

ure 46. Diagram showing airplane and missile launch site locations that could have self-destructed within 40 feet of the plane.

One of the problems with this theory was that because of the limited range the launcher had to be within a circle on the ocean of only a mile or two near where the debris came down. There were at least 6 witnesses within 5 miles (below), those people were all interviewed, and none said "Gee everything was great till a rocket went up from this boat that was near us." This is the kind of stuff you can't cover up.

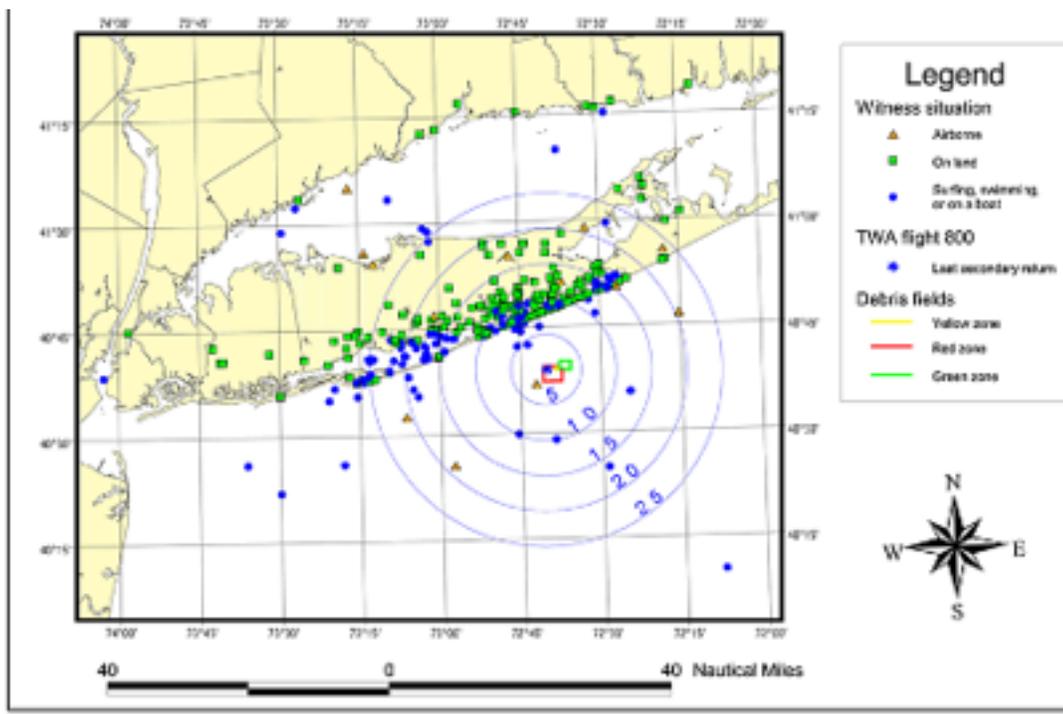


Figure 40. Map showing the witness locations and the location of the accident site.

Of the 755 witness reports, all but 56 were ruled out by them having looked AFTER hearing the sound, which would have taken 42 seconds to reach the shore. The explosion had long since taken place, the nose separated at 3 seconds, and the aft shift in CG resulted in the burning fuselage going up when they looked. But they ALL swore they saw it, launching all sorts of conspiracy theories.

Another very conspicuous item was that some of the 56 reported a “streak of light” or flare rise. Missiles and manpads create a white trail from the ground then go into coast mode with no trail.



The witness statements said the opposite, with nothing coming off the ground, then a white trail.

The C. advised he witnessed the a red track emitted by a projectile approach the plane. At first he thought it was fireworks. He tracked it from 200 feet. He saw it go straight up then arch out and level. Then an explosion occurred and two fire walls fell to the ground. He thought two planes had collided.

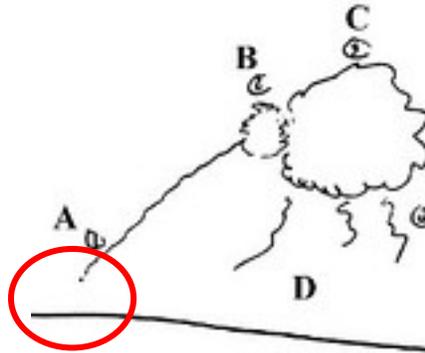
They said that it began from above horizon, cited as:

- ...tracked it from 200 feet (see below)
- ...flare started 15-20 degrees above horizon
- ...flare began 3" above horizon
- ...first [saw it] above a house

Witnesses on airline near same altitude saw nothing rise.

As with the boats, not one said it came from ground level.

Their sketches showed the same.



The NTSB report is intentionally vague as to what people may have seen, because people will reject when they are told what they really might have seen. They believe what they believe and the controversy had seemingly had died after four years of investigation. The report does point out that there were numerous other airplanes, helicopters, and other things in the air for witnesses to focus on.

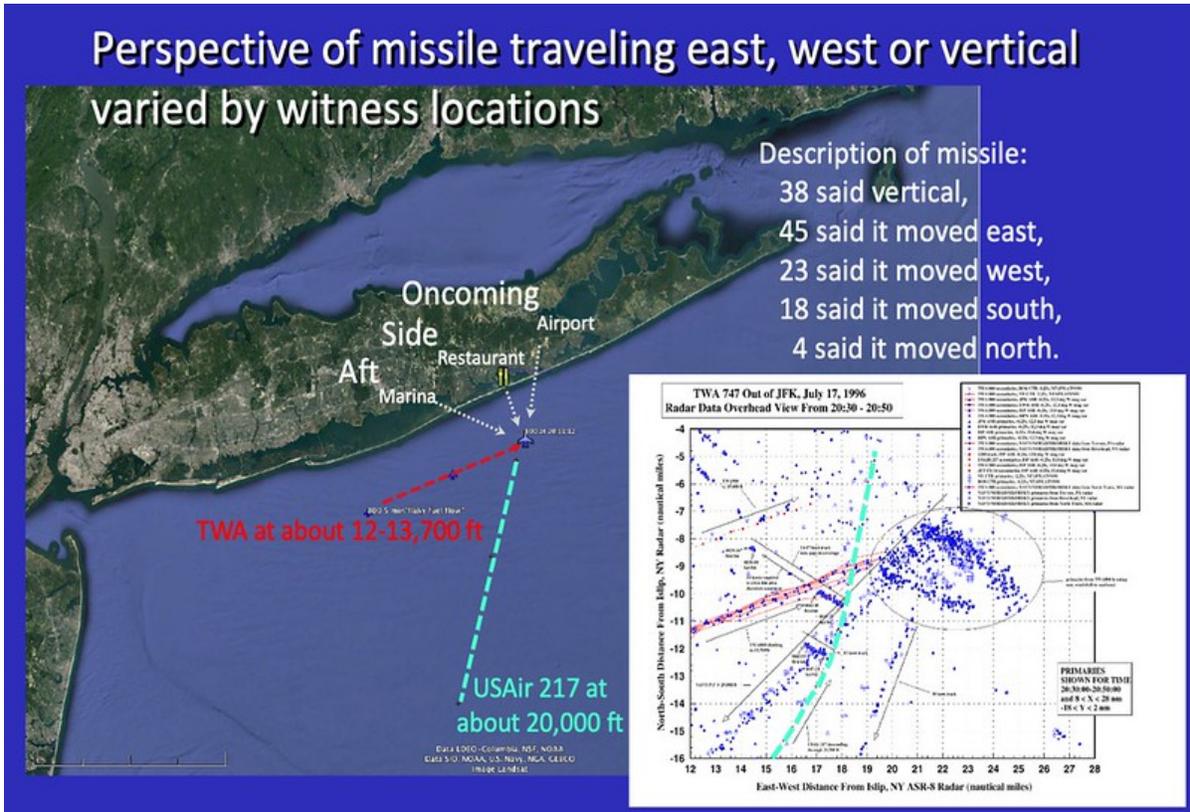
The most fitting thing to me for streaks which go up like a missile and start above the ground are something which is often mistaken for missile launches. The contrails of other airplanes. As an example from 2010, the UPS flight shown below coming into Los Angeles which was widely thought to be a missile launched from the ocean.



The following airplane contrail appeared to be a missile rising from the Pentagon:



In the case of TWA and using the radar record previously shown, USAir 737 flight 217 was descending through 20,000 feet and from the beach the contrail happened to cross the path of the TWA airplane within about 20 seconds of the explosion, depending on how far east or west a witness would have been. The following two images can be reconstructed by placing each of the airplanes in latitude, longitude, and altitude.



The witnesses who looked after the sound had taken 42 seconds to reach the beach would have not only seen the falling 747, but would also have seen the following sight.

