

OPENING SHOT OF A BUTTERFLY KITE IN THE SKY. "Long Island, New York"
MONTAGE OF VARIOUS BEACH SCENES AND SHOTS OF LONG ISLAND

VO/ HANK HUGHES: I have thought about the TWA investigation uh very often over the years. It's almost been a nagging thought. It's the one assignment that I was given in my entire career, forty-two years as an investigator in one form or another that I didn't finish, and I like to finish my work.

CONTROL TOWER RADIO CONVERSATIONS AS WELL AS WITNESS TESTIMONIES BEGIN OVER BEACH SCENE AND THEN MONTAGE SHOTS THAT SPEED UP

VO/ VARIOUS PARTS OF DIFFERENT WITNESS TESTIMONEIS

It was about eight thirty
I was standing on a bridge looking south
I was at Davis Park with my two young daughters
So I'm actually heading east and I just got done talking to my co-worker
It was a very warm night and it was just--it was kind of stifling almost
We were taking a walk that evening
We were taking a nice night flight
I was walking with a friend of mine
I was standing on a dock and I was looking out in a southeasterly direction
I was on my boat
I was at Meschutt Beach
We just happened to look up at the sky

JOSEPH DELGADO: and all of a sudden I see something rise up from behind these trees over here.

GRAPHIC: Epix Documentary Films Presents
GRAPHIC: A Film by Kristina Borjesson & Tom Stalcup

SOUNDS OF FOOTSTEPS AS CREDITS BEGIN, CUT BETWEEN CREDITS AND TOM STALCUP WALKING DOWN A HALLWAY INTO THE HANGAR WITH PLANE WRECKAGE. TITLE.

GRAPHIC: "FLIGHT 800"

SHOTS OF TWA 800 MOCK-UP

VO/

PILOT: We just had an explosion out t here about five miles away, six miles away. Looked like an explosion of some sort on my nine o'clock position

AIR TRAFFIC CONTROL: Five zero seven you reported an explosion is that correct, sir?

PILOT: Uh, yes sir, it blew up in the air and then we saw two fireballs go down to the water

AIR TRAFFIC CONTROL: Thank you very much sir, TWA 800, if you hear center, ident. TWA 800 center, TWA Eight Zero Zero, if you hear center, ident.

PILOT: I think that was them

AIR TRAFFIC CONTROL: I think so.

PILOT: God Bless 'em.

JULY 17, 1996

VO/ The US Coast Guard tonight is reporting an explosion about ten miles south of Long Island

BREAKING NEWS CLIPS DESCRIBING CRASH OF TWA 800. MONTAGE OF WRECKAGE.

MARK MULLEN: The 747 was on its way to Paris from JFK in New York

VO/ We now have it that TWA flight 800 a commercial seven four seven aircraft carrying two hundred twelve passengers a crew of seventeen has exploded, in mid air about ten miles out into the Atlantic Ocean

NIGHT SHOTS OF CRASH OBJECTS FLOATING IN WATER, RESCUE BOATS, FIRE ON WATER

VO/Bodies are being pulled out of the water right now, no survivors so far

VO/There's a lot of a lot of search boats

VO/One witness described a big fireball with pieces coming off it

VO/ Eyewitness Tom Kennedy: I was pulling my boat back in I was tying it up and the guy next to me was tying his boat [GRAPHIC: "Live On The Phone: Tom Kennedy, Eyewitness"] up and the guy said, "hey, look at the flare," [GRAPHIC: "Hey, look at the flare"] and I turned around and I'm like, "Wow, somebody must have some trouble in the bay." No sooner I said that, the thing just like exploded.

EMERGENCY AND POLICE CARS ARRIVING ON SCENE

BOB YOUNG: The beeper went off, it was our flight operations dispatch. As the head of flight operations safety and the chief safety investigator I was hoping it was a drill. But it wasn't.

IDENTIFICATION OF BOB YOUNG: PILOT, NAVY, NAVY RESERVE 26 YEARS; COMMERCIAL PILOT, TWA, AMERICAN AIRLINES, 29 YEARS; TWA SENIOR ACCIDENT INVESTIGATOR, TWA 800, 4 YEARS

BOB HECKMAN: I was in Atlanta, um, getting ready to support the ninety-six Olympics. [NIGHT SHOTS OF POLICE CARS AND TRUCKS ARRIVING AT MORICHES COAST GUARD STATION] My phone rang which was uh my unit chief in the explosive unit telling me to catch the first plane out to New York tomorrow morning.

IDENTIFICATION OF BOB HECKMAN: EXPLOSIVES ORDNANCE DISPOSAL, US ARMY, 7 YEARS; BOMB TECHNICIAN, 32 YEARS; EXPLOSIVES UNIT EXAMINER, FBI, 12 YEARS.

HANK HUGHES: I was at home and uh my pager went off, and uh [FIRE ON WATER] I was on the go team.

IDENTIFICATION OF HANK HUGHES: MILITARY INTELLIGENCE SPECIALIST, US ARMY, 4 YEARS; MASTER POLICE OFFICER, FAIRFAX COUNTY, VA, 12 YEARS; SENIOR ACCIDENT INVESTIGATOR, NTSB, 26 YEARS

CRASH INVESTIGATION PERSONNEL BOARDING FAA PLANE

VO/ BOB YOUNG: We gathered all the people that we thought we would need and we arrived about four in the morning at JFK in New York.

LILLE, FRANCE, STREET SCENE, THEN CUT TO MICHEL BREISTROFF AT HOME

MICHEL BREISTROFF: We were in our apartment. When we turned on the TV to watch the morning news, I saw a plane in flames. Actually you didn't see the plane, you saw a sea of flames. And I commented to my wife—because we were awaiting our son's return—that perhaps it was our son's plane. But it was just half an hour later that our children arrived to tell us what happened.

SHOTS OF WRECKAGE IN WATER, PEOPLE HUGGING AND CRYING, FLIGHT BOARD SHOWING CANCELLED FLIGHT, TOM STALCUP IN HANGAR LOOKING AT MOCK-UP OF PLANE

MORICHES, NY COAST GUARD STATION, COAST GUARD GUYS IN RUBBER RAFT

BOB HECKMAN: Our command post was at the east Moriches Coast Guard Station which was the closest Coast Guard station to where the plane actually went down.

CAR ON ROAD GOING BY MORICHES ROAD SIGN

HANK HUGHES: We went to the Coast Guard station at Moriches immediately. There were hundreds and hundreds of police officers there.

OVERHEAD SHOT OF COAST GUARD STATION, HELICOPTER FLYING OVERHEAD

JIM SPEER: My first impression of the investigation was martial law.

IDENTIFICATION OF JAMES SPEER: FIGHTER PILOT/PILOT, US AIR FORCE, AIR NAT'L GUARD, 25 YEARS; COMMERCIAL PILOT, TWA, 19 YEARS; ACCIDENT INVESTIGATOR, US AIR FORE, GE AIRCRAFT ENGINES, TWA 800, 25 YEARS

MONTAGE OF COPS, FBI AGENTS AND OTHERS ON SCENE AT CRASH

VO/ JIM SPEER: There were approximately a thousand cops it seemed there of which half of them were FBI agents. They had guards at the hangar they had cops at the Coast Guard station. And it, it seemed very unusual [OC] for an accident investigation.

SOUNDS AND SHOTS OF HELICOPTERS FLYING

BOB YOUNG: Helicopters were landing and taking off like every three or four minutes. Wreckage was coming in and bodies were coming in. One of the people who went out with me on the first morning was a former Army helicopter pilot who had significant experience with Black Hawk helicopters. One of the helicopters came in and he said, "That's odd," he said, "that's a special operations helicopter." And I said, "Oh that is odd, I guess maybe they just couldn't find one and they borrowed it." He said, "Well, I don't know."

OVERHEAD SHOT OF MORICHES NIGHT RECOVERY ACTIVITIES

VO/Mark Mullen: Just a little while ago a temporary morgue was set up on the beach [Mark Mullen OC] in Long Island.

ROBERT GOLDEN SLIDE SHOW EXPLAINING MORGUE OPERATION (Lower Third says: "Robert Golden, Suffolk County Medical Examiner's Office")

SHOTS OF MORICHES COAST GUARD STATION, COAST GUARD BOAT AND INSIDE MORGUE WITH BODIES

VO/ Right in here is the temporary morgue facilities. This is where the boats would dock and unload the victims. Notice that hoses and various bottles of chlorine would be here to hose down the boats if there was any spillage in the back of the boats of biological fluids. The bodies would be photographed. A tag would be placed on the body and if there was any jewelry present that also would be photographed.

ARMY TRUCKS TRANSPORTING WRECKAGE

BOB YOUNG: The FBI Supervised the transport of the wreckage. It was put on Army National Guard trucks and trucked to Calverton, Long Island, which is about ten miles away.

SHOTS OF CALVERTON AND WRECKAGE IN THE HANGAR

JIM SPEER: I can still smell the hangar. It smelled of death and it just was not a pleasant place to be. It was very—it, it took a toll on all of us. You walked in the hangar through all the guards and the--it was not a pleasant work environment.

SHOTS OF WRECKAGE AND FBI PERSONNEL IN HANGAR

VO/ HANK HUGHES: We set up the staging area at the hangar and I noticed there was a great deal of friction between the FBI and the Bureau of Alcohol, Tobacco, and Firearms. [SHOT OF ATF TRUCK] The ATF agents, most of whom have [OC] significant more experience in [FBI AGENT IN HANGAR] investigating explosions than any FBI agent, [HANK OC] were relegated to sitting at picnic benches and tables. They weren't allowed to do anything.

HANGAR SCENES

VO/JIM SPEER: On my first day there when I had the tour of the Calverton hangar, there was a structural piece of the aircraft lying on the floor that had three holes [OC] blown through it like a twenty-two through a tin can with an obvious entrance and exit side of the penetration. [WRECKAGE ON FLOOR OF HANGAR] I was about to take a picture of it and somebody tapped [SPEER OC] me on the shoulder and said, "Don't take that picture." And I said, "Who are you to tell me not to take the picture?" And he said, "FBI. Don't take the picture."

NEWSPAPER HEADING: "ANG PILOT: TWA JET HIT BY OBJECT"

JIM SPEER: The word was in the press at that time that eyewitnesses had already begun to report smoke trails, corkscrewing up towards the airplane.

NEWSPAPER QUOTE "hard white light, like burning pyrotechnics"

VO/ The FBI today raised new questions that a missile or some kind of streaking object was [SHOT OF TWA MOCK-UP] seen in the sky at the same time TWA Flight 800 exploded.

FBI PRESS CONFERENCE

JAMES KALLSTROM: We do have some information that there was something in the sky. A number of people have seen it, a number of people [LONG ISLAND HOUSES] have described it very similarly.

HOUSES ON LONG ISLAND

HANK HUGHES: The attitude of our senior management was, "Don't get too involved the FBI is going to handle it. [HANK OC] It's a missile or a bomb and we're not going to get involved in it."

ROWS OF WRECKAGE, SEATS, ETC.

BOB YOUNG: Most all of us felt that it was only a matter of time before we found the piece [BOB OC] that would confirm that it was a criminal event.

NEWSPAPER HEADING "FBI Says 2 Labs Found Traces of Explosive on TWA Jetliner"

FBI PRESS CONFERENCE

KALLSTROM: Explosive traces of unknown origin have been found relating to TWA Flight 800.

TITLE CARD: "PHYSICAL EVIDENCE: EXPLOSIVES RESIDUES"
NEWSPAPER HEADING: "Detection Machine on Front Line"

BOB HECKMAN: The FBI, um, we had our own [SHOT OF EGIS MACHINES] mini lab set up on the site. We [HECKMAN OC] got multiple positive hits. [NEWSPAPER CLIP: "Pieces have been sent off for further examination at the F.B.I.'s Laboratory in Washington"] Anything we had a positive hit off had to be sent down to the FBI laboratory where [NEWSPAPER CLIP: "F.B.I Confirms"] they could actually run a confirmatory test. [NEWSPAPER CLIP: "Explosives in T.W.A."] Three examples of that, uh, it was [HECKMAN OC] rather disconcerting because the test at the lab was confirmatory on those, meaning that those were actual explosive residues.

NEWSPAPER HEADINGS: "More Traces of Explosive in Flight 800"; "Streak of light' reports raise possibility of missile fired from ship"
SHIP IN DISTANCE, FLOATING DEBRIS IN WATER, COAST GUARD GUY PICKING UP DEBRIS IN OCEAN FROM DINGHY

MICHEL BREISTROFF: We were waiting for them to tell us "we have recovered your son's body." They would give us information in press conferences which took place every morning and evening. From morning to evening this information would change. [OCEANSIDE MOURNERS] They'd tell us they had found something, that evening they'd say "no we didn't find it". It's an accumulation of small things, that at some point [BREISTROFF OC] you tell yourself, "They're lying to us, they're in the process of inventing something."

WRECKAGE IN THE HANGAR

BOB YOUNG: It was very early on we didn't have many pieces in the hangar [BOB OC] and Jim said, "Hey, I've got something here you need to look at." [DRAWING OF AIRPLANE WINGS, LEADING EDGE GOES RED] So I went over and looked at it, and it was the leading edge of the right wing as I recall.

DRAWING WITH LEADING EDGE OF RIGHT WING RED

JIM SPEER: The part was really a very sturdy piece of metal. I [SPEER OC] was convinced that the part had been damaged by a high explosion because of the entrance hole [DRAWING OF THE PIECE] and the exit hole where you could obviously see the entrance side and obviously see the exit side.

SHOTS OF WRECKAGE WITH HOLE, DRAWING OF PART

VO/ BOB YOUNG: Because Jim wasn't allowed to take a picture of that part he looked around the hangar and found other parts with similar holes and you know I'm looking at this and I just don't know how these [BOB OC] could occur normally in a fire.

JIM SPEER: I decided to take it over to the FBI field lab.

SHOTS OF FBI FIELD LAB

BOB YOUNG: FBI had a little room that they controlled and [BOB OC] of course we couldn't go in there.

SHOTS OF EGIS EXPLOSIVES DETECTION MACHINES

JIM SPEER: I knocked on the door and said, "I hear you have a machine that tests for nitrates in here." And they said, "Yes we do." And I said, [JIM OC] "Can you show me how it works?" And they said, "Sure, we'll run a test sample for you." And I said, "Well, how about you running my test sample? Swab this piece and check that for me." [SHOT OF PLANE PART] So they did. And sure enough [SHOT OF FBI FIELD LAB AND PANE PART] it tested positive which I was sure it would do, positive for residue of high explosions. [JIM OC] So they picked up the phone and called somebody and in 90 seconds three FBI agents ran in the room in their coats and ties and physically pushed me aside and wouldn't let me hear the conversation. Then they turned to me and said, "The machine has frequent false positives."

BOB HECKMAN: There, there were a considerable number of positives because the the Egis machine uh [SHOT OF EGIS MACHINES] is susceptible to false positives.

VO/ KRISTINA BORJESSON: He was told that the machine uh frequently yields false positives.

FRED WHITEHURST: That's not true

IDENTIFICATION OF DR. FRED WHITEHURST, SUPERVISORY SPECIAL AGENT, FBI LABORATORY, 1986-1998

FRED WHITHURST: At the point of TWA 800, the Egis detector was uh very specific and very sensitive.

VO/ TOM STALCUP: The FBI's saying there were frequent false positives with the Egis. Is that possible?

DAVID FINE: No, on the, on the contrary.

IDENTIFICATION OF DAVID FINE, INVENTOR, EGIS MACHINE

DAVID FINE: The Egis is extremely sensitive. It's sensitive down to about fifty to a hundred picograms; it's a very small amount of material. It's very rare if ever to see a uh, a false alarm with, with the Egis.

JIM SPEER: So they run the test four more times they said but they physically would not let me watch them run the test. And they turned to me then and said, "The last four tests are negative. We're going to declare the first test a false positive and the over all results negative."

BOB YOUNG: The FBI then said "Oh we gotta take this down to our lab in Washington."

JIM SPEER: And verify that diagnosis.

FRED WHITEHURST: I don't understand why material would be taken from that hangar to the FBI laboratory. It could be sampled right at that hangar. [TRUCKS TRANSPORTING PLANE PARTS] When you take it anywhere you're exposing it to potential [WHITEHURST OC] contamination vectors.

PHOTO OF PART WITH HOLES BLOWN THROUGH

JIM SPEER: And the part disappeared never to be returned.

BOB YOUNG: It never returned.

PHONE INTERVIEW WITH JAMES KALLSTROM

TOM STALCUP: He said the FBI took it to Washington DC to do further testing

KALLSTROM: yup

TOM STALCUP: But it never came back, it just disappeared.

KALLSTROM: That's not true

TOM STALCUP: That's not true?

KALLSTROM: No. Nothing ever disappeared [laughs] Everything [continues to laugh]

TOM STALCUP: Well just he said it never came back.

KALLSTROM: Well that's just not true.

VO/ TOM STALCUP: I talked to Jim Kallstrom about this and he laughed when I told him things disappeared from the hangar never to return.

BOB YOUNG: I laugh that he laughed, he knows better than that.

VO/TOM STALCUP: What would happen to wreckage once it got to Washington? what would it, what...

BOB HECKMAN: After it was uh re-examined down in Washington whether it was – if, if it was positive where it was indicating it could be an actual piece of evidence, then it wouldn't come back.

PHONE INTERVIEW WITH JAMES KALLSTROM

KALLSTROM: To my knowledge everything came back, nothing disappeared.

STALCUP: Right

KALLSTROM: I couldn't stand for something disappearing. Of course it didn't disappear.

STALCUP: Mhmm...

PHOTOS OF X-RAYS

CHARLES WETLI: Many of the bodies had parts of metal embedded in the bodies. [WETLI OC] Pieces of metal that we couldn't identify.

IDENTIFICATION OF DR. CHARLES WETLI, CHIEF MEDICAL EXAMINER FOR TWA 800 INVESTIGATION AND DR. DENNIS F. SHANAHAN, SENIOR CONSULTANT, MEDICAL FORENSICS, FOR TWA 800 INVESTIGATION

WETLI: [SHOTS OF X-RAYS] We initially separated out these particles of metal in plastic containers. Categorized by a number we gave them [WETLI OC] and as to whether they came from the surface of the body or if it came from the internal tissues of the body; and these were turned over to the FBI.

SHANAHAN: Normally, I'd expect to receive the parts as he had, as he had discharged them from his office. [SHOT OF MORGUE OPERATION, EXAMINING X-RAY] But then at some point someone from the FBI [SHANAHAN OC] presented some plastic containers with metal parts in them. They weren't separated as, as Dr. Wetli had described. They were pretty much together. We certainly lost identification as to who the parts [SHOT OF X-RAY] were associated with. If you can associate a wound with a certain particle, [SHANAHAN OC] it tells you something about direction, it tells you something about velocity of those of those parts. [SHOT OF X-RAY] But once they're combined, there wasn't really much analysis we could do.

CAMP GROUNDS AT SMITH POINT BEACH

DARELL MIRON: That early evening my wife and I were walking up this road right here at Smith Point County Park, [MIRON OC] and I happened to notice on my left hand side just over the dunes, um I seen a streak of light going just about straight up. It was, you know, you know, leaning a little to the right.

SHOTS SWITCHING BETWEEN FBI 302s AND BOB HECKMAN

BOB HECKMAN: We started to get [HECKMAN OC] witnesses calling in and then we sent agents out to interview [SHOT OF WITNESS MAP AND FBI WITNESS 302 COVER PAGES] these witnesses and eventually we interviewed several hundred witnesses that actually witnessed the event. The initial witness statements all indicated that it might have been [HECKMAN OC] a missile because they were all describing seeing [FBI 302 QUOTE] a streaking object in the sky and then a big fireball. Uhm, [HECKMAN OC] sounded very much like a missile.

MIRON: [FBI 302 EYEWITNESS SUMMARY] Half a second after that, there was this bright starburst, all white light, [MIRON ON CAMERA] and it just you know expanded in a matter of like a split second and it was huge.

SHOTS OF FBI 302 WITNESS SUMMARY ACCOUNTS

VERNON GROSE: What the FBI did which was so onerous to me is that they did all the [GROSE OC] interviewing of eyewitnesses.

IDENTIFICATION OF DR. VERNON L. GROSE, FORMER NTSB BOARD MEMBER

SHOT OF JAMES KALLSTROM, LEAD FBI INVESTIGATOR, TWA 800 INVESTIGATION, AT AN OUTDOOR PRESS CONFERENCE

GROSE: With the FBI now being sole interrogators [GROSE OC] they kept the NTSB out.

HANK HUGHES: [FBI MEMO] We've always conducted our own interviews. We're pretty good at it. [HUGHES OC] We've been doing it for years. [FBI 302 QUOTE] The vast majority of witnesses have never been interviewed by the National Transportation Safety Board. [HUGHES] I find it unconscionable.

CRETE, GREECE. PILOT VASILIS BAKOUNIS ON MOTORCYCLE, PANORAMIC SHOT OF ISLAND. BAKOUNIS ARRIVES AT AIRPLANE FIELD

VO/VASILIS BAKOUNIS: My name is Vasilis Bakounis, I'm from Greece. I work for twenty-five years in Olympic Airways. In the middle of 90s I went to United States to get my commercial pilot's license. On that day as I was flying at approximately two thousand feet over the shore of Long Island, [BAKOUNIS OC] I saw the light coming

out of the sea. I follow that light for many seconds before it makes a kind of radius to the right and then I saw the explosion. And then, pieces of flame was falling down like an umbrella of flames. When I saw the light starting climbing, it was really, really low, very low. And then it start climbing passing my altitude and the explosion.

OVERHEAD SHOT OF LONG ISLAND COASTLINE. SHOTS OF WRECKAGE ON CRANE, GROUP OF FBI AGENTS, ETC.

KALLSTROM: We will know what happened on that airplane and I guarantee you that the resources of the FBI [KALLSTROM OC] and the great law enforcement team we have at every level [FBI AGENTS ON SCENE] will be used on that investigation.

HANK HUGHES: Virtually nothing that the FBI learned about the investigation was provided to us.

JIM SPEER: We didn't have much cooperation from the FBI on any part of the investigation.

BOB YOUNG: They had their own explosive techs in the hangar they had their own metallurgists in the hangar.

RECOVERY BOAT ON WATER

BOB HECKMAN: We actually had FBI agents in the Navy ships and as soon [HECKMAN OC] as the divers would bring a piece of debris to the surface, our agents would take possession of it.

KALLSTROM ON RECOVERY SHIP

BOB YOUNG: They controlled the access to the wreckage. [SHOTS OF RECOVERY OPERATION] We were never allowed to see it until all the evidence techs from the FBI had looked at it and decided that we could see it. I mean this, this was unheard of. [SHOTS OF ROV OPERATION] They had video recordings of the ROV searches under the water.

SHOTS OF UNDERWATER VIDEO INTERSPERSED WITH SPEER'S COMMENTS

JIM SPEER: It became almost adversarial. One time [SPEER OC] they asked us to watch underground video looking for engine or engine parts. It was a VCR tape and they got the machine set up and running it was a basic machine and, and the FBI guy stayed there. And I said, "You know, you can go off and do whatever you need to do. We, we can run this machine." "No." "OK." [ROV TAPE] Anyway, in looking at the tape, there'd be a little time clock on the top that had all the data, like the heading, the depth and time and after a while [SPEER OC] I began noticing that on the same heading, there'd be interruptions in the time clock. And I turned to the FBI guy and

said, "This tape's been edited." [ROV TAPE] And I said, "I want to see the unedited version." [SPEER OC] And he said, "No."

SCENES FROM 2012 TWA 800 VICTIMS MEMORIAL, TWA 800 WRECKAGE

SPEAKER READING POEM: Death is nothing. I have only passed into the next room. I am me you are you. We were for each other, we are always. Call me by the name you have always used. Speak to me as you have always done. Change not your tone, but be solemn or sad in manner. Laugh at the things we laughed at together. Pray, smile, think of me, pray for me.

OVERHEAD SHOT OF A BARGE, WRECKAGE SHOTS

VO/ JIM SPEER: They had barges that they would load parts on. And they were to keep a log on all the parts they recovered so they knew where all the parts came from because they were trying to [SPEER OC] assess the break-up sequence of the airplane.

GRAPHIC PICTURE OF RED, YELLOW AND GREEN DEBRIS ZONES

VO/HANK HUGHES: Not all of the evidence from one part of the airplane is gonna fall in one spot.

VO/BOB HECKMAN: There was actually three debris fields.

SHOT OF LETTERING FROM A REPORT "COLOR-CODED DEBRIS FIELDS," SHOTS OF TAGS ON WRECKAGE

ROCKY MILLER: We had tags and they were color coded according to the area that they were found in. They also had latitude, longitude, and the date that they were recovered.

IDENTIFICATION OF ROCKY MILLER, LEAD INVESTIGATOR FOR TWA FLIGHT ATTENDANTS

PAN OF TAGGED WRECKAGE AND WIRES

VO/ HANK HUGHES: About a month into the investigation, I noticed that [HUGHES OC] some of the materials in the uh, in the hangar had been disturbed at night.

EXTERIOR NIGHT SHOT OF HANGAR

ROCKY MILLER: One of my investigators John Desmond came to me one day and said, "Some of these tags are being changed." And I said, [MILLER OC] "What do you mean they're being changed?" He said, "Well they're being changed from yellow to white." Somebody was changing tags on us.

HANK HUGHES: Now there were only two keys to that hangar, I had one; the security chief had the other.

PAN OF WRECKAGE IN HANGAR

ROCKY MILLER: I went over to the uh FBI and informed them that we thought [MILLER OC] somebody was in our hangar after we locked down at night.

MORE WRECKAGE SHOTS

HANK HUGHES: They set up video surveillance in my hangar and found that three FBI agents [HUGHES OC] from another office had entered the hangar for purposes unknown in the wee hours of the morning.

VO/ROCKY MILLER: We were told it was a couple of new FBI agents.

OC/KRISTINA BORJESSON: And did they ever tell you who they were?

ROCKY MILLER: No

ZOOM IN TO WING PIECE WITH US FLAG PAINTED ON IT

VO/ HANK HUGHES: On one occasion an agent from California was brought in.

WHITEHURST: There was the famous incident where little Ricky Han was out with a piece of fuselage trying to bend it in the middle of the night.

HANK HUGHES: I found him in the, in the main hangar with a hammer pounding on some of the wreckage trying to flatten it out.

WHITEHURST: The guy was hammering on a piece of fuselage.

HANK HUGHES: That defies any common sense. You don't alter or destroy evidence.

WHITEHURST: You're altering the shape of a material, which has acquired that shape as a result of some forces.

ZOOM IN TO NTSB INVESTIGATOR IN CHARGE AL DICKENSEN AT PRESS CONFERENCE

VO/ HANK HUGHES: That was brought to the investigator in charge's attention Mr. Dickenson. Nothing happened. [HUGHES OC] Every time there was a problem it was ignored.

BEACH HOUSE, HIGHLIGHTED EXCERPT OF FBI 302 WITNESS SUMMARIES, NEWSPAPER CLIPPING,

VO/ WITNESS: It was about 8:30. The sun was still up...

VO/BOB HECKMAN: We interviewed several hundred witnesses [HECKMAN OC] that actually witnessed the event.

MONTAGE OF SCENES FROM MORICHES AREA

VO/WITNESSES: I was standing on the bridge looking south...

It was a very warm night...

We were taking a walk that evening...

We were taking a nice night flight...

I was walking with a friend of mine...

I was standing on a dock and I was looking out in a southeasterly direction...

GROUP EYEWITNESS EVENT, LOCATION SCENES FROM EYEWITNESS PERSPECTIVES

LISA PERRY: I was at the, uh--very upset even still all these years later. I was at Davis Park with my two young daughters. I had just put them to bed.

MIKE WIRE: I was standing on the bridge looking south.

LISA PERRY: All of a sudden I decided I had to go outside to get the towels off the front deck and bring them in the house. I go outside, turn to the left...

RANDY PENNEY: Just happen to look up in the sky

LISA PERRY: And I see something that's going across, right in my line of sight.

JOSEPH DELGADO: I actually see something behind the tree line more or less like my thumb, go up in the air

MIKE WIRE: I Saw what appeared to be cheap fireworks

DARELL MIRON: I noticed a streak of light heading up towards the sky

ALISON BELL: I saw this white light shoot up in the sky

SUSAN KINSCHERF: There's something going up in the sky

PHYLLIS TORNEY: This rocket went up in the air

RANDY PENNEY: And I seen this white light I said, "Oh, someone shot off a flare."

WILLIAM JACOBS: It looked like a flare going up

LISA PERRY: And I'm trying to figure out what it is because it looked completely out of place

WILLIAM JACOBS: Larger than a standard flare

MIKE WIRE: And it appeared behind a house to my right and it went up and out to sea

PAUL ANGELIDES: I watched this object go outbound towards the horizon

FRED MEYER: It was moving very rapidly

WILLIAM JACOBS: It was fast

NANEEN LEVINE: Zoop. Just like that

LISA PERRY: It's going very quickly, it's very very shiny

MIKE WIRE: Kind of like a little smoke plume behind it

FRED MEYER: Looked like a missile vapor trail to me

LISA PERRY: Then it turns to the left
JOSEPH DELGADO: Then it turned
MIKE WIRE: And it arced over
NANEEN LEVINE: It looked like it curved to the right
FRED MEYER: Then it, it momentarily disappeared
MIKE WIRE: It disappeared for a second or two
JOSEPH DELGADO: Then it sort of disappeared from my vision
PAUL ANGELIDES: Then I lost it cause there was some clouds and then I saw it again
LISA PERRY: it goes up, and there was a plane that was flying along
PAUL ANGELIDES: And I saw the flash of an aircraft light--blink, blink, blink.
LISA PERRY: Goes up right to the side of the plane and I remember thinking to myself I was like very frightened that it was going to hit the plane and it was poof. It didn't actually hit the plane. It exploded right next to it. [GRAPHIC 'It exploded right next to it'] Now, I know nothing about military or any of that so I don't know if it's exploding next to it is still significant.
PAUL ANGELIDES: I also noticed on the horizon a very bright mast light of a ship. From the mast light there was another flash and I saw another object rise out of the ocean.
LISA PERRY: The next thing, something comes up from underneath the plane
FRED MEYER: I saw an explosion
PHYLLIS TORNEY: This big explosion
LISA PERRY: And I'm looking at this and I go I remember saying aloud to myself, "Gee, look at that, a plane broken in the sky."
WILLIAM JACOBS: And then the very next day the FBI came to talk to me. It was almost abusive in a sense. They took me into the back room, they said, "Well we heard that you saw something. Tell us what you saw." I told them what I saw and they looked me straight in the face and said, "You did not see that, you saw nothing."

DRUMS START PLAYING AS FBI 302s ARE SHOWN HIGHLIGHTING EYEWITNESS COMMENTS

HANK HUGHES: Then they decided to jump to a conclusion.

NEWSPAPER HEADINGS SAYING FOCUS NOW ON MECHANICAL FAILURE

HANK HUGHES: Once that happened, {HUGHES OC] objectivity went out the window as far as I'm concerned.

BOB YOUNG: That's when the NTSB put on their major push for a [YOUNG OC] mechanical failure.

VO/TOM STALCUP: And how, were you in agreement with that push?

BOB YOUNG: We didn't find any part of the airplane that indicated a mechanical failure.

GRAPHIC OF AIRPLANE HIGHLIGHTING THE CENTER FUEL TANK

JIM SPEER: They said the airplane exploded from the center fuel tank, cause unknown, suspect a fuel explosion.

NEWSPAPER CLIPPING ABOUT MECHANICAL FAILURE

MERRITT BIRKY: Early in the investigation some of the first hardware that was brought up [BIRKY OC] was from that center wing tank

IDENTIFICATION OF DR. MERRITT BIRKY, PH.D., CHIEF TECHNICAL ADVISOR, NTSB, LEAD FIRE AND EXPLOSIVES INVESTIGATOR, TWA 800

WRECKAGE SHOT OF CENTER FUEL TANK

MERRITT BIRKY: Some of the parts from that tank showed evidence of burning, melted aluminum, [BIRKY OC] so we knew we had a fire in that center wing tank.

PAN OF CENTER FUEL TANK

HANK HUGHES: I think you could see from the forensic evidence something did happen [HUGHES OC] in or around the center fuel tank.

MERRITT BIRKY: The plane sat out in the sun, it was pretty hot in July [SHOTS OF TANK INTERIOR] which increased the temperature of the tank in the aircraft [BIRKY OC] to vaporize the fuel so you'd have enough vapor there to cause an explosion if you ignite the fuel.

GRAPHIC: "If You Ignite the Fuel"

JIM SPEER: The question remaining is what sparked the explosion.

VO/TOM STALCUP: What ignited those vapors?

MERRITT BIRKY: Well, that's that's that has never been fully proven.

PAN OF WRECKAGE, INTERIOR OF FUEL TANK

HANK HUGHES: The theory was that wiring had failed and [HUGHES OC] sparked the explosion.

INVESTIGATORS WORKING IN FUEL TANK

ROCKY MILLER: We never found any of that [NTSB INSIDE FUEL TANK] we didn't find any evidence in the wiring on the aircraft that would have indicated that a spark [MILLER OC] occurred inside the center wing tank to blow it up.

VO/KRISTINA BORJESSON: Did anybody in the investigation find this wiring?

ROCKY MILLER: Not to my knowledge, no.

GRAPHIC; "The Only Wiring in the Center Fuel Tank"

JIM SPEER: The only wiring in the center fuel tank is to the fuel quantity gauge [GRAPHIC OF GAUGE] and that's a fine wire meant for milliamps. The main power on the airplane's a hundred and fifteen volt AC and [GRAPHIC OF WIRING] it would've taken twelve hundred volts [SPEER OC] to arc the fuel quantity probe and there's no twelve hundred volt electricity on the airplane outside of the engine igniters and that's in-- it's individual to each engine. [CENTER TANK WRECKAGE] So the cause of the ignition of the center fuel tank had to be something [SPEER OC] other than airplane electronics.

JULY 10, 1997 HOUSE SUBCOMMITTEE HEARING ON TWA 800

DUNCAN: What I'm going to do is request that Mr. Kallstrom come up to the table at this point. Mr. James K. Kallstrom who is Assistant Director-in-Charge of the New York office of the Federal Bureau of Investigation.

REP. ROY BLUNT: Mr. Kallstrom would you just give us some information on how many witnesses on the ground or in other airplanes at the time believed they saw something coming from the ground headed toward that plane.

KALLSTROM: Well, I wouldn't want to say that they all saw something coming from the ground, there were about two hundred people, uh, that saw events in the sky that they described; none of which described a missile

MONTAGE OF FBI 302s WITH EYEWITNESSES DESCRIBING SEEING A MISSILE

BLUNT: How many of them would you say saw approximately the same thing?

KALLSTROM: A good bulk of the, the people on the shore report--and we triangulate that they're describing roughly the same event. You know, so let's say sixty or seventy

GRAPHIC: "4 Months Later, November 18, 1997"

FBI PRESS CONFERENCE

KALLSTROM: We had witnesses that saw things in the sky and we talked about the possibility that a missile, as horrid as that is, could have taken down this airplane. And we [GRAPHIC "We thought that needs to be addresses"] thought that needs to be addressed. [KALLSTROM OC] Could you uh, play the videotape please?

CIA ANIMATION OF TWA 800 CRASH

VO CIA NARRATOR/ The following program was produced by the Central Intelligence Agency.

CIA ANIMATION, CUT TO PHOTOS OF TOM STALCUP AS A GRAD STUDENT
ID: TOM STALCUP, PH.D., PHYSICIST

VO/TOM STALCUP: It was November 18, 1997 I was in the middle of grad school studying physics and I was sitting on my couch flipping through the channels with my girlfriend [STALCUP OC] and the FBI came on and I and they said it was about this plane crash which I heard things about it the past. And I was interested.

EXERPTS FROM CIA ANIMATION

VO CIA NARRATOR/ Of particular concern to FBI investigators were reports from dozens of eyewitnesses who on the evening of July 17th recalled seeing an object, usually described as a flare or firework, ascend and culminate in an explosion. Was it a missile? Did foreign terrorists destroy the aircraft? At the request of the FBI, CIA weapons analysts looked into this possibility. The CIA's conclusion? The eyewitnesses did not see a missile. Just after the aircraft exploded, it pitched up abruptly and climbed several thousand feet from 13,800 feet to about 17,000 feet. Those who said they saw something ascend and culminate in an explosion, probably saw the burning aircraft ascend and erupt into a fireball, not a missile. To date there is no evidence that anyone saw a missile shoot down TWA Flight 800.

FBI PRESS CONFERENCE

KALLSTROM: Not a missile. Never was, never will be.

TOM STALCUP: I felt assaulted. I felt I felt as if I was being lied to. It looked more like a big piece of propoganda than [SHOTS FROM CIA ANIMATION] the results of an air crash investigation. [STALCUP OC] I just knew that there was something wrong. [SHOTS FROM CIA ANIMATION] Throughout the animation they had to underline the words "not a missile" and the narrator would say, "It was not a missile."

CIA ANIMATION VO/ Not a missile

TOM STALCUP: It just seemed odd to me that they were focused so much on telling us what it wasn't rather than what it was. [STALCUP ON COMPUTER, INTERNET ARTICLE] That night I went on my dial up connection and that's when I found out there was an eyewitness in the air at the time, Air National Guard captain who was in a Black Hawk helicopter who saw an object strike another object that was coming from the right. [STALCUP OC] Right then and there I said my goodness. [QUOTES FROM ARTICLE] So I thought well, do I believe this article that I'm reading on the Internet? And [STALCUP OC] I thought, "Well I'll just go right to the source themselves." [INTERNET ARTICLE ABOUT EYEWITNESSES] There was a website that listed eyewitnesses that were listed by the media, eyewitness names. There was a Runyan there was an Angelides there was a Miron. [STALCUP OC] I think those were the first three people I called. [PHOTO OF YOUNG STALCUP] And I said, "I'm just an interested citizen over here," [STALCUP OC] and they told me what they saw and it was in vivid terms and I said, "thank you very much," and I called the next person. They all had the same story and that's, that's when I got hooked. Because these people saw something that night.

SHOT OF BEACH AND OCEAN

VO/TOM STALCUP: So the CIA video what, what do you think of that?

BOB YOUNG: It's a nice cartoon.

JIM SPEER: I think the zoom climb is fraud waste and abuse. [EXCERPT FROM CIA ANIMATION SHOWING AIRPLANE CLIMBING AND EXPLODING] I don't know how they got the CIA to get involved in this absolutely ridiculous [SHOT FROM CIA ANIMATION SHOWING COASTLINE AND WORD "EXPLOSION"] animation.

BOB YOUNG: I don't think that there's any engineering justification that says that the airplane can do what their video said it did.

JIM SPEER: Every pilot thought, "Baloney that could never happen." [SHOT OF CIA ANIMATION SHOWING THE PLANE CLIMBING] Trying to claim that the airplane tipped up enough after the nose came off [SPEER OC] and climbed...

BOB YOUNG: The nose weighs about ninety thousand pounds.

JIM SPEER: If you disrupt the center of gravity that much and the airplane tips up, it's gonna either stall and fall or break apart instantly.

VO/TOM STALCUP: Did you happen to watch the CIA animation about what happened?

PAUL ANGELIDES: Yes, I did

VO/TOM STALCUP: And what did you think about that animation?

PAUL ANGELIDES: That animation didn't resemble anything that I saw in any way whatsoever.

CIA ANIMATION SHOT OF PLANE CLIMBING

DARELL MIRON: I actually watched it to the point when they showed that the plane split in two and one half went up and one half went down. As soon as I seen that part of their video, I didn't watch anymore after that because it's just incredibly wrong and that's not what I seen. That is not what happened that evening.

EYEWITNESS EVENT

JIM SPEER: Did you ever see anything rise up out of the fireball?

FRED MEYER: No absolutely not. That fireball fell like a stone.

TOM STALCUP: That streak that you saw, could that have been an aircraft?

THOMAS CAMES: No, it was far too fast.

ALLISON BELL: I've never seen a plane go that fast up like that.

RAY LAHR: These people on the shoreline saw this bright streak originating from near the surface. Not a point two and a half miles in the sky.

IDENTIFICATION OF RAY LAHR: MILITARY PILOT, US NAVY, COMMERCIAL PILOT, UNITED AIRLINES, AVIATION SAFETY REPRESENTATIVE, AIRLINE PILOTS ASSOCIATION

RAY LAHR: How they calculated that zoom climb, if I could get that information I could prove that the--they jimmied the data. I filed a [excerpt of Lahr's FOIA document] Freedom of Information Act request to the CIA and NTSB [LAHR OC] for the data and calculations that they used for that zoom climb. They refused to give me the information.

SHOT OF CIA DOCUMENT

VO/ TOM STALCUP: But Ray's efforts weren't a total loss.

OC/ TOM STALCUP: He actually got some internal memos from the CIA and I filed a lawsuit against the CIA separately [SHOTS OF CIA DOCUMENTS] and got other documents and between the two of us we had a nice little history of e-mails from inside that small group in the CIA [STALCUP OC] that did the animation.

SHOT OF CIA DOCUMENT

VO/ TOM STALCUP: One of the documents specifically discussed eyewitness Mike Wire. He's standing on a bridge. And he sees this what he calls a cheap firework come by a house [STALCUP OC] and kinda arcs up and goes out.

MIKE WIRE: What I saw looked like cheap fireworks coming up from behind the roofline of the double chimney house, it went on a forty five to fifty degree angle out to sea, and it wavered, zig-zagged up and down.

CIA MEMO

VO/TOM STALCUP: The memo shows the team that created the animation knew that the ascending light Mike Wire saw couldn't have been the aircraft, but their animation that went on national television told a completely different story.

CIA ANIMATION

VO/ The fourth eyewitness reported that he watched a white light, perhaps a firework travelling upward at a steep angle.

VO/ TOM STALCUP: The video shows the light starting at a point high up in the sky. Not behind the house the way Mike Wire described it.

MIKE WIRE: [POINTING TO WHERE HE SAW THE OBJECT BEHIND A HOUSE] CIA animation shows it approximately here in the sky, and then it proceeds from there as a streak of light into the sky [GRAPHIC "BUT THAT'S NOT WHAT I SAW"] but that's not what I saw. [WIRE OC] What I saw, something left behind the house and went up to the plane, the plane blew up.

VO/TOM STALCUP: After watching the animation did that cause you to do anything?

PAUL ANGELIDES: Well, that's when I called the FBI you know and I said that you seem to be a little off on what you're what you're depicting here. That's not the way the events unfolded.

VO/TOM STALCUP: Right. And what'd they say?

PAUL ANGELIDES: They said, "Well do you want to change your story?" And I said, "no." I said, "but you really need to send somebody out here that uh can understand what I'm explaining."

VO/TOM STALCUP: OK, and what happened?

PAUL ANGELIDES: Never heard from them

VO/ KRISTINA BORJESSON: People who don't know each other all up and down the coast, they saw the same thing and you're saying there was a mass misperception

BOB HECKMAN: Yeah well, not necessarily a misperception. This has been documented over and over again in traumatic events. The human mind tends to change things, change the sequences just because of the trauma of what they saw, they don't remember things in sequence.

VO/KRISTINA BORJESSON: Well, they're all very consistent so, if you're saying it's mass misperception which you are, really, right?

BOB HECKMAN: I guess.

VO/KRISTINA BORJESSON: I find that very bizarre.

BOB HECKMAN: I can't explain it, I'm not a psychology expert.

VO/ KRISTINA BORJESSON: But you did explain it.

BOB HECKMAN: Well, I explained it the way it was explained to me.

BOB YOUNG: If you don't mind me being blunt, if the airplane didn't climb [SHOT FROM CIA ANIMATION] then the answer for what the witnesses saw in the sky might be an unacceptable one.

EYEWITNESS EVENT

PHYLLIS TORNEY: All the sudden this, rocket went up in the air, and then there was this big explosion. Days later the FBI came to visit, and they sat down and they were talking to me and they're asking me questions and I told them my story and he had this little pad. And then when the interview was over they looked at me and said, "You have your papers in to become an American citizen don't you?" I said, "Yes, I'm waiting to be called." They said, "well it would be very wise of you if you want to become an American citizen, to keep very quiet about this and not to talk about it." And so

HANK HUGHES: Incredible

PHYLLIS TORNEY: I didn't because I figured you know I wanted to become an American citizen.

SHOTS OF DAVID MAYER TESTIFYING

VO/ HANK HUGHES: David Mayer was a relatively new NTSB employee who had no training or experience in any aspect of transportation accident investigation. [HUGHES OC] Uh almost a year after the investigation began, [SHOT OF CALVERTON HANGAR] I noticed that he had come to my hangar [HUGHES OC] and started to change evidence tags. [SHOTS OF MEMOS ABOUT TAGS] Never bothered to ask me just started changing them. The things that he did [HUGHES OC] technically were illegal. [SHOT OF NOTES FROM HANK'S NOTEBOOK] There are I think ten or twelve pieces of evidence [HUGHES OC] where he altered the location from which they were recovered.

DAVID MAYER TESTIFYING, GRAPHIC SHOWING DEBRIS FIELDS

BOB YOUNG: In one case we had a piece that was originally recovered in the yellow zone and it was moved to the red zone, [YOUNG OC] because it made things look nicer. [PHOTO OF KEEL BEAM WRECKAGE, TAG PAPERWORK] One piece, the F Keel beam under the center tank, came down in the yellow zone, well it would've fit much better with the exploding center tank theory if it had come down in the red zone so, [YOUNG OC] it was moved to the red zone.

VO/KRISTINA BORJESSON: You're basically telling me that this was an agenda driven investigation.

BOB YOUNG: I think there's a strong possibility of that. And the agenda was, that this is an accident, make it so.

CSPAN FOOTAGE OF TWA 800 NTSB PUBLIC HEARING

REPORTER: It's about twenty-two minutes after the hour and Jim Hall who is the chairman of the National Transportation Safety Board is in Baltimore. Good morning Mr. Hall.

JIM HALL: Morning Brian.

REPORTER: Tell us what's going to go on today.

JIM HALL: Well, Brian we're going to have a public hearing on the TWA 800 accident. It's the one hundred and twenty first uh hearing the board has held on a major aviation accident. Uh these hearings are an exercise in public accountability.

GRAPHIC: "An exercise in public accountability"

DAN RATHER: National Transportation Safety Board hearings on the TWA Flight 800 crash focused today on the 747's center fuel tank.

VO/VERNON GROSE: After they've gotten to a certain stage in the investigation, the NTSB holds [GROSE OC] a public hearing.

SHOTS OF THE NTSB PUBLIC HEARING

ROCKY MILLER: Prior to the public hearing in Baltimore we had what you call a pre-hearing conference. At its conclusion [MILLER OC] I was asked to come to the IIC, the investigator in charge's office, Al Dickinson. [SHOT OF DICKINSON AT HEARING] And in his office he sat me down and told me that I was not allowed to ask any questions or speak at the public hearing. [MILLER OC] And I asked him I said, "Al, I've been on this investigation I don't understand this". And he said, "If you believe in corporate memory, you won't ask any questions or speak at the public hearing."

DRUMS PLAY, MONTAGE OF OFFICIALS SWEARING IN AT NTSB HEARING

VO/ KRISTINA BORJESSON: What could you possibly say that would disrupt the hearing?

BOB YOUNG: Oh I could get up and say well, you know we have great concerns about the accuracy of your database [SHOTS OF WRECKAGE WITH TAGS, AND MEMOS REGARDING TAGS] and we'd like to have a thorough, complete, audit of your database. [YOUNG OC] We could have said that. [MEMO FROM LAWYER ABOUT TAG DATABASE] In fact our lawyer at TWA complained to the NTSB about the tag database being inadequate and too unreliable for any analysis or conclusions. And that quote, "Far from settled investigatory information and analysis" would be presented at the hearing.

SHOTS FROM NTSB HEARING

VO/RAY LAHR: In all of the accident investigations I have participated in, eyewitness testimony was an integral part of it. [LAHR OC] Not this time

REPORTER: Is it true you're not going to have any of the witnesses the two hundred some witnesses that just uh we were were uh eyewitnesses?

JIM HALL: Well, Brian that is part of the FBI investigation, which was a criminal investigation.

TOM STALCUP: The minute the news came out that the eyewitness portion of that hearing was cancelled, I started saying, "Oh my god, what's going on this is this is really big. They don't want these eyewitnesses to talk."

REPORTER: Is there any doubt in your mind, uh as to whether or not this was a missile?

JIM HALL: Uh, I have no uh no reason in my mind to think that this was a was a bomb or a missile, and I feel that we've done everything we can to look at uh at that issue.

SHOT OF HANK HUGHES/DICKINSON AT BALTIMORE HEARING

DICKINSON: Mr. Hank Hughes joined the NTSB in 1985, he is a senior investigation assigned to the office of aviation safety.

HANK HUGHES: [SHOTS OF COVER OF HANK'S REPORT] My report which was four hundred and ninety six pages in length thereabouts with photographic supplement, was cut and amended without my knowledge. [HANK OC] When I did find out about it I complained, nothing was done. [HANK TESTIFYING AT BALTIMORE HEARING] We were required to provide a factual report, [HANK OC] but ordered not to write an analysis.

VO/KRISTINA BORJESSON: What? Could you say that again?

HANK HUGHES: We were directed to write a factual report but not an analysis.

SHANAHAN: All we issued was factual reports.

WETLI: [SHOT OF WETLI TESTIFYING AT BALTIMORE HEARING] I was basically requested to supply autopsy reports and [WETLIC OC] photographs and so forth but there was no analysis.

HANK HUGHES: In all of the other investigations that I've done and every other NTSB investigator I've worked with, the group chairman writes a factual report and then based on that factual report writes an analysis of the significance of of uh the facts and circumstances of that aspect of the accident.

SHANAHAN: [SHOT OF SHANAHAN AND WETLI AT BALTIMORE HEARING] To determine really what happened you you gotta put everybody's findings together [SHANHAN OC] and analyze it which we've done that in every investigation I've been involved in except this one.

KRISTINA BORJESSON: [SHOTS OF HANK TESTIFYING AT BALTIMORE HEARING/OTHER ATTENDEES] What would your analysis have been?

HANK HUGHES: The the primary, [SHOT OF MOCK-UP] primary conclusion was, the the explosive forces came from [HANK OC] outside the airplane, not the center fuel tank.

VO/TOM STALCUP: [SHOT OF MOCK-UP] Would that statement had been in your analysis?

HANK HUGHES: If I got to write one.

JIM HALL: Let me tell you this is an honest investigation and it is being conducted in an honest and open fashion.

HOUSE TRANSPORTATION SUBCOMMITTEE HEARING ON TWA 800

Rep. JAMES TRAFICANT: I'd just like the panel to answer my questions yes or no. If you can't I want you to say you can't answer it. First question Mr. Hall: To this point

is there any physical evidence, conclusive forensic physical evidence to prove that it was a mechanical failure that caused the explosion of the center fuel tank? Yes or no? I heard a lot of testimony.

JIM HALL: No, but no but we're looking at that there are things that we

Rep. JAMES TRAFICANT: I wanted one question answer, I know this is tough at this point.

JIM HALL: Yeah. No.

Rep. JAMES TRAFICANT: Mr. Kallstrom,, were there in fact traces of PETN and RDX found in that plane wreckage?

KALLSTROM: There were explosive chemicals found.

MONTAGE OF NEWSPAPER ARTICLES ABOUT BOMB SNIFFING DOG EXPLANATION

BOB HECKMAN: Now the FAA did a historical record search on the aircraft involved and found out that actually before the crash, it was at St. Louis airport overnight.

HANK HUGHES: We were told that in St. Louis a bomb sniffing canine training session occurred [NEWSPAPER CLIPPING SHOWING "SEVERAL EXPLOSIVES... WERE HIDDEN ON PLANE"] where they left some residue by mistake of the explosive that the FBI had found.

Rep. JAMES TRAFICANT: You know for sure that the dog was on that plane?

KALLSTROM: We know for sure, well we have the report that document the training. Very specifically document the training.

Rep. PAT DANNER: Both congressman Traficant and I would like sent to our offices immediately the documentation that shows the plane number.

VO/ TOM STALCUP: [SHOTS OF DOCUMENTS CONGRESS GAVE FBI AND OTHER DOCUMENTS] These are the documents the FBI supplied to Congress. The officer who conducted the exercise did not note the plane number but testified he was on an empty plane. The plane that would later become Flight 800 left the gate fully boarded with more than four hundred passengers at 12:35. The officer finished the exercise at 12 noon. TWA regulations require the cabin crew to be on the plane an hour before departure. They would have been on this plane before the dog training exercise even began. So the exercise could not have happened on the plane that would become flight 800.

HOUSE TRANSPORTATION SUBCOMMITTEE HEARING ON TWA 800

Rep. JAMES TRAFICANT: Was in conclusive that a dog was on this plane that blew up?

KALLSTROM: Yes.

TOM STALCUP: [SHOT OF US FLAG AT TWA MEMORIAL] Flight 800 is just, a fuck you to the world I mean, it's just, it's just amazing. I think Flight 800 [TOM OC] is,

you know, it's a watershed moment for this country. It was, "Wow look, look what we can really get away with even in the information age."

CIA ANIMATION VO/ The CIA's conclusion? The eyewitnesses did not see a missile.

VO/KRISTINA BORJESSON: How do you feel about all this, I mean...

RAY LAHR: Oh it's terrible, first time I, that I ever really distrusted my government I...World War II, I couldn't wait to serve my country. [SHOT OF RAY IN NAVY RESERVE] And I stayed in the Navy reserve and [RAY OC] I just I believe in this country. And for for that kind of cover-up to be tolerated, it makes me fighting mad.

MIKE WIRE: I Always believed in the FBI that they do a good job. Sometimes they have to bend some corners but this is, there's too much bending going on with this.

PAUL ANGELIDES: I was very upset for a long time about this. Then I just kinda sat back and resigned to the fact that, you know, I could stand on my soapbox all day. Nobody's going to listen to me, so if somebody's interested in hearing what I have to say, I'll tell em..

[SHOT OF FIRE IN WATER, FLOATING DEBRIS IN WATER AT NIGHT]

HANK HUGHES: I've been an investigator over forty years and it was a on of a kind experience [HANK OC] that I wouldn't recommend anybody go through. As an American I'm ashamed.

TWA FLIGHT 800 INDEPENDENT RESARCH ORGANIZATION PRESENTATION/TOM STALCUP

TOM STALCUP: The reason for me standing here today is to inform the news media and the public of an inexplicably flawed official investigation into our nation's worst air disaster.

B-ROLL OF TOM MEETING WITH INVESTIGATORS/EYWITNESSES; SHOTS OF DOCUMENTS HE STUDIED

VO/ TOM STALCUP: After the Baltimore hearing, I began researching the crash deeper and deeper. I called investigators involved directly, filed Freedom of Information Act requests, I actually sued the CIA and the NTSB. I sued the FBI, and I analyzed thousands of pages of documents, reports, uh witness statements, radar data, and other documents pertaining to TWA 800.

TOM WINDSURFING

VO/TOM STALCUP: Two weeks before I graduated, I took out two student loans to fund a vacation.

VO/KRISTINA BORJESSON: Where'd you go?

VO/TOM STALCUP: I went back to Cape Cod.

VO/KRISTINA BORJESSON: That's a vacation? That's home.

TOM STALCUP: I didn't want to go to...I didn't want to go...vacation meaning not going directly to work anywhere. [TOM WINDSURFING] I was getting my doctorate in physics at the same time being a citizen researcher. I was so burned out I needed to just [TOM OC] not do anything.

VO/KRISTINA BORJESSON: [SHOT OF TOM BY THE WATER] And how long did you not do anything?

TOM STALCUP: Well, not do anything means I did flight 800 [TOM OC] hundred percent of the time

PHOTO MONTAGE OF TOM STUDYING/AT DESK WITH SPEER/AT PODIUM/MEETING W/INSIDE INVESTIGATORS

VO/ TOM STALCUP: Eventually I really got frustrated by the media's inaccurate reporting. And by reporters ignoring the facts of the case. I decided to get in touch with Hank Hughes, Bob Young, Jim Speer, and other insiders who had the courage to come out and speak publicly about their experience. And to make this documentary. To present our evidence and to show how the government handled the investigation.

VO/KRISTINA BORJESSON: Why should the audience believe you I mean who are you to be doing this?

TOM STALCUP: That's....why should the audience believe me, don't believe me, I don't want the audience to believe me, I want them to look at the evidence and see what it says.

ROCKY MILLER: I think the most telling piece of evidence is the splatter that we found on the top of the center wing tank.

GRAPHIC: "Physical Evidence: The Splatter Pattern"

SHOT OF TOP OF CENTER WING TANK WITH SPLATTER ACROSS IT

TOM STALCUP: There was a splatter pattern a pattern of material that was deposited in the top of the center wing fuel tank. [TOM OC] When the center wing fuel tank broke apart they pieced it back together again when they brought it back from the ocean. [SHOT OF SPLATTER ON TOP OF TANK] They matched it up just like a jigsaw puzzle and found this splatter pattern.

ROCKY MILLER: It was continuous across the fracture line [SHOT OF CENTER TANK FRACTURE LINE/SHOTS FROM REPORT ON SPLATTER PATTERN] of the center wing tank but it was not found on the fracture surface. And this shows that it was deposited prior to the center wing tank exploding.

MERRITT BIRKY WALKING AROUND HANGAR

VO/MERRITT BIRKY: We really never could identify what that splatter pattern was from

VO/TOM STALCUP: Really it wasn't from anything that melted on the aircraft?

MERRITT BIRKY: Well, it could've been something that was melted on the aircraft because it went through a fiery, a fireball.

VO/TOM STALCUP: This material I think was deposited before the fireball.

MERRITT BIRKY: Well, there's some evidence that that might be the case

BOB HECKMAN OC

VO/TOM STALCUP: Who is responsible for deciding what potential evidence would be examined

BOB HECKMAN: I was.

VO/TOM STALCUP: Were you aware of something called a splatter pattern on top of the center wing tank?

BOB HECKMAN: No.

VO/TOM STALCUP: [SHOT OF HECKMAN HOLDING DRAWING OF SPLATTER ON TANK AND TOM POINTING TO IT] This splatter crossed the fracture boundaries.

BOB HECKMAN: OK, but what is the splatter pattern?

VO/TOM STALCUP: It's a melted material. The NTSB didn't share this with you?

BOB HECKMAN: I've never--no. I've never seen that, never heard of that.

HANK HUGHES: One person that should have known about this that didn't was me.

VO/BOB HECKMAN: [OVER SHOT OF DRAWING OF TANK W/SPLATTER] If I had heard at the time uh I would [HECKMAN OC] try and get some of the samples of the residues and had it analyzed.

COVER OF APRIL 19, 1997 NASA REPORT RE SPLATTER

VO/TOM STALCUP: You sent a sample from the top surface of the tank of that splatter pattern down to NASA for testing.

FRED WHITEHURST: Why would he send it down to NASA? [SHOTS OF EGIS MACHINES] There was an instrument right there, he already had the capability on the scene. [WHITEHURST OC] There was no reason if you were looking for military explosives to send it down to NASA.

VO/TOM STALCUP: [OVER SHOT OF NASA BUILDING] One of the persons who did the analysis of the residue was a guy named Charlie Bassett down at NASA [TOM OC] and that was a that was a three or four hour maybe six hour drive from where I was, I was at so I drove down there to talk to him about that. [SHOT FROM NITRATES REPORT "CHEMICAL ANALYSIS AND RESULTS] And he ended up saying, "Oh, did you hear about my nitrates report?" [TOM OC] And I said "What, what do you mean you found nitrates in the wreckage?" And he said, "Sure I did." [SHOT OF

PAGE FROM REPORT "PRESENCE OF 7.5 MICROGRAMS...] And so he gave me a copy of the report.

TOM AND ROCKY AT GROUP EVIDENCE ASSESSMENT MEETING

TOM STALCUP: NASA sent back a report giving them information that there was nitrates in that splatter.

ROCKY MILLER: That's very interesting.

TOM STALCUP: You didn't know that?

ROCKY MILLER: No.

VO/TOM STALCUP: In the report that came back from Charlie Bassett, in the splatter pattern he detected nitrates.

MERRITT BIRKY: I can't remember that at this point.

VO/TOM STALCUP: You don't remember that nitrates were detected?

MERRITT BIRKY: No I don't remember that. I'll have to go back and look at the reports if I have them anymore I don't know.

VO/ TOM STALCUP: [CU SHOT OF BIRKY'S HANDS HOLDING THE REPORT, PAN UP TO BIRKY FACE] Actually I had the report with me. And I gave it to Dr. Birky to review.

MERRITT BIRKY: So, these tests did not identify uniquely whether it was, what the source was. It only tells you that there's nitrate there.

VO/TOM STALCUP: [OVER SHOT OF TANK W/SPLATTER] They have this evidence that something melted on the center wing fuel tank before it broke to pieces, basically by itself proves that their theory is wrong, but they [TOM OC] stopped requesting further examination of that piece.

BOB HECKMAN: Nitrates could come from a number of different sources. I mean, nitrates by themselves don't mean anything.

BIRKY AND STALCUP AT GROUP EVIDENCE ASSESSMENT MEETING

MERRITT BIRKY: You see I I didn't consider the nitrates sufficient to identify an explosive device.

TOM STALCUP: You needed further testing to do that.

MERRITT BIRKY: Pardon?

TOM STALCUP: It would've required further testing.

MERRITT BIRKY: It would require significant further testing of that, that's correct.

TOM STALCUP: And that testing was never done.

MERRITT BIRKY: Well, I don't know. It was never done. A nitrate doesn't in my estimation, my judgment, doesn't prove an explosive device. I mean, you can get nitrates from many things.

TOM STALCUP: But you just said you didn't order the follow-up testing.

MERRITT BIRKY: No, I didn't.

TOM STALCUP: Why?

MERRITT BIRKY: I don't have a recollection of why other than to say that uhm, we didn't do it.

TOM STALCUP: People watching might think that that's suspicious.

MERRITT BIRKY: Well I'm sure they, they could say that, they would felt that.

TOM STALCUP: My argument is, the follow-up testing that needed to be done wasn't.

MERRITT BIRKY: I can, I can only answer by saying uhm, you're right it was not done. Should more analytical work been done? Well, uh, that's, that would be appropriate.

TWA 800 CRASH INVESTIGATION HEARING

JIM HALL: We do everything we can, that's our responsibility to do this in a professional, thorough, and methodical way.

NTSB ANIMATION

VO/TOM STALCUP: In their own animation, the NTSB amended the CIA's version by showing the plane turning to the left before the climb. But the NTSB's theory for what caused the crash has no explanation for the left turn.

TITLE CARD: PHYSICAL EVIDENCE: THE LEFT WING

VO/TOM STALCUP: What about the left wing do you remember any damage to the left wing that was interesting?

BOB HECKMAN: The left wing? No. It was different than the right wing?

DRAWING OF TWA 800'S WINGS SHOWING LEFT WING SHATTERED

VO/TOM STALCUP: The upper surface of the left wing was shattered but the right wing's upper surface wasn't.

SHANAHAN: It looks like, I mean, you got decimation of the upper skin of the left wing, but essentially nothing on the right.

DRAWING OF TWA 800'S WINGS SHOWING LEFT WING SHATTERED/SHOTS OF HEARING/SHOTS OF WING WRECKAGE ON HANGAR FLOOR

VO/TOM STALCUP: The wings were carrying all of the plane's fuel for its trip to Paris. The NTSB says that when the left wing impacted the ocean, the fuel inside the wing was pressurized, causing it to burst.

NTSB BALTIMORE HEARING/WILDEY TESTIMONY W/MOCK-UP PHOTO/NTSB ANIMATION

JAMES WILDEY: When the left wing impacted the water, hydraulic forces broke the upper skin of the wing into a large number of pieces.

VO/ TOM STALCUP: But in their own animations, the government shows the left wing breaking off in the air.

CIA ANIMATION VO/: It's left wing separated from the fuselage, releasing unburned fuel

NTSB AND CIA ANIMATIONS/SHOTS OF WING WRECKAGE/ANIMATION OF TWA AT LEVEL FLIGHT IN AIR

VO/TOM STALCUP: With the wing broken off and no longer sealed, with much of the fuel gone, and no longer evenly distributed throughout the wing, on impact with the ocean, you're not going to get the hydraulic forces you need to shatter the wing the way it did. But at level flight, with the wings full of fuel, if you introduce high energy into that liquid, you can get the hydraulic forces you need to shatter that wing.

ANIMATION OF AIRPLANE WITH SHATTERED WING RELEASING FUEL VAPOR

VO/ TOM STALCUP: There would be a reduction of lift on that left wing, the right wing, undamaged would have its full lift, [TOM OC] and that is what would explain the left turn

ANIMATION OF PLANE WITH SHATTERED WING RELEASING FUEL VAPOR

PAUL ANGELIDES: It seemed like the aircraft turned I [ANGELIDES OC] I could see the flash of the wing cause the sun was behind me setting out here.

GRAPHIC: "There were eyewitnesses who saw the plane banking"

SHOTS OF FBI EYEWITNESS SUMMARY, "SEEMED TO BE BANKING NORTH...."

VO/TOM STALCUP: There were eyewitnesses who saw the plane banking. One eyewitness was in a boat and they thought it was going to hit them. [SHOT OF DEBRIS FIELD ZONES] Now if the left wing did shatter first, you would expect to find left wing debris in the red zone--the earliest debris field [STALCUP OC AT EVIDENCE ASSESSMENT MEETING] closest to JFK airport. There was left wing debris in the earliest debris field closest to JFK airport. [SHOT OF REPORT SHOWING "WING STRUCTURE WERE RECOVERED FROM THE RED AREA"]

PAUL ANGELIDES: Parallel to the horizon was a cigar-shaped cloud, a long cigar-shaped cloud.

ANIMATION OF TWA AT LEVEL FLIGHT AND THEN BANKING WITH FUEL VAPORS COMING OFF LEFT WING

VO/TOM STALCUP: If powerful energy were introduced to the left wing before it broke off, fuel would spray out and immediately vaporize creating a cloud of white vapor behind the plane.

VO/TOM STALCUP: What color was the cigar shaped cloud?

PAUL ANGELIDES: White.

JOSEPH DELGADO: It was this white poof.

LISA PERRY: Like a chrystally while poof.

WILLIAM GALLAGHER: A huge white ball.

FRED MEYER: A white phosphorous explosion

OVERPRESSURIZATION EXPERIMENT

VO/TOM STALCUP: I wanted to see for myself if high explosives could have caused that left wing shatter pattern. So I sealed a piece of a 747 wing over a container 75% filled with liquid just like the left wing was. Then, I put a quarter pound of TNT into the container and blew it up. Misted liquid blew out of the container just like the misted fuel blew out of the left wing.

OC/ TOM STALCUP: Let's go look for some pieces.

EXPERIMENT OBSERVER: I know I saw two more go over the trees in there some place

TOM STALCUP: Really? That far?

OBSERVER: Yeah

TOM STALCUP [EXAMINING WRECKAGE FROM TEST]: That's right here. Rivets sheared off. Almost every rivet on the upper surface of the left wing was sheared away. We have the same fractures that we have pictures of from the wreckage. This fracture right here is just like the fracture we see on the wreckage. This fracture right here is almost identical to fractures that are found on the accident aircraft. We have pictures of the wreckage that look just like this. Yeah it appears that we replicated the damage form the accident aircraft.

SHOT OF RADAR/RADAR DATA

VO/ TOM STALCUP: And One more things about that left turn caused by the shattered left wing. You can clearly see it on radar. Thanks to Captain Ray Lahr who sued the CIA, [SHOT OF LAHR AND STALCUP AT DESK REVIEWING RADAR DATA] we now have the NTSB's own simulation software.

B-ROLL OF STALCUP AND LAHR REVIEWING RADAR DATA

STALCUP: You see these blue triangles and green squares? That's where the plane was according to two separate radar sites and as you can see here the NTSB simulations aren't going through those triangles and squares, so they're wrong.

OC/ TOM STALCUP: If it doesn't fit the radar data, it's not what happened. They're showing the climb, and this is exactly when they're not matching radar data so this climb is itself invalid. What really happened to the aircraft is this. [SHOT OF SCREEN WITH RADAR DATA PLOTS] When you fit it to the radar data, there is no climb.

AIR TRAFFIC CONTROL CHATTER

PILOT 1: We just had an explosion out there about five miles away, six miles away.

PILOT 2: We just saw an explosion out here. It just went down.

PILOT 1: It just exploded, went into the water.

PILOT 2: It blew up in the air and then we saw two fireballs go down to the water.

SHOT OF TWA 800 MOCK-UP

HANK HUGHES: Typically you'll see damage pattern which will correlate with the injuries.

TITLE CARD: "PHYSICAL EVIDENCE: RANDOM DAMAGE PATTERN"

HANK HUGHES: The center fuel tank blowing up or an explosive device inside the airplane would've [SHOTS OF TWA 800 MOCK-UP] caused a burn pattern that would've emanated from one area and progressed in a direction away from where the explosion originated. [HANK OC] In the instance of TWA flight 800, there's no such correlation. [SHOTS OF TWA 800 MOCK-UP] From front to back and right to left, the injury patterns were completely atypical. [SHOTS OF BODIES] One person might have been severely burned. The person sitting next to them didn't have a mark on their body and the person sitting next to them may have been [HANK OC] completely destroyed.

WETLI: How do you account for absolutely no patterns? We saw nothing where for example those in the vicinity of the center fuel tank would have more damage than those seated elsewhere on the airplane.

SHOTS OF TWA WRECKAGE: SEATS

VO/SHANAHAN: Many of the passengers were ejected from their seats at some point during the crash. You could look at seats that had fire damage and see if the individuals who were supposedly sitting there also had fire damage and in many cases we found out that [SHANAHAN OC] they did not. [OVERHEAD SHOT OF SEATS] That tells me that the passenger had left that seat [SHANAHAN OC] prior to the time that the fire had spread into the cabin.

WETLI GIVING PRESENTATION ON MORGUE OPERATIONS/BONE SHOT THROUGH FUSELAGE

WETLI: To give you an idea of the crash, this is some time in mid-August and I walked down to the boardwalk and I see a piece of the plane lying there and I said, "What's going on? Plane parts are supposed to go to Calverton, not here." And when you look a little bit closer, you can see a bone, which has been shot like an arrow right through the fuselage of that plane. This I think is something that wasn't appreciated by a lot of people. There's some tremendous forces involved here.

ANIMATION OF TWA 800 SEATS

VO/HANK HUGHES: That damage to the seats and the injury to the passengers was random which in my mind indicates a high ordinance detonation, not a low speed explosion like a center fuel tank blowing up—[HANK OC] a high speed explosion
VO/TOM STALCUP: Where?

HANK HUGHES: Well, given the fact that we found no point from which it emanated, I think it was external to the aircraft.

MISSILE VISIBILITY TEST FOOTAGE

GRAPHIC: "April 28, 2000"

SHOT OF MISSILE VISIBILITY TESTS DOCUMENT/TEST FOOTAGE

VO/BOB YOUNG: April, of 2000, the NTSB decided that they would go down to Eglin Air Force base and shoot stingers, flares, and fireworks, and they would put witnesses on the ground in different locations at various distances from the launch point. [BOB OC] And basically the theory was that when they do this, the witnesses would be so at odds at what the eyewitnesses claimed, it would prove conclusively that the eyewitnesses didn't know what they were talking about and therefore it could be brought up to refute the eyewitnesses in the final hearing. Guess what?

RESULTS SHOWN OF THE EGLIN AIR FORCE BASE OBSERVATIONS: "The three missile launches were easily detected by all observers."

MIKE WIRE: They had a missile visibility test and it was on the nightly news and I happened to see it that night. The missile launch was very similar to what I saw out here. It matched pretty identical to it.

VO/ TOM STALCUP: Here's an example of how the US media covered the missile visibility test

NBC NEWS REPORT OF MISSILE TESTS

BRIAN WILLIAMS: Government investigators have confirmed tonight that the army recently conducted some dramatic tests to disprove once and for all whether or not a missile attack was responsible for the explosion of TWA Flight 800.

VO/ TOM STALCUP: Actually according to the official report, the test was done to determine how far away a witness could be and still see a missile.

BRIAN WILLIAMS: Here's NBC's Robert Hager.

FREEZE OPENING SHOT OF NEWS PACKAGE: "CONSPIRACY THEORY" BANNER IN REPORT'S OPENING SHOT

VO/ TOM STALCUP: The report starts off with a visual cue to remind viewers to connect missile with conspiracy theories.

ARMY CONTRACTORS SHOOTING OFF STINGER MISSILE

VO/BOB HAGER: Three times army contractors fire stinger missiles similar to this. As NTSB investigators watch below. [HAGER OC] Investigators do not stage the test because they seriously believe a missile caused the TWA crash, in fact they're certain it was not a missile.

FREEZE HAGER

VO/ TOM STALCUP: Now pay close attention to what he says next.

BOB HAGER: But they do feel it's important for the record to match what they were able to see in the test with what some eyewitnesses believe they saw off Long Island.

FREEZE HAGER

VO/ TOM STALCUP: If they're so certain that a missile didn't cause the crash, why would they have to match what the flight 800 witnesses believe they saw, with the missiles the eyewitnesses actually saw during the test in Florida?

SHOT OF FRED MEYER WALKING

BOB HAGER: Eyewitnesses like Vietnam vet Fred Meyer who was in a helicopter that night.

FRED MEYER (FROM NBC REPORT): I followed the streak of light, red orange in color moving from my left center to my further left.

BOB HAGER: Meyer says then he saw explosions similar to this.

SHOT OF NTSB ANIMATION SHOWING EXPLOSION AND THEN TWO BALLS OF FIRE COMING DOWN.

FREEZE SHOT

VO/ TOM STALCUP: Actually this, the plane descending in a fireball, is not what he saw next. What he saw next was

FRED MEYER OC FROM EYEWITNESS EVENT: I saw an explosion, and the explosion was on the trajectory of the streak of light I had been following.

BACK TO NTSB ANIMATION OF DESCENDING FIREBALL SHOWN IN NBC REPORT

VO/TOM STALCUP: The descending fireball was the last thing Major Meyers saw.

SHOTS OF WRECKAGE/TWA 800 MOCK-UP

VO/BOB HAGER: Why are investigators sure it wasn't a missile? It's this reconstruction. No residue of any missile explosives--none.

FREEZE SHOT OF MOCK-UP/SHOW PAGE FROM GOVERNMENT REPORT HIGHLIGHTING "CONFIRMATIONS OF EXPLOSIVE CHEMICALS."

VO/TOM STALCUP: This is false. Government investigators did report finding explosive residues on the plane.

MOCK-UP SHOTS OF TWA 800 WITH ARROWS POINTING INTO CENTER FUEL TANK

VO/BOB HAGER: Instead, a pattern of twisted metal that shows the explosion that did bring the plane down originated here, in the center fuel tank.

FREEZE SHOT OF MOCK-UP WITH ARROWS POINTING TO CENTER FUEL TANK

VO/TOM STALCUP: And this is also false. There is no evidence confirming that the explosion that brought down the plane originated in the center fuel tank.

SHOT OF MOCK-UP WITH MOVING ARROWS GOING INTO WRECKAGE

VO/BOB HAGER: And no continuous holes in a straight line through the wreckage, which would have had to have been left if a missile penetrated.

FREEZE SHOT OF MOCK-UP WITH MOVING ARROWS GOING INTO WRECKAGE/GRAPHIC: "Proximity Fuse Missile"/PHOTO OF PROXIMITY FUSE MISSILE EXPLODING BESIDE A PLANE

VO/TOM STALCUP: Not if it were a proximity fuse missile. That does not penetrate, but explodes nearby. This [BACK TO SHOT OF ARROWS GOING INTO WRECKAGE] and many other media reports persistently focused on missiles that could penetrate the plane.

SHOT OF NTSB ANIMATION SHOWING DESCENDING FIREBALL

VO/BOB HAGER: So investigators believe that what eyewitnesses saw was the trail of fire left in the sky by the falling plane itself.

FREEZE NTSB ANIMATION OF DESCENDING FIREBALL

VO/TOM STALCUP: Well before seeing this descending fireball, many witnesses reported seeing an object rise up off the surface.

NIGHT SHOT OF FIRE ON WATER/TWA 800 WRECKAGE

VO/BOB HAGER: What investigators really believe is that the fuel tank exploded because of an electrical short or some other mechanical problem.

FREEZE WRECKAGE SHOT

VO/TOM STALCUP: What investigators? No ignition source was ever confirmed. And what other mechanical problems? The reporter provides no details.

ZOOM OUT SHOT OF MOCK-UP

VO/BOB HAGER: And nothing they observed in the new missile test has changed their minds.

VO/TOM STALCUP: But he never reports the results of the test. [SHOT OF RESULTS PAGE OF MISSILE VISIBILITY TEST] The results that show that all observers easily saw the missile.

ZOOM OUT SHOT OF MOCK-UP

VO/BOB HAGER: Robert Hager NBC News, Washington.

FADE DOWN/FADE UP TO PHOTO OF PROXIMITY FUSE MISSILE EXPLODING NEAR PLANE, THEN TO NTSB BALTIMORE HEARING

FRANK HILDRUP: What about detonation at some distance perhaps self-destruct scenario?

RICHARD BOTT: It's possible that several types of missiles could have been in the vicinity of TWA Flight 800 at the time of the uh, the mishap. But the possibility that that occurred is uh, is hard to imagine.

SHOTS OF AIR TRAFFIC CONTROL TOWER

TITLE CARD: "PHYSICAL EVIDENCE: RADAR"

VO/TOM STALCUP: Did you ever look at my analysis of the radar information that actually showed some evidence of a high-energy explosion on radar?

HANK HUGHES: yes.

SHOT OF REVOLVING RADAR/SHOT OF "RADAR DATA INFORMATION" PAGE OF NTSB REPORT

VO/TOM STALCUP: Since it happened so close to shore, ten miles off of Long Island, in a very busy air corridor, there are several FAA radar sites that recorded the crash.

NTSB BALTIMORE HEARING/SHOT OF PAGE SHOWING RADAR DATA

BALTIMORE HEARING RADAR PRESENTATION: The field to the left is consistent with the explosion.

FREEZE SHOT OF RADAR PRESENTATION/THEN OTHER SHOTS OF RADAR DATA

VO/ TOM STALCUP: At the Baltimore hearing they showed this radar image which shows twenty minutes of debris drifting with the wind after the plane explodes. But what they didn't talk about in their presentation is this. The first few seconds after the plane lost electrical power. The radar shows debris flying away from the plane at a speed of at least Mach 4. Which is four times the speed of sound.

OC/ TOM STALCUP WITH SHANAHAN AND WETLI: No detonation velocity lower than Mach 4 fit the data very well, so yeah.

TOM STALCUP: Now the explosion of the center fuel tank they determined was a low-velocity explosion meaning, meaning that it went slower than the speed of sound. So any wreckage that was shown going faster than the speed of sound could not have come from that explosion. And so any high-speed debris that came out which we calculated at Mach four, definitely was not from the center wing tank explosion--couldn't have been. And that's what disproves this case. I mean, that is the smoking gun.

SHOT OF RADAR TURNING

VO/TOM STALCUP: Missiles are rounded, have rounded surfaces [TOM OC FROM EVIDENCE GROUP EVIDENCE ASSESSMENT] and like stealth fighters do not give a very good signature. However, once a missile explodes, it bright--it's a bright light. You throw up confetti at night and you shine a flashlight you're going to see it. And that's what this was, a bunch of confetti moving at Mach 4.

SHOT OF RADAR TURNING

SHANAHAN: You're looking at three thousand miles an hour as the initial velocity somewhere in that range?

TOM STALCUP: Probably greater than that. But yeah, at least, yeah.

SHANAHAN: Okay. Hunh. That's pretty high explosive. [SHOT OF RADAR HITS] It certainly smells like a missile when you look at those findings. [SHANAHAN OC] When you see this this kind of information you have to say it's a missile and uh, let's prove that it wasn't. And I don't see any evidence that anybody attempted to rule out that this was a missile. Not in any honest scientific way at least.

TITLE CARD: "What happened to TWA Flight 800?"

TITLE CARD: "Scenario that fits the physical evidence and eyewitness accounts"

ANIMATION OF THE PLANE CRASH SCENARIO THAT FITS THE EVIDENCE

VO/AIR TRAFFIC CONTROL: TWA 800 amend the altitude maintain one three thousand, thirteen thousand only for now.

VO/TOM STALCUP: After climbing out of JFK Airport Flight 800 leveled off at 13,000 feet. Moments later, a fast moving object was seen racing horizontally out to sea from Long Island's south shore heading east, southeast. One of the dozens of eyewitnesses who saw object one was Lisa Perry

LISA PERRY: And I see something that's going across the sky, it's going very quickly it looked kind of like that Superman bullet.

VO/ TOM STALCUP: A few miles off shore, it turned upward and began climbing while heading south.

MIKE WIRE: And it wavered and zigzagged as it flew.

JOSEPH DELGADO: Then it turned.

VO/ TOM STALCUP: At this time, a second object rose off the ocean miles away and further to the east, both objects began converging on flight 800. Object 2 approached the jetliner head on.

VASILIS BAKOUNIS: And then it start climbing passing my altitude.

VO/ TOM STALCUP: Pilot Vasilis Bakounis flying at 2000 feet saw the object rising from below his altitude. Meanwhile, object one headed behind and to the right of flight 800. It suddenly turned left toward the jetliner and exploded near flight 800's left wing. The detonation of object one near the airplane caused the upper surface of the left wing to shatter. As the plane banked to the left, misted fuel coming out of the top of the left wing made a thick white plume of vapor behind the jetliner. Then object 2 exploded with two nearly simultaneous explosions.

FRED MEYER: Two ordnance explosions.

VASILIS BAKOUNIS: The time difference between the two explosions was fraction of seconds.

VO/ TOM STALCUP: A third object came racing out of the ocean and climbed sharply. It appeared to come from a ship.

PAUL ANGELIDES: At night in the evening ships turn on their lights. Sometimes they'll have a bright mast light. This particular vessel had a very bright mast light. From the mast light there was another flash and I saw another object rise out of the ocean.

VO/ TOM STALCUP: Object three exploded underneath the aircraft's nose, causing it to fall off. As the aircraft fell to the ocean, its wings broke off creating two huge fireballs in the sky.

NTSB FINAL SUNSHINE HEARING ON TWA 800 CRASH

JIM HALL: Good morning and welcome to this meeting of the National Transportation Safety Board.

TITLE CARD: FINAL HEARING, TWA FLIGHT 800

BERNARD LOEB: The cause of the in flight break up of TWA flight 800 [SEE NTSB ANIMATION] was a fuel/air explosion in the center wing tank.

JIM HALL: After four years of working on this, I assume that you would have liked to have been able to come her today in front of the family members and tell them what the ignition source was.

NTSB INVESTIGATOR: Sir I would just love to be able to walk in here with a molten piece of wire and say, "Here it is," but no sir I cannot walk up and say this is the piece.

SHOT OF MICHEL BREISTROFF AT FINAL HEARING/SHOT OF BREISTROFF 15 YEARS LATER/BREISTROFF BUMPER STICKER "TWA FLIGHT 800, JULY 17, 1996, NEVER FORGET/BREISTROFF AT HOME

MICHEL BREISTROFF: I hope that one day we'll get the truth about what happened and that the people--essentially the politicians who've been covering this up for fifteen years--will end up admitting what they've done.

SHOTS OF NTSB SUNSHINE HEARING PARTICIPANTS/DR. DAVID MAYER AT HEARING

VO/ TOM STALCUP: No eyewitnesses testified at the hearing. Instead the NTSB's Dr. David Mayer, the same guy who had changed evidence tags in Hank's hangar gave an hour-long presentation explaining why eyewitnesses are unreliable.

DAVID MAYER: Psychologist Ira Hyman has written that people combine knowledge from various sources with their own personal experience to create memories. It's been well documented that people's memories change over time. Even memories that we are sure of can contain errors. Witness accounts can change over time. Witnesses' memories do change over time. People's memories change over time.

HANK HUGHES: David Mayer's Mr. Fixit. You know he fixed the tags. He fixed the witness statements.

NEWSPAPER AD TAKEN OUT BY EYEWITNESSES: "WE SAW TWA FLIGHT 800 SHOT DOWN BY MISSILES AND WE WON'T BE SILENCED ANY LONGER"

JIM HALL AT NTSB FINAL SUNSHINE HEARING: A group put a full-page ad in the Washington Times including six witness accounts. What do you think about those accounts?

DAVID MAYER: Well I actually have the ad with me. Uhm, the final witness in the advertisement identified as witness 649.

SHOT OF EYEWITNESS JOSEPH DELGADO

VO/ TOM STALCUP: Witness 649 is Joseph Delgado.

DAVID MAYER AT NTSB SUNSHINE HEARING: Witness 649 described events that that certainly do sound like a missile attacking the airplane and uh, witness 649 said that everything he saw occurred between two flagpoles. The yellow line shows his line of sight between those two flagpoles.

TOM STALCUP: They said everything he saw occurred between these two flagpoles and it looks like a single line. [SEE NTSB DRAWING OF DELGADO'S LINE OF SIGHT] It isn't a single line, it's two lines but they're two degrees apart.

JOSEPH DELGADO ON LOCATION WHERE HE SAW THE OBJECT RISE, TALKING TO STALCUP: It happened somewhere in here.

TOM STALCUP: So we're looking at like a twenty, thirty-degree angle of separation

JOSEPH DELGADO: Or better.

TOM STALCUP: He had a baseball field in front of him; he wasn't constricted by his viewpoint

TOM STALCUP IN FIELD WITH DELGADO: It wasn't just two degrees

JOSEPH DELGADO: No.

TOM STALCUP: It wasn't a very narrow angle.

JOSEPH DELGADO: No way.

TOM STALCUP: No way?

JOSEPH DELGADO: [laughs] no.

DAVID MAYER AT FINAL SUNSHINE HEARING: So it doesn't appear that this witness was looking in the right location to see flight 800 at the spot where it would have been struck by a hypothetical missile.

SHOTS OF MEYER AT TIME OF CRASH AND PHOTO OF HIM SERVING DURING VIETNAM WAR

VO/ TOM STALCUP: Next, Dr. Mayer talks about eyewitness Fred Meyer, a war veteran who flew rescue helicopters in Vietnam.

DAVID MAYER: He observed a streak in flight for about one or two seconds and then he saw the enormous fireball develop.

FRED MEYER: Mr. Meyer here did not tell the whole truth. He mentioned something that occurred at the very end of my statement. I saw a streak of light crossing the sky in a nearly horizontal direction. And then I saw an explosion, uh, which was in my estimation a high-velocity explosion, a military ordnance something I'd seen many times before. And then after having made that statement, I made statements regarding watching the fireball descend to the ocean.

JIM HALL: The witness observations of a streak of light were not related to a missile. The TWA flight 800 in-flight break up was initiated by a fuel/air explosion in the center wing tank. The source of ignition energy for the explosion could not be determined with certainty. This then completes the four-year investigation into the tragedy of TWA 800 and I adjourn this board meeting.

CHILDHOOD PHOTOS OF TOM AND HIS FAMILY

TOM STALCUP: I lived in Mashpee. It's a little town in Cape Cod. We made our own ice cream, made our own root beer, had four kids. It was a wonderful childhood. My father was an oceanographer, my mother was a stay-at-home mom, and it was like a dream. You know, life was a dream. The birds were beautiful, you know, nature, going on canoe trips, camping. When I was seven years old, my mother died. When something like that happens it changes you. You uh, you start to see the value of life, you know. You uh, you know, you have a. You know. You have a, you know, a beautiful mother that loves you and you're very young and you're very dependent on that woman. And they're gone. It's probably the most painful thing you could ever go through. And, and life goes on. I was surprised that cars didn't just stop. And

you see the importance of life really. You know, you value life a lot more and you stand up for what's right.

CONGRESSIONAL COMMITTEE HEARING ON TWA 800 CRASH

JOE LYCHNER, VICTIMS' FAMILY MEMBER: Mr. Chairman, members of the committee, my name's Joe Lychner from Houston, Texas. And one year ago today on July 10th I was the luckiest man in the world. I had a great home, a loving family, including my beautiful wife Pam who was 37, my daughter Shannon who was 10, my daughter Katie who was 8. We had it all. I'd recently started a new position with my company, and that's why I was not with my family when they boarded TWA flight 800 for a short stay in Paris.

FADE DOWN/FADE UP

TITLE CARD: "July 15, 2012"

TOM STALCUP/HANK HUGHES/BOB YOUNG PRESENT THEIR FINDINGS TO VICTIMS' FAMILY MEMBERS

HANK HUGHES: My name is Hank Hughes, I'm a retired NTSB investigator. I was one of the principle investigators of TWA flight 800. And of course I worked with Bob Young who was the chief investigator for TWA. I am here because of some concerns I've had for well, over 15 years.

TITLE CARD: "Tom, Hank and Bob met with a group of family members of TWA Flight 800's victims"

HANK HUGHES: The witnesses had the courage to come forward after this happened but they were ignored, some of them were berated.

BOB YOUNG: No witness was ever allowed to testify.

TOM STALCUP [PRESENTING RADAR EVIDENCE]: Once they got to this point you can see these little pieces like here, well this is the wind direction.

TITLE CARD: "After they presented their findings, the discussion turned to what happens next"

HANK HUGHES: The way to reopen the investigation legally is to file what they call a petition for reconsideration. This petition goes to the NTSB. We're going to write our name on the line. If you would like to participate, we welcome you to sign it too.

SHOTS OF TWA 800 MEMORIAL AT SMITH POINT BEACH/FAMILY MEMBERS LISTEN/EVERYONE SIGNING THE PETITION/PARTICIPANTS TALKING TO EACH OTHER/TOM, HANK AND BOB VISIT MEMORIAL

TOM STALCUP: We're going to read our findings and we're going to all sign it here in front of you. Number one, the explosion that caused the crash was external to the aircraft. Number two, FAA radar sites recorded fast moving debris that travelled perpendicular to the flight path. No mechanism or event in the official theory can account for this radar evidence. A significant number of credible eyewitness accounts are consistent with an external event. The CIA produced an inaccurate crash animation. Both the CIA and NTSB crash simulations are inaccurate. There remain significant anomalies in the way this investigation was conducted. There were numerous violations of customary and normal investigative protocol. The NTSB's probable cause determination for this crash of flight 800 is not supported by the physical evidence, the eyewitness statements, and other facts.

PAUL ANGELIDES: An object travelled a great distance at great speed and converged with it.

FAMILY MEMBER: Well, I thank you. Very much. I appreciate it. I mean it's... it's very frustrating that nobody gives a shit anymore. You know you, you try to--it's a very difficult thing. You have to try to forget and move on and I think that's important for a lot of people but to, to not have this explored to the depth that it should be is wrong.

CLOSING SHOTS: INVESTIGATORS VISITING THE TWA FLIGHT 800 MEMORIAL

TITLE CARD: "Declined to be Interviewed:"

James Hall, NTSB Chairman, 1994-2001

James Kallstrom, Lead FBI Investigator, TWA 800

Bernard Loeb, NTSB Director, Office of Aviation Safety, TWA 800

David Mayer, NTSB Chairman, Witness Group II and Data Base Management Group, TWA 800

Current Position: Chief Operating Officer, NTSB

Al Dickinson, NTSB Investigator-in-Charge, TWA 800

James Wildey, Metallurgy Group Chairman, TWA 800

William Tobin, FBI Chief Metallurgist, TWA 800

Barrie Shabel, Barrie Shabel, Ph.D., FBI Metallurgy Consultant, TWA 800

Charlie Pereira, Charlie Pereira, Aircraft Performance Group Chairman, TWA 800

Randolph Tauss, CIA, TWA 800 Project Director, CIA Animation

Richard Bott, Survivability Engineer, Naval Air Warfare Center, Weapons Division, 1989-1998

Professor Robert Ball, Ph.D., Professor of Aircraft Combat Survivability, Naval Post Graduate School

Rear Admiral Edward Kristensen, Officer in Tactical Command, Navy Salvage Operation, TWA 900

Paul Kaminski, Deputy Secretary of Defense, 1994-1997

William Perry, Secretary of Defense, 1994-1997

Bill Clinton, President of the United States, 1993-2001