

From: barry@corazon.com
Date: August 11, 1996 10:08:12 AM PDT
To: nefft@afsync.hq.af.mil
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: barry@corazon.com
Date: September 6, 1996 3:48:00 PM PDT
To: nefft@afsync.hq.af.mil
Subject: Airplane crash cause and danger

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 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; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

At minimum, there now exists a mysterious early model Boeing 747 crash. Air Force One is an early model Boeing 747. There are several hundred early model Boeing 747s now flying. The

location of the start of destruction for TWA Flight 800 and others is near the forward cargo hold. I ask that you seal the door shut to prevent explosives from being placed there or to prevent the door from accidentally opening.

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

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

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

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

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

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

Mr. Robert Francis, Vice Chairman, National Transportation

Safety Board

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

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

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

Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of

TWA Flight 800. Sincerely, John Barry Smith

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

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

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward

cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered, possibly all four.

Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four.

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

Fact: One crash had visual clue, possibly all four.

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

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

Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved this cargo door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy.

Prevention is not as glamorous but more powerful than curing. Please prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.

Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the

forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely, John Barry Smith

Mr. Louis Freeh , Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of "Investigation", and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

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

The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached

photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.

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

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: September 6, 1996 11:47:15 PM PDT

To: jberger@dtic.mil

Subject: Airplane crashes 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."

WEBMASTERS: Department of Defense Webmaster, please forward to Secretary Perry, this information is vital to his top to bottom review of the executive support air fleet, especially Air Force One.

Other 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 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; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John

Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, as that was the way I thought of

you when I voted for you as Congressman several times in Monterey.

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

I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash

which tears

off the nose leading to total destruction and the deaths of all aboard.

This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent,

I ask that you check out the forward cargo door as the cause of the crash

of TWA Flight 800 or call me at 408 659 3552 or visit my web site at

<http://www.corazon.com>. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

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

Mr. Peña, traveller to traveller, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797,

commercial pilot, airplane single engine land, instrument airplane, of

which I am very, very proud. I also received a Part 135 certificate from

your agency. I was also a US Navy Lieutenant Naval Flight

Officer in RVAH

-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on

my web site at <http://www.corazon.com> along with the official accident

reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my opinion,

by the inadvertent opening of the forward cargo door in flight.

The web

site provides documentation, reasoning, and opinion supporting that

hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash.

Air Force One is an early model Boeing 747. There are several hundred early

model Boeing 747s now flying. The location of the start of destruction for

TWA Flight 800 and others is near the forward cargo hold. I ask that you

seal the door shut to prevent explosives from being placed there or to

prevent the door from accidentally opening.

The forward cargo door has two Airworthiness Directives against it and

has killed nine persons already in UAL Flight 811. A glance at the attached

picture of a Boeing 747-121 with the large gash in the right side of its

nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Hinson, naval officer to naval officer, I ask that you check

out the
forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely,
John Barry Smith

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

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

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

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

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

Dear Mr. Vice Chairman, I've seen you on TV and believe you are a

compassionate man above all. I appeal to you to prevent the future deaths

of innocent passengers in early model Boeing 747s whose forward cargo door

may inadvertently open outward and upward, tearing off with skin into the

slipstream, exposing a large gash in the side of nose which then tears all

the way off. Please compare evidence collected in the explained cargo door

crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and

currently, TWA Flight 800.

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt

power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats

above and

just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100

or 200 with high flight time. 7. Destruction sequence starts forward of the

wing. Sun angle lighting may confirm spinning loose cargo door near New

York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other

similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night

takeoff, and pressurization changes to hull at catastrophic event.

The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events.

It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at <http://www.corazon.com>. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121.

That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years

earlier

which killed 329 people off the Irish coast in 1985. That plane was a

Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left.

And yet

another Boeing 747-131 also crashed with similar evidence trails left.

Three destroyed and one that killed only nine and returned to land and tell

its story which was inadvertent opening of the forward cargo door in

flight.

Facts, facts, facts. There are 105 pages of facts on my web site.

If you

were to go on the internet to the World Wide Web and go to

Universal

Resource Locator, URL address <http://www.corazon.com> you will find 105

pages of documentation, support, argument, and correspondence from all over

the world regarding this matter, the inadvertent opening of the forward

cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing

747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing

747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered,
possibly all four.

Fact: Three crashes had number three engine ingesting foreign object
damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar,
possibly all four.

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

Fact: One crash had visual clue, possibly all four.

All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s 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
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items to smash into bulkheads, mimicking a bomb. The fuel from
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disintegrating wing vaporized and exploded, mimicking a bomb.
The cargo door has a criminal profile that begs to be
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has killed nine passengers already under similar circumstances
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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
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 7:52:21 AM PDT

To: jberger@dtic.mil

Subject: Panetta Review 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."

WEBMASTERS: Department of Defense Webmaster, please forward to Secretary Perry, this information is vital to his top to bottom review of the executive support air fleet, especially Air Force One.

Other 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 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; it's not unusual. If you have, then please give thought to
possible
airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, as that was the way I
thought of
you when I voted for you as Congressman several times in
Monterey.

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

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

aboard.

This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent,

I ask that you check out the forward cargo door as the cause of the crash

of TWA Flight 800 or call me at 408 659 3552 or visit my web site at

<http://www.corazon.com>. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

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

Mr. Peña, traveller to traveller, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797,

commercial pilot, airplane single engine land, instrument airplane, of

which I am very, very proud. I also received a Part 135 certificate from

your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH

-1, RA-5C Vigilantes. My ejection story and US Navy accident

report are on
my web site at <http://www.corazon.com> along with the official
accident

reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my
opinion,
by the inadvertent opening of the forward cargo door in flight.

The web
site provides documentation, reasoning, and opinion supporting
that
hypothesis.

At minimum, there now exists a mysterious early model Boeing
747 crash.

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

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

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

Sincerely,
John Barry Smith

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

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

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

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

Sincerely, John
Barry Smith

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

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

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

usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events.

It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at <http://www.corazon.com>. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121.

That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years earlier which killed 329 people off the Irish coast in 1985. That plane

was a

Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left.

And yet

another Boeing 747-131 also crashed with similar evidence trails left.

Three destroyed and one that killed only nine and returned to land and tell

its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site.

If you

were to go on the internet to the World Wide Web and go to Universal

Resource Locator, URL address <http://www.corazon.com> you will find 105

pages of documentation, support, argument, and correspondence from all over

the world regarding this matter, the inadvertent opening of the forward

cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing

747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing

747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered,
possibly all four.

Fact: Three crashes had number three engine ingesting foreign object
damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar,
possibly all four.

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

Fact: One crash had visual clue, possibly all four.

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

Mr. Schleede, pilot to pilot, I ask that you check out the forward
cargo

door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved
this cargo

door story. It has everything: mystery, money, politics, death, red

herrings, explosions, prime suspects, and of course, tragedy.

Prevention is not as glamorous but more powerful than curing.

Please

prevent more deaths in early model Boeing 747s rather than heal the injured

after the crash.

Ms. Reno, former State Attorney from a former Preventive Medicine hearing

conservationist, I ask that you check out the forward cargo door as the

cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

Dear Mr. Director, the solution to the mystery of these plane crashes is

a common mechanical fault. Although the previous investigations came to

different conclusions, there is no cover up, there is no plot, there is no

conspiracy; it is just honest people describing reality from their own best

interest point of view, and they are wrong. We've all done it, not seeing

the object we don't want to see, not hearing what we don't want to hear,

and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of "Investigation", and this email is unencrypted and sent in the clear, and

man to man, I ask that you check out the forward cargo door as the cause of

the crash of TWA Flight 800. My Social Security Number is

562-58-2308.

Sincerely, John Barry Smith

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

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again. Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight

800. Sincerely, John Barry Smith

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: September 7, 1996 8:46:26 PM PDT

To: hewitts@emh.aon.af.mil

Subject: Presidential Review

WEBMASTERS: Please forward this email to appropriate staff as you see fit. This is for the Presidential Review of safety procedures. Please ensure picture of Boeing 747 is attached with .jpg viewer if necessary. Thank you, John Barry Smith
barry@corazon.com

Dear Mr. President, Bill Clinton

Dear Mr. Chief of Staff, Leon Panetta

Dear Mr. Secretary of Transportation, Federico Pe^a

Dear Mr. Director, Federal Aviation Authority, David Hinson

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

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

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

Dear Ms. Attorney General, Department of Justice, Janet Reno
Dear Mr. Director, Federal Bureau of Investigation, Louis Freeh
Dear Mr. Agent, New York Field Office, Federal Bureau of
Investigation, James Kallstrom

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

Hello, Sir. I have important news to give. Your life is in immediate danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight.

Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at <http://www.corazon.com>

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

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

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

Mr. Federico Peña , Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

could easily tear off in a 300 knot slipstream.

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

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

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

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

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

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

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

crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and currently, TWA Flight 800.

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

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

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

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

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

You investigated UAL Flight 811. That model of plane was a

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never

recovered, possibly all four.

Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four.

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

Fact: One crash had visual clue, possibly all four.

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

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

Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved this cargo door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy.

Prevention is not as glamorous but more powerful than curing. Please prevent more deaths in early model Boeing 747s rather than heal the injured after the crash.

Ms. Reno, former State Attorney from a former Preventive Medicine hearing conservationist, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John Barry Smith

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

Dear Mr. Director, the solution to the mystery of these plane crashes is a common mechanical fault. Although the previous investigations came to different conclusions, there is no cover up, there is no plot, there is no conspiracy; it is just honest people

describing reality from their own best interest point of view, and they are wrong. We've all done it, not seeing the object we don't want to see, not hearing what we don't want to hear, and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of "Investigation", and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

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

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

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

CC: Boeing Company

US Air Force
TWA

From: jberger@dtic.mil (Judy Berger)
Date: September 9, 1996 6:47:03 AM PDT
To: barry@corazon.com
Subject: Re: Airplane crashes and Air Force One

Your e-mails have been forwarded for review.

Thanks you,
J Berger

"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: Department of Defense Webmaster, please forward to Secretary Perry, this information is vital to his top to bottom review of the executive support air fleet, especially Air Force One.

Other 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 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; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John

Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, as that was the way I thought of

you when I voted for you as Congressman several times in Monterey.

Mr. Panetta, we met in 1980 in your second floor office on Alvarado where

I personally thanked you for inquiring on my behalf on a personnel matter

while I was stationed in Korea. The last time I saw you, you were walking

alone across Toro Park during Earth Day in 1992, just before your selection

as Budget Director. I remember thinking, what a job politics is shaking

hands at a post hippie ecology get together. I was with a friend selling

United Nations videos, not a hot seller. I live up on Country Club Drive in

Carmel Valley and pass your family's hand painted sign, Villa Bella Donna,

every day on the way to drop my daughter off at Tularcitos Pre-School.

I have come to alert you, sir, of danger to you, the President, and all

passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an

email letter from a member of the public but then, I trust, as a former

congressman, that you believe that occasionally a citizen may have

something important to say. I do; here it is: The forward cargo doors of

early model Boeing 747s are inadvertently opening in flight, tearing off

door and skin, allowing the slipstream to enter the large gash

which tears

off the nose leading to total destruction and the deaths of all aboard.

This has happened several times before and appeared to be explosions. The

attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent,

I ask that you check out the forward cargo door as the cause of the crash

of TWA Flight 800 or call me at 408 659 3552 or visit my web site at

<http://www.corazon.com>. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

Dear Mr. Secretary, I invite you to a visit to my web site at

<http://www.corazon.com>. named after my wife, Corazon Luna Smith.

Mr. Peña, traveller to traveller, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797,

commercial pilot, airplane single engine land, instrument airplane, of

which I am very, very proud. I also received a Part 135 certificate from

your agency. I was also a US Navy Lieutenant Naval Flight

Officer in RVAH

-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on

my web site at <http://www.corazon.com> along with the official accident

reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my opinion,

by the inadvertent opening of the forward cargo door in flight.

The web site provides documentation, reasoning, and opinion supporting that

hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash.

Air Force One is an early model Boeing 747. There are several hundred early

model Boeing 747s now flying. The location of the start of destruction for

TWA Flight 800 and others is near the forward cargo hold. I ask that you

seal the door shut to prevent explosives from being placed there or to

prevent the door from accidentally opening.

The forward cargo door has two Airworthiness Directives against it and

has killed nine persons already in UAL Flight 811. A glance at the attached

picture of a Boeing 747-121 with the large gash in the right side of its

nose may persuade you a nose could easily tear off in a 300 knot slipstream.

Mr. Hinson, naval officer to naval officer, I ask that you check

out the
forward cargo door as the cause of the crash of TWA Flight 800.
Sincerely,
John Barry Smith

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

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

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

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

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

Dear Mr. Vice Chairman, I've seen you on TV and believe you are a

compassionate man above all. I appeal to you to prevent the future deaths

of innocent passengers in early model Boeing 747s whose forward cargo door

may inadvertently open outward and upward, tearing off with skin into the

slipstream, exposing a large gash in the side of nose which then tears all

the way off. Please compare evidence collected in the explained cargo door

crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and

currently, TWA Flight 800.

The specific similarities will be: 1: Short loud sound on CVR. 2. Abrupt

power cut. 3. Fodded number three engine. 4. Radar blips during destruction. 5. Never recovered bodies sitting in similar seats above and

just aft of the cargo door. 6. Same type of aircraft, Boeing 747 series 100

or 200 with high flight time. 7. Destruction sequence starts forward of the

wing. Sun angle lighting may confirm spinning loose cargo door near New

York in July at 8:30 PM at 13,500 feet would be reflected as streak. Other

similarities in four crashes include: nose tears off, explosive decompression mimics bomb, crew talking on radios when event happens, night

takeoff, and pressurization changes to hull at catastrophic event. The forward cargo door has opened inadvertently many times, usually on the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events. It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at <http://www.corazon.com>. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream. Mr. Francis, survivor consoler from jet crash survivor, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

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

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

You investigated UAL Flight 811. That model of plane was a Boeing 747-121.

That Boeing 747-121 crash, off Honolulu in February 1989, left conclusive evidence that was very similar to another Boeing 747 crash years

earlier

which killed 329 people off the Irish coast in 1985. That plane was a

Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left.

And yet

another Boeing 747-131 also crashed with similar evidence trails left.

Three destroyed and one that killed only nine and returned to land and tell

its story which was inadvertent opening of the forward cargo door in

flight.

Facts, facts, facts. There are 105 pages of facts on my web site. If you

were to go on the internet to the World Wide Web and go to Universal

Resource Locator, URL address <http://www.corazon.com> you will find 105

pages of documentation, support, argument, and correspondence from all over

the world regarding this matter, the inadvertent opening of the forward

cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182,

Boeing

747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing

747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered,
possibly all four.

Fact: Three crashes had number three engine ingesting foreign object
damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar,
possibly all four.

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

Fact: One crash had visual clue, possibly all four.

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

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+IPWFGEE9FwVBBOckcYyfwB

From: barry@corazon.com

Date: September 9, 1996 8:31:39 AM PDT

To: jberger@dtic.mil

Subject: How to send pictures as attachments

Your e-mails have been forwarded for review.

Thanks you,

J Berger

Ms. Berger, thank you for forwarding my email about cargo door danger to AF aircraft. I can not attach a .jpg picture though, the picture gets converted to binary and appended to message instead of being downloaded into a separate download file as a picture to be viewed by a gif or jpg viewer by the recipient. So I get returns as saying the file is too large and most of the message is now nonsense because of all the garbage. Ms. Berger, do you know how I can attach a picture to send to dtic.mil and have it arrive and be decoded as a picture? I can do .jpg, gif, pict, and tiff but prefer .jpg. I can send pictures of planes to my friends on the net but not to the government. I want to do both, especially about

these cargo doors that are opening in flight inadvertently on Boeing 747s similar to E4B and Air Force One. Sincerely John Barry Smith.

From: jberger@dtic.mil (Judy Berger)
Date: September 9, 1996 9:16:00 AM PDT
To: barry@corazon.com
Subject: Re: How to send pictures as attachments

I can view pictures on your home page. Are these the ones that you are referencing?

Your e-mails have been forwarded for review.

Thanks you,
J Berger

Ms. Berger, thank you for forwarding my email about cargo door danger to AF

aircraft. I can not attach a .jpg picture though, the picture gets converted to binary and appended to message instead of being downloaded

into a separate download file as a picture to be viewed by a gif or jpg

viewer by the recipient. So I get returns as saying the file is too large

and most of the message is now nonsense because of all the garbage. Ms.

Berger, do you know how I can attach a picture to send to dtic.mil and have

it arrive and be decoded as a picture? I can do .jpg, gif, pict, and tiff but prefer .jpg. I can send pictures of planes to my friends on the net but not to the government. I want to do both, expecially about these cargo doors that are opening in flight inadvertently on Boeing 747s similar to E4B and Air Force One. Sincerely John Barry Smith.

The pattern tells the tale.

Email: barry@corazon.com

Page: <http://www.corazon.com/barryhome.html>

From: barry@corazon.com

Date: September 9, 1996 12:54:07 PM PDT

To: jberger@dtic.mil

Subject: Re: How to send pictures as attachments

I can view pictures on your home page. Are these the ones that you are referencing?

Yes, ma'am. I've even cropped them to reduce file size when I attach them to email. When my friends send me a .jpg it gets downloaded to a folder I assign. I then load up my viewer and click on the .jpg file and up comes the picture. But when I emailed to you with the attachment, somehow the binary file was added as garbage to the text, (which some would consider garbage also :)

The pictures on my home page are the ones, in fact the identical ones I sent to you, one of the cargo door torn hole and the other

of the open cargo door. My point is that cargo doors are big, they do tear off, and when they do, the whole nose can come off, and this is what has happened to TWA 800, other 747 crashes, and can happen to the E4Bs and Air Force One unless that cargo door is prevented from inadvertently opening. Pictures make that point plain, while text is more difficult. Pictures are important and should be able to be attached to text email, I think we agree. I will do whatever you require. Thank you, John Barry Smith

From: barry@corazon.com

Date: September 16, 1996 9:48:35 PM PDT

To: jberger@dtic.mil

Subject: For VAdm Donald Engen:Airplane crashes 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."

VAdm Engen has been appointed in charge.

WEBMASTERS: Department of Defense Webmaster, Ms. Berger please forward to Adm Engen, this information is vital to his top to bottom review of the executive support air fleet, especially Air Force One.

Other 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 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; it's not unusual. If you have, then please give thought to
possible
airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

Mr. Panetta, we met in 1980 in your second floor office on

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

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

This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent,

I ask that you check out the forward cargo door as the cause of the crash

of TWA Flight 800 or call me at 408 659 3552 or visit my web site at

<http://www.corazon.com>. Sincerely, John Barry Smith

Mr. Federico Peña, Secretary of Transportation,

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

Mr. Peña, traveller to traveller, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797,

commercial pilot, airplane single engine land, instrument airplane, of

which I am very, very proud. I also received a Part 135 certificate from

your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH

-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on

my web site at <http://www.corazon.com> along with the official accident reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight.

The web site provides documentation, reasoning, and opinion supporting that hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash.

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

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

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

John Barry Smith

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

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

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

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

Sincerely, John
Barry Smith

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

Dear Mr. Vice Chairman, I've seen you on TV and believe you

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

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

the ground. It has opened several times in the air with only minor or moderate damage. Airworthiness Directives were issued after those events.

It has opened in flight leading to total destruction three times, in my opinion, which is supported by documentation on my web site at <http://www.corazon.com>. A glance at the attached picture of a Boeing 747-121 with the large gash in the right side of its nose may persuade you a nose could easily tear off in a 300 knot slipstream.

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

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

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

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

Boeing 747-237B.

A Boeing 747-122 also crashed with similar evidence trails left.

And yet

another Boeing 747-131 also crashed with similar evidence trails left.

Three destroyed and one that killed only nine and returned to land and tell

its story which was inadvertent opening of the forward cargo door in flight.

Facts, facts, facts. There are 105 pages of facts on my web site.

If you

were to go on the internet to the World Wide Web and go to

Universal

Resource Locator, URL address <http://www.corazon.com> you

will find 105

pages of documentation, support, argument, and correspondence from all over

the world regarding this matter, the inadvertent opening of the forward

cargo door of early model 747s, one of which is Air Force One.

Regarding the four Boeing 747 crashes, Air India Flight 182,

Boeing

747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight

811, Boeing

747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo

hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered,
possibly all four.

Fact: Three crashes had number three engine ingesting foreign object
damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar,
possibly all four.

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

Fact: One crash had visual clue, possibly all four.

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

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

Sincerely, John Barry Smith

Ms. Janet Reno, Attorney General,

Dear Ms. Attorney General, your late mother would have loved this cargo
door story. It has everything: mystery, money, politics, death, red herrings, explosions, prime suspects, and of course, tragedy.

Prevention is not as glamorous but more powerful than curing.
Please
prevent more deaths in early model Boeing 747s rather than heal
the injured
after the crash.

Ms. Reno, former State Attorney from a former Preventive
Medicine hearing
conservationist, I ask that you check out the forward cargo door
as the
cause of the crash of TWA Flight 800. Sincerely, John Barry
Smith

Mr. Louis Freeh , Director, Federal Bureau of Investigation,
Dear Mr. Director, the solution to the mystery of these plane
crashes is
a common mechanical fault. Although the previous
investigations came to
different conclusions, there is no cover up, there is no plot, there
is no
conspiracy; it is just honest people describing reality from their
own best
interest point of view, and they are wrong. We've all done it, not
seeing
the object we don't want to see, not hearing what we don't want
to hear,
and not believing what we don't want to believe.

Fidelity, Bravery, Integrity, and there is no qualifier in front of
"Investigation", and this email is unencrypted and sent in the
clear, and
man to man, I ask that you check out the forward cargo door as
the cause of
the crash of TWA Flight 800. My Social Security Number is
562-58-2308.

Sincerely, John Barry Smith

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

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again.

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

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: September 16, 1996 9:50:05 PM PDT

To: jberger@dtic.mil

Subject: For VAdm Donald Engen: Airplane crashes 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."

VAdm Engen has been appointed in charge.

WEBMASTERS: Department of Defense Webmaster, Ms. Berger please forward to Adm Engen, this information is vital to his top to bottom review of the executive support air fleet, especially Air Force One.

Other 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 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; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

Mr. Clinton, leader from follower, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

I feel like saying, Leon, Leon, Leon, as that was the way I thought of

you when I voted for you as Congressman several times in Monterey.

Mr. Panetta, we met in 1980 in your second floor office on Alvarado where

I personally thanked you for inquiring on my behalf on a personnel matter

while I was stationed in Korea. The last time I saw you, you were

walking
alone across Toro Park during Earth Day in 1992, just before
your selection
as Budget Director. I remember thinking, what a job politics is
shaking
hands at a post hippie ecology get together. I was with a friend
selling
United Nations videos, not a hot seller. I live up on Country Club
Drive in
Carmel Valley and pass your family's hand painted sign, Villa
Bella Donna,
every day on the way to drop my daughter off at Tularcitos Pre-
School.

I have come to alert you, sir, of danger to you, the President, and
all

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

This has happened several times before and appeared to be
explosions. The
attached picture is of a Boeing 747 that almost had the nose
come off.

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

Mr. Federico Pe[^]a , Secretary of Transportation,
Dear Mr. Secretary, I invite you to a visit to my web site at <http://www.corazon.com>. named after my wife, Corazon Luna Smith.

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

Mr. David Hinson, Director, Federal Aviation Authority,
Dear Director, I am looking at my FAA pilot's license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at <http://www.corazon.com> along with the official accident reports on UAL Flight 811 and Pan Am 103.
All of the four Boeing 747 crashes described were caused, in my

opinion,
by the inadvertent opening of the forward cargo door in flight.

The web
site provides documentation, reasoning, and opinion supporting
that
hypothesis.

At minimum, there now exists a mysterious early model Boeing
747 crash.

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

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

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

Sincerely,

John Barry Smith

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

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

The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at <http://www.corazon.com>. The cause of the door openings is 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 "Investigation", and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308.

Sincerely, John Barry Smith

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

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb. The cargo door has a criminal profile that begs to be investigated. It has killed nine passengers already under similar circumstances and has two Airworthiness Directives against it. It is the prime suspect in TWA Flight 800. Please examine attached photo of damaged Boeing 747 for clues to determine how a nose of a 747 could tear off in a split second, as has happened several times already and may happen again. Mr. Kallstrom, professional sleuth from amateur sleuth, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. Sincerely, John Barry Smith

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: September 21, 1996 3:19:27 PM PDT

To: nefft@afsync.hq.af.mil

Subject: **The President, Airplane crash cause and danger**

Dear Mr. President, Bill Clinton

Dear Mr. Chief of Staff, Leon Panetta

Dear Mr. Secretary of Transportation, Federico Pe^a

Dear Mr. Director, Federal Aviation Authority, David Hinson

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

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

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

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

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

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

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

Dear Mr. President,

Hello, Sir. I have important news to give. Your life is in immediate danger, although slight, hopefully slight, when you fly on Air Force One, a Boeing 747-200B. This type aircraft has a history of inadvertent forward cargo door openings in flight. Hindsight and the internet have enabled me to link several crashes of early model Boeing 747s to a common cause, the inadvertent opening of the forward cargo door in flight.

Documentation, pictures, comments, and emails from all over the world regarding this discovery are on the internet web site at <http://www.corazon.com>

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

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

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

Please be responsive to this informed citizen.

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

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

drop my daughter off at Tularcitos Pre-School.

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

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

Mr. Federico Pe[^]a , Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797, commercial pilot, airplane single engine land, instrument airplane, of which I am very, very proud. I also received a Part 135 certificate from your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH -1, RA-5C

Vigilantes. My ejection story and US Navy accident report are on my web site at <http://www.corazon.com> along with the official accident reports on UAL Flight 811 and Pan Am 103.

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

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

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

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

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

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

The thrust of the crash investigation should then focus on what causes the forward cargo door to open inadvertently. The NTSB stated electrical short to the door control system in UAL 811. For

others, an explosive device could do it, or random electrical signals in the avionics bay might do it. There are eleven rational causes for accidental door openings listed on the web site at <http://www.corazon.com>. The cause of the door openings is 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 "Investigation", and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

Dear Mr. Agent, there was an explosion in TWA Flight 800. It was called explosive decompression. It happened when the forward cargo door opened in flight exposing the higher pressure

air in the cargo compartment to the lower outside air pressure. The decompression mimicked a bomb. The deceleration following the nose tearing off in the slipstream caused many items to smash into bulkheads, mimicking a bomb. The fuel from the disintegrating wing vaporized and exploded, mimicking a bomb.

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

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

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: September 26, 1996 11:09:25 PM PDT

To: hewitts@emh.aon.af.mil

Subject: For VADM Engen, President's Review of Support Aircraft

Webmaster please forward to VADM Engen.

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."

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; it's not unusual. If you have, then please give thought to
possible
airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John
Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration
I feel like saying, Leon, Leon, Leon, as that was the way I
thought of
you when I voted for you as Congressman several times in

Monterey.

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

I have come to alert you, sir, of danger to you, the President, and all passengers who fly in early model Boeing 747s. Yes, this is unorthodox, an email letter from a member of the public but then, I trust, as a former congressman, that you believe that occasionally a citizen may have something important to say. I do; here it is: The forward cargo doors of early model Boeing 747s are inadvertently opening in flight, tearing off door and skin, allowing the slipstream to enter the large gash which tears

off the nose leading to total destruction and the deaths of all aboard.

This has happened several times before and appeared to be explosions. The attached picture is of a Boeing 747 that almost had the nose come off.

Mr. Panetta, former representative of the people from former constituent,

I ask that you check out the forward cargo door as the cause of the crash

of TWA Flight 800 or call me at 408 659 3552 or visit my web site at

<http://www.corazon.com>. Sincerely, John Barry Smith

Mr. Federico Pe[^]a , Secretary of Transportation,

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

Mr. Pe[^]a, traveller to traveller, I ask that you check out the forward

cargo door as the cause of the crash of TWA Flight 800.

Sincerely, John

Barry Smith

Mr. David Hinson, Director, Federal Aviation Authority,

Dear Director, I am looking at my FAA pilot's license, number 1787797,

commercial pilot, airplane single engine land, instrument airplane, of

which I am very, very proud. I also received a Part 135 certificate from

your agency. I was also a US Navy Lieutenant Naval Flight Officer in RVAH

-1, RA-5C Vigilantes. My ejection story and US Navy accident report are on my web site at <http://www.corazon.com> along with the official accident reports on UAL Flight 811 and Pan Am 103.

All of the four Boeing 747 crashes described were caused, in my opinion, by the inadvertent opening of the forward cargo door in flight.

The web site provides documentation, reasoning, and opinion supporting that hypothesis.

At minimum, there now exists a mysterious early model Boeing 747 crash.

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

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

Mr. Hinson, naval officer to naval officer, I ask that you check out the

forward cargo door as the cause of the crash of TWA Flight 800.

Sincerely,

John Barry Smith

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

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

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

From: barry@corazon.com
Date: October 8, 1996 9:23:40 PM PDT
To: nefft@afsync.hq.af.mil
**Subject: For ADM Engen: The President, Airplane crash
cause and danger**

Webmaster: Please forward to ADM Don Engen, investigator
into the President's support fleet.

Dear Admiral Don Engen, Captain Burton Larkins, USN Ret.,
was my pilot in Vietnam and has said he has spoken to you a few
times. He said it's OK for you to call him if necessary to check
out my credibility. (He retired to San Diego at 1619 297 9478.)
That may be needed as I am stating that Air Force One is in
danger of crashing should the forward cargo door open in flight,
as it has several other times in early model Boeing 747s. Below
is an email I recently sent outlining the problem. Please check
out the potential destruction power of an inadvertent opening of
the forward cargo door in Air Force One. My website at [www.
corazon.com](http://www.corazon.com) has the documentation. Very Respectfully, ex LT
John Barry Smith.

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; 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, 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 "Investigation", and this email is unencrypted and sent in the clear, and man to man, I ask that you check out the forward cargo door as the cause of the crash of TWA Flight 800. My Social Security Number is 562-58-2308. Sincerely, John Barry Smith

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

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

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

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

CC: Boeing Company

US Air Force
TWA

From: barry@corazon.com

Date: October 8, 1996 9:24:48 PM PDT

To: hewitts@emh.aon.af.mil

Subject: Presidential Review

Webmaster: Please forward to ADM Don Engen, investigator into the President's support fleet.

Dear Admiral Don Engen, Captain Burton Larkins, USN Ret., was my pilot in Vietnam and has said he has spoken to you a few times. He said it's OK for you to call him if necessary to check out my credibility. (He retired to San Diego at 1619 297 9478.) That may be needed as I am stating that Air Force One is in danger of crashing should the forward cargo door open in flight, as it has several other times in early model Boeing 747s. Below is an email I recently sent outlining the problem. Please check out the potential destruction power of an inadvertent opening of the forward cargo door in Air Force One. My website at www.corazon.com has the documentation. Very Respectfully, ex LT John Barry Smith.

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; it's not unusual. If you have, then please give thought to possible airplane door opening and the severe consequences.

Please be responsive to this informed citizen.

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

Sincerely, John Barry Smith

Mr. Leon Panetta, Chief of Staff, Clinton Administration

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

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

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

Mr. Panetta, former representative of the people from former

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

Mr. Federico Peña, Secretary of Transportation,

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

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

Mr. David Hinson, Director, Federal Aviation Authority,

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

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

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

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

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

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

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

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

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

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

Dear Mr. Vice Chairman, I've seen you on TV and believe you are a compassionate man above all. I appeal to you to prevent the future deaths of innocent passengers in early model Boeing 747s

whose forward cargo door may inadvertently open outward and upward, tearing off with skin into the slipstream, exposing a large gash in the side of nose which then tears all the way off. Please compare evidence collected in the explained cargo door crash of UAL 811 to those of Air India Flight 182, Pan Am 103, and currently, TWA Flight 800.

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

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

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

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

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

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

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

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

Regarding the four Boeing 747 crashes, Air India Flight 182, Boeing 747-237B; Pan Am Flight 103, Boeing 747-121A; UAL Flight 811, Boeing 747-122; and TWA Flight 800, Boeing 747-131.:

Fact: All four crashes were early model Boeing 747s.

Fact: All four crashes had deaths.

Fact: All four crashes had a short loud sound before destruction.

Fact: All four crashes had abrupt power cut.

Fact: All four crashes had start of destruction start near forward cargo hold.

Fact: All four crashes had apparent explosions in forward cargo hold area.

Fact: All four crashes had explosive decompression.

Fact: Three crashes had nose snap off.

Fact: Three crashes had radar blips during destruction, possibly all four.

Fact: Three crashes had nine or more missing bodies never recovered, possibly all four.

Fact: Three crashes had number three engine ingesting foreign object damage, possibly all four.

Fact: Two crashes had mysterious blip before destruction door on radar, possibly all four.

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

Fact: One crash had visual clue, possibly all four.

All of the above clues fit the puzzle that is solved by the inadvertent opening of the forward cargo door of early model high flight time Boeing 747s 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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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 "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: John Barry Smith <barry@corazon.com>

Date: November 28, 1997 10:29:47 PM PST

To: DLawson@mnty2.nps.navy.mil

Subject: Cargo door rupture/NTSB TWA 800 Hearing

LCDR Donald Lawson
Aircraft accident investigator
NPG School, Monterey

Dear LCDR Lawson,

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, foddled 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

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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
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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
jkduncan@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 Pe[^]a
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.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

David Fuhlgrum
Reporter, Aviation Week
Cargo door mentioned
mangann@mcgraw-hill.com
Contacted: 29 Oct 97