

Eurasia, we will find that we are part, an organic part, of a global process of struggle, for the kind of world that Franklin Roosevelt intended to bring into being once the war had ended.”

LaRouche Speaks

Another powerful tool in the fight to save the Democratic Party and the nation will be the website and other outreach of LaRouche’s FDR-PAC, under the title of “LaRouche Speaks.” LaRouche’s FDR-PAC/LaRouche Speaks will publish the policy pamphlets that will lead the movement.

Two of the LaRouche Democrats who attended the Virginia conference are gearing up for a November victory.

Mel Logan of Wyoming told *EIR* that LaRouche’s warnings of the “bubble economy” are what “resounded” with voters, and led to his Aug. 22 primary election victory for the Senate.

“Al Gore, and George W. Bush, and even Bill Clinton for that matter, are talking about *the booming economy*, the creation of jobs, the long period of expansion of the wealth in the United States. Well, they’re all lying. Or, they’re all fools,” said Logan.

“I can’t support the lie. . . . I can’t continue to support the system that is killing America. . . . To me, to support free trade, is treason. Craig Thomas [Logan’s Republican opponent] is guilty of treason. Al Gore, and George W., are guilty of treason.”

Roger Beall, a Louisiana Democratic Congressional candidate, announced he will run as a “LaRouche Democrat,” despite the fears of his friends that the identification with LaRouche would “hurt with the press.” Beall says, “LaRouche and this organization have the only answers for survival of civilization and mankind itself. . . . We’ve got a blowout coming. I understood exactly what he was saying, because I’ve had my own personal blowout, in the farming industry. We’re through as family farmers, unless we can get some programs back in place that Lyndon LaRouche advocates.”

One leading Democrat who has been active with the LaRouche movement, has already won his election. On Sept. 5, Nevada State Sen. Joe Neal won a three-way primary against a challenger who was heavily funded by the Nevada gambling industry. Under Nevada law, Senator Neal has already won the seat, because he won more than 50% of the vote in the primary, rendering a November run-off unnecessary.

Senator Neal played a leading role in fighting for the soul of the Democratic Party, when he served on the panel of the Ad Hoc Democratic Party Platform Hearings. In Nevada, Senator Neal has taken the lead on critical issues to protect citizens. He told *EIR* that he plans to block the state deregulation of the electricity industry, and is pushing to increase the tax on gambling, in order to finance infrastructure and other needed improvements.

Report on TWA 800 Crash Leaves Questions

by Carl Osgood

On Aug. 22 and 23, the National Transportation Safety Board (NTSB) held a public meeting to formally close the four-year-long investigation into the crash of TWA Flight 800 on July 17, 1996. While the investigators were unable to pin-point the cause of the explosion that brought down the TWA 747, the NTSB, with the involvement of the Federal Bureau of Investigation (FBI) and the Central Intelligence Agency, made an unprecedented effort to refute eyewitness accounts that pointed in the direction of a missile attack being the cause of the crash. The investigators have, instead, focussed public attention on the center wing tank of the 747, which was empty of fuel at the time. The NTSB postulates that fumes in the tank exploded, blowing apart the aircraft, but they’ve never been able to positively identify an ignition source.

The NTSB’s official conclusions are leaving a lot of people unconvinced, however. The day before the NTSB began its two-day public meeting, representatives of the Flight 800 Independent Research Organization (FIRO), held a press conference in Washington, D.C., to raise important questions about the investigation. Also, a full-page ad appeared in the *Washington Times* on Aug. 16 and again on Aug. 22, declaring, “We Saw TWA Flight 800 Shot Down by Missiles, and We Won’t Be Silenced Any Longer.” The ad, placed by anti-Clinton media critic Reed Irvine, called on the NTSB and the FBI to tell the truth about what eyewitnesses saw that night.

The FIRO group would not venture an opinion on what caused TWA Flight 800 to go down, preferring to let the evidence they presented speak for itself. That evidence includes eyewitness testimony about an object streaking up toward Flight 800 just before it exploded, air and sea surface radar data that conflict with the FBI and NTSB explanations, and evidence that the flight data recorder tape might have been tampered with. The radar data include information on surface ships in the area where TWA 800 went down, including one vessel that was within three miles of the explosion, but was never identified by the FBI. That ship did not assist in the rescue efforts, nor were any witnesses who might have been aboard that vessel ever interviewed.

Richard Russell, a retired United Airlines captain who has been involved in the investigation almost from the begin-



While the National Transportation Safety Board continues its reconstruction of TWA 800 as part of its investigation into the cause of the crash (above), one website charges cover-up in the 1996 crash of TWA Flight 800, while another, based on eyewitness accounts, charges that TWA 800 was brought down by a missile.

ning, said that a radar data tape that came into his possession soon after the crash shows an object, without a transponder, within close proximity of Flight 800 just before it exploded, and the above-mentioned surface ship moving away from the accident scene at a speed of 30 knots, toward the nearby Whiskey 105 military operations area. When asked if the data on the tape were consistent with a missile launched from a naval vessel, Russell replied, "In my estimation, it is."

The CIA's 'Magic Climb Theory'

Central to the FIRO group's charges is what FIRO chairman Dr. Tom Stalcup referred to as the CIA's "magic climb theory." According to the CIA, what the witnesses actually saw was the 747 continuing to climb more than 2,000 feet after the fuel-air explosion. The CIA's theory, said Stalcup, contradicts physical laws, the radar data, and what the eyewitnesses reported seeing.

Another missing piece of the investigation relates to the forensic reports on the victims. Forensic evidence of how the victims of an air crash died is important in reconstructing the breakup sequence of the accident. In the TWA 800 crash, the Suffolk County, New York coroner reported that 89 of

the victims' bodies contained foreign objects. It was up to the FBI to identify what these objects were and what part of the aircraft structure they may have come from, or if some of them were from an external source. According to Graeme Sephton, FIRO's Freedom of Information Act officer, the FBI never turned over that information to the NTSB. The NTSB admits, in its final report, that it does not have this particular element of the forensics data.

Lending further credence to the missile theory of what happened to TWA Flight 800, are complaints from commercial airline pilots that the military uses their jets for target practice. Irvine told *EIR* that, after Flight 800 went down, a SwissAir plane made an emergency landing after it narrowly missed being hit by missiles. Irvine said that the Swiss demanded an explanation from the United States, got nothing, but kept quiet publicly about it. Elsewhere, columnist Joe Brancatelli, writing in an Internet business travel publication, reported on July 20 that he was told by an airline executive the day after the TWA 800 crash, that "it was a missile." The executive, a former military pilot, added, "Friendly Fire. We kept telling the military this would happen one day. And the bastards just kept doing it and doing it."

The most credible immediate evidence came from New York Police Department sources deeply involved in the recovery operations and investigation, who told *EIR*, a few days after the crash, that forensic evidence, in combination with the eyewitness accounts of the pilot of a New York Air National Guard helicopter and the crew of a U.S. Coast Guard cutter, both operating in the area that evening, pointed in the direction of a missile attack.

The Strategic Context

Not considered in most discussions about what happened to TWA Flight 800 is the strategic context in which it occurred. Flight 800 went down about three weeks after a huge truck bomb demolished a U.S. Air Force barracks in Dahrhan, Saudi Arabia, killing 23 U.S. airmen and injuring more than 100 others, and ten days before a pipe bomb exploded at the Atlanta Summer Olympics, killing one person. Concurrent with all this was the trial of Ramsi Yousef, afterwards convicted of being the mastermind behind the 1993 bombing of the World Trade Center, who was also accused of planning a worldwide series of bombings of American airliners. Yousef was part of the Afghansi apparatus, the Western-backed guerrillas left over from the 1980s war in Afghanistan, which is a deployable terrorist capability steered largely from London.

Whether TWA Flight 800 was brought down by a terrorist attack or a military accident, the crash can only be properly understood in the context of the "war-and-a-half," as *EIR* Founder Lyndon LaRouche described it, that was then going on between those London-centered interests and President Clinton.