

Crash of TWA Flight 800: Lawsuits against Navy Seals and Defense Agency

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Region: [USA](#)

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We've filed some interesting lawsuits (see below). We filed one against the CIA earlier, asking for them to give us un-redacted versions of the documents showing how they came up with their (inaccurate) animation discrediting the eyewitnesses.

The NTSB is paying attention. We're corresponding with them and they are seriously considering the petition. Their 90 days to decide will be up mid-September. This will NOT be over if they decide not to re-open. The film's release has garnered us free legal help and lots of support not just from people around the country, but victims' family members and large numbers of former TWA employees (there are thousands of them). This fight is not going away. We're looking for truth and accountability. We just want you to know we're in it for the long haul.

If any of you want to see the documentary and petition that started the rukus, just go to EpixHD and sign up for a free two-week trial. You can watch it for free. It took us 15 years to make the film. Best, Kristina Borjesson Director, TWA FLIGHT 800

Kristina Borjesson

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Tom Stalcup, independent investigator of TWA Flight 800 Crash

FILES SUITS IN BOSTON FEDERAL COURT TO REQUIRE NAVY SEALS & MISSILE DEFENSE AGENCY TO YIELD INFORMATION SHEDDING LIGHT ON CAUSE OF IN-FLIGHT EXPLOSION

Co-Producer of Controversial EPIX Documentary Seeks Judicial Help After Inadequate Responses to FOIA Requests

Release of Documentary Film & Showings on Long Island Generate Support for National Transportation Safety Board Re-investigation

After receiving inadequate responses to FOIA requests from the Naval Special Warfare Command (NSWC), of which the Navy Seals is a component, and from the Missile Defense Agency (MDA) of the U.S. Department of Defense, Tom Stalcup, the physicist and independent investigator who co-produced the controversial documentary aired last month

on EPIX cable channel, ³TWA Flight 800,² has asked a federal court in Boston to intervene. The suits were filed on Thursday, August 15th.

Stalcup contends that since Navy SEALs participated in the recovery effort of the bodies and airplane wreckage after the July 17, 1996 crash of TWA flight 800 off the coast of Long Island NY, its claimed inability to locate records describing these activities is not credible. He asks that the court require the Navy to provide the relevant records.

Stalcup also argues that the MDA of the U.S. Department of Defense (DOD) produce “the names and dates of all Naval, Joint, Defense Program, and/or contractor exercises, operations, and/or tests conducted on the East Coast of the United States in June, July, and August, 1996,” and “all Test and Evaluation Master Plans for all systems involved in Missile Defense for FY1996.” He asks the court to require DOD to produce its complete file on TWA Flight 800.

Stalcup and former investigators for the National Transportation Safety Board (NTSB), TWA, the TWA Pilots¹ Association, and the flight attendants organization as well as over one hundred eye-witnesses to the explosion and crash believe the official NTSB causal explanation<the explosion of the aircraft¹'s center fuel tank<is unsupported by the available evidence, has never happened before or since the Flight 800 event, and should be reexamined by reopening the investigation. They have filed a formal petition which is now pending at the NTSB. They believe the preponderance of available evidence indicates that the plane was downed by a military proximity-fuse missile.

After Stalcup’s documentary aired on the EPIX premium cable channel last month, support for the demand that the NTSB reopen its crash investigation exploded at sold-out film showings on Long Island as members of crash victims’ families and other Long Island residents signed petitions addressed to the agency.

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