

January 4, 1975

The Honorable Lewis M. Thayer
Chairman, Board of Inquiry,
National Transportation Safety Board,
800 Independence Avenue SW
Washington, D.C. 20591

Dear Mr. Thayer:

I respectfully request that I be permitted to testify concerning the cause of the fatal crash of the TWA 720 on an initial approach to Dulles Airport on December 1st.

A couple of weeks ago I offered intelligence information to Mr. Rudy Kapustin of your staff that a ring of aircraft saboteurs working for organized crime had sabotaged the Boeing aircraft at Indianapolis. A very sophisticated timer-controlled device was employed that caused aneroid and radio altimeters to register false readings about 1000 feet higher than true altitude. This was coupled with backstop sabotage equipment involving two detonator devices for exploding a load of dynamite placed in the center wing section within the fuselage.

If the first device did not bring the aircraft to destruction at too low an altitude on the initial approach, a detonator connected to the altimeters would blow up the aircraft at a predetermined low altitude on final approach. To prevent discovery of the dynamite if the false altimeter readings failed to crash the aircraft and to insure total destruction of aircraft and objectives, an impact switch was set to detonate the charge at the moment of crashing.

Mr. Kapustin advised me that the FBI would be notified immediately. I also called the office of the U. S. Attorney for the eastern district of Virginia at Alexandria. The attorney answering the call also advised me I would be contacted by the FBI. Having received no contact as of Thursday, January 2nd, I contacted the aviation underwriters that had insured the aircraft, asking for their investigation in their own interest. I then recontacted Mr. Kapustin. He advised me that he had promptly contacted a Mr. Laurie, an FBI agent of the Alexandria office, and gave me their telephone number.

I asked for Mr. Kunkle, head of that FBI office. I gave him full details of the sabotage including names of saboteurs and the fact that the named saboteurs caused two other aircraft crashes that I named. I was promptly called by Agent Roy Dunkle of the Hyattsville FBI office early the next morning. In the presence of my wife Nancy I made a complete report to him from about 10:00 a.m. to 11:45 a.m. yesterday, January 3rd.

The report to the FBI covered the names of the saboteurs, their location, the sophisticated method of sabotage, the place where the sabotage was effected and details of two other sabotage operations accomplished by the ring. It also covered my background, experience and record in private counterintelligence operations.

Respectfully submitted,

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a common motive was established for all three sabotage operations. The objectives -- persons and incriminating documents aboard the three aircraft -- of course differed. The organized crime ring was employed by a powerful foreign government's intelligence agency that was named to the FBI.

Unfortunately, this foreign intelligence agency also enjoyed the capability of covering up the causes and principals in all three "accidents." I am aware of the understandable credibility gap I may face in establishing this coverup capability and accomplishments in the two previous accidents you have investigated and in this one you are investigating now. The American electorate, having been educated to coverup by Watergate, deserves testimony in this public hearing concerning the facts of coverup as well as the facts surrounding the original crimes. Without these facts, the Board may determine (as Mr. Kapustin indicated was lack of jurisdiction) that my independent testimony may not be acceptable, inasmuch as such criminal investigations are within FBI's jurisdiction.

I petition you that this outcome would be totally unacceptable to me, and probably to the public. The two earlier sabotage operations were covered up through active and passive collaboration by members of the staff and leadership of both the Federal Aviation Administration and the National Transportation Safety Board. Therefore, I find it necessary to name, even before formal testimony, one high ranking official who bears responsibility for the two previous aircraft sabotage coverups. He is Alexander Butterfield, Federal Aviation Agency Administrator.

Nancy and I have accepted the risks of meeting with both the saboteurs and Mr. Butterfield in the course of our investigations. On the latter occasion Butterfield was posing as a Secret Service agent investigating my intelligence. He was then, in 1972, aide to the President and Secretary of the National Security Council. As he testified himself before the Senate Watergate Committee, he clandestinely started and stopped the tape recordings of NSC supersecret meetings without the knowledge or permission of the participants.

Alexander Butterfield and a Secret Service official enjoying custody of these tapes made copies and sold them to a foreign government's intelligence agency, the same intelligence agency that engaged organized crime to sabotage the three aircraft. The cause of two of these crashes has been wrongly attributed to pilot error and mechanical defect by the National Transportation Safety Board. Therefore, I must insist that my testimony be heard in addition to any evaluation by the FBI.

The widespread impression arranged to be given through the media that the instant crash resulted from a conflict of understanding of the meaning of the clearance given by the controller to the pilots has been traced to a former aide to Mr. Butterfield in collaboration with a man in the media.

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Nancy and I appeared at the offices of the Airline Pilots' Association on December 6th in pursuit of intelligence concerning who arranged Mr. O'Donnell's interview with the television media. There we met with Mr. John Baker, counsel for the ALPA. Mr. Baker had worked for Alexander Butterfield, but had left him about a year earlier and had taken the position with ALPA. Later, following up on these intelligence leads, it was determined from other sources that Baker had urged the ALPA publicity upon O'Donnell that may have been fatal to adequate investigatory consideration of sabotage or mechanical malfunction as cause of the crash.

However painful it may be to consider coverup investigation within your own investigatory staff, I strongly urge the National Transportation Safety Board to repossess and guard all of the aircraft wreckage and to preserve all physical evidence. I strongly recommend reconstruction of the exploded aircraft to determine the precise explosion center. The widespread distribution of parts of aircraft and bodies, particularly those parts of the center wing section and the passengers above it positively indicate an explosion as well as a crash. My intelligence establishes that the saboteur placed explosives in the center wing section of the instant aircraft and one other aircraft sabotaged by the same organized crime ring.

The establishment of the fact that at least one altimeter registered over 2700 feet at time of impact, approximately 1000 feet greater than true altitude, is a positive indication of either sabotage or mechanical malfunction. It is not possible for an altimeter set at the Dulles Airport barometric setting to be 1000 feet in error at a point only 23 miles away, regardless of prevailing local weather conditions. Differences are possible but the 1000 foot magnitude of the error is impossible. No landings in weather could be safe with such error.

I reiterate my request to place my testimony before the Board during the hearings beginning January 27th, regardless of the status of the FBI investigation that has apparently been initiated. I am prepared to provide all the details the FBI enjoys as well as additional assistance to the Board to overcome the coverup in progress within the Board and the FAA.

Respectfully submitted,



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AH/bh