

# THE TRUTH ABOUT SABOTAGE IN MIDWAY PLANE CRASH

FEDERAL MARSHALS SEIZED AND CARRIED  
INVESTIGATOR OF SHERMAN  
CITIZEN'S COMMITTEE TO CLEAN  
UP THE COURTS, in order to try to stop the truth  
about the sabotage of the plane  
crash on September 8, 1972, near Midway  
airport. More than 60 people have been murdered  
or disappeared in the Midwest, to stop any  
one from being told about the Pipeline-Watergate  
scandal. The news media has told you little if  
anything of what was uncovered by Skolnick's group  
about the plane crash. Many of the details are in  
the lawsuit reprinted on this sheet.

Alex J. Bottos, a staff member of Skolnick's group,  
was grabbed a few days after the lawsuit was filed  
and was spirited away to a federal concentration  
camp-type facility at Springfield, Missouri. A  
little known law empowers the government to grab  
people without a signed complaint or any proof and  
hold them away for an indefinite period, for so-  
called "mental observation", like methods used by  
the Russian secret police and the Gestapo.

**FREE ALEX BOTTOS !!!**

For more information about this and other matters  
call **HOTLINE NEWS**, (312) 731-1100, a recorded  
message on 24 hours a day every day.

Circulated and published by Citizens Committee to  
Clean Up the Courts, Sherman H. Skolnick,  
chairman, 9800 So. Oglesby, Chicago, Ill. 60617  
(312) 787-8220.

IN THE CIRCUIT COURT OF COOK COUNTY  
COUNTY DEPARTMENT, LAW DIVISION.

SHERMAN H. SKOLNICK, plaintiff ) filed 3/2/73  
vs. ) No. 1218  
ISABEL A. BURGESS, defendant )

COMPLAINT.

The plaintiff Sherman H. Skolnick, complaining against the defendant, Isabel A. Burgess, alleges:

1. That starting on February 27, 1973, and continuing to and including the date of the filing of this Complaint, the defendant Isabel A. Burgess has been conducting a self-styled "Public Hearing", in the Sheraton-O'Hare Motor Hotel, 6610 North Mannheim Road, Rosemont, Illinois, in the Stuart Room, for the pretended purpose of "An Aircraft Accident Hearing, United Air Lines, Inc., Boeing 737, N9031U, Near Chicago Midway Airport, Chicago, Illinois, December 8, 1972".

That the said defendant has caused to have herself labeled and described as "Chairman, Board of Inquiry", in respect to said plane crash.

2. That by and for the defendant, there has been published and circulated, in and about Cook County, Illinois, mimeographed and other material containing the defendant's name and in capital letters "Chairman, Board of Inquiry, Public Hearing", meaning to be understood and was so understood by this plaintiff, that under the direction of the defendant, at such address, were being held public hearings, in which members of the public having data on said plane crash could participate. That contrary to such representations by and for the defendant, the said so-called "Board of Inquiry" and "Public Hearing" are a sham and a pretense, calculated to exclude public participation, and to perpetrate a fraud upon this plaintiff and other residents and citizens of Cook County, Illinois, similarly situated. All hereinafter more fully set forth.

3. That the plaintiff is founder and chairman of the Citizen's Committee to Clean Up the Courts, hereinafter called the Committee, a voluntary, not for profit organization devoted to research and investigation.

More than a year and a half ago, members of plaintiff's staff began an investigation of the Coroner's Office in Lake County, Indiana. In the course of this they discovered numerous instances where documents and records were issued by such office, purporting to be with the signature of the Coroner of Lake County, Indiana, but, in fact, were not signed by him and were a fraud. That other death records were issued in Lake County, Indiana, that were likewise fraudulent or had pertinent data missing or altered.

That it was apparent to the plaintiff and his staff, that these records were manufactured to cover up numerous mysterious deaths related to what plaintiff's group came to call the Pipeline-Watergate Matter. Many of the deaths, believed to be murders, were of persons who were witnesses or in other respects related to a Federal Criminal Indictment, filed in the U.S. District Court at Hammond. The indictment originally was to be released on or about June, 1972, but was delayed because of these happenings, to on or about September 8, 1972.

Said indictment, charging a bribery scheme involving a gas pipeline, was against the Mayor of Hammond, city officials of East Chicago, Indiana, and former officials of Northern Natural Gas Company or its subsidiaries.

4. Within a few months before and after September 8, 1972, five East Chicago, Indiana, officials have died under questionable circumstances. These people were in one way or another related to the indictment, and included the city clerk, the city controller, a city councilman, chief of the mechanical department, and chief of the incinerator department.

5. An ambulance driver in Lake County, Indiana, a corroborating witness to the Coroner's fraud, was terrorized by corrupt Gary, Indiana city police, in an attempt to change his testimony.

6. An attempt was made to hinder the investigation of the Committee in respect to the gas pipeline matter, and matters related thereto, by the following:

A Committee investigator and associate, of this plaintiff, Alex J. Bottos, 4075 Lincoln,

Gary, Indiana, was indicted in the Hammond Federal Court, on the charge of impersonating an FBI agent. The complaining witness was a Gary policeman identified by Bottos as being in the dope traffic.

Related to the plane crash is the acts and doings of Joseph Sarelli, et al., a crime syndicate gang, active in among other things, stealing \$2,100,000 of securities by entering a baggage compartment of an in-flight airplane. The case was brought by Justice Department Strike Force prosecutor Douglas Keller with the assistance of Committee investigator Alex J. Bottos. (United States District Court, Northern District of Illinois, Eastern Division, Magistrate Balog's docket 72-41, affidavit of John T. Dolan, Special Agent, FBI.)

The Strike Force fails and refuses to rectify the gross discrepancy between Hammond and Chicago in respect to Alex J. Bottos.

7. Shortly after the crash of December 8, 1972, of United Air Lines flight 553, a Committee source in the Federal Aviation Administration, informed the Committee in highly specific detail that:

(1) flight 553 was sabotaged, believed to be the altimeter, and manipulation of the flight instruments for the purpose of murdering at least four people on board.

Mrs. E. Howard Hunt, wife of a CIA man who later pleaded guilty in the Watergate case, she was on the way to Chicago, to start a legal dispute with her husband. During the course of such a dispute embarrassing details were found to come out, about the Nixon administration's role in the Watergate affair. She was believed to be worthing much more than the Ten Thousand Dollars reported after the plane crash.

(2) CBS newswoman Michele Clark, believed to have exclusive access to details relating to Mrs. E. Howard Hunt's trip to Chicago.

(3) and (4) Ralph Blodgett and James H. Krueger, both employed by the Northern Natural Gas Company of Omaha, legal department. They were part of a group of nine gas pipeline lawyers at a Washington, D.C. meeting of gas pipeline lobbyists. Only Blodgett and Krueger got on the plane. Their group had been previously warned they would never live to get to Chicago to bring certain highly sensitive and controversial documents. The said documents were to be used in reducing or forcing the dismissal of the Hammond Federal Criminal charges against former officials of Northern Natural Gas Company and subsidiaries.

Among other things, the documents showed or tended to show, that another gas pipeline, El Paso Natural Gas Company, was owned in part by John Mitchell, who got ownership while he was U.S. Attorney General and dropped anti-trust charges against El Paso. Mitchell was also deeply involved in the Watergate affair where gas and oil company monies were used. The documents disappeared after the flight 553 crash.

8. Persons connected to the previously mentioned Joseph Sarelli airplane robbery gang apparently now have access to if not custody of, one copy of the said documents. However, plaintiff's Committee was already aware of the nature of said documents from the Committee's work in exposing Federal Circuit Judge Otto Kerner, recently found guilty of bribery, perjury, and extortion. Approximately three months prior to Kerner's indictment of December 1971, plaintiff's Committee was aware that certain Democrats, including the late Congressman Daniel Rostenkowski, were seeking to influence the then U.S. Attorney General, John Mitchell, in respect to the Kerner indictment. Mitchell's financial involvement with El Paso Natural Gas Company, at a time Mitchell dropped anti-trust charges against them, Rostenkowski was prevented from continuing to pressure Mitchell, by the leaking of a story to the press about Rostenkowski's previously undisclosed race track interests.

Shortly after the flight 553 crash, plaintiff's Committee, on their recorded phone message called Motline News, mentioned details of the Mitchell documents. A representative of a federal agency met with members of plaintiff's Committee. An offer, in six digits, was made to the Committee to turn over the documents to agents or intermediaries of the said federal agency. The Committee rejected the offer, and the idea of an offer. The representative was informed that the Committee was not a mercenary group and was not for sale.

10. A few weeks after the flight 553 crash, an attempt was made to flush out the Committee's FAA source. A wire service reporter interviewed plaintiff Skolnick following his appearance on a radio talk show on WJOB Radio, Hammond, on which show Skolnick mentioned some of the foregoing details. It was apparent to plaintiff that the wire service was merely acting as an intermediary for federal aviation authorities desiring to plug up the leak. The reporter demanded that Skolnick reveal his FAA source. The bait was that Skolnick's disclosures about the plane crash would run on the wire.

services facilities.

11. On March 1, 1973, at or about 1:15 in the afternoon, plaintiff Skolnick put directly into the hands of defendant Isabel A. Burgess a letter which contained verbatim words and figures as follows:

March 1, 1973 Hon. Isabel A. Burgess Chairman, Board of Inquiry, U.S. National Transportation Safety Board

Dear Mr. Burgess:

I am chairman of an investigation and research group, Citizens' Committee to Clean Up the Courts. During the course of our work in December, 1972, we became deeply involved in the 553 crash, as it related to our inquiry into a federal criminal case, pending in the Hammond Federal Court. We have data pertinent and relevant to the matter now before your inquiry board.

I ask that I be called as a witness or that in other manner be heard. I am present in the hearing room. A summary of our other work is attached. /s/ Sherman H. Skolnick

Sherman H. Skolnick, Chairman, Citizens' Committee to Clean Up the Courts, 9800 South Oglesby, Chicago, Illinois 60617; 787-8220. H55, bm

Said letter contained a typographical error referring to Ms Burgess as Mr. Said letter was handed by plaintiff to defendant Burgess in the lobby of the Sheraton-O'Hare Motor Hotel, and a conversation took place between plaintiff and defendant, the gist of which is:

Plaintiff in answer to a question of defendant Burgess said his Committee's work showed there was apparent sabotage involved in the crash of flight 553.

12. Thereafter, by acts and doings of defendant, she let plaintiff understand that he would not be permitted to participate in the so-called "Public Hearing", wherein defendant represents that she is "Chairman, Board of Inquiry".

13. Defendant Burgess', so-called "Public Hearing" and "Board of Inquiry" are a fraud upon this plaintiff and other citizens and residents of Cook County similarly situated, in that:

(a) the so-called "Public Hearing" is excluding the participation of the public, and specifically this plaintiff who has relevant and pertinent data respecting the flight 553 crash.

(b) the so-called "Board of Inquiry" is dominated by large corporate interests who appear to be against any disclosure, such as of possible sabotage, unless and until they are initiated by them. Executive level representatives of said large corporate interests sit at tables in front of the defendant Burgess, in the so-called "Public Hearing" and dominate the line of inquiry taken by defendant's so-called "Board of Inquiry". Said large corporate interests include Pratt & Whitney, an airplane engine manufacturer; Boeing, an airplane manufacturer; and United Air Lines, the operator of the airplane in the flight 553 crash.

14. That the flight 553 crash appears to be an extension of a plan apparently to murder several dozen people connected with the Pipeline Watergate Matter. Defendant Burgess' in her aforementioned acts and doings, is attempting to cover up the same, by a fraud upon the citizens and residents of Cook County, Illinois, locale of the crash.

That the defendant Isabel A. Burgess, in all the acts hereinbefore described, acted knowingly and maliciously, and maliciously, by virtue whereof this plaintiff is entitled to and also claims exemplary damages for \$1,000,000.00 (One Million Dollars).

16. That this plaintiff has been damaged and claims damages for the sum of \$1,000,000.00 (One Million Dollars).

WHEREFORE, this plaintiff, Sherman H. Skolnick, claims damages and asks for judgment against the defendant, Isabel A. Burgess', in the total of \$2,000,000.00 (Two Million Dollars) and for costs as in law provided.

Sherman H. Skolnick, 9800 South Oglesby, Chicago, Illinois 60617; 787-8220; plaintiff, pro se.

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS. AFFIDAVIT.

Sherman H. Skolnick, being first duly sworn on oath, deposes and says that he is the plaintiff pro se, in this case; that he has read the foregoing Complaint by him subscribed; that the facts stated therein are true and correct to his personal knowledge; that the other matters stated therein are matters of record, and that in either case are true.

Subscribed and sworn to before me,  
this 2nd day of March, C.E. 1973.

Sherman H. Skolnick.

notary public. 3