

Watergate AND Midway Air Crash

by Sherman H. Skolnick, chairman, Citizen's Committee to Clean Up the Courts

The Committee is a not for profit, public interest research group devoted to investigation and research into corruption and related matters.

Our credentials: Among the matters opened up by us --(a) Illinois Supreme Court mess, where half the court resigned in the wake of our charges (1969); (b) forcing the government to prosecute Judge Otto Kerner, former governor of Illinois and federal appeals judge, for bribery, perjury, and extortion. Chicago news media called the Committee a "liar" when the charges were first made in 1969. The media offered no apology upon Kerner's indictment and conviction. The government prosecuted Kerner on less than 1% of what we accused him of. (c) the Committee educates the public on how to identify and expose government agents - provocateurs involved in creating chaos, as setting the stage for martial law, including the "Chicago 7". (d) research on political assassinations in the U.S. and helping to clear black secret service agent Abraham Bolden, sent to jail on a frame up because he tried to tell the Warren Commission that President Kennedy was murdered with the help of the C.I.A. (e) identifying public officials linked to gangsters by business deals. (f) 100 Million Dollar bankruptcy scandal, opened up by us December, 1970, and still unresolved, involving both U.S. Senators from Indiana, and the Chief Federal District Judge and another District Judge of the Indianapolis Federal Court. The specific details take up 21 pages in the Congressional Record, April 25, 1972, pp. E4255 to E4275.

SABOTAGE OF THE WATERGATE PLANE

1. **THE PEOPLE.** Upwards of twelve persons connected in one way or another with Watergate, boarded United Air Lines flight 553 on the afternoon of December 8, 1972. They had something in common. That week there had been a gas pipeline lobbyists meeting as part of the American Bar Association meeting in Washington, D.C. It was conducted by Roger Moreau. His secretary was Nancy Parker. Among those attending were Ralph Blodgett and James W. Krueger, both attorneys for the Northern Natural Gas Co., of Omaha, Neb. Associated with them were Lon Dwyer, attorney for Kansas-Nebraska Natural Gas Co.; Wilbur Erickson, president, Federal Land Bank in Omaha. This was a belligerent group determined to blow the lid off the Watergate case. Reason: Former U.S. Attorney General, John Mitchell, and his friends running the Justice Department, were putting the spear into Northern Natural Gas. Some officials of that firm and its subsidiaries were indicted on federal criminal charges, September 7, 1972, in Omaha, Chicago, and Hammond, Indiana. Charge: bribery of local officials in Northwest Indiana and Illinois in order to let the gas pipeline go through. (Chicago Daily News 9/8/72). To blackmail their way out of these charges, the Omaha firm had uncovered documents showing that Mitchell, while U.S. Attorney General in 1969, dropped anti-trust charges against a competitor of Northern Natural Gas--El Paso Natural Gas Co. The dropping of the charges against El Paso was worth 300 Million Dollars. A spokesman for Mitchell belatedly claimed, in March, 1973, that Mitchell had "disqualified" himself in 1969, because Mitchell's law partner represented El Paso. The Justice Department, under Mitchell, dropped the charges. Period. About the same time, Mitchell, through a law partner as nominee, got a stock interest in El Paso. Gas and oil interests, such as El Paso, Gulf Resources, and others, contributed heavily to Nixon's spy fund, supervised by Mitchell.

Pipeline official Krueger was carrying the Mitchell documents on the plane. He had told his wife that he had in his possession irreplaceable papers of a sensitive nature. For months after the crash, his widow demanded United Air Lines turn over to her his briefcase. It later came out in the pipeline trial in Hammond, that Blodgett had been browbeating federal officials, to drop the criminal charges--just prior to the crash. (Chicago Tribune, 5/18/73).

Dorothy Hunt, Watergate payoff woman, who offered executive clemency directly on behalf of Nixon to some of the Watergate defendants, was seeking to leave the U.S. with over 2 Million Dollars in cash and negotiables that she had gotten or stolen from CREEP, Committee to Re-Elect the President. She and her husband, E. Howard Hunt, the Watergate conspirator, were a "C.I.A. couple", two agents "married" and living together. Early in December, 1972, both were threatening to blow the lid off the White House if (a) he wasn't freed of the criminal charges and (b) they didn't both get several million dollars. See: Memo of Watergate spy, James McCord, before the Ervin Committee, (N.Y. Times, 5/9/73). Hunt claimed, according to McCord, to have the data necessary to impeach Nixon. McCord said matters were coming to a head early in December, 1972. Mrs. Hunt was unhappy with her job of going all over

the country to bribe defendants and witnesses in the bugging case. She wanted out.

Mrs. Hunt was on the way to arrange to take her money out of the country, possibly Costa Rica (Vesco), through Harold C. Carlstead, whose wife was Mrs. Hunt's cousin. Carlstead does accounting and tax work for mobster owned businesses in the Chicago area. He operates two Holiday Inn motels in Chicago's south suburbs--at 174th & Torrence, Lansing, Ill.; at 171st & Halsted, Harvey, Ill. Carlstead's motel on Torrence is a favorite hang out for gangsters and dope traffickers such as "Cool" Freddie Smith, Grover Barnes, and the late Sam DeStefano, to name a few. Mrs. Hunt had (a) \$10,000 in untraceable cash, (b) \$40,000 in so-called "Barker" bills, traceable to Watergate spy Bernard Barker, and (c) upwards of 2 Million Dollars in American Express money orders, travelers checks, and postal money orders. (Testimony before the N.T.S.B., June 13-14, 1973). Carlstead issued a fake "cover" story that had (only) ten thousand dollars--a story swallowed by the establishment press.

Mrs. Hunt got on flight 553 with Michele Clark, CBS network newswoman, going to do an exclusive story on Watergate. Mrs. Hunt, Mitchell, Nixon--the story could have destroyed Nixon at the time. Ms Clark had lots of insight into the bugging and cover-up through her boyfriend, a C.I.A. operative. In the summer of 1972, prior to any major revelations of Watergate, Ms Clark tried to pick the brains of Chicago Congressman George Collins, regarding the bugging of the Democratic headquarters. (Testimony 6/14/73, of Cong. Collins' public relations director).

After the crash, Michele Clark's employer, CBS network News, ordered and demanded that her body be cremated--possibly to conceal foul play.

Also on the plane were 4 or more people who knew about a labor union that had given a large "donation" to CREEP to head-off an indictment of a Chicago labor hoodlum. (matter currently being investigated by the Committee).

For many years, like clockwork, one Chicagoan went to Washington on Monday and came back Friday afternoon on flight 553 or its equivalent: Lawrence T. O'Connor, Apt. 5C, 999 N. Lake Shore Drive, Chicago. On Friday, Dec. 8, 1972, he received a call from someone he knows in the White House, telling him not to take flight 553 but to go instead to a special meeting.

Also getting on flight 553 was a "hit-man", pursuing Mrs. Hunt and others, and going under the "cover" of being a top Narcotics official with DALE (Drug Abuse Law Enforcement). He used the name Harold R. Metcalf. He is an unusual "narc": he works directly for Nixon. Metcalf told the pilot he was packing a gun, and so Metcalf was assigned seat B-17, near the stewardesses jump seat and also near the food galley and the rear door. After the crash, he walked out of the cracked open fuselage wearing a jumpsuit. A former Military Intelligence investigator, who used his credentials to get into the crash site, identified the person posing as "Harold Metcalf" as an overseas CIA parachute spy. (Testimony, N.T.S.B., 6/14/73). Also see Metcalf's statement about being a "narc" and his gun. (N.T.S.B. Docket SA-435, Exhibit 6 B, p. 17, surviving passenger statements). Metcalf evidently supervised certain foul play, possibly cyanide, directed at certain passengers, but he didn't know of the over all plan. One of our staff investigators confronted Metcalf about a week after the crash.

- (a) Metcalf, supposedly a government narcotics bigshot, knows nothing about dope.
- (b) In response to our question "Did you know the plane was sabotaged?", he blurted out half a sentence "IT was not supposed to.....", turning purple, he then left the room.

Evidently, he was a cut-out, an espionage term for an operative to be himself eliminated by someone else. His survival was an oversight. (Testimony, N.T.S.B., 6/13-14/73).

2. THE PLANE. To do a proper job in sabotaging a plane, you have to know its weaknesses. This particular Boeing 737, N9031U, had chronic trouble, in the month preceding the crash, with its Captain's altimeter and its air data computer--two of the most important instruments on the plane. (N.T.S.B., Docket SA-435, Exhibits 11A, 11B, 11C, maintenance data). The Captain's altimeter, for example, must operate at 28 volts D.C. (Exhibit 9C, page 7). An increase in amperage or voltage in the electrical system would cause the instruments to malfunction.

The plane was delayed in departure by about 10 to 15 minutes. Enough time for a skilled person to strip down the bus bar at a certain point and install a device that shorts out upon descent. The government's own records show the later manifestation of this. In the last 15 minutes of flight, circuit-breakers began popping in the cockpit, causing the tall flight recorder, the air data computer, and other instruments to short out. The transcript of the sole surviving record, the tape of the Cockpit Voice Recorder, shows this from the Intra-Cockpit discussion. (Exhibit 12A).

Capt.: "Sounds to me a circuit breaker, perhaps". 2nd Officer: "Hah?" Unidentified voice: (deleted, probably by FBI). Capt.: "Yeah, I just meant, I thought you'd better check everything, eh." (N.T.S.B., Exhibit 12A, p. 7, transcript.) The Cockpit Voice Recorder, when found was turned over to

the FBI.

Flight 553 needed its instruments. Visibility was 1 to 2 miles. Ceiling varied from 400 to 600 feet. (Exhibit 5 K). With some low clouds as low as 100 feet. As for the National Weather Service, their RUNWAY VISUAL RANGE RECORDER wasn't working. (Exhibit 5 K).

A major radio navigational instrument is the airport outer marker, also called by the street name its on. The outer marker at Midway Airport is in the vicinity of 87th & Kedzie, and is called by some the Kedzie localizer.

The Midway Airport outer marker stopped working as 553 approached it.

Capt.: "Is Kedzie localizer off, off the air, is that it?" 1st officer: "I beg your pardon."

Capt.: "Is Kedzie localizer off the air, there's an inbound on---ah, there's an inbound on 31--- what's that?" (referring to jet runway 31 Left, and a propeller driven plane coming in ahead of them on the same runway. Propeller planes are supposed to land on 31 Right).

(Exhibit 12 A, page 3.) Capt.'s altimeter would NOT work below 3400 feet. (Exhibit 9C, page 8.) An aviation expert saw 553 at about 450 feet near 73rd & Kedzie, to the far right of the outer marker. The N.T.S.B. tried to conceal this data by improper questions of their witness, William J. Simonini, who later became our witness. (N.T.S.B. re-opened hearings. Simonini testimony, 6/13/73). At the outer marker 553 was supposed to be at about 889 feet above the ground. (Exhibit 2 J, Chart 11-2).

3. Some of the intentional blunders on the ground.

(a) In the last 15 minutes of flight 553, its speed was erratic. (Exhibit 3 F). It was being watched by some of the most highly sophisticated radar equipment and computer in the world: ARTS III. Yet, although they claim they told him to slow down, after 23 sweeps of the radar he was still going 210 knots per hour. He was being watched by Chicago Approach Control, O'Hare Airport. (15 radar sweeps per minute).

(b) The approach controller later admitted he had forgotten to give 553 approach clearance. (Exhibit 3A, page 9.) The 553 crew thought they were in a holding pattern. (Exhibit 12 A, page 9).

(c) They steered 553 in behind a propeller plane, Aero Commander N309VS, and caused 553 to drastically close the gap between them.

(d) They stopped watching 553 from O'Hare too soon (called a premature hand-off). Midway does not have precision radar. (Exhibit 3 C, page 13.) Violating O'Hare-Midway Letter of Agreement. (Exh.

(e) they didn't tell 553 he was to the far right of the Midway outer marker. 3G, p.3, par. 4).

(f) In violation of regulations, they were working two planes for the same runway at the same time---553 and the Aero Commander.

(g) Although there was only about a 6 mile an hour wind, they told 553 to go to runway 31 Left, having no glideslope, an important navigational aid giving altitude and azimuth. (See Intra-Cockpit discussion, Exhibit 12 A, page 13.) (Runway 13R, the other end, has glideslope.)

(h) Within a few seconds, Midway told a different thing to O'Hare than it did to 553. (Exhibit 12A, page 13 compared to Transcriptions of Chicago Approach Control, Exhibit 3C, page 14.)

4. The air traffic controllers paid no attention to the fact that 553 had (a) too much velocity, (b) too fast a descent, and (c) far off course.

5. With circuit breakers clicking, and instruments malfunctioning, the cockpit crew of 553 tried to switch to standby power. (Compare Intra-Cockpit discussion Exhibit 12A, pp.10-11 with B-737 flight manual language, Exhibit 2 F, page 4 E.) Eleven witnesses on the ground said 553 had NO LIGHTS. (Exhibit 4 B, statements of witnesses).

6. In the first five minutes and last five minutes of flight the pilot is supposed to be flying the plane. BUT: in the last few minutes before the crash the co-pilot (1st officer) and 2nd officer were flying. This supports the contention that the pilot was dead or disabled (from poisoning or other foul play). Compare the Intra-Cockpit Discussion (Exhibit 12A, pp.13-15) with the flight manual challenge-respond language (Exhibit 2 F, p. 4 I).

7. Because of the instruments malfunctioning and the attempt to use standby power, the speed brake apparently was triggered. (See speed brake light warning: Exhibit 2 F, page 1 C). Both witnesses' statements and testimony and circumstances show plane stopped dead in the air and then fell. (Exhibit 4 B). (Note small area of ground damaged by plane, 500 feet by 90 feet. Exhibit 7-A, page 2.)

8. CYANIDE. The pilot, prophetically named Capt. Whitehouse, and 6 of the Watergate passengers had a high cyanide content, higher than they could have gotten from a so-called aircraft cabin fire. Capt. Whitehouse had 4 times as much as necessary to kill him. (3.9 micrograms per milliliter, Exhibit 6 A, attachment III, p. 8.) Michele Clark's employer, CBS network News, wanted immediate cremation of her body. Foul play is evident, since how else were these people singled out for cyanide of the 43 that died in the crash? Remember, "hit-man" Harold R. Metcalf was sitting near food/galley.

9. THE F.B.I. After the crash we made public statements that 200 F.B.I. and D.I.A. people, refusing to show their credentials, had taken over the crash site, coincident with the crash or just shortly before. We were called "ilar". Then, on June 13, 1973, Chairman John Reed, of the National Transportation Safety Board, told the House Government Activities Subcommittee, that he sent a letter to

the FBI, that: (a) never in living memory had the FBI acted as in the flight 553 crash. Reed said 50 FBI agents came into the crash zone shortly after the crash; (b) one FBI agent proceeded into Midway Control Tower and took over the tape relating to flight 553, without asking permission; (c) Before the N.T.S.B. investigators could do so, the FBI conducted 26 interviews, including of surviving flight attendants. The FBI interviews were completed within 20 hours of the crash.

For 6 months, they claimed we were liars when we said 200 FBI and DIA were in the crash site coincident with the crash. Now they admit 50 were there. Witnesses living in the crash zone tell us that the FBI types were there before the fire department. (The Fire Dept. responded within one minute after the crash, Exhibit 6 E, page 1.) The FBI kept a medical team OUT of the crash zone, although one member of the team said he heard someone in the plane crash screaming. (Testimony offered, N.T.S.B., re-opened hearings, 6/13-14/73).

[10. THE ROBBERY.] In-flight or post-crash, a highly sophisticated airplane robbery gang, never caught in ten years of operation, came into the possession of (a) the Mitchell documents and (b) Mrs. Hunt's valuables. Known as the Joseph Sarelli mob, they were arrested on or about January 12, 1973, for another, unrelated in-flight plane robbery. (U.S. Magistrate Balog's records, 72-41, U.S. Courthouse, Chicago.) They are made up of former aircraft technicians and "fences", those who handle stolen goods. The case was put together by Nixon's Strike Force in Chicago, who didn't know that their star witness was also a staff investigator of ours: Alex J. Bottos, Jr. A few days after he surfaced, sitting at the N.T.S.B. hearings, the week of Feb. 27, 1973, with Skolnick, federal marshalls seized Bottos, without the formality of a hearing, trial, or conviction, and him into a so-called federal Prison Hospital, Springfield, Missouri, a maximum security dungeon. Jack Anderson describes it as a political prison. (Chicago Daily News, 4/9/73). Bottos was released by public clamor, in Chicago and elsewhere, including picketing in front of United Air Lines offices, downtown Chicago. Bottos had been kept falsely imprisoned for 40 days. The Strike Force was fearful their case against Sarelli et al., would also extend to Watergate.

Bottos and a friend of his, Joseph Zale, both of Gary, Indiana, had infiltrated the Sarelli mob, and purported to be their "fences". Both saw samples of the items stolen from flight 553. The government wanted both silenced so they could not testify at the re-opened crash investigation June 13-14, 1973. Zale was indicted on a frame-up the day before the hearings. Both bravely came to the N.T.S.B. hearings, June 13, 1973---Bottos, in a bullet-proof vest, and Zale, fearful of being arrested at any moment.

The Strike Force's own documents shows Bottos infiltrated the Sarelli mob. (Magistrate rec. 72-41). The Strike Force, however, did not want their star witness going around saying the same mob also was involved with flight 553. The flight 553 valuables, connected to Watergate, have now apparently been "fenced" for about Five Million Dollars. Who bought? Nixon? Mitchell?

[11. THE COVER UP.] Note this chronology:

(a) December 9, 1972, one day after the crash, White House aide Egil (Bud) Krogh, Jr., also involved in the Ellsberg burglary caper, was appointed Undersecretary of Transportation, supervising the National Transportation Safety Board and the Federal Aviation Administration, the two agencies supposedly going to "investigate" the crash of flight 553.

b.) December 19, 1972, White House deputy assistant to Nixon, and secretary to the Cabinet, Alexander P. Butterfield, is appointed the new head of the F.A.A. Butterfield, an air force officer for 20 years, was also CIA-aviation liaison. (See, for example, Jack Anderson's column, Chicago Daily News, 5/8/73.)

(c) Dwight L. Chapin, Nixon's appointment secretary, becomes, five weeks after the crash, a top executive with United Air Lines, at their home office in Chicago. Chapin has no previous business experience. At the original crash hearings in Feb., 1973, he threatened media people with reprisals if they mentioned sabotage; reprisals such as using Clay Whitehead, Nixon's communications czar, to seek the break-up of the networks on anti-trust charges.

(d) Even before the crash Herbert W. Kalmbach, Nixon's personal attorney, has been the lawyer for United Air Lines and Marriot Corp., which has an airplane in-flight food service for airlines.

12. The original N.T.S.B. hearings on the 553 crash started Feb. 27, 1973. When they refused our documentation and testimony regarding sabotage and robbery, we sued them. The upshot was re-opened hearings, June 13-14, 1973. Skolnick produced over 1300 pages of documentation and five witnesses.

[13. THE MEDIA.] The establishment media has lied about the crash of flight 553 from the beginning. Several of the establishment papers, radio, and TV, told a monstrous lie: that we had no documentation at the re-opened hearings. Some smaller radio and TV stations have presented a more fair presentation.

[14. WHO?] The highest level of the federal government, including Nixon, had an interest in the murder of Mrs. E. Howard Hunt and the other Watergate people on the plane. His Strike Force tried to sabotage their own case against the Sarelli airplane robbery gang---because it involved Watergate. The establishment media, interlocked financially with United Air Lines, has so far not told the truth about flight 553.

This Fact Sheet, which is a brief outline and summary of the thousands of facts unearthed by us on the crash is PRINTED AND CIRCULATED BY: the CITIZEN'S COMMITTEE TO CLEAN UP THE COURTS, Sherman H. Skolnick, chairman, 9800 So. Oglesby, Chicago, Ill. 60617, (312) 787-8220. For the latest news on our research: call, day or night, (312) 731-1100 HOTLINE NEWS. For a Five Dollar donation to our group, we will send you a one hour tape cassette on flight 553.

ADDITIONAL INFORMATION:

EXPOSE FRAME-UP OF WITNESS IN WATERGATE PLANE CRASH ROBBERY

Federal government efforts to jail on a frame up, the witness in the Watergate plane crash robbery, Alex J. Bottos, have suffered a decisive defeat. On July 27, 1973, a federal court jury in South Bend, Indiana, delivered a stinging rebuke to federal efforts to discredit and suppress Bottos. In less than a half-hour of deliberations after the jury was locked up, following a one week trial, the federal jury came back with a verdict of innocent of all federal criminal charges.

The charges against Bottos, that he impersonated an FBI agent, are an outgrowth of efforts to stop his investigation of crime syndicate activities in Chicago and North West Indiana. During the trial, two FBI agents perjured themselves in attempting to frame Bottos. One of the government's former key witnesses, Ronald E. Wheeler, testified that the FBI used threats to try to get Wheeler to testify against Bottos. The government's case blew up when the federal prosecutor said Wheeler signed a sworn statement asserting that Bottos claimed he was a special federal agent---and then could not produce a copy of the statement. Sherman H. Skolnick, head of a watchdog group headquartered in Chicago, said corrupt local, state, and federal officials in the Midwest tried to gang up on Bottos to block inquiry into crime syndicate links to public office holders. Last March, the frame-up intensified when Bottos made public statements that a crime syndicate group was involved with the robbery and sabotage of the Watergate plane.

In the course of his work, behind the scenes, in assisting the Citizen's Committee to Clean Up the Courts, headed by Skolnick, and the Northwest Indiana Crime Commission, Bottos last fall infiltrated the Joseph Sarelli air piracy gang. That gang has gone unpunished for more than a decade. Bottos cracked their shield regarding a Chicago to Milwaukee in-flight airplane robbery of August, 1972. He turned them over to Nixon's "elite" Chicago Strike Force. In March, 1973, Bottos surfaced as a long-time volunteer staff member of Skolnick's watchdog group. In so doing, Bottos let it be known that he had been the purported "fence" for the Sarelli mob and could give eyewitness testimony about valuables stolen from the Watergate plane which crashed last December near Chicago's Midway Airport, killing Watergate payoff woman Mrs. E. Howard Hunt and 10 others connected in one way or another with the Nixon spy operation.

When the Strike Force found out that their star witness, Alex Bottos, was talking about the Sarelli gang being also involved in Watergate, Nixon's super-secret prosecutors began dragging their feet. They saw to it that Bottos was sent last March to a maximum security federal prison for 40 days, as a reprisal, without a trial or legal formality. Recently, Bottos brought a false imprisonment suit, stating he was jailed because of his eyewitness testimony about the valuables stolen from the Watergate plane.

During the National Transportation Safety Board hearings in Chicago, June 13-14, 1973, on the Midway crash, Bottos and four other witnesses testified in Skolnick's documented presentation, including 1300 pages of government records, showing there was sabotage, robbery, and murder involved in the Watergate plane crash. Skolnick, in confronting the N.T.S.B. who did not know he had the records, said he was proud to admit his group stole the entire government Midway crash file. He called it "a patriotic rip-off".

Another one of the witnesses, Joseph Zale, of Gary, Indiana, Bottos' assistant, was indicted on similarly trumped up federal charges the day before the N.T.S.B. hearings. Still another eyewitness, William J. Simonini, of Palatine, Illinois, a retired aviation expert, told how the FBI was tormenting him and his family ever since they found out he saw the Watergate plane shortly before the crash. Simonini said the FBI was tormenting him day and night. Both of his sons, under 30, have been imprisoned on a dope frame-up, Simonini said. "They have always been good boys---how could this happen if the government wasn't corrupt in trying to cover-up this plane crash", Simonini added. He said his sons were being kept in a hell-hole. His efforts to free them have so far been unsuccessful.

In a rare public statement, April 23, 1973, Elmer Jacobsen, operating director of the Northwest Indiana Crime Commission, demanded a Congressional investigation of the false imprisonment of Bottos and the handling of the Sarelli case by the Strike Force. Skolnick said a Congressional committee is interested in his heavily documented presentation last June before the N.T.S.B. "The Safety Board are Nixon's puppets---like the Warren Commission, they will ignore, or 'lose', if necessary, their own records, in order to be able to continue saying the Watergate plane crash was an 'accident'", Skolnick added.

In response to a letter inquiring whether the Senate Watergate Committee was interested in the Watergate plane crash, Chairman Sam J. Ervin, Jr., May 26, 1973, in a letter addressed to Skolnick and signed by Ervin, said his Senate Committee "is powerless to investigate the matter referred to in your letter". Skolnick said the Ervin response is "puzzling. Are they part of a slick cover-up also?"

SOME BACKGROUND:

The episode of flight 553 involved the convergence of events of both factions, or levels, locked in a death struggle for control of the United States: (1) the Nixon-mafia element in the CIA group and (2) the Rockefeller International Bankers - super-elitists section in the CIA-Council on Foreign Relations. Some believe Nixon was formerly one of Rockefeller's people but had a falling out with them. The Chase Manhattan Bank is the largest shareholder of UAL, Inc., the holding company which owns United Air Lines. That bank, in turn, is owned, principally, by David and Nelson Rockefeller, and U.S. Senator Charles Percy of Illinois.

Nixon had good motive for the demise of at least a dozen persons who boarded Rockefeller's Flight 553 that Friday, December 8, 1972. Since both warring factions, or levels, were represented in that episode, all sides wanted the true happenings of that day to be hushed up. It was a cover-up worthy of historical example.

Last May, 1973, United Air Lines asked the National Transportation Safety Board to re-open their hearings on the Midway crash. In so doing, United said Skolnick's group had no proof or evidence. Several months earlier, unknown to United, Skolnick's research group had liberated, or ripped off, the entire government Midway crash file, well over a 1,000 pages of documents, pictures, and exhibits. Prior to the re-opening of the N.T.S.B. hearings, however, Skolnick had made no public statement referring to the government's documents. Hence, United, the N.T.S.B., and many in the mass media, wrongly assumed that Skolnick had only secondary data. As the hearings opened on June 13, 1973, in Chicago, Skolnick arrived, subpoenaed to be there, and surprised the Safety Board by opening several of his suitcases containing the entire government file. He said if they didn't like the fact that his group had liberated the file, they could prosecute him. For two full days, he and Alex J. Bottos, and four other witnesses, presented a documented showing of sabotage, some of which is summarized on this sheet. (See other side). Bottos and another witness testified about the valuables stolen from flight 553.

The response of the establishment news media:

1. CBS news had a crew of their people there covering the two day hearings around the clock. Little if anything of it went on the air. CBS was primarily concerned to find out immediately Skolnick's charge that CBS ordered the cremation of their reporter's body, Michele Clark, following the 553 crash.

2. Rolling Stone had one of their writers there who spent about two weeks interviewing Skolnick and Bottos. That writer's story appeared 9/13/73, omitting almost all the facts presented on June 13, 14, 1973, and consisting mostly of a series of jokes about a pizza pie the writer and Skolnick ate while the writer was at Skolnick's home.

3. Argosy Magazine had a lengthy story. They had not bothered to interview anyone on the staff of Skolnick's Committee including Skolnick. Argosy's story dealt primarily with the cyanide issue. They had the other side of this fact sheet but used none of it. The case for sabotage, robbery, and murder, does not stand or fall on the cyanide issue which is much in dispute. Some toxicologists state that the pilot, according to N.T.S.B. records, had four times as much cyanide in his body than necessary to kill him--much more than he could have gotten from an air crash fire. (The figures show 3.9 micrograms per milliliter. Exhibit 6-A, attachment 3, page 8, Docket SA-435, National Transportation Safety Board.) Argosy's story was 10/73.

4. The Chicago Tribune's story, by their reporter Tom Buck, was turned in before the N.T.S.B. hearings began, June 13, 1973. It said "No documentation was produced to substantiate the charges made by Sherman Skolnick" (Chicago Tribune, 6/14/73). 1300 pages of documents were spread out on a table at which Skolnick and Bottos were sitting. The Tribune conveniently used a picture omitting the table. Similar stories ran in the New York Times, the Washington Post, and the Chicago Sun-Times. Associated Press, to their credit, ran a story on the national wire stating that Skolnick presented a heavily documented case before the Safety Board. Evidently, the major newspapers, radio, and TV, did not see fit to run the AP story.

It should come as no surprise that the Rockefellers own 17% of CBS, have a major interest in RCA, and own substantial interests in many companies in the mass media.

5. Skolnick at the June 13, 14, 1973 hearings was asked by United's lawyer whether Skolnick had proof that United's president personally murdered or ordered murdered, Mrs. Hunt and the others.

Skolnick responded that it was basically a stupid question, and that he could obviously not have penetrated a situation to know whether the company president personally was involved. However, Skolnick said that the United officials, including former White House aide Dwight Chapin, participated in the cover-up. It is now known that United's president, Edward Carlson, met with Nixon, both publicly and privately on March 3, 1973, the day after the original N.T.S.B. hearings on the Midway crash. (The original hearings were from February 27 to March 2, 1973.) The mass media trumpeted "Skolnick says he has no proof"--they omitted the rest of his sentence, that he has no proof that Carlson personally murdered anyone on the plane. -6- (Example: Chg & Sun-Times 6/13/73).

NATIONAL TRANSPORTATION SAFETY BOARD'S FINAL REPORT

1973. Their chairman John Reed would not sign the report. (NTSB-AAR-73-16, page 34.) Reed was the one that complained to a Congressional committee about the FBI being in the crash zone and taking over, without apparent authority, the NTSB aircrash investigation. (Hearings, 6/13/73, Government Activities Subcommittee of the House Government Operations Committee. Cong. Jack Brooks, of Texas, is chairman of the committee that heard Reed.)

The N.T.S.B., in their final report, tried to cover-up several things Skolnick's group uncovered from the government file: (1) that the outer marker went off as 553 approached and then went on again after it crashed, (2) that both airport towers, Midway and O'Hare, misdirected 553, and that Midway steered a small, propeller driven plane right in front of 553, (3) that there was massive electrical failure in the cockpit.

To cover this up, the N.T.S.B. falsified their own records. They changed item⁵ in the sole surviving record, the transcript of the Cockpit Voice Recorder (Docket SA-435, Exhibit 12A, page 8, falsified on page 44 of their final report). Final report, page 48, has falsely inserted "Start of first sound of first series of Kedzie outer marker beacon tones." No such thing is in their records, Exhibit 12A, pages 11-12. No such thing is in their computer Approach record, Exhibit 3-F. Yet, Appendix G of their final report repeats the fraudulent item inserted in Appendix F, page 48

The final report adds ten seconds (300 feet per second for 553, in other words 3,000 feet), to the time sequence, so as to make the propeller plane seem further away from 553. (Final report, page 46, as compared to Exhibit 12A, pages 9-10.) In all, the final report falsified ten time sequence items on their page 46. They say that the entire correlation of the time sequence stems from the time 553 supposedly crossed the outer marker. Since the outer marker was off the air, their entire sequence in their final report is a fraud. (Final report, page 8.) They omit the fact that an undisputed ground eyewitness testified that the plane had drifted 14 blocks to the right of the outer marker. (Testimony of Simonini, N.T.S.B. hearings June 13, 1973.) The super-duper radar watching 553 is supposed to notice if the plane is 50 yards off the outer marker--553 was 14 blocks.

SOME THINGS THE PUBLIC CAN DO:

ARRANGE DISCUSSIONS IN YOUR AREA OF THE EPISODE OF FLIGHT 553. HAVE SKOLNICK AND BOTROS SPEAK AT YOUR LOCAL COLLEGE OR COMMUNITY GROUP.

WRITE CONGRESSMAN JACK BROOKS, U.S. CONGRESS, WASHINGTON, D.C., URGING HIM AND HIS COMMITTEE TO PROCEED WITH HEARINGS ON THE 553 CRASH. HIS STAFF HAS EXPRESSED GREAT INTEREST IN OUR DOCUMENTATION.

DEMAND THAT UNITED AIR LINES EXPLAIN THEIR ROLE IN CONDONING THE SABOTAGE, ROBBERY, and MURDER.

The mass media used the Safety Board's press release on their final report without bothering to check it out. The media was not interested (with a few exceptions) in the fraudulent items the N.T.S.B. inserted in their final report.

The N.T.S.B. was a sort of Warren Commission. While the Safety Board was still in session some very brave citizens ripped off their entire file and threw it, so to speak, into the face of the Safety Board when they re-opened their hearings June 13, 1973. If the Safety Board had known that Skolnick's group had the entire 553 crash file, no doubt the N.T.S.B. would not have re-opened the hearings. The N.T.S.B., unlike the Warren Commission, cannot now succeed in locking up their records for 75 years to keep the public from knowing the truth.

INTO-COCKPIT

SOURCE & TIME	CONTENT
CAM-3	It, ah, -- indicates
CAM	Sound of several clicks ((appear between words "ah" and "indicates" above))

N.T.S.B. Exhibit 12A,
← page 8

SOURCE & TIME	CONTENT
CAM-3	It, ah, -- indicates
CAM	Sound of several clicks ((appear between words "ah" and "indicates" above)) ((heard on all four trans sounds similar to circuit breaker de-activated and activated repeatedly))

Final Report, N.T.S.B.,
page 44

← FRAUD

AIRGROUND COMMUNICATIONS

SOURCE & TIME CONTENT

N.T.S.B. Exhibit 12A,
page 12



2025:52.20 Mine Victor Sugar, what's your airspeed?
MFVR
2025:54.74 Ah, we're down to ah, hundred twenty knots
9V8

N.T.S.B. Final Report,
page 48



2025:54.0 Okay, report the outer marker
REC-2

Start of first sound of first series of mine
outer marker beacon tones

FRAUD

You can get a one-hour cassette tape relating the facts about the sabotage, robbery, and murder involved in the crash of flight 553, by sending a \$5.00 (five dollars) or more donation to:

Citizen's Committee to Clean Up the Courts
9800 So. Oglesby, Chicago, Ill. 60617
(312) 787-8220 (312) 375-5741.

You can get more copies of this fact sheet free, by sending a stamped, self-addressed, business-size envelope to above address.

To hear the latest news on our work, 24 hours per day, every day, on a recording, call:
HOT LINE NEWS (312) 731-1100.

Mr. Skolnick and Mr. Bottos are available for a limited number of speaking engagements regarding flight 553. Contact us at (312) 787-8220, or (312) 375-5741.