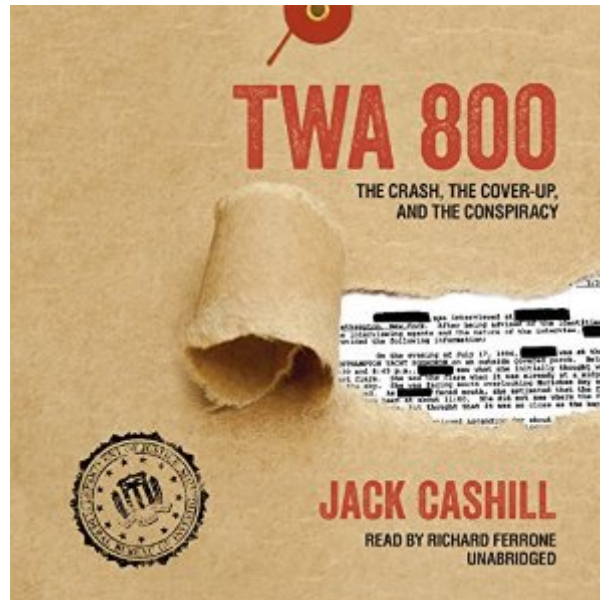


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TWA 800: The Crash, The Cover-Up, And The Conspiracy



Synopsis

What really happened to TWA 800? On the 20th anniversary of the crash, author Jack Cashill reveals shocking new evidence. TWA Flight 800 crashed into the Atlantic shortly after takeoff from JFK Airport on July 17, 1996, killing all 230 passengers onboard. Although initial reports suggested a terrorist attack, FBI and NTSB investigators blamed a fuel-tank explosion. But skeptics have long questioned the official story, and new evidence has surfaced that suggests a widespread conspiracy. In TWA 800, historian Jack Cashill introduces new documents and testimonies that reveal the shocking true chain of events, from the disastrous crash to the high-level decision to create a cover story and the attempts to silence anyone who dared speak the truth.

Book Information

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Customer Reviews

The author confides that he did not initially buy into any type of conspiracy--"I never intended to become a conspiracy theorist." Well, you don't have to be a conspiracy theorist to see that there are lots of issues with the official investigation and reviews. Jack Cashill does a creditable job of documenting these problems. Using much of his prior research, the author documents, in minute detail, the eyewitness accounts that appear to so starkly contradict the official version of the investigation. What is especially troublesome is that there are SEVERAL HUNDRED eyewitness accounts that strongly suggest a missile, not some equipment malfunction, caused the loss of TWA 800. Furthermore, many of the witnesses are professional--even military personnel. That is, they are NOT pig farmers in the middle of nowhere, looking for publicity. They are not loons, looking for

attention. Here is one of the clearest examples: "Witness 558 was on fire duty for the Air National Guard at Gabreski Airport...He watched the flare ascend for as long as thirty seconds, lost it for a split second, and then observed â a large fireball erupt in the skyâ before becoming â œa ball of fire which separated into two equally sized balls dropping from the sky with no audible sound.'

"Here's another one--eerily similar: "Witness 221 was sitting on the beach in Fire Island with his wife watching the surf come in. He saw a commercial jet fly by, surely TWA 800, and then 'saw a streak of light travel up from the water into the sky. [He] described the streak of light as though it was like a rocket or shooting star only going upward.' "Many of the witnesses report very similar accounts.

Jack Cashill's book, â œTWA 800: The Crash, the Cover-Up, and the Conspiracy,â • is about two tragedies. One is the loss of 230 innocent human lives, and the impact that has had on the survivors of those lost. The second tragedy is the continued loss of honest government in America, as made possible by the corruption of the dominant news organizations. I have not researched the TWA 800 disaster as thoroughly as Cashill and others. However, I have followed the story from the beginning and am familiar with many of the holes in the government's version of events.

Cashill's presentation of the facts is highly understandable and compelling. The book is essential reading for anybody who cares about the survival of the rule of law in America. The government never provided credible explanations for various facts, including, 1) the hundreds of eyewitness accounts of an object appearing to be a missile or missiles intercepting TWA 800; 2) radar data showing an airborne object or objects intercepting TWA 800; 3) radar images of a ship moving away from the crash site at a relatively high speed as many other ships were moving to the crash site; 4) a Central Intelligence Agency-produced video showing TWA 800 ascending (which is a physical impossibility) after it lost its cockpit and first-class section, that was part of the government's attempt to discredit eyewitnesses who reported seeing a missile or missiles ascending; and 5) the government's demonstrably false explanation for the presence of residue found on TWA 800 wreckage that was indicative of a missile. There was more information that Cashill could have used to make his attack on the U.S. Government's position even more persuasive.

Cashill has done an excellent job making an overwhelming circumstantial case that TWA 800 was brought down by missile. I know quite a bit about this topic as I was personally about as close as you can get to this tragic event. On 07/17/96, exactly 20 years ago today I was working as First Officer on TWA 900 which was operating JFK to Lisbon. We left the gate on time and got into a 15

or so plane takeoff line for runway 22R. As we got to the number 2 position for takeoff we were told to hold and allow TWA 800 to take our place in the takeoff line. 800 was operating as a "Lifeguard" flight that night meaning they were carrying time critical medical material. (Organs for transplant, etc) This "Lifeguard" status gave a flight priority handling by ATC. (It was common to place that cargo, usually a small cooler, in the cockpit for expeditious handling at destination. I later learned that 800 was carrying corneas for transplant but do not know how they were handled) TWA 800 took off and 2 minutes later we followed them southwest then east towards Nantucket. We were able to get clearance to 19000' while 800 was stuck at 13000' due to other aircraft traffic. They finally got clearance to climb and shortly after that other aircraft began to report an explosion in the air, falling debris and fire on the water, etc. I immediately thought of 800 (bomb in a cooler!?) and look to find them but did not see anything. I later saw the radar plot and I looked in the right relative location but had already passed over the scene. I mention all of this because I am familiar with or knew the TWA pilots mentioned in the book. They are all of superb character and were dedicated aviation professionals and as far from reactionary in temperament as you can get.

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