gov
Subject: Matter in Committee for review, TWA 800 crash cause

Slade Gorton, Washington, Chairman
Subcommittee on Aviation
Committee on Commerce, Science, and Transportation
730 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Gorton,
Wednesday, 19 February, 1997

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551 Country Club Drive
Carmel Valley, CA 93924
Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s. As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review. Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,

John McCain
U.S. Senator
JM/jes
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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.

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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: January 23, 1997 5:10:49 PM PST
To: John Barry Smith <barry@corazon.com>
Subject: Re: Inbound-White_House_WWW_MAIL =>

PRESIDENT

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.

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faq@whitehouse.gov

(This FAQ address is an autoresponder only; any comment sent
From: autoresponder@WhiteHouse.gov  
Date: December 18, 1996 10:56:46 AM PST  
To: barry@corazon.com  
Subject: Re: Airplane crash cause and danger

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From: barry@corazon.com  
Date: December 18, 1996 10:55:46 AM PST  
To: president@whitehouse.gov  
Subject: Airplane crash cause and danger

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

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

Mr. James Hall, Chairman, National Transportation Safety Board,
Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800.
The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at http://www.corazon.com. The cause of the door openings is unknown and must be discovered.
Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Mr. Robert Francis, Vice Chairman, National Transportation Safety Board
Dear Mr. Vice Chairman, I've seen you on TV and believe you are a compassionate man above all. I appeal to you to prevent the future deaths of innocent passengers in early model Boeing 747s whose forward cargo door may inadvertently open outward and upward, tearing off with skin into the slipstream, exposing a large gash in the side of nose which then tears all the way off. Please compare evidence collected in the explained cargo door crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and currently, TWA Flight 800.
The specific similarities will be: 1: Short loud sound on CVR. 2.
Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to hull at catastrophic event.

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

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people.
off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.
Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company
    US Air Force
    TWA
Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at http://www.corazon.com. named after my wife, Corazon Luna Smith.
Mr. Peña, traveller to traveller, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

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

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

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

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

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

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

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

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

Sincerely,
John Barry Smith

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

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

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to
hull at catastrophic event.
The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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CC: Boeing Company

US Air Force
TWA

From: autoresponder@WhiteHouse.gov
Date: September 21, 1996 3:27:06 PM PDT
To: barry@corazon.com
Subject: Re: The President, Airplane crash cause and danger

Thank you for writing to President Clinton via electronic mail. Since June, 1993, whitehouse.gov has received over one million messages from people across the country and around the world.
Because so many of you write, the President cannot personally review each message. The mail is first read by White House Correspondence staff. Your concerns, ideas, and suggestions are carefully recorded and communicated to the President weekly with a representative sampling of the mail.

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

Sincerely,

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

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

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

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

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

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

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


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

http://www.whitehouse.gov

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

publications@whitehouse.gov

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

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

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

       faq@whitehouse.gov

(This FAQ address is an autoresponder only; any comment sent to this address will not be acknowledged.)

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To: barry@corazon.com
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compose the whole):

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Message body: send file 317571
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(This FAQ address is an autoresponder only; any comment sent
to
this address will not be acknowledged.)

From: barry@corazon.com
Date: September 21, 1996 3:17:08 PM PDT
To: president@whitehouse.gov
Subject: The President, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff to reach the President as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com

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

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

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

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

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

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

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

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

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

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

Sincerely, John Barry Smith

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

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

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

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

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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.
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Fact: Three crashes had radar blips during destruction, possibly all four.
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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.

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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 3:17:08 PM PDT
To: president@whitehouse.gov
Subject: The President, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff to reach the President as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com

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

Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Francis, survivor consoiler 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company
    US Air Force
    TWA

From: Senator@warner.senate.gov
Date: September 7, 1996 9:56:32 AM PDT
To: barry@corazon.com
Subject: Re: President Review and Air Force One

Dear Friend:

Thank you for sending an e-mail message to my office.

Please accept this response as acknowledgment to your message and I will note your comments. If you have included a postal address with your e-mail, I will respond through the U.S. postal system as soon as possible.

I look forward to hearing from you on other issues of importance to you and your friends.

With kind regards, I am,
Dear Friend:

Thank you for sending an e-mail message to my office.

Please accept this response as acknowledgment to your message and I will note your comments. If you have included a postal address with your e-mail, I will respond through the U.S. postal system as soon as possible.

I look forward to hearing from you on other issues of importance to you and your friends.

With kind regards, I am,

Sincerely,

John Warner
United States Senator
From: barry@corazon.com  
Date: September 7, 1996 8:14:04 AM PDT  
To: senator@warner.senate.gov  
Subject: President Review and Air Force One

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800. White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days "to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

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

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,
Hello, Sir. I have important news to give. Your life is in immediate
danger, although slight, hopefully slight, when you fly on Air
Force One, a
Boeing 747-200B. This type aircraft has a history of inadvertent
forward
cargo door openings in flight. Hindsight and the internet have enabled me
to link several crashes of early model Boeing 747s to a common
cause, the
inadvertent opening of the forward cargo door in flight.
Documentation,
pictures, comments, and emails from all over the world regarding this
discovery are on the internet web site at http://www.corazon.com
Your life, the lives of those who fly with you, and all the passengers on
early model Boeing 747s are at risk to this door opening outward and
upward, tearing off in the slipstream exposing a large gash in the
nose
which tears off.
The door openings at altitude mimic a bomb. It is not a bomb.
The world
will be a bit less dangerous once the causes are determined to be mechanical and not evil.
Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.
Please be responsive to this informed citizen.
Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, 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 familyÕs 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

Mr. Federico Peãa, 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. Peãa, 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 pilotÕs 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
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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
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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
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damage, possibly all four.
Fact: Two crashes had mysterious blip before destruction door on radar,
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Fact: Two crashes had crew talking on radio when catastrophic event
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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
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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
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Mr. Louis Freeh, Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane crashes is
a common mechanical fault. Although the previous investigations came to
different conclusions, there is no cover up, there is no plot, there is no
conspiracy; it is just honest people describing reality from their own best
interest point of view, and they are wrong. We've all done it, not seeing
the object we don't want to see, not hearing what we don't want to hear,
and not believing what we don't want to believe.
Fidelity, Bravery, Integrity, and there is no qualifier in front of ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and
man to man, I ask that you check out the forward cargo door as the cause of
the crash of TWA Flight 800. My Social Security Number is 562-58-2308.
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explosive decompression. It happened when the forward cargo door opened in
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lower outside air pressure. The decompression mimicked a bomb. The
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CC: Boeing Company
      US Air Force
      TWA

From: barry@corazon.com
Date: September 7, 1996 8:14:04 AM PDT
To: senator@warner.senate.gov
Subject: President Review and Air Force One

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800.

White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days `to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

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Please ensure picture of Boeing 747 is attached with .jpg viewer if necessary. Thank you, John Barry Smith barry@corazon.com

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

Barry Smith

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Mr. David Hinson, Director, Federal Aviation Authority,

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

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

At minimum, there now exists a mysterious early model Boeing 747 crash.

Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for
TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening. The forward cargo door has two Airworthiness Directives against it and has killed nine persons already in UAL Flight 811. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream. Mr. Hinson, naval officer to naval officer, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. James Hall, Chairman, National Transportation Safety Board,
Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800. The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an
explosive
device could do it, or random electrical signals in the avionics
bay might
do it. There are eleven rational causes for accidental door
openings listed
on the web site at http://www.corazon.com. The cause of the
door openings
is unknown and must be discovered.
Mr. Hall, passenger to passenger, I ask that you check out the
forward
cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith

Mr. Robert Francis, Vice Chairman, National Transportation
Safety Board
Dear Mr. Vice Chairman, IÕve seen you on TV and believe you
are a
compassionate man above all. I appeal to you to prevent the
future deaths
of innocent passengers in early model Boeing 747s whose
forward cargo door
may inadvertently open outward and upward, tearing off with
skin into the
slipstream, exposing a large gash in the side of nose which then
tears all
the way off. Please compare evidence collected in the explained
cargo door
crash of UAL 811 to those of Air India Flight 182, Pan Am 103,
and
currently, TWA Flight 800.
The specific similarities will be: 1: Short loud sound on CVR. 2.
Abrupt
power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to hull at catastrophic event. The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream. Mr. Francis, survivor consoled from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight.
800. Sincerely, John Barry Smith

Mr. Ron Schleede, Investigator, National Transportation Safety Board.
Dear Mr. Investigator, you have seen the hole on UAL Flight 811. Could that hole become larger in the slipstream and tear the whole nose off? I think so.
You investigated UAL Flight 811. That model of plane was a Boeing 747-121.
That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B.
A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left.
Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.
Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will fine 105
pages of documentation, support, argument, and correspondence from all over
the world regarding this matter, the inadvertent opening of the forward
cargo door of early model 747s, one of which is Air Force One. Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing
747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing
747-122; and TWA Flight 800, Boeing 747-131.: FACT: All four crashes were early model Boeing 747s.
FACT: All four crashes had deaths.
FACT: All four crashes had a short loud sound before destruction.
FACT: All four crashes had abrupt power cut.
FACT: All four crashes had start of destruction start near forward
cargo hold.
FACT: All four crashes had apparent explosions in forward cargo
hold area.
FACT: All four crashes had explosive decompression.
FACT: Three crashes had nose snap off.
FACT: Three crashes had radar blips during destruction, possibly
all four.
FACT: Three crashes had nine or more missing bodies never
recovered, possibly all four.
FACT: Three crashes had number three engine ingesting foreign
object
damage, possibly all four.
FACT: Two crashes had mysterious blip before destruction door on
radar, possibly all four.
FACT: Two crashes had crew talking on radio when catastrophic
event
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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and
man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308.
Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the
disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again. Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company
US Air Force
TWA

From: barry@corazon.com
Date: September 7, 1996 8:11:21 AM PDT
To: oberstar@hr.house.gov
Subject: President Review and Air Force One

Sir, the following relates to Mr. Robert Francis, Air Force One danger and explanation of the cause of TWA Flight 800. White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's
executive support air fleet. He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation.''

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

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,
Hello, Sir. I have important news to give. Your life is in immediate
danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight. Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at http://www.corazon.com. Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off. The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil. Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it’s not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences. Please be responsive to this informed citizen. Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, 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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at
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
designs, 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
Office 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
crash sound. 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 a 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 consooler 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
doors 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and
man to man, I ask that you check out the forward cargo door as the cause of
the crash of TWA Flight 800. My Social Security Number is 562-58-2308.
Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called
explosive decompression. It happened when the forward cargo door opened in
flight exposing the higher pressure air in the cargo compartment to the
lower outside air pressure. The decompression mimicked a bomb. The
deceleration following the nose tearing off in the slipstream caused many
items to smash into bulkheads, mimicking a bomb. The fuel from the
disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It
has killed nine passengers already under similar circumstances and has two
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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 7, 1996 8:11:21 AM PDT
To: oberstar@hr.house.gov
Subject: President Review and Air Force One

Sir, the following relates to Mr. Robert Francis, Air Force One
danger and explanation of the cause of TWA Flight 800.
White House Chief of Staff Leon Panetta Friday night sent a
letter to Defense Secretary William Perry ordering him to
"undertake a top to bottom review of all operational aspects,
including maintenance and training procedures" of the Pentagon's
executive support air fleet. He asked that the review begin
within the next 30 days "to ensure that all necessary steps and
safeguards are being taken to provide the safest possible
transportation."

WEBMASTERS: Please forward this email to appropriate staff
as you see fit.
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.
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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is
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
From: barry@corazon.com
Date: September 7, 1996 8:07:29 AM PDT
To: senator@feinstein.senate.gov
Subject: President Review and Air Force One

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800.
White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days "to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

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

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

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

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

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

Please be responsive to this informed citizen.
Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, 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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at
Mr. Peña, traveller to traveller, I ask that you check out the forward
cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director, I am looking at my FAA pilot’s license, number
1787797,
commercial pilot, airplane single engine land, instrument
airplane, of
which I am very, very proud. I also received a Part 135 certificate from
your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH
-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on
my web site at http://www.corazon.com along with the official accident
reports on UAL Flight 811 and Pan Am 103.
All of the four Boeing 747 crashes described were caused, in my opinion,
by the inadvertent opening of the forward cargo door in flight.
The web
site provides documentation, reasoning, and opinion supporting that hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash.

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

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

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

Sincerely,
John Barry Smith

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

Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in
which a cargo
door came open in flight and nine passengers where sucked out of their
seats to their deaths. Use the key of 811 to unlock 800.
The thrust of the crash investigation should then focus on what causes
the forward cargo door to open inadvertently. The NTSB stated
electrical short to the door control system in UAL 811. For others, an
explosive device could do it, or random electrical signals in the avionics bay might
do it. There are eleven rational causes for accidental door openings listed
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
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 that 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
doors 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308.

Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo
door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again. Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company

US Air Force

TWA

From: barry@corazon.com
Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800. White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days "to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

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

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,
Hello, Sir. I have important news to give. Your life is in immediate danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight. Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at http://www.corazon.com
Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.
The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil.
Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it’s not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences. Please be responsive to this informed citizen.

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

Sincerely,
John Barry Smith

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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

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. Pe`a, traveller to traveller, I ask that you check out the
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cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
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Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director, I am looking at my FAA pilot's license, number
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commercial pilot, airplane single engine land, instrument
airplane, of
which I am very, very proud. I also received a Part 135 certificate
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your agency. I was also a US Navy Lieutenant Naval Flight
Officer in RVAH
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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.
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short to the door control system in UAL 811. For others, an explosive
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Barry Smith

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Safety Board
Dear Mr. Vice Chairman, I’ve seen you on TV and believe you
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compassionate man above all. I appeal to you to prevent the
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forward cargo door
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crash of UAL 811 to those of Air India Flight 182, Pan Am 103,
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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
Mr. Ron Schleede, Investigator, National Transportation Safety Board.

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you
will fine 105
pages of documentation, support, argument, and correspondence
from all over
the world regarding this matter, the inadvertent opening of the
forward
cargo door of early model 747s, one of which is Air Force One.
Regarding the four Boeing 747 crashes, Air India Flight 182,
Boeing
747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight
811, Boeing
747-122; and TWA Flight 800, Boeing 747-131.: 
Fact: All four crashes were early model Boeing 747s.
Fact: All four crashes had deaths.
Fact: All four crashes had a short loud sound before destruction.
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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.
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Fact: Three crashes had nose snap off.
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all four.
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possibly all four.
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Fact: Two crashes had mysterious blip before destruction door on
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possibly all four.
Fact: Two crashes had crew talking on radio when catastrophic
event occurred, possibly all four.
Fact: One crash had visual clue, possibly all four.
All of the above clues fit the puzzle that is solved by the inadvertent
opening of the forward cargo door of early model high flight time Boeing
747s in flight.
Mr. Schleede, pilot to pilot, I ask that you check out the forward cargo
door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

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

Mr. Louis Freeh, Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane crashes is
a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308.
Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from
The disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again. Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company
    US Air Force
    TWA

From: barry@corazon.com
Date: September 7, 1996 7:57:47 AM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Review of Danger to Air Force One

Mr Panetta, the below refers to your recent request for top to bottom review. Air Force One is in danger. White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects,
including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days "to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

WEBMASTERS: Please forward this email to appropriate staff to reach Mr. Leon Panetta as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at http://www.corazon.com. named after my wife, Corazon Luna Smith.
Mr. Peña, traveller to traveller, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

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

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

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

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

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

Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800.
The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at http://www.corazon.com. The cause of the door openings is unknown and must be discovered.

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

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

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

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

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

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://
www.corazon.com you will fine 105 pages of documentation, support, argument, and correspondence from all over the world regarding this matter, the inadvertent opening of the forward cargo door of early model 747s, one of which is Air Force One. Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.: 
Fact: All four crashes were early model Boeing 747s. 
Fact: All four crashes had deaths. 
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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.
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Mr. Louis Freeh, Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.
Fidelity, Bravery, Integrity, and there is no qualifier in front of ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

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

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

CC: Boeing Company

US Air Force

TWA

From: barry@corazon.com
Date: September 7, 1996 7:57:47 AM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Review of Danger to Air Force One

Mr Panetta, the below refers to your recent request for top to bottom review. Air Force One is in danger.
White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to
"undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

WEBMASTERS: Please forward this email to appropriate staff to reach Mr. Leon Panetta as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com

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

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

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, 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.

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

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

Mr. James Kallstrom, New York Field Office, Federal Bureau of
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 7, 1996 7:55:56 AM PDT
To: senator@hutchison.senate.gov
Subject: President Review and Air Force One

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800. White House Chief of Staff Leon Panetta Friday night sent a
letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days "to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

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

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.
Mr. Clinton, leader from follower, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, 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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at
Mr. Peña, traveller to traveller, I ask that you check out the forward
cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith
Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director, I am looking at my FAA pilot’s license, number 1787797,
commercial pilot, airplane single engine land, instrument airplane, of
which I am very, very proud. I also received a Part 135 certificate from
your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH
-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on
my web site at http://www.corazon.com along with the official accident
reports on UAL Flight 811 and Pan Am 103.
All of the four Boeing 747 crashes described were caused, in my opinion,
by the inadvertent opening of the forward cargo door in flight.
The web site provides documentation, reasoning, and opinion supporting that hypothesis.
At minimum, there now exists a mysterious early model Boeing 747 crash.
Air Force One is an early model Boeing 747. There are several hundred early
model Boeing 747s now flying. The location of the start of destruction for
TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.
The forward cargo door has two Airworthiness Directives against it and has killed nine persons already in UAL Flight 811. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

Sincerely,
John Barry Smith

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

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

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

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

Sincerely, John Barry Smith

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

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

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100
or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night takeoff, and pressurization changes to hull at catastrophic event. The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream. Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. Ron Schleede, Investigator, National Transportation Safety Board.
Dear Mr. Investigator, you have seen the hole on UAL Flight
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 inflight.
Mr. Schleede, pilot to pilot, I ask that you check out the forward cargo
doors 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
doors 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 ÔInvestigationÓ, 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 7, 1996 7:55:56 AM PDT
To: senator@hutchison.senate.gov
Subject: President Review and Air Force One

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800. White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet. He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."
WEBMASTERS: Please forward this email to appropriate staff as you see fit. Please ensure picture of Boeing 747 is attached with .jpg viewer if necessary. Thank you, John Barry Smith barry@corazon.com

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

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

Your life, the lives of those who fly with you, and all the passengers on
eyear model Boeing 747s are at risk to this door opening outward and
upward, tearing off in the slipstream exposing a large gash in the nose
which tears off.
The door openings at altitude mimic a bomb. It is not a bomb.
The world
will be a bit less dangerous once the causes are determined to be mechanical and not evil.
Have you ever had a car door, or hood, or trunk open unexpectedly? I
have; it’s not unusual. If you have, then please give thought to possible
airplane door opening and the severe consequences.
Please be responsive to this informed citizen.
Mr. Clinton, leader from follower, I ask that you check out the forward
cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, as that was the way I
thought of
you when I voted for you as Congressman several times in Monterey.
Mr. Panetta, we met in 1980 in your second floor office on
Alvarado where
I personally thanked you for inquiring on my behalf on a
personnel matter
while I was stationed in Korea. The last time I saw you, you were
walking
alone across Toro Park during Earth Day in 1992, just before
your selection
as Budget Director. I remember thinking, what a job politics is
shaking
hands at a post hippie ecology get together. I was with a friend
selling
United Nations videos, not a hot seller. I live up on Country Club
Drive in
Carmel Valley and pass your family’s hand painted sign, Villa
Bella Donna,
every day on the way to drop my daughter off at Tularcitos Pre-
School.
I have come to alert you, sir, of danger to you, the President, and
all
passengers who fly in early model Boeing 747s. Yes, this is
unorthodox, an
email letter from a member of the public but then, I trust, as a
former
congressman, that you believe that occasionally a citizen may have
something important to say. I do; here it is: The forward cargo
doors of
early model Boeing 747s are inadvertently opening in flight,
tearing off
door and skin, allowing the slipstream to enter the large gash which tears off the nose leading to total destruction and the deaths of all aboard. This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot’s license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from
your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at http://www.corazon.com along with the official accident reports on UAL Flight 811 and Pan Am 103. All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis. At minimum, there now exists a mysterious early model Boeing 747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening. The forward cargo door has two Airworthiness Directives against it and has killed nine persons already in UAL Flight 811. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.
Mr. Hinson, naval officer to naval officer, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. 
Sincerely, 
John Barry Smith

Mr. James Hall, Chairman, National Transportation Safety Board,
Dear Mr. Chairman, in 1992, the NTSB conducted a very complete and well explained accident report on the crash of UAL Flight 811 in which a cargo door came open in flight and nine passengers where sucked out of their seats to their deaths. Use the key of 811 to unlock 800. The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at http://www.corazon.com. The cause of the door openings is unknown and must be discovered.
Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith
Mr. Robert Francis, Vice Chairman, National Transportation Safety Board

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

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100 or 200 with high flight time. 7. Destruction sequence starts forward of the wing. Sun angle lighting may confirm spinning loose cargo door near New York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event
happens, night takeoff, and pressurization changes to hull at catastrophic event. The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

Mr. Ron Schleede, Investigator, National Transportation Safety Board.
Dear Mr. Investigator, you have seen the hole on UAL Flight 811. Could that hole become larger in the slipstream and tear the whole nose off? I think so. You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive
evidence that was very similar to another Boeing 747 crash years earlier
which killed 329 people off the Irish coast in 1985. That plane was a
Boeing 747-237B.
A Boeing 747-122 also crashed with similar evidence trails left. And yet
another Boeing 747-131 also crashed with similar evidence trails left.
Three destroyed and one that killed only nine and returned to
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its story which was inadvertent opening of the forward cargo
doors 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.
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Fact: Three crashes had radar blips during destruction, possibly all four.
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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.
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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
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
doors 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
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items to smash into bulkheads, mimicking a bomb. The fuel from
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Airworthiness Directives against it. It is the prime suspect in
TWA Flight
800. Please examine attached photo of damaged Boeing 747 for
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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 6, 1996 11:54:59 PM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Review of Air Force One

White House Chief of Staff Leon Panetta Friday night sent a
letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all
operational aspects, including maintenance and training
procedures" of the Pentagon's executive support air fleet.

He asked that the review begin within the next 30 days ``to
ensure that all necessary steps and safeguards are being taken to
provide the safest possible
transportation."

WEBMASTERS: Please forward this email to appropriate staff
to reach Mr. Leon Panetta as you see fit. Attached photo give
<message exceeds local size/length limits> so it was deleted.
Thank you, John Barry Smith barry@corazon.com

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

Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil.
Have you ever had a car door, or hood, or trunk open unexpectedly? I have; it’s not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

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

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

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

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

Mr. Robert Francis, Vice Chairman, National Transportation
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. Foiled 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.
8. 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 website 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
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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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

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

CC: Boeing Company

US Air Force

TWA

From: barry@corazon.com
Date: September 6, 1996 11:54:59 PM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Review of Air Force One

White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet.

He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

WEBMASTERS: Please forward this email to appropriate staff to reach Mr. Leon Panetta as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com
Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
Dear Mr. Investigator, National Transportation Safety Board, Ron Schleede
Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom

Dear Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

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

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

Please be responsive to this informed citizen.

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

Sincerely,
John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at http://www.corazon.com. named after my wife, Corazon Luna Smith.
Mr. Peña, traveller to traveller, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director, I am looking at my FAA pilot's license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH -1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at http://www.corazon.com along with the official accident reports on UAL Flight 811 and Pan Am 103.
All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis.
At minimum, there now exists a mysterious early model Boeing
747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.

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

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

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

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

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

Mr. Hall, passenger to passenger, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith
Mr. Robert Francis, Vice Chairman, National Transportation Safety Board

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

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

The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at http://www.corazon.com. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.
Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 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: 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 ÒInvestigationÓ, 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.
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CC: Boeing Company

US Air Force

TWA

From: barry@corazon.com
Date: September 6, 1996 11:52:53 PM PDT
To: senator@hutchison.senate.gov
Subject: Airplane crash cause, danger, and Air Force One

White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet.

He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."

Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800.

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

Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
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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
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Please be responsive to this informed citizen.

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Sincerely, John Barry Smith

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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
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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

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Dear Mr. Secretary, I invite you to a visit to my web site at
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.
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cargo hold.
Fact: All four crashes had apparent explosions in forward cargo hold area.
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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 in flight.
Mr. Schleede, pilot to pilot, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,
Dear Ms. Attorney General, your late mother would have loved this cargo
door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy. Prevention is not as glamorous but more powerful than curing. Please prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.

Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.
Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of
From: barry@corazon.com
Date: September 6, 1996 11:52:53 PM PDT
To: senator@hutchison.senate.gov
Subject: Airplane crash cause, danger, and Air Force One

White House Chief of Staff Leon Panetta Friday night sent a letter to Defense Secretary William Perry ordering him to "undertake a top to bottom review of all operational aspects, including maintenance and training procedures" of the Pentagon's executive support air fleet.

He asked that the review begin within the next 30 days ``to ensure that all necessary steps and safeguards are being taken to provide the safest possible transportation."
Senator, the following relates to Air Force One danger and explanation of the cause of TWA Flight 800.

WEBMASTERS: Please forward this email to appropriate staff 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
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
eyear 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

Mr. Federico Peña, Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at
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.
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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,
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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.

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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
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.
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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

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

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.
Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.

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

CC: Boeing Company  
US Air Force  
TWA
From: barry@corazon.com
Date: September 6, 1996 3:59:11 PM PDT
To: president@whitehouse.gov
Subject: The President, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff to reach the President as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com

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

Mr. Bill Clinton, President of the United States of America
Dear Mr. President,

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

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, 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.

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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.

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You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://
www.corazon.com you will fine 105 pages of documentation, support, argument, and correspondence from all over the world regarding this matter, the inadvertent opening of the forward cargo door of early model 747s, one of which is Air Force One. Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.: Fact: All four crashes were early model Boeing 747s. Fact: All four crashes had deaths. Fact: All four crashes had a short loud sound before destruction. Fact: All four crashes had abrupt power cut. Fact: All four crashes had start of destruction start near forward cargo hold. Fact: All four crashes had apparent explosions in forward cargo hold area. Fact: All four crashes had explosive decompression. Fact: Three crashes had nose snap off. Fact: Three crashes had radar blips during destruction, possibly all four. Fact: Three crashes had nine or more missing bodies never recovered, possibly all four. Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four. Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four. Fact: Two crashes had crew talking on radio when catastrophic event occurred, possibly all four. Fact: One crash had visual clue, possibly all four. All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s in flight. Mr. Schleede, pilot to pilot, I ask that you check out the forward
cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

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

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

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

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

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

CC: Boeing Company
US Air Force
TWA

From: barry@corazon.com
Date: September 6, 1996 3:59:11 PM PDT
To: president@whitehouse.gov
Subject: The President, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff
to reach the President as you see fit. Attached photo give
<message exceeds local size/length limits> so it was deleted.
Thank you, John Barry Smith barry@corazon.com

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

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

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121. That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane was a Boeing 747-237B. A Boeing 747-122 also crashed with similar evidence trails left. And yet another Boeing 747-131 also crashed with similar evidence trails left. Three destroyed and one that killed only nine and returned to land and tell its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will fine 105 pages of documentation, support, argument, and correspondence from all over the world regarding this matter, the inadvertent opening of the forward cargo door of early model 747s, one of which is Air Force One. Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing
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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,
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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.

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

Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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CC: Boeing Company

US Air Force
TWA

From: autoresponder@WhiteHouse.gov
Date: September 6, 1996 3:58:13 PM PDT
To: barry@corazon.com
Subject: Re: Mr. Panetta, Airplane crash cause and danger

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

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

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

Sincerely,

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

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

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

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

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

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

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


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

http://www.whitehouse.gov

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

publications@whitehouse.gov

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

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

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

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-- 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:

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From: barry@corazon.com
Date: September 6, 1996 3:58:19 PM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff to reach Mr. Leon Panetta as you see fit. Attached photo give <message exceeds local size/length limits> so it was deleted. Thank you, John Barry Smith barry@corazon.com
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.

Mr. Bill Clinton, President of the United States of America

Dear Mr. President,
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board, James Hall
Dear Mr. Vice Chairman, National Transportation Safety Board, Robert Francis
Dear Mr. Investigator, National Transportation Safety Board, Ron Schleede
Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of Investigation, James Kallstrom
The door openings at altitude mimic a bomb. It is not a bomb. The world will be a bit less dangerous once the causes are determined to be mechanical and not evil.

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight. The web site provides documentation, reasoning, and opinion supporting that hypothesis.
At minimum, there now exists a mysterious early model Boeing 747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.

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

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

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

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

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

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

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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
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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 6, 1996 3:58:19 PM PDT
To: president@whitehouse.gov
Subject: Mr. Panetta, Airplane crash cause and danger

WEBMASTERS: Please forward this email to appropriate staff
to reach Mr. Leon Panetta as you see fit. Attached photo give
<message exceeds local size/length limits> so it was deleted.
Thank you, John Barry Smith barry@corazon.com

Dear Mr. President, Bill Clinton
Dear Mr. Chief of Staff, Leon Panetta
Dear Mr. Secretary of Transportation, Federico Peña
Dear Mr. Director, Federal Aviation Authority, David Hinson
Dear Mr. Chairman, National Transportation Safety Board,
James Hall
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

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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.

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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.

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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.

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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.

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CC: Boeing Company
US Air Force
TWA

From: barry@corazon.com
Date: September 6, 1996 3:52:24 PM PDT
To: president@whitehouse.gov
Subject: Airplane crash cause and danger

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

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

Mr. Bill Clinton, President of the United States of America

Dear Mr. President,

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

Have you ever had a car door, or hood, or trunk open unexpectedly? I have; itÔs 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.

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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.

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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 6, 1996 3:52:24 PM PDT  
To: president@whitehouse.gov  
Subject: Airplane crash cause and danger

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

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

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

Your life, the lives of those who fly with you, and all the passengers on early model Boeing 747s are at risk to this door opening outward and upward, tearing off in the slipstream exposing a large gash in the nose which tears off.

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

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

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Facts, facts, facts. There are 105 pages of facts on my web site.
If you were to go on the internet to the World Wide Web and go to Universal Resource Locator, URL address http://www.corazon.com you will 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 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 ÔInvestigationÔ, and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith
Mr. James Kallstrom, New York Field Office, Federal Bureau of Investigation.

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

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CC: Boeing Company
    US Air Force
    TWA

From: barry@corazon.com
Date: August 24, 1996 12:12:40 PM PDT
To: senator@hutchison.senate.gov
Subject: TWA Crash

Senator, there exists a common sense explanation for the causes of several suspicious Boeing 747 crashes. That cause is the inadvertent opening of the forward lower lobe cargo door in flight. This claim is supported by an eighty page web site at http://www.corazon.com/barryhome.html. The hypothesis uses official government documents such as NTSB accident reports to examine closely the facts and then connect them to the pattern of other 747 crashes over the years.

The recent 747 crash of TWA 800 fits this cargo door pattern clearly. The common clues include the tell tale sudden loud sound, then silence, internally damaged number three engine, two wreckage trails from separated nose and fuselage, nine never recovered bodies sitting in seats above and aft of cargo area, radar blips just before destruction, and the start of aircraft destruction in the forward cargo hold area. These common documented clues exist in TWA 800, Pan Am 103, Air India 182, and UAL 811 and are presented at the web site. Please investigate further evaluating facts and evidence only now apparent by viewing similar accidents over eleven year span. The message is mystery accident cause revealed to be common error of door popping open when it shouldn't. The messenger is John Barry Smith, retired Army major, commercial pilot, instrument rated, Part 135 charter holder, jet accident survivor, and internet amateur sleuth intensely interested in aviation matters. email at barry@corazon.com or call at 408 659 3552, Thank you, Mam, John Barry Smith

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From: autoresponder@WhiteHouse.gov
Date: August 15, 1996 11:06:45 PM PDT
To: barry@corazon.com
Subject: Re: The President's Life is still in Danger

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.

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


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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

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From: autoresponder@WhiteHouse.gov
Date: August 11, 1996 12:00:06 PM PDT
To: barry@corazon.com
Subject: Re: The President's Life is in Danger

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There is an immediate, although slight, danger to the life of the President of the United States caused by the inadvertent opening of the lower forward cargo door in the Boeing 747-200 aircraft in which he flies. The door may open in flight exposing a large hole in the nose of Air Force One leading to the sudden destruction of the aircraft and death to all aboard, including the President. My name is John Barry Smith, Major, US Army, Retired, address and SSN on request, phone number 408 659 3552, back up phone number 408 659 7564, email barry@corazon.com internet website at http://www.corazon.com/barryhome.html

Forward cargo doors are coming off Boeing 747s in flight. The doors must be locked shut until further notice. This alert notice is being sent to the White House, NTSB, FBI, US Air Force, FAA, news television, the local newspaper, and interested friends. John Barry Smith
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Date: August 11, 1996 10:04:15 AM PDT
To: president@whitehouse.gov
Subject: The President's Life is in Danger

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From: barry@corazon.com
Date: July 29, 1996 7:04:21 AM PDT
To: president@whitehouse.gov
Subject: Leon Panetta

Mr. Panetta, I live in Carmel Valley and we have met. Please ask
to rule out inadvertent forward cargo door opening as cause of TWA crash. That is the mechanical cause that must be ruled out. If forward cargo door opens at high speed, front end of plane can be torn off. Ask that that cause be ruled out, please.

From: barry@corazon.com  
Date: July 29, 1996 7:04:21 AM PDT  
To: president@whitehouse.gov  
Subject: Leon Panetta

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