



NATIONAL TRANSPORTATION SAFETY BOARD  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C. 20591

OFFICE OF MEMBER

January 21, 1975

Mr. Amos E. Heacock  
4410 Oglethorpe, Apt. 708  
Hyattsville, Md. 20781

Dear Mr. Heacock:

With reference to your letter of January 4, 1975, regarding the TWA accident near Berryville, Virginia, on December 1, 1974, we have very carefully considered your offer to present testimony at our public hearing.

Since the allegations you have made are of a serious criminal nature, your letter has been turned over to the Federal Bureau of Investigation. Any public disclosure, in the form of testimony at this time, of any evidence related to this matter would seriously compromise any investigative activities which may be in progress. Consequently, your request to give testimony during our forthcoming public hearing is denied.

Thank you for bringing this matter to our attention.

Sincerely,

L. M. Thayer  
Chairman,  
Board of Inquiry

July 30, 1975

Chairman, and members  
House Select Committee on Intelligence  
Cannon Office Building  
Washington, D. C. 20515

Gentlemen:

You are advised that your Committee and I are indirectly responsible for the assassination by the Domestic Intelligence Division, CIA, of Anne P. Comanduras, an employee of CIA's domestic assassination office, last Saturday in her apartment house swimming pool. The assassin, Eugene Hale Brading, has performed these domestic assassination chores for the CIA for over twenty years. The Fairfax County Police, who issued badge and police identification to Brading for the CIA, have already written the incident off as an accidental drowning.

You share responsibility with me for this tragedy, because your staff ignored my warning I gave Edward Roeder III that your staff had been penetrated (though not controlled) by the CIA. Consequently, the four xeroxed CIA correspondence documents concerning intelligence on CIA domestic assassinations that I delivered to Roeder on June 25, 1975 (among 103 pages of counterintelligence on the CIA) were re-xeroxed in your Committee offices by a CIA collaborator within your staff and delivered to the CIA congressional case officer in the Senate office buildings.

Although these documents meant nothing to you, to CIA Headquarters in McLean, Virginia, this meant that our counterintelligence operation had accurately and truly penetrated their domestic assassination cover. Both the letter addressed to Sarah R. Higgins, P. O. Box 1809, Main Post Office, Washington, D. C. 20013 and the letter addressed to Mr. Wallace A. Tronier, P. O. Box 1152, Main P. O., Washington, D. C. 20013 ended up in the "safe house" in McLean, Virginia, for which Anne P. Comanduras worked as an assassination coordinator. Contrary to the death notice in the Washington Post, Mrs. Comanduras did not retire from the CIA in 1965, but merely went underground working at the "safe house" for domestic assassination activity.

Mrs. Comanduras' assassination was also related to the appearance of Roberto Mahue before the Senate Select Committee on Intelligence that was scheduled for this week at the time of her death. Although you and the Senators of the Committee may not yet be aware of it, Mahue revealed to the Senate staff, headed by CIA agent William Miller, that the Mafia-Howard Hughes "anti-Castro" assassination team he had arranged for had been turned to the assassination of President Kennedy, thereby confirming my 103 page report to you. Those in the CIA that know of this are in consternation, especially the CIA congressional case office in the Senate office buildings. Since Mrs. Comanduras was one of Mahue's contacts in CIA for assassination "contracts" when she enjoyed the cover of a "Washington political analyst" and she was suspected of being the leak to me, as evidenced by the documents copied from your files, the CIA "let a contract on her.

Very sincerely yours,

Enclosure: Wash. Post clipping.

*Amos E. Hewcock*

February 14, 1975

SUMMARY OF INTELLIGENCE

AIRCRAFT SABOTAGE OPERATIONS

Letter to and reply from Lewis M. Thayer, Chairman, Board of Inquiry, National Transportation Safety Board, Jan. 4, and Jan. 28, 1975. (No further contact of Heacock by FBI after report; no report by FBI to NTSB.)

Letter of April 7, 1974 from Heacock to Judge John J. Sirica, also delivered to office of Special Prosecutor, Department of Justice, without further action resulting:

"I will supply the names of hostile and friendly witnesses and locations of physical and documentary evidence. Evidence not readily destructible I name now:

- (a) The wreckage of the Turkish Airlines DC-10 that crashed near Paris March 3, 1974, killing 346.

There is irrefutable evidence of a bomb explosion in the center wing section within the fuselage. The bomb was placed by Alex R. Bottos and two CIA foreign agents.

- (b) The wreckage of the United Airlines plane that crashed December 8, 1973 at Midway Airport, Chicago, killing 42.

This aircraft was also sabotaged by CIA agent Bottos. A mechanism cut off all electric power and released cyanide gas into the crew compartment when the gear was lowered.

- (c) The Watergate evidence carried by James E. Krueger and Ralph Blodgett.

These Northern Natural Gas Company attorneys were killed in the United crash. This evidence has been jointly impounded by United and the FAA. \* \* \*

- " (13) The sabotage of two airliners to destroy persons and evidence threatening exposure of CIA or sponsoring power structures.

The original CIA purpose in sabotaging the United aircraft was to eliminate Ralph Blodgett and James W. Krueger. These Northern Natural Gas attorneys were carrying evidence of El Paso Natural Gas stock payoffs to Attorney General John Mitchell and Assistant Attorney General Richard Kleindienst. The payoffs were for a Justice Department settlement of an antitrust suit favorable to El Paso.

Richard F. Bennett directed CIA Agent William Bittman, attorney for E. Howard Hunt, to have Mrs. Hunt board the aircraft to invest \$40,000 with Alex J. Bottons Jr., owner of Indiana Real Estate and Investment Corp. of Chicago. Mrs. Hunt was a CIA agent and courier of a second \$350,000 of KGB funds from Europe to Bennett and Watergate defendants. The \$40,000 was part of this amount.

Michelle Clark, a CBS newswoman, boarded the United flight with Mrs. Hunt to obtain her documented material for a Watergate expose. Mrs. Hunt's husband had supplied her with documents to enforce his demands for additional support funds. Bennett assigned Mrs. Hunt to the flight to get rid of her, the newswoman, the documents and E. Howard Hunt's demands.

Others Bennett assigned to the doomed flight were a CIA assassin using the name Harold R. Metcalf and a Mrs. Collins, a CIA agent on the staff of Congressman William Moorhead's Foreign Operations and Government Information subcommittee. Metcalf, who knew Mrs. Hunt, was assigned to obtain her documents and cause her death for half of the \$40,000. He survived the crash with Mrs. Hunt's documents and currency.

Metcalf's overt employer was Defense Intelligence Agency but he covertly worked for CIA in the double-agent assassin capacity. DIA's counterintelligence against the CIA headed by Col. William L. Dismore, had penetrated the CIA sabotage plot. The crash site was swarming with DIA agents within minutes after the crash, alerted to the impending crash from CIA sabotage. Col. Dismore, in his overt capacity as Deputy Chief of Staff for Operations of the Army, was the principal objective of the CIA sabotage of the TWA aircraft December 1, 1974. Two months before the crash, Oct. 1, 1974, my intelligence concerning the organized crime-CIA-KGB triple-agent status of General Alexander Haig, now NATO commander, was received by the office of Chief of Staff, Army, and went to Col. Dismore. He confirmed this intelligence, causing a CIA threat against his life that caused him to place his will on his dresser prior to his trip to Indianapolis from which he returned on the doomed TWA aircraft. Aside from the same sabotage team being employed by the CIA in both crashes, the DIA element is common to both crashes and can be demonstrated in a competent congressional investigation unpenetrated by CIA. Two CIA men have already infiltrated the staff of the Senate Select Committee to Investigate Intelligence Operations.7

Collins and fellow subcommittee CIA agent Bill Phillips have withheld from the public information of a \$51.8 billion organized crime military arms and supplies diversion and currency manipulation in Southeast Asia. They failed to make public

(3)

the testimony of Jonathan M. Boyce and Dr. A. Thomas Fruin exposing this fraud. Deak & Co. Far East was the chief currency manipulator. Collins and Phillips were also ordered by CIA to deny that Phillips showed Boyce a picture of William S. Wood, alias William Boxley. Wood is chief CIA planning assassin.7

The CIA arranged the appointment of Agent Egil Krogh Jr. to be Undersecretary of Transportation on Dec. 9, 1972 only a day after the United crash. The purpose was control over both the National Transportation Safety Board and the Federal Aviation Administration to cover up the sabotage. The CIA also arranged the appointment of Agent Alexander Butterfield on December 19, 1972, to be FAA Administrator to further facilitate the coverup.

Alex J. Bontes and two CIA foreign agents planted the bomb on the Turkish airliner at Paris to destroy CIA agent Wayne Wilcox, U. S. cultural attache returning from Baghdad, Iraq. The martyred patriot made the trip to warn the President and the news media of USSR military preparations to attack Israel through Iran, Iraq and Syria. The CIA, fully aware of its own conspiracy with the USSR, had rejected his information. Refusal of Iraq to grant war passage for Soviet armies resulted in adjustment of this plan to attack through Kurdish rebel occupied Turkey to Syria, the current plan.7

Wilcox' espionage had uncovered Soviet military negotiations with the communist Iraq government to permit passage of the Soviet army juggernaut. Two CIA agents with the National Transportation Safety Board destroyed the documentary evidence in Wilcox' briefcase kept beside his seat."

The following is from a current report delivered to the offices of the eleven members of the Senate Select Committee on Intelligence Operations which has already been penetrated by two CIA men at the staff level:

"A current effort to expose the aircraft sabotage ring that caused the crash of the Boeing 720 near Dulles Airport on December 1, 1974 as well as previous crashes was rejected by Admiral L. M. Thayer, Chairman Board of Inquiry, National Transportation Safety Board. The CIA enjoys control over the NTSB, the Federal Aviation Administration and the Federal Bureau of Investigation sufficient to prevent meaningful investigation of KGB-Crime-CIA aircraft sabotage operations. Attached is my request to present testimony, January 4, 1975 and Admiral Thayer's rejection of January 21st. My wife Nancy and I made a full report to the FBI January 3rd. The FBI has not contacted us nor made any report to the NTSB.

"The FBI, deeply penetrated and controlled by the CIA, has failed to find sabotage in any of the three earlier crashes. I request the Congress to ask for a report from the FBI, NTSB and the FAA.

(4)

"Congressman Hale Boggs Sr.'s aircraft was sabotaged in Alaska after he had threatened the FBI with exposure with regard to intelligence surveillance of citizens suspected of no crime and with regard to the FBI's role in the investigation of the assassination of President John F. Kennedy. Boggs was a member of the Warren Commission appointed by President Johnson to investigate the assassination. \* \* \*

A summary of the United crash and the Turkish Airlines DC-10 crash and the TWA Boeing 720 crash followed, together with this background:

"The establishment of effective contractor assassination and sabotage operations in the United States by the Soviet KGB reflects their successful penetration and takeover of CIA and FBI counterintelligence here. James Angleton, CIA counterintelligence chief and KGB agent, together with Richard Helms, accomplished the domestic counterintelligence takeover in 1969. The Interagency Domestic Intelligence facility of the Department of Justice under CIA control then effectively replaced FBI counterintelligence. Like Kim Philby, his counterpart in Great Britain, Angleton came into government intelligence via the communist party route out of Detroit, Michigan. Helms, then Director, Central Intelligence Agency, fully backed the takeover.

"Pursuant to our investigations my wife Nancy and I met with D. E. Moore on the 11th floor of the Federal Triangle Building at 9th & D Streets N. W. in September, 1972. Moore, though nominally an assistant to Robert Mardian, chief of Domestic Intelligence, Department of Justice, was actually the CIA agent in charge of counterintelligence. Robert Mardian, the Watergate coverup defendant, owes his position to organized crime.

"D. E. Moore reported to James Angleton, his CIA superior. Also reporting to Angleton was Robert Bennett, head of Robert Mullen & Company, organizer of the Watergate breakin and coverup. Robert Bennett was also in charge of the infiltration of the staff of Congress and of influencing Congress toward CIA objectives. Finally, Bennett was in charge of the Mullen Company exchange of CIA intelligence with Manuel Garrido Baguerre in Mexico City. G. Gordon Liddy cleared expenditure of the first \$100,000 of KGB funds for the Watergate breakin with Manuel in Mexico and then delivered four checks for \$15,000, \$18,000, \$24,000 and \$32,000 for the four Cubans in the Watergate breakin team to Bernard Barker, the team's leader in Miami.

\* \* \*