

## **TWA 800: Is 20 years too late to save the election?**

This paper is an exercise in abject total futility.

Kinda reminds me of H. G. Wells in his *Mind at the End of its Tether*. “Wells’s [sic] thesis is that we have never been going anywhere – we have been carried along by our delusions, believing that any movement is better than none. Whereas the truth is that the reverse, *no movement*, is the final answer, the answer to the question: What will men *do* when they see things as they are?”<sup>1</sup> Colin Wilson says “the pamphlet must be considered the most pessimistic single utterance in modern literature...” (p. 18).

Wells ends his first chapter with **“There is no way out or round or through”** [my bold] (p. 15).

Futility, what will men do, and there is no way...

Here we are getting ready for another presidential election about 20 years after TWA 800 was shot down by a missile, 230 people died in the crash, and Hillary Clinton was part of the duplicitous act from the beginning. “At 8:35 p.m., four minutes after TWA 800 was blown out of the sky, a motorcade whisked the Clintons to the White House. They arrived at 8:45 p.m. and made their way to the family residence” (Cashill, TWA 800, p. 5). “TWA Flight 800 was shot down by a U.S. Navy guided missile ship which was in area W-105...It has been a cover up from the word go” (p. 22).

“Had the year been 1977 or had anyone but Bill Clinton been president, it is likely that the American people would have known the truth about TWA 800 within twenty-four hours of the crash. But the year was 1996, a presidential election year. Bill Clinton was the incumbent running for a second term. And the White House, indeed the nation, was moved by his one, almost primal urge. ‘All that mattered was his survival’ “(Cashill, First Strike, p. 13).

In the next few pages there are some files, notes, books, YouTube, and movies on this total abject crash. Look for yourself. Maybe you can see a way to keep the Clintons out of the White House. If you do continue, look at how the FBI, CIA, and the Navy were all taken in and became part of the deceitful fraud. Ask how many eye witnesses were interviewed. What happened to the parts of the center wing tank? Examine the theory of “the rocketing, nose less 747 zoom climb.” Make sure you watch “Silenced” – the URL bottom of page 2 – you may puke.

All of this kinda reminds me of Waco, Ruby Ridge, and Oklahoma City...“What will men *do* when they see things as they are?”

I will say, rather sadly, compounding our poor miserable position, if Hillary made a CNN/NBC public announcement and said something like “Yes, Bill and I just covered up the crash because we wanted to win the election in ’96 – sorry about that” it still would not matter. As a matter of fact I will say, if at the same announcement her mental, physical, and disorder complications surfaced and made her (bleeping) head blow up causing her to fall over dead, it would not make any difference – she would STILL be elected.

It really is not the Clintons. It is the people they own and have bought out. These people are the ones that should be shot – including the Navy that fled the scene – how was it, “they all got quiet and handed out metals”?

Colin Wilson did not know the Clintons. The most pessimistic single utterance in modern literature is Hillary saying “What difference does it make!” again, again, and again.

**“There is no way out or round or through”**

Gary Heartsill

27 August 2016

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<sup>1</sup> This quote is from Colin Wilson in his book *The Outsider* (p. 19).

## Leaving No Survivors but Many Questions ‘TWA Flight 800’ Examines a 1996 Tragedy

By [NEIL GENZLINGER](#) JULY 16, 2013

[http://www.nytimes.com/2013/07/17/arts/television/twa-flight-800-examines-a-1996-tragedy.html?\\_r=1](http://www.nytimes.com/2013/07/17/arts/television/twa-flight-800-examines-a-1996-tragedy.html?_r=1)

Plenty of people were unconvinced by the official explanation for the explosion of TWA Flight 800 off Long Island 17 years ago, which killed 230 people. And not all of the skeptics have been willing to let go of their unease as time has gone by.

On Epix on Wednesday, the anniversary of the crash, some of the more credible doubters take their best shot at proving that a missile or missiles brought down the plane. This isn't crackpot conspiracy theory stuff; the documentary is as serious and somber as its title, "[TWA Flight 800.](#)"

The film is certainly successful at rekindling any misgivings you might have had about the [original government finding](#), which attributed the explosion to fuel tank vapors. It presents witnesses who are still adamant that they saw a flare or missile ascending toward the plane just before it blew up. And it relies heavily on several people who were directly involved in the long investigation, who talk about evidence that they say was tampered with, and other odd goings-on.

Kristina Borjesson wrote and directed the film, but its main catalyst was [Tom Stalcup](#), a physicist who has been conducting his [own investigation](#) of the crash since shortly after it happened. Without Dr. Stalcup's level of expertise, it's hard to know which information and accusations here are new, and which are merely revisiting unresolved concerns. But the accumulation is certainly formidable.

The film ends with a lengthy list of officials who declined to be interviewed, which leaves it one-sided, and it doesn't go beyond merely asking that the crash get another look: the intent is not to explore who might have fired any missiles that were fired.

These days, though, the real question is, who would have the credibility to conduct the reopened investigation that Dr. Stalcup and others seen here want? The agencies involved in the original one come off poorly in this film, and it's hard to imagine any entity that would command the authority that could put the Flight 800 case to rest.

### TWA Flight 800

<http://www.epix.com/all-movies/?genre=Documentary#!ratingMin=0>

*Epix, Wednesday night at 8, Eastern and Pacific times; 7, Central time.*

Directed by Kristina Borjesson; Jeff Sagansky, executive producer; Ms. Borjesson and Tom Stalcup, producers; Kevin Cloutier, director of photography; David Jakubovic, editor.

**Silenced:** *Flight 800 and the Subversion of Justice* by Jack Cashill. – tied to this URL:

<https://www.youtube.com/watch?v=6umn4nsNN2E>

## **Board Approves Final Report on Crash of T.W.A. Flight 800**

By LAURENCE ZUCKERMAN

<http://www.nytimes.com/2000/08/24/nyregion/board-approves-final-report-on-crash-of-twa-flight-800.html>

*Published: August 24, 2000*

The National Transportation Safety Board approved its final report on the crash of Trans World Airlines Flight 800 yesterday and issued four new safety recommendations to help prevent accidents.

The unanimous vote of the five-member board after a two-day public meeting wrapped up the longest and most expensive investigation in the agency's 33-year history.

Flight 800, involving a 25-year-old Boeing 747, was bound for Paris on July 17, 1996, when it broke apart in midair off Long Island minutes after taking off from Kennedy International Airport. All 230 people aboard were killed.

Meeting in Washington, the board endorsed the findings of investigators that a mixture of fuel and air in the airplane's nearly empty center wing fuel tank blew up after being heated into an explosive state by the sun and air-conditioning packs attached to the outside of the tank. Though investigators never found what ignited the explosion, they said the source was most likely a short circuit that created a surge of electricity in a low-voltage wire attached to a fuel gauge inside the tank.

Before voting on the report yesterday, board members reviewed the accounts of eyewitnesses, some of whom believe they saw a missile hit the jet and have accused the board of ignoring their reports.

David L. Mayer, who led the board's examination of eyewitness accounts, said that most of the witnesses were too far away to see the initial explosion of the jet's center fuel tank. He said that those who saw a flash of light resembling a missile were really seeing the crippled jet as it broke apart and caught fire, taking nearly a minute to crash.

Accident investigators who have spent years searching for what sparked the explosion said the airlines and airplane manufacturers had not paid enough attention to the condition of electrical wiring on older aircraft like the one involved in the 1996 accident. James E. Hall, the safety board chairman, ordered a report by Nov. 15 to determine whether there is a correlation between aircraft age and the frequency of accidents.

The four safety recommendations issued yesterday call for improved training of maintenance personnel about potentially unsafe wiring conditions in aircraft and for several actions to limit possible sources of ignition in fuel tanks.

The board previously issued 11 other safety recommendations as a result of the Flight 800 investigation.

## **Tom Stalcup on What Really Happened to TWA Flight 800**

<http://newday.blogs.cnn.com/2013/06/19/tom-stalcup-what-really-happened-to-twa-flight-800/>

June 19th, 2013  
11:37 AM ET

Tom Stalcup, Co-Producer of the "TWA Flight 800" documentary premiering July 17th, talks about how he came across 6 whistleblowers who claim that the original NTSB investigation was falsified. The original investigation determined that the plane went down due to internal failures, but some evidence suggest that the explosion may have been caused by an outside factor. Tom Stalcup spoke with [Chris Cuomo](#) on the details.

Posted by [Elana Robinson](#)

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\*See the sound off – 26 Responses.

Trailer for TWA Flight 800

<https://flight800doc.com/>

TWA Flight 800 Remastered Re-creation

<https://www.youtube.com/watch?v=Lbny8XnAifY>

Filmmaker – Kristina Borjesson – HT2FF

[https://www.youtube.com/watch?v=8sXWMka4o\\_k](https://www.youtube.com/watch?v=8sXWMka4o_k)

TWA Flight 800 Aviation Incident (Conspiracy Documentary)

<https://www.youtube.com/watch?v=tIpiyRJ8i30>

Air Crash Investigation Trans World Airlines Flight 800 TWA 800 (46:06)

[https://www.youtube.com/watch?v=UCdN3WJg\\_ls](https://www.youtube.com/watch?v=UCdN3WJg_ls)

Author Jack Cashill on the downing of TWA Flight 800 - Very Relevant Today - 20 Years Later (2:55:49)

[https://www.youtube.com/watch?v=u4L\\_rPRxsbl](https://www.youtube.com/watch?v=u4L_rPRxsbl)

Cashill, Jack & Sanders, James. (2003). *First strike: TWA flight 800 and the attack on America*. Nashville, TN: WND Books.

Silenced: Flight 800 and the Subversion of Justice by Jack Cashill. – tied to URL below.

<https://www.youtube.com/watch?v=6umn4nsNN2E>

Cashill, Jack. (2016). *TWA 800: The crash, the cover-up, and the conspiracy*. Washington, DC: Regnery History.

Hagmann & Hagmann radio show (on YouTube) with Cashill and his new book TWA 800 (2016).

[https://www.youtube.com/watch?v=u4L\\_rPRxsbl#t=579.351264](https://www.youtube.com/watch?v=u4L_rPRxsbl#t=579.351264)