

From: MCCLELLAND MIKE NAS LEMOORE AIMD
<CNAP.cnap#u#async#c##034#aimd70#034##c#AIMD70.AIMD#
c#MMCCLELLAND@cnap.navy.mil>
Date: May 29, 1998 12:42:41 PM PDT
To: barry@corazon.com
Subject: Cargo Door Openings

Barry,

I have read your articles with great interest. I think you are on the right track.

My feeling is that the aircraft wiring may play a much more significant role that is presently known. At www.nts.gov, a 11/13/91 incident occurred aboard an in-flight DC-8. Admittedly a much older aircraft, but still wired like all 727, 737, 747 planes. Basically, the main cargo door opened during flight. Door status indicators did not show door open.

The report states "OF THE TWO CIRCUIT BREAKERS REQUIRED TO BE PULLED PRIOR TO TAKEOFF, ONE WAS FOUND STILL ENGAGED...."

Can this mean that the manufacturer knew it was not a good idea to have power available at the door cam drive motors inflight? I can easily see how a subsequent control circuit could be shorted to the airframe, thence actuating the door cams.

Good Luck,

Mike McClelland

From: John Barry Smith <barry@corazon.com>
Date: May 29, 1998 12:28:08 PM PDT
To: MCCLELLAND MIKE NAS LEMOORE AIMD
<CNAP.cnap#u#async#c##034#aimd70#034##c#AIMD70.AIMD#
c#MMCCLELLAND@cnap.navy.mil>
Subject: Re: Cargo Door Openings

Barry,

I have read your articles with great interest. I think you are on the right track.

Dear Mike, thanks,

I worked in AMD aircraft maintenance department in Brunswick Maine on P2s in 1962. Take 'NFG' tagged black box and turn it into parts on order AOG.

My feeling is that the aircraft wiring may play a much more significant role that is presently known.

I agree, much more.

At www.nts.gov, a 11/13/91 incident occurred aboard an in-flight DC-8. Admittedly a much older aircraft, but still wired like all 727, 737, 747 planes. Basically, the main cargo door opened during flight. Door status indicators did not show door open.

The report states "OF THE TWO CIRCUIT BREAKERS REQUIRED TO BE PULLED PRIOR TO TAKEOFF, ONE WAS FOUND STILL ENGAGED...."

Can this mean that the manufacturer knew it was not a good idea to have power available at the door cam drive motors inflight?

Flight crew probably did it on their own.

I can easily see how a subsequent control circuit could be shorted to the airframe, thence actuating the door cams.

And lots of other strange things.

Here's my latest facts derived from research:

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States

1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and
Transportation
United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Robert Francis II
Vice Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Bernard Loeb,
Director of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas E. Haueter
Chief, Major Investigations Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.

Washington, DC 20594

John B. Drake
Division Chief
Aviation Engineering Division
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Al Dickinson,
Lead Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Ron Schleede,
Investigator, TWA 800
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

James F. Wildey II
National Resource Specialist
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

David Mayer
NTSB Wreckage Database Manager
National Transportation Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Thomas McSweeny
Director, Aircraft Certification Service
FAA National Headquarters
800 Independence Avenue, S.W
Washington D.C 20591

Lyle Streeter
FAA AAI
Aircraft Accident Investigator
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800 Independence Avenue, S.W
Building FOB 10A, Room 838,
Washington D.C 20591

Ron Wojnar,
Manager
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Transport Airplane Directorate
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Neil Schalekamp
Manager, Propulsion & Mechanical Systems and Cabin Safety
Branch
Transport Standards Staff
Transport Airplane Directorate, ANM-100
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Bob Breneman,
Aerospace Engineer,
Federal Aviation Administration
Transport Airplane Directorate, ANM-100

1601 Lind Ave. S.W.
Renton, WA 98055-4056

Dear elected, appointed, and employed US government officials
involved with TWA 800 investigation, 29 May 1998

Gentleman, I respectfully address all as if this were a cyberspace meeting and it is my turn to speak. Most of us have exchanged letters, emails, conversations in person or telephone calls in the past. The case for wiring/cargo door opening in flight as an explanation for the TWA accident grows stronger every day with evidence such as this:

Quote from TWA 800 Public Docket 516A, Exhibit 9A Systems Group Chairman's Factual report of Investigation, Page 47, "A Boeing telefax of June 25, 1997, stated that: The Poly-X wire was used as general purpose wire on the RA164 (TWA 800) aircraft. Wire insulation known as Poly-X had three in-service problems:

- Abrasion of the insulation in bundles installed in high vibration areas.

(This problem was corrected by Boeing Service Bulletin No. 747-71-7105, Dated July 19, 1974)

- Random flaking of the topcoat.

- Insulation radial cracks in tight bend radii.

Radial cracking phenomenon of the Poly-X wire was mainly associated with mechanical stress. Bend radius is the largest contributor to mechanical stress in installed wire or cable.

Presence of moisture in conjunction with mechanical stress is also a contributor."

The Systems Exhibit 9A continues on same page 47, "Evidence of arcing or short circuiting was found in the fuselage of N93119,

(TWA 800) in addition to what was found in the wiring from the raceway below the left cabin floor and near the forward wing spar.

The Systems Exhibit 9A continues, page 116:

"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found."

(Please note that BMS13-42A is Poly-X wiring. Cargo door location is FS 560-670 and cracked wires discovered are within that zone. Frayed wires in that area have shorted before and caused the forward cargo door to open in flight, NTSB AAR 92/02 UAL 811. Water has been seen pouring out of a forward cargo bay of a Boeing airliner. Water and leaking electricity make a powerful conductor. Both are known to exist in Boeing airliners.)

NTSB Exhibit 9C, Attachments to the Systems Group Factual Report, page 44:

"Response: There was one reported wire insulation abrasion on the 747 in 1996. There operator reported that a burning smell was noted during cargo loading in the forward cargo compartment. Cargo loading system wiring was found damaged and shorted to ground below the cargo floor at station 650, below the aft right corner of a large ball mat. A wiring loom "p" clip was found broken enabling the wire to chafe against structure. A hole was found burned through the bottom angle of the cargo floor cross member, where the wiring clip attached, and charring was evident in the surrounding insulation blanket. Repairs were

made."

Page 44: "Response: There were seven reported wiring fires on the 747 in 1996."

Page 45: "f. 747-200 reported on October 12, 1996
Wire bundle arcing and resultant fire at aft bulkhead of forward lower lobe cargo hold on a 747-200 freighter. This occurred with the airplane on the ground, during post C-check functional test. Note: Portions of the damaged wire bundles were forwarded to Boeing for evaluation in determining the cause of the damage. The results of the analysis indicated the primary conductor(s) sustained mechanical or thermal damage prior to the application of electrical power."

Page 46, "g. 747-400 reported on November 1, 1997, (see response to question 1)
There was one reported wire insulation abrasion on the 747 in 1996. The operator reported that a burning smell was noted during cargo loading in the forward cargo compartment. Cargo loading system wiring was found damaged and shorted to ground below the cargo floor at station 650, below the aft right corner of a large ball mat. A wiring loom "p" clip was found broken enabling the wire to chafe against structure. A hole was found burned through the bottom angle of the cargo floor cross member, where the wiring clip attached, and charring was evident in the surrounding insulation blanket. Repairs were made."

Page 57, Letter from Commander Naval Air Systems Command to National Electrical Manufacturers Association, 1 Oct 82, "As you know, the problems with poly-x wire are well known to headquarters and its use had been curtailed."

FAA Aircraft Certification Service Mission Statement:

<http://www.faa.gov/avr/air/hq/mission.htm>

"Aviation Safety Begins With Safe Aircraft

The Aircraft Certification Service is responsible for the safety of civil aircraft. The inherent safety of an aircraft is a function of its design integrity and its manufacturing quality. It is the mission of the Aircraft Certification Service to promote safety by:

Prescribing safety standards governing the design, production quality, and airworthiness of civil aeronautical products;

Administering design, production quality, and finished product certification programs in compliance with the prescribed safety standards;

Monitoring safety performance, and acting to provide continued operational safety of aircraft;

Working in partnership with aviation safety authorities of other countries to continuously improve the safety of the international air transportation system and achieve international harmonization of aircraft certification standards and practices.

Our program priorities are:

ÊÊÊÊÊFIRST: Continued operational safety including surveillance.

ÊÊÊÊÊSECOND: Safety standards, policies, and procedures.

ÊÊÊÊÊTHIRD: Type, production, and airworthiness certification."

Text of 1 May 98 letter from Congressman Farr:

"Dear Mr. Smith:

Thank you for contacting me recently regarding your ongoing interest in the forward cargo door of TWA flight 800. I appreciated hearing from you.

I am, of course, glad to help, and am therefore in touch with the

appropriate government agency on your behalf. I will write to you again as soon as a response is available, but please let me know if there is anything further that I can do for you in the interim.

Sincerely,

Sam Farr
Member of Congress

Text of 12/19/86 email Senator McCain:

Dear Mr. Smith,

Thank you again for contacting me with your concerns regarding the potential hazards involving Boeing 747s.

As you know, I have passed the information you sent to Chris Paul and he has informed me of your findings. I have since forwarded the material you sent to the Commerce, Science and Transportation Committee for their review.

Again, thank you for contacting me. I am always glad to have the opportunity to be of assistance.

Sincerely,
John McCain
U.S. Senator
JM/jes

Excerpt of 4 Mar 98 letter from Senator John McCain to me: "I have received your letter regarding the forward cargo door of TWA Flight 800, and your interest in meeting with someone at the National Transportation Safety Board (NTSB) relating your

concerns.

I have contacted the NTSB on your behalf, about your concerns. I have asked for a prompt response to be sent directly to you."

FAA and NTSB and manufacturers are taking efforts to inspect fuel tank wiring on all airliners. Cargo door wiring on Boeing 747s should also be inspected. A wiring caused inadvertent opening of the forward cargo door of TWA 800 in flight should also be investigated.

It's prudent.

1. Check known faulty Poly X wiring in cargo door areas of early 747s for chafed to bare wires.
2. Figure out explanation of red paint smears, outward peeled skin, and petal bulge at aft midspan latch of forward cargo door of TWA 800.
3. Attempt to locate missing eighty percent of forward cargo door by either finding it in Orange Zone, Calverton hangar, or from the bottom of the ocean.
4. Meet face to face with a citizen, as the suggestion of Senator McCain, to discuss and consider real evidence as discovered in research of NTSB and FAA documents regarding wiring/cargo door explanation for TWA 800.

Following the example of Congressman Farr of open discussion of TWA 800 and the inclusion of relevant correspondence in letters, I have put all your correspondence to me on my web site www.corazon.com. All emails and scanned letters are seen at [<http://www.corazon.com/correspondence.html>](http://www.corazon.com/correspondence.html)

Democracy and the internet in action.

Regards,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com

Difficulty Date : 10/31/97 0:00:00
Operator Type : Air Carrier
ATA Code : 5230
Part Name : LATCH
Aircraft Manufacturer : BOEING
Aircraft Group : 747
Aircraft Model : 747251B
Part/Defect Location : CARGO DOOR
Part Condition : OUT OF ADJUST
Submitter Code : Carrier
Operator Desig. : NWAA
Precautionary Procedure : UNSCHED LANDING
: DUMP FUEL
Nature : WARNING INDICATION
Stage of Flight : CLIMB
District Office Region : Great Lakes office #01
A/C N Number : 613US
Part Total Time : 0
Part Time since Overhaul: 0

Aircraft Serial No. : 20358

Discrepancy/Corrective Action:

DURING CLIMB, THE AFT CARGO DOOR ILLUMINATED AND AIRCRAFT FAILED TO PRESSURIZE. FLIGHT RETURNED TO BKK AFTER DUMPING 5000 LBS OF FUEL AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE AFT CARGO DOOR HANDLE OUT OF POSITION. ADJUSTED LATCH AND LOCK. OPERATIONAL CHECK OK. Difficulty Date

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747123
Aircraft Serial No. : 20323
Difficulty Date : 23 April 1993
Operator Desig. : IPXA
A/C N Number : 671UP
Precautionary Procedure : Unshed. Landing
Nature : Other
Stage of Flight : Climb

Discrepancy/Corrective Action:

THE SIDE CARGO LIGHT ILLUMINATED SHORTLY AFTER DEPARTURE FROM ONT. THE AIRCRAFT COULD NOT BE PRESSURIZED. THE CREW DUMPED FUEL DOWN TO MAX LANDING WEIGHT AND RETURNED TO ONT. MAINTENANCE FOUND THE MAIN CARGO DOOR SHEAR PIN SHEARED AND REPLACED

PIN. OPS CHECK WAS NORMAL.

Part Name : SHEAR PIN
Manufacture Part Number : 69B156232
Part Condition : BROKEN
Part/Defect Loc. : MAIN CARGO DR
Overhaul : X
Submitter Code : Carrier
District Office : Southern US office #01
Aircraft Type : 12501 lbs. and over weight class
Monoplane Low Wing
Powered with 4 Engines

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747451
Aircraft Serial No. : 24223
Difficulty Date : 16 September 1993
Operator Desig. : NWAA
A/C N Number : 668US
Precautionary Procedure : None
Nature : Other
Stage of Flight : Insp/Maint

Discrepancy/Corrective Action:

DURING PERIODIC INSPECTION, CORROSION WAS
FOUND ON THE FORWARD CARGO DOOR FORWARD
MIDSPAN LATCH
TORQUE TUBE. REPLACED TORQUE TUBE AND LATCH
ASSEMBLY.

Part Name : TUBE
Manufacture Part Number : 65B073396
Part Condition : CORROSION
Part/Defect Loc. : FWD CARGO DOOR
Overhaul : X
Submitter Code : Carrier
District Office : Great Lakes office #01
Aircraft Type : 12501 lbs. and over weight class
Monoplane Low Wing
Powered with 4 Engines

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747238B
Aircraft Serial No. : 20535
Difficulty Date : 10 November 1993
Operator Desig. : CALA
A/C N Number : 17025
Precautionary Procedure : Unsched. Landing
Nature : Other
Stage of Flight : Climb

Discrepancy/Corrective Action:

EWR - FLT 0028 - AIRCRAFT CABIN PRESSURE COULD NOT BE MAINTAINED ABOVE 17,000 FEET. ALL PACKS AND DUCT PRESSURE WERE NORMAL AND THERE WERE NO SYSTEM FAIL LIGHTS OR DOOR WARNING LIGHTS. THE AIRCRAFT WAS RETURNED TO EWR. MAINTENANCE FOUND THE AFT CARGO DOOR

FORWARD PRESSURE RELIEF DOOR SHROUD CRACKED
AND THE DOOR
SEAL WAS MISSING. THE DOOR SHROUD AND SEAL
WERE REPLACED. THE AIRCRAFT WAS PRESSURIZED
AND NO LEAKS WERE
NOTED. (W)

Part Name : SHROUD
Part Condition : CRACKED
Part/Defect Loc. : AFT CARGO DOOR
Overhaul : X
Submitter Code : Carrier
District Office : Southwestern US office #09
Aircraft Type : 12501 lbs. and over weight class
Monoplane Low Wing
Powered with 4 Engines

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747132
Aircraft Serial No. : 19896
Difficulty Date : 06 September 1994
Operator Desig. : EIAA
Operator Type : Air Carrier
A/C N Number : 481EV
Precautionary Procedure : Unsched. Landing
: Dump Fuel
Nature : Warning Indication
Stage of Flight : Climb

Discrepancy/Corrective Action:

JFK - ON TAKEOFF AFT CARGO DOOR LT ILLUMINATED.
UNABLE TO PRESSURIZE, DUMPED 50,000 POUNDS,
LANDED JFK. UPON
ARRIVING AT JFK , FOUND AFT CARGO VENT DOORS
OPENED AND DOOR HANDLE UNLOCKED. CHECKED
OPERATION OF DOOR
AND HANDLE PER MM 52-34-12 AND MM 52-34-00. OPS
CHECKED OK. ADJUST LATCH PIN PER MM 52-34-12
PAGE 234 AND
PRESSURIZED OK. PER MM 21-31-00. OPS CHECKED OK
AND INDICATION OK. (W)

Part Name : DOOR
Part Condition : NOT LATCHED
Part/Defect Loc. : CARGO COMPT
Name : EVERGREEN INTERNATIONAL
AIRLINES IN
Submitter Code : Carrier
District Office : Northwest Mountain office #09

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747251F
Aircraft Serial No. : 23887
A/C Total Time : 29362
A/C Total Cycles : 6796
Difficulty Date : 20 October 1994
Operator Desig. : NWAA
Operator Type : Air Carrier
A/C N Number : 639US
Precautionary Procedure : Unsched. Landing

Operator Type : Air Carrier
A/C N Number : 640FE
Precautionary Procedure : Unshed. Landing
Nature : Warning Indication
Stage of Flight : Take Off
Station : ORD
Flight # : 77

Discrepancy/Corrective Action:

ON ROTATION, AFT CARGO DOOR OPENED. REPLACED
SPRING ON LOCK PIN AND ADJ PER MM 52-34-12.

Part Name : SPRING
Manufacture Part Number : MS245851290
Part Condition : FAILED
Part/Defect Loc. : AFT CARGO DOOR
Name : FEDERAL EXPRESS CORP
Submitter Code : Carrier
District Office : Southern US office #04

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747122
Aircraft Serial No. : 19878
A/C Total Time : 80672
A/C Total Cycles : 18869
Powerplant Manufacturer : PWA
Powerplant Model : JT9D7A
Difficulty Date : 24 October 1994
Operator Desig. : UALA
Operator Type : Air Carrier
A/C N Number : 4717U

Precautionary Procedure : Emer. Descent
Nature : Warning Indication
Stage of Flight : Cruise
Station : NRT
Flight # : 0825

Discrepancy/Corrective Action:

AT 37000 FEET UNABLE TO MAINTAIN CABIN
PRESSURE. MADE EMERGENCY DESCENT. REPLACED
MISSING SEAL ON AFT CARGO
DOOR.

Part Name : SEAL
Manufacture Part Number : 60B1000010
Part Condition : MISSING
Part/Defect Loc. : CARGO DOOR
Name : UNITED AIRLINES INC.
Submitter Code : Carrier
District Office : Western/Pacific US office #29

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747132
Aircraft Serial No. : 19896
Difficulty Date : 14 May 1995
Operator Desig. : EIAA
Operator Type : Air Carrier
A/C N Number : 481EV
Precautionary Procedure : Unsched. Landing
Nature : Warning Indication
Stage of Flight : Climb

Discrepancy/Corrective Action:

JFK - LOG PAGE A3752 - AFT CARGO LIGHT
ILLUMINATED ON TAKEOFF ROLL ALONG WITH CARGO
DOOR ANNUNCIATOR LIGHT
ON PILOTS CLEAR SHIELDS. ABNORMAL CHECKLIST
COMPLETED AND LANDING WAS UNEVENTUAL.
FOUND LOWER AFT CARGO
DOOR VENT DOOR RELEASE HANDLE OPEN.
RESECURED HANDLE AND OPERATED HANDLE
NUMEROUS TIMES. LIGHT OPERATED
NORMALLY IAW MM 52-34-0. OPERATION OF AFT
CARGO DOOR VENT DOOR HANDLE AND TRIGGER
ASSY AND INDICATION
SYSTEM ALL CHECKED OK. (X)

Part Name : VENT DOOR HANDLE
Part Condition : NOT SECURED
Part/Defect Loc. : CARGO DOOR
Name : EVERGREEN INTERNATIONAL
AIRLINES IN
Submitter Code : Carrier
District Office : Northwest Mountain office #09

ATA Code : 5230
Aircraft Manufacturer : BOEING
Aircraft Model : 747251B
Aircraft Serial No. : 23111
A/C Total Time : 45787
A/C Total Cycles : 7155
Difficulty Date : 03 March 1996
Operator Desig. : NWAA

Operator Type : Air Carrier
A/C N Number : 631US
Precautionary Procedure : Unshed. Landing
: Emer. Descent
Nature : Warning Indication
Stage of Flight : Cruise
Station : RPMM
Flight # : 0007

Discrepancy/Corrective Action:

DURING CRUISE, PRESSURIZATION AUTO FAIL LIGHT
ILLUMINATED ACCOMPANIED BY A LOSS OF
PRESSURIZATION. AIRCRAFT
DIVERTED TO MNL AND LANDED WITHOUT INCIDENT.
REPLACED AIR/GROUND RELAY R229, RIGHT OUTFLOW
VALVE
ACTUATOR AND AUTO PRESSURE CONTROLLER.
REPAIRED DENT IN FORWARD CARGO DOOR
DEPRESSOR SEAL AND
OPERATIONAL CHECK GOOD.

Part Name : SEAL
Part Condition : DAMAGED
Part/Defect Loc. : CARGO DOOR
Name : NORTHWEST AIRLINES INC
Submitter Code : Carrier
District Office : Great Lakes office #01

From: "K. de Boer" <sabeth@wxs.nl>
Date: May 29, 1998 1:06:45 PM PDT
To: barry@corazon.com

Subject: wingtip movement

Reply-To: sabeth@wxs.nl

hi

i have a question for you,could you tel me how many meters the wingtips of an boeing 747 airplane can maximally move during a flight. myself and i were wondering about that but i cant find the answer any where,so maybe you can help us. if you know the answer please mail it to me! at:sabeth@wxs.nl

thank you

From: John Barry Smith <barry@corazon.com>

Date: May 30, 1998 9:31:43 AM PDT

To: sabeth@wxs.nl

Subject: 8 meters

In high speed flight he tips of the -400 bend upwards by 8 metres from their fully fuelled parked state.

My expert tells me that. I have no documentation.

Cheers,

John Barry Smith

From: Aawism@aol.com

Date: May 31, 1998 8:45:04 AM PDT
To: barry@corazon.com
Subject: Aerodynamics for Naval Aviators

Dear Sirs,

I am trying to locate, and purchase the book Aerodynamics for Naval Aviators. If you offer this book for sale, or know where I can purchase it please write to me as soon as you are able.

Thank You.
Aaron W. Smith
Aawism @ AOL.Com

From: John Barry Smith <barry@corazon.com>
Date: May 31, 1998 11:55:57 AM PDT
To: Aawism@aol.com
Subject: Re: Aerodynamics for Naval Aviators

Dear Sirs,

I am trying to locate, and purchase the book Aerodynamics for Naval Aviators. If you offer this book for sale, or know where I can purchase it please write to me as soon as you are able.

Thank You.
Aaron W. Smith
Aawism @ AOL.Com

I'm looking at my copy right now. I bought it in a general aviation flight store in San Jose.

Aviation Supplies and Academics Inc
7005 132nd Place SE
Renton WA 98059-3153 published it. ISBN 1-56027 140X
Cheers,
John Barry Smith

From: Snow Kid <snowjay@earthlink.net>
Date: June 1, 1998 12:42:17 AM PDT
To: John Barry Smith <barry@corazon.com>
Subject: Re: Sehome High School Student: Jessica Snow

Thank you very much for the information. I got a good grade from some information from you. Thank you very much for the help! The boeing Company sent me many material too that helped a whole lot. Thank you again.
Sehome Student,
Jessica Snow

John Barry Smith wrote:

Dear Miss Snow, 10 Apr 98

Could you please help me?

The questions are:

1. In what countries does your firm do business?

I'm an amateur sleuth working on my own in my home using the

net for
research and communication around the world, but no business.

2. What percentage of its business is conducted abroad?

No business but communicate abroad about 20%.

3. What kind of economic system exists in your firm's home country?

Now that's a good question.

4. Can you think of any ways in which your firm is regulated by the home government?

Not much but they would like to try.

5. Does your firm have any trademarks or patents? If so, list and describe them.

My web site name www.corazon.com and all material on my website, especially the intellectual discovery/property that wiring is causing cargo doors open in early model Boeing 747s.

snowjay@earthlink.com

Why use Jake Goodman address and not the above?

Cheers,

John Barry Smith

barry@corazon.com

<http://www.corazon.com/>

From: "mau v. dam" <duyvandam@yahoo.com>

Date: June 5, 1998 4:10:43 PM PDT

To: barry@corazon.com

Subject: DC-10

Hi, Barry! I have few questions for you. Could you please answer them as soon as possible. Thank!

In 1974, the first crash of a fully loaded DC-10 jumbo jet occurred in Paris, and it killed 346 people because of the cargo doors. It bursts open during flight, depressurize the cargo space, and thereby collapse the floor of the passenger cabin above. Well, that was in the past. So, what happen to the DC-10 right now? Did they redesigning the doors and strengthening the cabin floor in today DC-10?

What is the roles of management, FAA, operators, and engineering through the design, manufacture, operation, and inspection have been less than admirable from an ethics point of view?

DO YOU YAHOO!?

Get your free @yahoo.com address at <http://mail.yahoo.com>

From: John Barry Smith <barry@corazon.com>

Date: June 5, 1998 8:50:04 PM PDT

To: "mau v. dam" <duyvandam@yahoo.com>

Subject: **Re: DC-10**

In 1974, the first crash of a fully loaded DC-10 jumbo jet occurred in Paris, and it killed 346 people because of the cargo doors. It bursts open during flight, depressurize the cargo space, and thereby collapse the floor of the passenger cabin above. Well, that was in the past. So, what happen to the DC-10 right now?

Changed to MD 11 and flew for eleven years, just yesterday, production to cease when few orders are filled.

Did they redesigning the doors and strengthening the cabin floor in today DC-10?

No, basically the same.

What is the roles of management, FAA, operators, and engineering through the design, manufacture, operation, and inspection have been less than admirable from an ethics point of view?

Well, that's up to a jury to decide.

Cheers,
John Barry Smith

From: "Thomas A. Mende" <tam@newsouthinc.com>
Date: June 7, 1998 8:32:44 PM PDT
To: <barry@corazon.com>
Subject: **Your website**
Reply-To: <tam@newsouthinc.com>

Dear Mr. Smith:

As a frequent traveler, I came across your website by accident tonight.

Although having no technical background, your explanations and comparisons seem rather logical and more believable than the center fuel tank wiring problem. As far as government cooperation is concerned,

however, the possibility that PanAm 103 was not a bomb, poses of course a tremendous threat.

I would appreciate your reply, updating me on the current status of your efforts to bring this theory into the public foreground.

Sincerely,
Thomas A. Mende
tam@newsouthinc.com

From: John Barry Smith <barry@corazon.com>
Date: June 7, 1998 10:29:27 PM PDT
To: <tam@newsouthinc.com>
Subject: wiring/cargo door

Dear Mr. Smith:

As a frequent traveler, I came across your website by accident tonight.

Although having no technical background, your explanations and comparisons seem rather logical and more believable than the center fuel tank wiring problem. As far as government cooperation is concerned, however, the possibility that PanAm 103 was not a bomb, poses of course a tremendous threat.

I would appreciate your reply, updating me on the current status of your efforts to bring this theory into the public foreground.

Sincerely,
Thomas A. Mende
tam@newsouthinc.com

Dear Mr. Mende,

Well, threat to the government that there was no threat of terrorists? Strange world we live in where a less threatening situation is considered an added threatening situation. No bomb for 103.

Here's my latest to NTSB. Any help is appreciated.

Cheers,
John Barry Smith

Sam Farr
Member of Congress
17th District, California
House of Representatives
Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and
Transportation

United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

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490 L'Enfant Plaza East, SW.
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Dear Official Persons who feel responsibility in explaining TWA
800, 5 June 1998

There are cracked wires to the bare conductors in the cargo door

area of TWA 800 as described by NTSB Systems Exhibit 9A, page 116:

"Some wires found in the section of W480 from forward of station 570 and identified as BMS13-42A had numerous cracks in the insulation. Most of the cracks in this bundle were found to expose the core conductor when examined by microscope. Only within five feet of the aft end of the W480 bundle from station 570-900 were insulation cracks found." Page 47 also states, "Evidence of arcing or short circuiting was found in the fuselage of N93119, (TWA 800) in addition to what was found in the wiring from the raceway below the left cabin floor and near the forward wing spar.

That's a fact and NTSB told me so. To be prudent, determine if the forward cargo door unlatch motor power on wire is among those cracked to the bare wires located by NTSB in TWA 800. NTSB did it before with UAL 811 in AAR 92/02 where a bare chafed wire turned on the forward cargo door unlatch motor. There is a precedent of bare wires in that area causing a fatal accident in a high time Boeing 747. It would be prudent to rule out that event happening again by checking the bare wires discovered by NTSB in TWA 800 wreckage in cargo door area to see if it is the door unlatch motor wire.

True power always wants to know if it may be wrong and immediately take steps to confirm or rebut. True power knows error is weakness and will immediately correct the error to become strong again. Fake power ignores any evidence of error. It is weak and will fail. NTSB discovers the cause and makes recommendations to FAA. FAA orders the manufacturer to fix the problem. The problem is old cracked wiring. I come to elected officials, NTSB, and FAA officials because only you have to power to persuade the manufacturer to replace defective, old,

and chafed wiring if necessary and it is necessary.

Very many, very red, and very large red paint smears exist on TWA 800 above the forward cargo door area on top of normal white paint in between the passenger windows. That's a fact and NTSB showed it to me by presenting the TWA 800 reconstruction photograph in which the many, large, red paint smears are clearly evident. <<http://www.corazon.com/TWA800hullrupture.html>> A precedent has been set of paint transfer marks in that area by UAL 811 as described in NTSB AAR 90/01 and AAR 92/02. <<http://www.corazon.com/811page42paintondoor.html>>

It would be prudent to confirm or rule out the red paint smears indicating an open cargo door in flight or not. One way would be to examine the cargo door hinge for overtravel impression damage, another precedent set by UAL 811 in NTSB in AAR 92/02. <<http://www.corazon.com/811reportcontentpage.html>>

There is outward peeled skin high up on the right side of TWA 800, also more outward shattered skin on the belly, and most of all, there is outward peeled skin forward of the wing on the right side, centered around the outward petal shaped bulge at the aft midspan latch of the forward cargo door. That's a fact and I know that because NTSB presented the photograph of TWA 800 wreckage reconstruction and described the outward peeled skin in NTSB exhibits.

Main deck floor beams above the forward cargo hold were broken downward in UAL 811 during the explosive decompression. That also happened in TWA 800. An explanation was offered by Mr. James Wildey of NTSB: Docket No. SA-516, Exhibit No. 18A, Sequencing Study, page 20, "The initial

opening of the fuselage lower lobe (e.g. LF6A) would have the expected result of rapid depressurization accompanied by collapse of the main deck floor for some distance forward of STA 1000. The red area recovery of interior components as far forward as STA 600 would not be inconsistent with this floor collapse and associated structural breakup."

The red paint smears and the outward peeled skin strongly indicate the forward cargo door opened in flight, an opinion shortly held by Mr. Fred Schalekamp of FAA:

30 Jan 1998 letter from Neil Schalekamp, FAA, to JBS: "The paint markings and structural deformation that you cite, do indicate an outward explosion, generally accepted to be caused by the explosion of the CWT."

That's a fact and NTSB and FAA told me so in a letter and shown in sooting diagrams in exhibits. To not see the very red, very many, and very large unusual paint smears, and to not see the outward, not inward, peeled skin is to defy reality. The red smears, downward floor beams, and the outward skin are there and strongly indicate cargo door opened in flight based on physics and precedent.

The forward cargo door did open in flight, but not by the overpressure of a center tank explosion because the cargo door pieces were unsooted, just like the forward pieces of the center fuel tank.

What else could cause the forward cargo door to open inflight? There is a precedent, UAL 811, as described in NTSB AAR 90/01 and AAR 92/02 in which a high time Boeing 747 suffered a hull rupture in flight forward of the wing which left a sudden

loud sound on the CVR and an abrupt power cut to the FDR, paint transfer marks in cargo door area, and outward peeled skin, all caused by chafed to bare wire conductor in the cargo door area. <<http://www.corazon.com/811reportcontentpage.html>>

TWA 800 had a hull rupture forward of the wing which left a sudden loud sound on the CVR and an abrupt power cut to the FDR, paint transfer marks in cargo door area, outward peeled skin, and chafed to bare wire conductor discovered in cargo door area.

That is enough of a match to justify inspection of cargo door wiring in early Boeing 747s irrespective of other corroborative evidence of faulty Poly-X wiring discovered in Boeing airliners under NTSB and FAA orders.

Bare shorted wires have also caused fires in forward cargo holds of Boeing 747s before.

NTSB Exhibit 9C, Attachments to the Systems Group Factual Report page 44, 45, 46. "1996, burning smell in forward cargo compartment, found damaged wiring shorted to ground, charring found.

B. Oct 12, 1996, Wire bundle arcing and resultant fire at aft bulkhead of forward lower lobe cargo hold on 747-200 freighter."

It would be prudent to inspect cargo door wiring in the forward cargo hold of early 747s since that wiring has been shown to be faulty in general, early Boeing airliner wiring has been shown to be faulty in particular, UAL 811, and faulty cargo door area wiring has shown up in the same area on a new fatal accident, TWA 800.

A solution to the mystery of the ignition source of the fireball and center tank fire may well be a foddred and on fire engine number 3 igniting disintegrating wing fuel tanks thousands of feet lower and seconds later than the initial event.

TWA 800 engine number three shows foreign object damage, fire, and uncontainment in the NTSB powerplant report and the structures report.

Exhibit 8A, page 11, paragraph 3, discussing results of engine 3 disassembly, "Of the 46 fan blades in the fan rotor, 21 blades with complete or partial airfoils and 6 root sections were recovered. All of the fan blades had sooting on the convex airfoil surfaces. Most of the full length airfoils were bent rearward and the tips outboard of the outer midspan shroud were bent forward slightly. About half of the fan blades had impact damage to the leading and trailing edges. Almost all of the impact damage to the airfoils could be matched to contact with the midspan shroud on an adjacent blade. One full length blade had four soft body impacts along the leading edge and a partial airfoil had a soft body impact, which had some streaking extending rearward."

Exhibit No. 7A, Structures Group Report, page 33: "5.1 Horizontal Stabilizer, "Some of the items found in the horizontal stabilizer are sections of seat track, a stator blade from turbine section, and glitter." On 5.1.1 Right Horizontal Stabilizer, page 34, "An engine stator blade from turbine section penetrated the upper honeycomb surface near the outboard trailing edge.

A prudent action would be to rule in or rule out the precedent of UAL 811 applied to TWA 800. A risky action is to ignore many large red paint smears, downward broken floor beams, and much

outward peeled skin and their clear implication of cargo door open in flight. The red paint smears will not fade away; they will always be many, large, and red in the photographs on the NTSB CD-ROM. The floorbeams will always be broken in Exhibit 18A. The outward peeled skin will always be shattered outward on the belly, the upper fuselage, and around the aft midspan latch of the forward cargo door in the photographs of TWA 800 on the NTSB CD-ROM. Engine number three will always be sooted, blades missing, and have soft body impacts as shown by NTSB Exhibit 8A.

A more prudent action is to ground all Boeing 747s with Poly-X wiring for total inspections and replacement of that wiring. A total wiring inspection casts the net wider to catch faulty wiring. By inspecting all the wiring to include the fuel tank wiring, the yaw damper wiring, and the known previously faulty cargo door power wiring, all wiring can all be cleared as intact and pose no danger of shorting on, as has happened before fatally.

I understand the difficulty and turmoil the grounding would cause. Boeing would have much work to rewire the planes if necessary. If not feasible, new airliners would have to be built and the grounded ones used for parts, similar to what the Navy has done with their Poly-X F-14 Tomcats.

Am I a traitor? Does my belief of a wiring cargo door fault for TWA 800 and other early 747s hurt my country? Specifically, the Northwest quadrant which has an economy derived from the design, manufacture, and selling of 747s.

Here's my answer to myself on that one. No, I am not a traitor, I am a patriot. Here's why.

Seattle is successful and must remain so. Seattle is successful because nearby is built successful airplanes. Successful airplanes are the best selling ones. The best selling ones are the most made ones. The most made ones are the ones that make the most money. The ones that make the most money are the ones that fly the most. The ones that fly the most are the safest ones. The safest airplane is the most successful airplane. Period.

So, to present an explanation for an unsafe event, the crash of TWA 800, an early Boeing 747, is a good thing to do, even if proven wrong later. The goal is to make safe airplanes which will fly the the most and be sold the most and be made the most, thereby keeping our country's economy thriving.

My personal goal is to prevent death by preventing airplane crashes by preventing hull ruptures in flight on early 747s by preventing cracked bare wires shorting on the door unlatch motor thereby allowing the aft midspan latch to rupture and allow the middle of the forward cargo door to burst open causing a large explosive decompression which allows the 300 knot slipstream to tear nose off. This inner goal was determined by the selfless action of my pilot who saved my life in a sudden night fiery fatal jet plane crash years ago and which I have never forgotten.

It is the duty of aviation professionals to strive to explain TWA 800. And yet, this loyal citizen is rebuffed when presenting to NTSB NTSB derived evidence of a supplemental explanation to TWA 800. Why is that?

If I can't have a real conversation with NTSB or FAA officials regarding TWA 800, here is an imaginary one that sums up the past two years.

JBS: "Hello, NTSB, I'm answering your plea for public assistance regarding the cause of TWA 800."

NTSB: "What do you want?"

"I believe the initial event is moisture meeting chafed to bare wire and shorting on cargo door motor to unlatch position causing rupture at aft midspan latch of forward cargo door in flight leading to thirty by forty foot hole of explosive decompression which allows 300 knot slipstream to tear nose off which leads to disintegrating aft fuselage, wings, and tail which ignite into fireball when fiery foddred engine number three meets vaporizing fuel thousands of feet lower and seconds later."

"No."

"There are many similarities to an event that happened before, UAL 811, and TWA 800."

"You're crazy. Who are you?"

"Commercial licensed pilot, instrument rated, 1000 PIC hours, Navy jet navigator, aircraft owner, FAA Part 135 certificate holder, avionics technician, and survivor of sudden night fiery fatal jet airplane crash talking about a sudden night fiery fatal jet airplane crash."

"Go away."

"The evidence of red paint smears, outward peeled skin, and petal bulge at aft midspan latch support conclusion forward cargo door opened in flight, just like UAL 811."

"I'm ignoring you and will not respond to further comments."

"You are safety aviation officials who say you turn over every stone, who check out every explanation, who really want to know what happened to TWA 800, regardless of cause. Listen to me; talk to me."

"You are a wacky guy on the internet, you are bothering the real investigators and getting in the way, you have been told over and over again in great detail that you are wrong and we are right, you don't have your basic facts straight about the door, you should check with us before you say your nonsense to others, and you are a flake and we don't like you."

"Maybe, but so what? The messenger's style is independent of the truth of his content. Moisture and shorted wiring caused the crash of TWA 800. Why do you not ask questions to me, as real investigators do, as I ask you?"

"We don't ask questions of citizens that we don't already know the answers to, we just make statements such as this: No, your're wrong, you're crazy, go away, we will not respond, goodbye, and thank you your for your interest in aviation safety."

Below is real:

10 March 1998 letter of John B. Drake of NTSB to JBS :

"We consider our correspondence on this subject to be complete. Should you continue to reiterate your position on this issue in future correspondence, you should expect no further response from the Safety Board."

30 Jan 1998 letter of Neil Schalekamp of FAA to JBS :

"Please note that this office will no longer be responding to your

further inquiries about these same concerns, including your February 6 and February 9 letters that I just received."

17 March 1998 letter of Jim Hall of NTSB to JBS :

"We do not believe a meeting is necessary to further discuss this issue."

Summarized conversation between me and ordinary citizens who visit my web site:

Visitor: "What does NTSB and FAA say when you tell them about wiring/cargo door explanation for TWA 800?"

JBS: "They write that all cargo doors were all latched, all locked, and all intact at water impact, they have told me that over and over again and they will not respond to any further inquiries from me."

"What do they say about the red paint smears?"

"They pretend they don't exist except one FAA official who did but changed his mind and now pretends they don't exist."

"What do they say about the outward peeled skin?"

"They say it was caused by inward water impact."

"What do they say about the petal outward bulge at aft midspan latch of forward cargo door?"

"They pretend it does not exist except one FAA official who did but changed his mind and now pretends it doesn't exist."

"What do they say about the missing manual locking handle, the two overpressure relief doors, the viewing ports, the torque tubes, the two pull-in hooks, the midspan latches, and the other eighty percent of forward cargo door skin?"

"They say they are unimportant."

"What do they say about the Orange Zone pieces, the possible mixup in cargo door sills, the unsooted pieces of center fuel tank, the thirty by forty foot shattered skin zone forward of the wing on the right side, the chafed to bare wire discovery in cargo door area, and the many significant matches to UAL 811?"

"Nothing. They say nothing. Well, actually they told me to go away, and stay away."

"Have you gone to your congressman?"

"Yes, Sam Farr, and he has asked many time to NTSB and FAA for information."

"What happened?"

"They wrote to him that the door was all latched, all locked, all intact at water impact, they have told me that many times, and thanked him for his interest in aviation safety."

"Did you contact any other elected politician?"

"Yes, Senator John McCain, jet plane crash survivor and Chairman of the Committee that oversees NTSB."

"What happened?"

"He reviewed my data and submitted it to his committee for review. He asked me to wait until the hearings. He asked the NTSB to meet with me to related my concerns about the forward cargo door of TWA 800."

"What happened?"

"The Committee on Commerce, Science and Transportation still has the matter under review, I waited until the hearings, I went to the hearings. The suggested meeting by Senator McCain between NTSB officials and me was refused by Chairman Hall of NTSB saying there was sufficient evidence to rule out the cargo door opening in flight, he has told me that many times in great detail and a meeting was not necessary."

"Have you tried the press?"

"Yes, I've had several radio and TV interviews. Some get airplay and some don't."

"Have you tried Boeing?"

"Yes, Boeing and McDonnell Douglas both contacted before the merger. The two safety officers were polite and referred me to NTSB. Boeing engineers referred me to the Public Relations office of Boeing. The Boeing Public Relations office referred me to the NTSB. NTSB told me to go away."

"Have you tried the internet?"

Yes, I have a 1200 page, 100 meg website which has been online since July, 1996 and visited about 70000 times, according to

page counters."

"What are you doing now?"

"I'm continuing to write to appropriate officials presenting the evidence and trusting it will speak for itself. It's not going to go away."

"Have you tried calling them?"

"No, my wife and daughter were approached in my home by two armed federal agents within twenty four hours of me posting an email to Senator McCain about Air Force One crashing. Calling on the telephone out of the blue would be much too aggressive. Prior to the Secret Service interrogation, phone calls usually ended up with the official shouting and hanging up. So now I continue to write non-threatening, polite, full of facts letters and emails."

"Are you saying government public safety aviation officials in writing refuse to adequately respond to your request for a meeting to discuss facts, evidence, documents, photos, which clearly indicate a forward cargo door opening in flight on TWA 800?"

"Yes."

"They will not call you, write to you, or respond to polite letters with sources listed?"

"Nope."

"Are these the same guys that say safety is priority number one,

they will turn over every stone, never give up to get a full explanation, and respond to every public inquiry?"

"Yup."

"Who are you? A wacky guy on the 'net?"

"Maybe, although I use government AARs for sources, and I'm also a survivor of a sudden night fiery fatal jet airplane crash, a commercial licensed pilot, instrument rated, FAA Part 135 certificate holder, light aircraft owner, jet carrier navigator, avionics technician including radar operator, and a retired military officer in a converted garage with a computer and a phone line."

"And you've tried for almost two years to meet face to face with the public officials involved with TWA 800?"

"Yes."

What happened?

"Nothing yet. But I'm still trying. It's only been two years for TWA 800. The investigation is open and active. The evidence is not changing or going away."

And I am still trying:

Real facts presented by NTSB about TWA 800 in exhibits, photographs, text, drawings, and testimony:

1. right horizontal stab has red paint smear
2. stator blade in right horizontal stab behind engine number 3

3. inward crush top of cargo door
4. top of cargo door attached to hinge
5. petal shape of rupture area around aft midspan latch
6. missing pieces of forward cargo door include locking handle, latching pins, overpressure relief doors, midspan latches
7. rectangle visible of explosive decompression zone of outward peeled skin on right side forward of the wing on right side
8. downward movement of floor beams near cargo door
9. hoop stresses found
10. CVR sudden loud sound
11. FDR abrupt power cut
12. missing turbine blades in engine number 3.
13. soft body impacts on blades in engine number 3.
14. outward peeled skin near top of nose, under belly, and in cargo door area.
15. red paint smears above cargo door on white paint
16. soot on most blades of engine 3.
17. starboard side more damaged than port side
18. intact R2 door near shattered cargo door.
19. poly x is known to be susceptible to chafing and present
20. section 41 is known to be weak
21. history of cargo door openings in past in various airliners
22. EPR problems on aircraft before or during fatal flight.
23. fires in forward cargo hold in the past on Boeing 747s.
24. vertical tears in fuselage skin forward of the wing on the right side
25. singe marks on right side of fuselage show burnt skin, then abruptly at tear line there are no singe marks
26. red paint rubbed off revealing white paint underneath on skin above cargo door area
27. first pieces off plane came from forward cargo hold just forward of the wing
28. at least nine missing never recovered bodies, just fragments

29. initially thought to be a bomb
30. wreckage debris shows cargo door shattered in many pieces
31. aft portion of forward door which includes aft midspan latch and locking handle missing from recovery effort
32. no soot on maintenance hatch
33. no soot on front spar of center wing tank
34. no burned bodies forward of the wing and very few burned at all
35. aft cargo door sill, latches, and locks recovered
36. forward cargo door sill, latches, and locks not recorded in data base
37. no orange zone pieces recorded in database
38. no orange zone discussion in public record other than identification
39. chafed to bare wires found in cargo door area
40. wiring defects found on Boeing airliners
41. water observed pouring out of forward cargo hold of a Boeing airliner, cargo holds have bilges.
42. no soot on keel beam forward of the wing
43. compression fractures right side forward of the wing
44. tension fractures left side forward of the wing
45. seats in the rows in the explosive shatter zone above cargo door are in red zone and not sooted
46. aft cargo door sill is sooted
47. many witnesses said they saw downward streak that was red-orange
48. NTSB official said possibility of forward door popping open was intriguing.
49. FAA official said, then recanted, that paint smears and structural deformation indicated outward explosion.
50. initial event time was 20:31:12 at 13700 on 17 July 1996 eight miles off coast of Long Island.

Reasonable conclusions derived from facts above:

1. water in forward cargo bay.
2. chafed bare wire touched by water.
3. electrical short occurs.
4. forward door motor turns on to unlatch position.
5. aft midspan latch of forward cargo door partially unlatches.
6. pressurized hull ruptures at aft midspan latch.
7. cargo door tears into pieces, some pieces stay with nose, some don't.
8. shiny metal pieces spin away reflecting evening sunlight and perceived as red-orange streak to observers far away.
9. explosive decompression occurs shattering cargo door area forward of the wing on right side exposing twenty foot by forty foot hole in nose producing sudden loud sound on CVR.
10. 300 knots slipstream tears weakened nose off.
11. ejected debris is ingested by starboard engines which catch fire.
12. wing and wing fuel tanks; engines, tail, and fuselage fall and disintegrate on way down.
13. fiery starboard engine ignites fuel vapor clouds from disintegrating tanks, including center tank.
14. fireball observed on the ground.
15. water impact of wreckage, cargo bay material first to hit water.

I may not be alone: "NTSB investigators have suggested unofficially that the streaks the pilots saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said." AW&ST 3/10/97

Regarding the Aviation Week and Space Technology article

quoted above, the following is supplied: <<http://www.corazon.com/800avweekintrigue.html>>

Monica Warnock
Washington Bureau
Aviation Week & Space Technology

Dear Ms. Monica Warnock,

21 May 1998

You wrote to me:> You must remove these
articles and any other Aviation Week copyrighted material from
your
website immediately, or we will consider legal action.

I replied>Consider it done. And not because you threatened me,
but because you may be right."

Ms. Warnock, I now believe you to be wrong.

I'm putting the 10 March 97 Aviation Week and Space
Technology article in dispute back up on my web site at
www.corazon.com at one minute after midnight on 1 June 1998.

Here's why: The content is everything and the content of the
article is very, very important. I agree with the content. AvWeek
agrees with content. The public officials quoted in your article
agree with the content. The content quotes a public NTSB
official who says that the cause of TWA 800 may have been
forward door popping open. It also said the streak seen before
TWA 800 crash may have been reflection off the skin of aircraft.
I agree with that. It is very important. Let us call it the door pop
streak article.

Ms. Warnock, you have done your job well by searching the web for Avweek articles. You found one. You then followed orders and directed it be removed. It was removed. The problem is now above your level of authority. So I direct my comments to your boss: Mary Francis Koerner, the Manager of Bureaus.

Will you please see that this letter goes to her?

Dear Ms. Koerner, I am told several things:

1. Get the door pop streak article off my web site.
2. I should ask permission to put AvWeek articles on web site.
3. Permission will be denied.

I asked permission. It was denied. You were right.

You have done all you can do. The problem is now above your level of authority. I assume you would refer me to 'The Lawyers.' I direct my statements to the lawyers.

Will you please see that this letter goes to them?

Dear AvWeek lawyers:

Ah, copyright, don't you love it?

My name is John Barry Smith. I have a 1200 page, 100 meg website at www.corazon.com mainly devoted to high time Boeing 747 accidents in which the hull ruptures in flight forward of the wing. It contains mostly government scanned in aviation accident reports, AARs, and occasionally copyrighted material from media, such as yours.

Please note, let us stipulate:

1. My site is non profit. I have not made a penny on anything related to that website. In fact, much of my money has gone out, nothing has come in, a problem as my wife will attest.
2. It is research oriented with airplane crash related comments, investigations, reports, pictures, and text.
3. I give full and clear credit to the sources I quote. AvWeek was clearly stated as the author of the door pop streak 10 Mar 97 article in question. In fact, that is very important, that's why I quote clearly and give credit to Aviation Week by scanning in the entire article instead of paraphrasing, which would be quicker to download but not have the authority of the best aviation magazine on the planet, Aviation Week and Space Technology. And I omitted the advertising on the pages, too.

Now for argument:

1. I stole nothing from you.
2. It's fair use.
3. I can publish that article without your permission if certain conditions are met, and are: Non profit, small parts used, and credit given.

"Fair use and implied licenses.

Fair use is a legal license to use others' work, whether they approve or not. It constitutes one of the most important, and least clear cut, limits to copyright. The basic problem is that words like "fair" or "reasonable" cannot be defined with the precision non-lawyers (or many law students) would like. Until 20 years ago, fair use did not appear in U.S. legislation, but it now occupies about half of the copyright statute. In the U.S., partial or

limited reproduction of another's work may be permitted under this doctrine.

On the one hand, fair use offers an especially liberal defense to uses that advance public interests such as education or scholarship. On the other hand, it is unlikely to be available if one fails to credit the original artist or author. It is not apt to be available to those who profit or interfere with original artists' or authors' ability to derive income from their works."

" 1998 Franklin Pierce Law Center. All rights reserved." (I hope I have fair use to quote the above.)

I believe I advance the public interest in aviation safety, I credit the original speaker, the reporter, and the magazine, and I do not profit from it. I have fair use.

Conclusion: It will take a Judge to order me to remove the 10 March 97 AvWeek article from my website after it is put back up on 1 June 1998 or to permit me to continue to post it.

So, Lawyers, the problem is above your level of authority. I turn my attention to the Managing Editor:

Will you please see that this letter goes to him?

Dear Managing Editor,

What's the beef? You and your reporter, David Fulghum, have done a fine piece of work. You have pinpointed the cause of a mystery crash now under current investigation, TWA 800. It was the door popping open in flight. The NTSB official you quoted was correct. The streak was the skin spinning away reflecting evening red orange sunlight to observers below. The official was correct and he was quoted correctly by your aviation reporter.

The implications of the truth you printed are profound. The cause now leads to chafed wiring shorting on cargo door unlatch motor and allowing rupture at aft midspan latch of forward cargo door which opened in flight. Exactly as has happened before with UAL 811 as described in NTSB AAR 92/02. The 300 knot slipstream tore the nose off TWA 800 because the explosive decompression shatter zone was much bigger on TWA 800 than on UAL 811, as shown by NTSB reconstruction photo of TWA 800 wreckage.

I encourage you to do a follow up story on the wiring/cargo door explanation as described on the website in question, www.corazon.com. Mr. Fulghum and Mr. McKenna are familiar with the details of TWA 800 and wiring cargo door explanation.

Attached:

1. Correspondence between AvWeek Ms. Warnock and me.
2. Three .jpgs of the images published on website of 10 March door pop streak article.
3. Recent email to Government officials regarding this matter. Please note accurate numbers and sources given.

So, I must publish your copyrighted material, the 10 March 97 article on my website at URL <http://www.corazon.com/800avweekintrigue.html> on June 1, 1998.

I'm at email barry@corazon.com or 408 659 3552 or 551 Country Club Drive, Carmel Valley, CA 93924.

I encourage discussion regarding this matter. It's a hot story even

though almost two years old. Wiring is the main culprit, not the door, not the center tank. NSTB is in the right church but the wrong pew. Wiring is the problem and it's in places other than the fuel tank tubes. It's in the cargo door unlatching motor circuits.

Cheers,
John Barry Smith

From: monica_warnock@mcgraw-hill.com
Date: Thu, 14 May 98 10:24:37 -0500
To: <barry@corazon.com>
Subject: Aviation Week
Mime-Version: 1.0

To: barry@corazon.com

Dear Sir,

Your website "<http://www.corazon.com/800avweekintrigue.html>" contains several scanned-in pictures of the Aviation Week & Space Technology article "ANG Pilot: TWA Hit By Object," March 10, 1997. Our records do not show that you requested permission to use these articles on your website.

Aviation Week & Space Technology is covered by copyright law which states that permission must be granted before our material is used.

Your website is in violation of this law. You must remove

these

articles and any other Aviation Week copyrighted material
from your
website immediately, or we will consider legal action.

Sincerely,
Monica Warnock
Washington Bureau
Aviation Week & Space Technology
monica_warnock@mcgraw-hill.com
(202)383-2314

To: monica_warnock@mcgraw-hill.com
From: John Barry Smith <barry@corazon.com>
Subject: Request permission to present article on website.
Cc:
Bcc:
X-Attachments:

To: barry@corazon.com

Dear Sir,

Your website "<http://www.corazon.com/800avweekintrigue.html>" contains
several scanned-in pictures of the Aviation Week & Space
Technology
article "ANG Pilot: TWA Hit By Object," March 10, 1997.
Our records
do not show that you requested permission to use these articles
on
your website.

Dear Madam, 14 May 1998

A thousand pardons. I immediately request permission to reprint Aviation Week & Space Technology article "ANG Pilot: TWA Hit By Object," March 10, 1997 on my website, www.corazon.com. (Corazon is my wife's name.)

The reason I scanned in exact image instead of paraphrasing text was to be precise and show source, very important for a research paper.

Should my request be denied, I shall of course, immediately comply with your request and remove the article from my web site.

AWST is a fine magazine and one which I have read diligently for over thirty years. I have watched AWST's web site mature as time goes on. <http://awgnet.com/awgnews.htm> is on my bookmarks list and I check it first thing every morning. I'm in your database of subscribers. Keep up the good work!

Regarding this life and death matter of a sudden night fiery fatal jet plane crash about which I have published a 1200 page website presenting my shorted wiring opening forward cargo door in flight explanation to the general public in a non profit effort:

1. You surely understand I can not alter my website just on an unsolicited email out of the blue from:

Monica Warnock
Washington Bureau
Aviation Week & Space Technology
monica_warnock@mcgraw-hill.com

(202)383-2314

The absence of title indicates your request may be personal in nature and not official. Please confirm your official title which corresponds to your request that I delete an article from AWST from my site. You may be spoofing me and my asking for credentials is prudent and an established protocol.

2. Your response indicates an interest in the subject of TWA 800. Could you refer a reporter to me so I can present my wiring/cargo door explanation to him/her? I would appreciate the opinion of an aviation professional regarding my nine years of amateur research into hull ruptures of hour high time Boeing 747s. Your reporter, David Fuhlgum, in the referenced article, was able to elicit important material from NTSB officials regarding TWA 800; the forward door may have popped open in flight, and the streak may have been pieces of the aircraft reflecting evening sun. I am able to amplify those observations by an anonymous NTSB 'second official' using NTSB documents and photographs. It's a good story and one worthy of AWST's interest. FAA, NSTB, and Boeing are all saying wiring in older Boeing airliners is fraying and shorting causing problems, and so am I, long before the officials came to the realization.

3. >or we will consider legal action.

Why, O why did you threaten me? Your first contact, out of the blue, and it contains a threat of 'legal action'. What does that mean? I don't think it means a good thing. It just sets a wrong tone. Is politeness gone from even presentations about a plane crash?

4. >Your website is in violation of this law.

Whoa! You are calling me a criminal? Just like that? I'm breaking the law? I'm a lawbreaker? This is very disturbing. Maybe that's the way AWST works with the big boys who only respond to threats, not to polite requests with explanation attached. I'm not a big boy. I'm a retired military officer working out of a converted garage in California. I don't like anybody telling me I'm breaking the law unless it's a policeman, judge, or jury. And I still don't like it, but I obey. I really can't tell my friends that I changed my cherished web site because of a strange unauthenticated email from some babe named Monica at McGraw-Hill, now can I? I mean, am I a man or a mouse?

See, a threat always turns a pleasant conversation into stressful one. Squeek, squeek.

To review:

1. I respectfully request permission to display scanned in images of Aviation Week & Space Technology article "ANG Pilot: TWA Hit By Object," March 10, 1997 on my personal website, www.corazon.com.
2. Please to show credentials, madam.
4. Refer reporter to me regarding a subject that you feel strongly enough to want to affect with correspondence, TWA 800.
5. Keep up the good work covering aviation subjects around the world.

Cheers,

John Barry Smith
551 Country Club Drive,
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com

From: monica_warnock@mcgraw-hill.com
Date: Thu, 14 May 98 13:48:41 -0500
To: <barry@corazon.com>
Subject: Re: Request permission to present article on website.
Mime-Version: 1.0

Dear Mr. Barry,

I am an editorial assistant in the Washington Bureau of
Aviation Week
& Space Technology. I work for Mary Francis Koerner. She
is the
Manager of Bureaus and she is the official contact for Reprints
&
Permission. We will periodically search the web for Aviation
Week on
outside websites and that is what brought me to your site.

Unfortunately, at present, Aviation Week & Space Technology
does not
allow its material to be reprinted on any websites other than
our own.

We appreciate your interest in Aviation Week & Space
Technology;
however, we must ask that you remove the article from your

website, as
you have indicated you are willing to do.

My interest in this regard is not related to TWA800 but
protecting the
magazine in general. Many people are not aware of the rules
regarding
copyright on the internet. You may reference the section
"Photocopy
and Rights & Permission" on the Contact Us page of Aviation
Week if
you have any future requests for permission.

James McKenna would be the best editor to send your
correspondence to
regarding TWA 800. He is located in the Washington bureau:
1200 G
Street, NW Suite 922, Washington, DC 20005. (202)
383-2332.

I will mail you a hard copy of this letter on Aviation Week &
Space
Technology letterhead to satisfy any concerns you might have
about my
identity. Thank you for your understanding.

Monica Warnock
Editorial Assistant, Washington Bureau
Aviation Week & Space Technology

To: monica_warnock@mcgraw-hill.com
From: John Barry Smith <barry@corazon.com>
Subject: Re: Request permission to present article on website.

Cc:

Bcc:

X-Attachments:

Dear Mr. Barry,

I am an editorial assistant in the Washington Bureau of
Aviation Week

& Space Technology. I work for Mary Francis Koerner. She is
the

Manager of Bureaus and she is the official contact for Reprints
&

Permission. We will periodically search the web for Aviation
Week on

outside websites and that is what brought me to your site.

Dear Ms. Monica,

Thank you for your prompt reply. I am saddened by the denial to
present the AWST article on my web site. I shall search through
it and delete it. Do I need permission to post your email in its
place to explain why the article was deleted? I should explain
why the article was removed to squelch any conspiracy coverup
nonsense that pervades this TWA 800 investigation.

Unfortunately, at present, Aviation Week & Space Technology
does not

allow its material to be reprinted on any websites other than
our own.

So sad.

We appreciate your interest in Aviation Week & Space

Technology;

however, we must ask that you remove the article from your website, as

you have indicated you are willing to do.

As soon as I am finished with this upcoming TV interview about wiring/cargo door explanation, I will. The TV station is KOMO-TV, Channel 4, ABC, in Seattle Washington and the arrive within the hour. I'm preparing for it so am unable now to find page, delete, change links, upload it to server right now. But how long to I have? Is 48 hours OK?

My interest in this regard is not related to TWA800 but protecting the

magazine in general. Many people are not aware of the rules regarding

copyright on the internet. You may reference the section "Photocopy

and Rights & Permission" on the Contact Us page of Aviation Week if

you have any future requests for permission.

Protecting the magazine? Well, OK, if you say so. I feel that quoting AWST in a non profit website about aviation safety helps AWST, but what do I know.

James McKenna would be the best editor to send your correspondence to

regarding TWA 800. He is located in the Washington bureau: 1200 G

Street, NW Suite 922, Washington, DC 20005. (202) 383-2332.

Thank you very much, ma'm, and I shall. I shall say you referred me, is that OK?

I will mail you a hard copy of this letter on Aviation Week & Space

Technology letterhead to satisfy any concerns you might have about my

identity. Thank you for your understanding.

Fine, can I put that on my website?

Let me get back to you on this. I will delete offending article and then send you URL of the new page so you can confirm I have cleansed the dirty deed.

Cheers,

John Barry Smith

Monica Warnock

Editorial Assistant, Washington Bureau

Aviation Week & Space Technology

From: monica_warnock@mcgraw-hill.com

Date: Thu, 14 May 98 14:47:54 -0500

To: <barry@corazon.com>

Subject: Re[2]: Request permission to present article on website.

Mime-Version: 1.0

Mr. Smith,

I will mail your letter today. When it arrives, you are welcome to

place it on your website. We understand that you are busy

right now-

as long you are able to delete the pages by next Friday, that's fine

with us. The complete URL is

<<http://www.corazon.com/800avweekintrigue.html>>

If you do contact Mr. McKenna, you may tell him I referred you. Again,

thank you for your interest in Aviation Week.

Monica Warnock

Editorial Assistant, Washington Bureau

Aviation Week & Space Technology

To: monica_warnock@mcgraw-hill.com

From: John Barry Smith <barry@corazon.com>

Subject: Done

Cc:

Bcc:

X-Attachments:

Dear Ms. Warnock,

You must remove these

articles and any other Aviation Week copyrighted material from your

website immediately, or we will consider legal action.

Consider it done. And not because you threatened me, but because you may be right.

<http://www.corazon.com/800avweekintrigue.html>

is the URL which now has deleted article. Completed 6:57PM 14

May 97, nine hours after your request. The TV interview went swimmingly. In fact, the interviewer from KOMO TV ABC Seattle, asked that I send him an email of the article in question. He was interested to hear about your request.

I just want you to know that you have made an old man very very sad. I shall have to research the web, as is my wont, to find out for sure if the copyright laws exist to keep non profit websites from fairly using one article of a magazine to support an aviation safety hypothesis. I make no money from this site, on the contrary, it costs me money to keep it up. The site is 1200 pages deep with on one page assigned to article. The goal of the website is aviation safety, a common goal with Aviation Week. The officials quoted on the article are public officials whose comments are public.

It seems to me that permission should not be necessary for me to put your article on my website as long as I give credit to the author and make no money from it.

It seems to me that when permission was requested to put the article on my website, permission should have been granted.

You said 'protect your magazine,' as motive for requesting I delete the article. Protection from whom? Me? Aviation Week needs protection from me? I am a retired guy working out of a converted garage with a computer and a modem. You have nothing to fear from me, we are on the same side, aviation safety.

Regardless, the excellent article by David Fulghum in the March 10, 1997 issue has been deleted at your request. Should it become apparent that I do have the fair right to use your article under conditions which I fulfill, then, pop! up it goes again. I

shall let you know in advance so you may attempt to dissuade me if you wish. It just seems that a guy ought to be able to pull out old magazine articles to quote from when he's trying to persuade visitors of an aviation safety point. In case I'm wrong, and I'm never wrong, I have erred on the side of safety and complied with your request.

Cheers,
John Barry Smith

Mr. Smith,

I will mail your letter today. When it arrives, you are welcome to place it on your website. We understand that you are busy right now-

as long as you are able to delete the pages by next Friday, that's fine

with us. The complete URL is

<<http://www.corazon.com/800avweekintrigue.html>>

If you do contact Mr. McKenna, you may tell him I referred you. Again,

thank you for your interest in Aviation Week.

Monica Warnock
Editorial Assistant, Washington Bureau
Aviation Week & Space Technology

DAVID A. FULGHUM/WASHINGTON

Two New York Air National Guard pilots, with the best view of the crash of TWA Flight 800 last July, are disagreeing about what they saw

immediately
before destruction of the Boeing 747-131 jetliner.

One believes the airliner was struck by a fast-moving object coming from the east, while the other saw only a fiery trail from the west.

However, both believe a violent explosion ripped the aircraft apart, propelling some of its passengers high enough that they did not hit the water's surface until 3-4 min. after the initial explosion.

Maj. Frederick C. Meyer, pilot of an HH-60 helicopter from the ANG's 106th Rescue Wing, has just been freed from an FBI gag order preventing him from giving interviews about the 1996 disaster off Long Island, N.Y. The copilot, Capt. Christian Baur, remains under FBI restrictions not to speak about the accident. But two officials familiar with his testimony told Aviation Week & Space Technology in detail what he told investigators.

In the days immediately after the accident, before being ordered not to speak, Meyer discussed his initial impressions with news media (AW&ST July 29, 1996, p. 32). Last week, he chose Aviation Week as the first news organization to hear a detailed account of his recollections and his

testimony to federal investigators.

Meyer and Baur were in one of the wing's two aircraft operating north of the crash site. The helicopter was operating over Long Island about 12 mi. north of the TWA crash site. Baur, the copilot, was at the controls practicing instrument approaches. The crew was awaiting darkness so they could begin training with night vision goggles.

The key point on which the two pilots disagree is whether a streak of light appeared from the opposite direction of the flight of TWA 800 (which was flying from west to east after takeoff from Kennedy Airport), a possible indication of an intercepting missile or some other object.

Meyer's attention was first called to the area of the sky where the accident occurred "by a streak of light moving from my right (west) to my left (east)," the same direction as the TWA flight, he said.

Baur's account differs on this point. According to the two officials who have heard both pilots' accounts, Baur, on the left side of the cockpit, saw a streak moving from left to right toward the approaching TWA aircraft before the initial explosion.

"Almost due south [of the helicopter], there was a hard white light, like burning pyrotechnics, in level flight," Baur told investigators from the National Transportation Safety Board, FBI and a Federal anti-terrorist task force. "I was trying to figure out what it was. It was the wrong color for flares. It struck an object coming from the right and made it explode."

Baur's first impression was that there had been a midair collision, possibly between two light aircraft that tow banners along the beach.

"They had witnessed these aircraft come very close to each other at that time of day, and that's what they assumed," the second official said.

NTSB investigators have suggested unofficially that the streaks the pilots saw could have been light reflections from the skin of the aircraft, tongues of flame from the airliner or the forward door of the aircraft popping open, a possibility that still intrigues investigators, the second official said.

Meyer could not actually see the aircraft, but only the streak, and he admits that Baur, a younger man, has better eyesight. Moreover, Meyer adds,

"Whatever Chris saw on the left side I didn't see because he blocked my view." Baur disputes this, saying that the explosions and crash were virtually dead ahead of the aircraft.

The helicopter was executing a missed approach and was about halfway down Runway 24 at the Francis S. Gabreski International Airport at Westhampton Beach, N.Y. It had started a climbing left turn to the south when the accident occurred. The Sun had not yet set and the sky was still bright.

According to Meyer, the streak was about 15-20 deg. above his line of sight and perhaps 15 deg. left of the aircraft's centerline.

"I don't know if it was a missile that struck the airliner," Meyer said.

"Nothing at that moment said 'missile' to me. I spent a number of years in Vietnam and had seen missiles fired, some of them at me. But, that was 25-year-old missile technology, which left smoke trails. I understand today that they are made with smokeless rocket fuel and don't leave trails. What I saw was a streak of light, not a smoke trail."

The streak of light that Meyer saw made a very shallow, gradually descending

arc. He points out that he never saw the actual airframe of the TWA 747 within the streak or subsequent explosions or smoke trails. It was virtually identical to the trajectory of a meteor, with only a slight curve. But unlike a meteor, the streak was red-orange in color, he said.

Meyer observed the descending streak for 3-5 sec. Then there was what Meyer describes as a hard, very sudden, yellowish-white explosion that looked identical to the detonation of an antiaircraft shell. He did not suggest an antiaircraft weapon was fired at TWA Flight 800, however.

"It left a cloud of smoke just like a flak explosion does," Meyer said. "One to two seconds later, there was a second, hard explosion almost pure white in color. The position of that explosion appeared to be slightly below and behind where one would have anticipated the streak of light to have gone. The trajectory at that point appeared to be slightly bent down and slowed."

A new detail in Meyer's story was that almost immediately there was a third explosion and fireball. Meyer doesn't remember if there was an explosion and fireball or if the third explosion turned into the fireball.

"That was a soft explosion unlike the first two," Meyer said. "It began as a tiny point and it grew very rapidly into a huge fireball four times the diameter of the Sun. I was dumbstruck."

Baur also saw three explosions. But he contends that they started from left (east) and went to right (west). He said the explosions created a "huge waterfall of flame that cascaded down," the first official said. "The column of flame was being whipped around violently. First it was tumbling, and then it refined itself into a spiral. The explosions were all before the cascade of flame began."

In the helicopter, Baur spoke first, asking if it was pyrotechnics. ANG operations that night were to have included flares dropped by a HC-130 transport aircraft. The crew then called the Gabreski tower.

"We said we'd observed a fireball south of the field and we would like clearance to the beach to investigate," Meyer said. Baur actually made the call and reported a possible midair collision, the second official involved in the investigation said.

The crash time has been variously reported as being from 8:31 to

8:45 p.m.,
Meyer said. He believes the earlier time is more likely to be correct
although he can't be sure.

Baur continued to fly the helicopter during the search while Meyer functioned
as copilot and primary communicator. As they approached the crash site, after
about 4 min. of flight, debris was still falling so they slowed to avoid
being hit.

"As they got closer, within two or three miles, Baur could see the aircraft
body, not tumbling, but in a vortex almost like inside a tornado,"
the second
official said.

Meyer made another revelation that was the result of long reflection after
the accident.

"I was looking ahead . . . as we approached the crash site," Meyer said. "I
saw some debris at 1,200-1,300 ft. falling at terminal velocity and fuselage
fragments tumbling at 40-50 mi. per hour. The things falling at high speed
were bodies still strapped in their seats. That is logically inconsistent
if they came from the same explosion at the same time. On reflection, I have

concluded that the bodies must have been blown upward before they came down.
That indicates a violent explosion."

On this point, the two pilots' accounts agree, the officials said.

"Debris was falling like snow," according to Baur's testimony.
"Among the particulate there was metal and paper, some of it glowing. Through all of that, things would come racing through -- two or three high-speed objects like sacks of potatoes. I believed them to be bodies that had been blown upward."

The pilots' opinion differ from the conclusion of inspectors that all the passengers were in the fuselage when it ripped apart from aerodynamic forces.

In an attempt to debunk the most egregious coverup and conspiracy theories, Meyer and other ANG officials remain adamant that their unit was not part of any larger, undisclosed, multiservice operation. Operations the night of the crash were standard training flights to maintain currency with night vision goggles, rescue operations and in-air refueling.

The HH-60 flight was to be of about two hours' duration and would not extend more than 2 mi. off the Long Island southern coast. The HC-130

would drop
flares, rafts and a para-rescueman and later refuel the helicopter
in a
communications-out, lights-out operation.

"No other people of other services were on the base at the time,"
Meyer said.

Nor were there indications of the operations of drone aircraft,
another
theory that has surfaced as the possible cause of the crash. "No,
there would
have been some kind of notice."

AW&ST 3/10/97

Until the streak is adequately explained, the missile explanation
will always be possible. I say missile explanation will always be
could be, but wasn't. The evidence refutes every missile
explanation suggested event. Likewise for meteor and bomb
explanations, they will always be could have been, but weren't.

The center tank did catch fire and there was a fireball, so center
tank explanation will always be could have been and was, the
only issue is when.

The wiring/ cargo door explanation explains the streak, refutes
the bomb and meteor, and supplements the center tank
explanation.

The wiring/cargo door explanation for TWA 800 is the more
correct, more complete explanation.

I urge that Boeing 747s with Poly-X wiring be grounded until

wiring is checked in cargo door areas known to have been faulty in the past.

I again request to meet with NTSB officials to present my wiring/cargo door explanation.

Sincerely,

John Barry Smith
551 Country Club Drive
Carmel Valley, CA 93924
408 659 3552
barry@corazon.com
www.corazon.com
Citizen: USA
Major: US Army Retired
Pilot: Commercial, instrument rated, FAA Part 135 certificate.
Navigator: RA5C Vigilante
Owner: Mooney M20C
Survivor: Sudden night fiery fatal jet plane crash.

From: "Thomas A. Mende" <tam@newsouthinc.com>
Date: June 8, 1998 7:17:12 PM PDT
To: "John Barry Smith" <barry@corazon.com>
Subject: **RE: wiring/cargo door**
Reply-To: <tam@newsouthinc.com>

Thanks for your response. For my part, I am interested in that fact that all possible causes are properly examined because I do not care about being

in the next plane blowing up. I forwarded your e-mail to a friend
at the
FBI.

By the way....which crash did you survive?

Sincerely,
Thomas Mende

From: John Barry Smith <barry@corazon.com>
Date: June 8, 1998 9:29:59 PM PDT
To: <tam@newsouthinc.com>
Subject: **RE: wiring/cargo door**

I forwarded your e-mail to a friend at the
FBI.

Good, thanks.

By the way....which crash did you survive?

<http://www.corazon.com/eject.html>

has story.

Cheers,
Barry Smith

From: John Barry Smith <barry@corazon.com>
Date: June 11, 1998 7:21:54 PM PDT
To: karben@usmo.com
Subject: **747 paint sequence**

Hi, Ben, this is John Barry Smith.

My question is how I can confirm officially the sequence of metal to primer to overall white coat to red trim for TWA planes. It is very important that the red between the passenger windows be on top of the white, not the red underneath the white. If it is, I need to know one way or the other, with a source.

Are there any manuals or books that you know of that talk about painting sequence for 747s?

Anybody I can call?

Cheers,
John Barry Smith

From: John Barry Smith <barry@corazon.com>
Date: June 14, 1998 2:01:11 PM PDT
To: jknoyle@ix.netcom.com
Subject: **Cowlings**

Dear Mr. Coyle, 14 June 98

Cowlings...hmmmm....interesting. Here's my input to LSoft discussion group from last year.

Cheers,
John Barry Smith

Sep 22, 1997 the below was sent to LSoft

To: Flight 800 discussion list
<FLIGHT-800@HOME.EASE.LSOFT.COM>
From: John Barry Smith <barry@corazon.com>
Subject: Re: Water tanks (bottles)
Cc:
Bcc:
X-Attachments:

Mr. Binns, thank you for idea. This is the science suggestion and offers an explanation of why door opened: it was blown open by extremely high pressure of exploding potable water tank. Let's check it out as much as we can. I reviewed SDRs for TWA 800 and found the one below. Very interesting. TWA 800 had problems before with those tanks. And eruption penetrated cabin floor, a serious thing. Or tank exploded and did other things, but why and when did one of the tanks get destroyed and other only modestly damaged?

< One of the two portable water tanks directly in front of the center wing tank was destroyed, the second only modestly damaged.

Air conditioners and other portions of the 747 in the area at the point of impact began to peel away in the 400-mph wind > I'd like to know more about the tanks (bottles). Are they a pressure vessel? . . or an open tank? . . how accessible are they to ground crew? Was the damage to the one that was destroyed

indicative of an over pressure, or impact damage? Wasn't the bulkhead immediately behind(?) these tanks the first piece to go?

24 May 1994:

JFK - DURING MODIFICATIONS TO THE CABIN WHILE IN HANGAR, THE LT POTABLE WATER TANK UPPER

POLAR CAP ERUPTED UPWARD, PENETRATING THE CABIN FLOOR AND PSU AREA ON CEILING AT STA 980 TO

984. REPAIRS TO DAMAGED AREA WERE MADE AND THE AIRCRAFT WAS RETURNED TO SERVICE.

INVESTIGATION INDICATES THE MOST PROBABLE CAUSE WAS THE TANK BECAME OVERPRESSURIZED DUE

TO A MALFUNCTION IN THE AIR COMPRESSOR SWITCH, MFG PN 1G216, AND THE RELIEF VALVE, MFG PN

524-6D-45, SETTING WAS ABOVE THE 50 PSIG MAXIMUM BECAUSE OF A LOOSE ADJUSTMENT LOCKING NUT. A

FLEET CAMPAIGN HAS BEEN INITIATED FOR RELIEF VALVE PRESSURE CHECKS AND REPLACEMENTS WILL BE

OF A NEW VALVE DESIGN, MFG PN RV05-361. TOTAL CYCLES 15,653.

JBS>Another suggestion to explain radar blips is departing cowlings of number three engine which affect ducting which overpressurizes forward cargo hold and blows out door. Unlikely but it's on the table.

EPR/EGT indication of surge as loose cowling on number three comes off, shown as radar blip, bleed air from three affected, more heat/air goes into forward cargo compartment, overpressure blows out weakest area, around or through cargo door. Nose comes off sequence follows as evidence shows.

All suspect planes have JT9D. Cowlings have come off many times before. Cowling would explain radar blip too early in sequence for door. Cowling reflects light. Overpressure would explain 182 blowing out around door. Engine bleed air comes from three and others and goes into forward cargo compartment. Ducts fail.

It's a worthy line of investigation.

811 is given JT9D

182 is JT9D-7x

103 is JT9D-7A

El Al is JT9D-7J

800 is JT9D-xx

AAIB Bulletin No: 12/96 Ref: EW/C96/8/3 Category: 1.1

Aircraft Type and Registration:

Boeing 747-283B,

G-VOYG

No & Type of Engines:

4 Pratt & Whitney

JT9D-7J turbofan

engines

Year of Manufacture:	1971
Date & Time (UTC):	6 August 1996 at
approximately 1146	hrs
Location:	On departure from
London Gatwick	Airport
Type of Flight:	Public Transport
Persons on Board:	442
Injuries:	Nil
Nature of Damage:	Damage to No 3
engine and cowling	
Commander's Licence:	Airline Transport
Pilot's Licence	
Commander's Age:	36 years
Commander's Flying	
Experience:	6,500 hours (of
which 1,800 were on	type)
hours	Last 90 days - 130
hours	Last 28 days - 50

Information Source:

AAIB Field

Investigation

The aircraft departed London Gatwick from Runway 26L on a Lambourne 3M Standard Instrument Departure (SID) bound for Orlando, Florida. The weather at the time, broadcast on the 1145 hrs ATIS, was: surface wind 220;14 kt (maximum 26 kt; minimum 5 kt); visibility 30 km with nil weather; cloud broken at 2,300 feet; temperature 19;C; dew point 11;C and QNH 1007 mbs.

Shortly after take off the crew heard a muffled thud which was followed by the failure of No 3 engine EGT gauge. There were no indications on the flight deck of any other malfunctions. Discovering, after consultation with their operations, that there were no replacement gauges at Orlando and that an EGT gauge is an MEL (minimum equipment list) item, the crew were advised to return to Gatwick for replacement of the faulty instrument. The aircraft landed without incident at 1304 hrs.

After shutdown it was discovered that a significant section of the No 3 engine cowling was missing. Several large sections of cowling were found on farmland within a mile of the western end of Runway 26L.

The JT9D engine hinged side cowlings provide access to the engine compressor case, combustion chamber and turbine areas,

various engine accessories and power plant equipment. The 15th stage bleed ports are incorporated on the right side cowling panel for discharging bleed air overboard.

The cowlings are located and supported on their top edge by six hinge hooks containing recesses which engage a series of rollers carried by the support structure on the top of the engine nacelle. The lower edges of the left and right hinged cowlings are joined together by six adjustable latches which engage in 'U' bolts on the bottom of the right hand cowling.

Examination of the cowlings revealed that the left cowling had detached first, and had then caused the rear of the right hand cowling to detach.

All of the left hand cowling was recovered in one piece except for one hook hinge which was not found. Of the other five hook hinges, three had recesses in which the original paint had not been marked by the rollers. This indicated that the rollers had not engaged the recesses, either on G-VOYG, or on any other aircraft to which the cowling had been fitted with those hinge hooks.

The front of the right hand cowling, containing four hook latches and four 'U' bolts had remained attached to the engine, whilst the rear section had fragmented and detached. Although none of the 'U' bolts or latches had been significantly damaged, there was severe distortion around

one of the latches and its associated locating spigot on the rear section of the right hand cowling.

The possibility was considered that the cowling had been distorted because of the lack of proper roller engagement. If this had been the case

an engine surge may have caused an overpressure within the cowling, leading to its release. Although the FDR did not show evidence of a

surge it was decided to carry out a test bed run to determine the susceptibility of the engine to a surge. The engine had sustained some

external damage during the incident and therefore minor repairs were necessary to permit a diagnostic test bed run in the 'as received'

condition. The engine was handled in such a way as to provoke a surge on the test bed but did not show any tendency to surge.

On 26th September 1996 Boeing issued a telex to all 747 customers which reviewed the causes of side cowling losses. In summary, excluding this incident, 39 side panel losses had been reported since 1969, of these:

14 were attributed to improperly latched, or unlatched, forward latches,

18 (+ 1 suspected) losses were attributed to specific engine incidents, not applicable in this incident,

6 had no cause attributed.

The operator's procedures require that the opening and closing of

the side cowlings should be documented, there were no such entries relating to the previous flight. As a result of this incident the operator initiated a programme to check all the hinge hooks on his aircraft for engagement.

The failure of the No 3 EGT gauge was caused by secondary damage to the No 3 engine as a result of the cowling separation.

September 8, 1997 Aviation Week & Space Technology

examining portions of the wreckage that some investigators say could raise

new questions about why and how the aircraft broke up

"We're going back to Calverton to attempt to understand more fully the damage to certain pieces of wreckage", said Bernard S. Loeb "these items do not question

in any significant way the Board's analysis of the sequence of Flight 800's

breakupSome investigators, primarily those outside the NTSB, are

intrigued by specific debris whose damage has not yet been explained fully.

These investigators said that pieces of debris, like the doors for Flight

800's nose-gear wheel well, could raise questions not about the sequence of

the breakup, but its cause.

"Piece of debris, like the nose doors," Like what else, the cargo

door? They are so close.

Sincerely,
John Barry Smith

From: Larry Hendrix <larryh@acelink.net>

Date: June 20, 1998 7:43:28 AM PDT

To: barry@corazon.com

Could you introduce yourself, please? Are you a Boeing employee?

I read some of the specifications and noted gross weight about 800,000 lbs,

and was interested in weight distribution: nose gear / main gear.

Do you
have this information?

Thanks,
Larry Hendrix

From: John Barry Smith <barry@corazon.com>

Date: June 20, 1998 9:18:51 AM PDT

To: Larry Hendrix <larryh@acelink.net>

Subject: Weight

Could you introduce yourself, please? Are you a Boeing employee?

I read some of the specifications and noted gross weight about 800,000 lbs,

and was interested in weight distribution: nose gear / main gear.

Do you

have this information?

Thanks,
Larry Hendrix

Hi, not a Boeing employee, private citizen. Sorry, nothing on weight distribution.

Cheers,
John Barry Smith

From: SPL277@aol.com
Date: June 24, 1998 4:45:49 PM PDT
To: barry@corazon.com
Subject: yeah

Also how does a cargo door that weighs 100+ pounds go upwards when gravity pulls down and airspeed is over 300? I think that it is impossible.

From: John Barry Smith <barry@corazon.com>
Date: July 1, 1998 8:33:16 AM PDT
To: "willant" <willant@pc-oznet.com.au>
Subject: Re: email twa800

Tonight I was fortunate to stumble across your web site report on TWA Flt 800. I was intrigued and impressed to read the possibilities of a fwd cargo door failure, and although I was only able to briefly read your report, your evidence seems very impressive. I have taken some interest in this incident, due to the fact that I am unable to accept the evidence that was presented,

that the centre fuel tank exploded. In the coming weeks, when time allows, I will be reading your report in greater detail, and I expect to re-email you with many questions! If you have any new additional evidence, or you would like a chat in reference to TWA800, or any other airline disaster please feel free to e-mail me at any time. Regards, Will Lanting. E-mail willant@pc-oznet.com.au

I'm listening.

Cheers,
John Barry Smith

From: "Bradley" <priceb@bmi.net>
Date: July 1, 1998 10:39:12 PM PDT
To: <barry@corazon.com>
Subject: Boeing 314 Clipper

Barry, I am looking for color pictures of all 12 of the clipper ships that Boeing made. Can you help me or do you know someone that can?

Thanks

Brad

From: "willant" <willant@pc-oznet.com.au>
Date: July 1, 1998 7:17:04 AM PDT
To: <barry@corazon.com>

Subject: email twa800

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stumble across your web site  
report on TWA Flt 800. I was intrigued and impressed to read the  
possibilities  
of a fwd cargo door failure,and although I was only able to  
briefly read your  
report,your evidence seems very impressive. I have taken some  
interest in this  
incident , due to the fact that I am unable accept the evidence that  
was  
presented, that the centre fuel tank exploded.In the coming  
weeks,when time  
allows, I will be reading your report in greater detail, and I  
expect to  
re-email you with many questions! If you have any new  
additional evidence, or  
you would like a chat in reference to TWA800, or any other  
airline disaster  
please feel free to e-mail me at any time. Regards,&nbsp; Will
```

Lanting.

E-mail willant@pc-
oznet.com.au </DIV></
BODY></HTML>

</html>

From: John Barry Smith <barry@corazon.com>

Date: July 2, 1998 8:04:47 AM PDT

To: "Bradley" <priceb@bmi.net>

Subject: Re: Beoing 314 Clipper

Barry, I am looking for color pictures of all 12 of the clipper
ships that
Boeing made. Can you help me or do you know someone that
can?

Thanks

Brad

Hmm.....I have a book of Boeing HIstory with four black and
white pictures,'Boeing, Planemaker to the World', Redding and
Yennen. Thunder Bay Press.

The net may have some, I can't recall any.

Use Lycos, pictures only and put in Boeing.

Cheers,

John Barry Smith

From: COgil62488@aol.com
Date: July 2, 1998 1:16:47 PM PDT
To: barry@corazon.com
Subject: Thanks!

Dear Mr.Smith,
I am fascinated by your work on TWA 800. You obviously know your stuff. Why isn't there more info in the news about this. When I first started browsing your website, I was'nt sure I understood what I was reading, but with persistance, I began to make sense of what you were telling me. (I don't know much about the technical side, and terminology of airplanes). I truly hope that the officials will consider this and take appropriate action. I have spent many hours wondering what those poor souls on board went through in their last moments alive.
Thanks for the great site!
Chip Ogilvie

From: John Barry Smith <barry@corazon.com>
Date: July 2, 1998 5:43:36 PM PDT
To: COgil62488@aol.com
Subject: Re: Thanks!

Dear Mr.Smith,

I am fascinated by your work on TWA 800. You obviously know your stuff. Why isn't there more info in the news about this. When I first started browsing your website, I wasn't sure I understood what I was reading, but with persistence, I began to make sense of what you were telling me. (I don't know much about the technical side, and terminology of airplanes). I truly hope that the officials will consider this and take appropriate action. I have spent many hours wondering what those poor souls on board went through in their last moments alive. Thanks for the great site!
Chip Ogilvie

Thanks, Chip. You can ask the officials themselves by emailing them.

hazles@NTSB.gov is spokesperson for NTSB.

Cheers,
Barry Smith

From: JIMWLAVON@aol.com
Date: July 3, 1998 12:24:47 AM PDT
To: barry@corazon.com
Subject: MY THANKS

EXCELLENT WORK. I SEEM TO BE ONLY THE 1852nd PERSON TO SEE THIS PAGE. IT WOULD

BE BETTER FOR ALL OF US IF THAT CHANGES. THANKS
FOR CARING AND STICKING WITH
IT.

JIM LAVON

From: John Barry Smith <barry@corazon.com>
Date: July 3, 1998 8:56:56 AM PDT
To: JIMWLAVON@aol.com
Subject: Re: MY THANKS

EXCELLENT WORK. I SEEM TO BE ONLY THE 1852nd
PERSON TO SEE THIS PAGE. IT WOULD
BE BETTER FOR ALL OF US IF THAT CHANGES. THANKS
FOR CARING AND STICKING WITH
IT.

JIM LAVON

Thanks for encouragement. Actually I added the McGraw Hill
material at number 1643, so only 209 have seen it the way it is
now.

Cheers,
John Barry Smith

From: teacher <teacher@pdq.net>
Date: July 7, 1998 8:17:09 PM PDT
To: barry@corazon.com
Subject: My web site

Greetings...I saw your web site on aircraft accidents and thought you might find my of interest. Click on the AIRCRAFT ACCIDENTS link on this page:

<http://freeweb.pdq.net/teacher/personal.html>

Mark Barry

From: John Barry Smith <barry@corazon.com>
Date: July 7, 1998 11:07:59 PM PDT
To: teacher <teacher@pdq.net>
Subject: Corsair

Greetings...I saw your web site on aircraft accidents and thought you might find my of interest. Click on the AIRCRAFT ACCIDENTS link on this page:

<http://freeweb.pdq.net/teacher/personal.html>

Mark Barry

Great shots, thanks, beautiful Corsair. I built a carrier control line model F4U with real hook which landed on plywood deck. Yours is a 'real' Corsair.

Cheers,
John Barry Smith

From: teacher <teacher@pdq.net>
Date: July 8, 1998 6:28:49 AM PDT
To: John Barry Smith <barry@corazon.com>
Subject: Re: Corsair

Glad you liked the site but my Corsair is only 1/2 scale -- it shrank in the wash!

Mark

=====

Great shots, thanks, beautiful Corsair. I built a carrier control line model F4U with real hook which landed on plywood deck. Yours is a 'real' Corsair.

Cheers,
John Barry Smith

barry@corazon.com
<http://www.corazon.com/>

From: John Barry Smith <barry@corazon.com>
Date: July 8, 1998 8:16:38 AM PDT
To: teacher <teacher@pdq.net>
Subject: Still a 'real' Corsair

Glad you liked the site but my Corsair is only 1/2 scale -- it shrank in

the wash!

You referred to full size as 'real' which implies yours isn't. Not true. All planes are real you can see touch and feel, computer graphic planes are not real. And planes you climb into and fly are really real.

How about the Corsair FGs made by a tire company Goodyear, where they real Corsairs? Of course, so's yours.

Cheers,
Barry Smith

From: teacher <teacher@pdq.net>
Date: July 8, 1998 7:31:00 PM PDT
To: John Barry Smith <barry@corazon.com>
Subject: **Re: Still a 'real' Corsair**

John,

Ok, you win! :-)

Mark

=====

You referred to full size as 'real' which implies yours isn't. Not true.

All planes are real you can see touch and feel, computer graphic planes are not real. And planes you climb into and fly are really real.

How about the Corsair FGs made by a tire company Goodyear,

where they real
Corsairs? Of course, so's yours.

Cheers,
Barry Smith

barry@corazon.com
<http://www.corazon.com/>

From: Llrhode@aol.com
Date: July 11, 1998 11:14:36 AM PDT
To: barry@corazon.com
Subject: Re: TWA800 Wreckage Location Data Base

July 11, 1998

Dear Barry,

Just a few lines to let you know that I appreciate you 800 site. It must require a fair piece of work!

As a Colts Neck NJ resident living directly under the departing planes adjusting their compasses using the Colts Neck radio beacon, I have more than a passing interest in the case.

Also the Earle Weapons Depot is in my town.

I do have one problem. No matter how I try to read the Wreckage Location Database, I end up with a blur. Is there a secret?

Sincerely Leif Rode (llrode@aol.com)

From: John Barry Smith <barry@corazon.com>

Date: July 11, 1998 1:07:03 PM PDT

To: Llrode@aol.com

Subject: Re: TWA800 Wreckage Location Data Base

July 11, 1998

Dear Barry,

Just a few lines to let you know that I appreciate you 800 site. It must require a fair piece of work!

As a Colts Neck NJ resident living directly under the departing planes adjusting their compasses using the Colts Neck radio beacon, I have more than a passing interest in the case.

Also the Earle Weapons Depot is in my town.

I do have one problem. No matter how I try to read the Wreckage Location Database, I end up with a blur. Is there a secret?

Sincerely Leif Rode (llrode@aol.com)

No secret, they are .jpgs. Big and slow download but still any viewer should be able to read it. What is the resolution of your monitor. How about trying to download image to disk, (after it's

on screen), and then loading viewing program to view image from hard drive. The browser has choice to download image to disk when holding down mouse button when clicking on empty part of page.

Can you view .jpgs already?

Can you download jpgs to hard drive?

If so, you can see database. Or ask friend if he can see pages clearly.

Also, AOL.com has had previously bad resolution for images. Can you try it direct to internet and bypass AOL?

Really, if AOL members knew the poor quality of pictures on the net seen by AOL they'd revolt. There are beautiful images which AOL browser mangles because they try to keep bandwidth low and remove data bits.

Cheers,

John Barry Smith

From: John Barry Smith <barry@corazon.com>

Date: July 12, 1998 8:47:42 AM PDT

To: "David Williams" <davidwil@powerup.com.au>

Subject: Re: UAL 811

Do you have contents of accident report or just the index page?

I'm interested in findings related to recovered door, and all appendix's.

Do you have details on when and how the door was recovered from the ocean?

I worked for UAL in Australia when the accident occurred and would be very interested to find out if the suspected problem caused the accident.

regards Lauren

Below may answer your questions, Lauren,

Cheers,
Barry Smith

Contents of the second AAR are on web site, all pages scanned in. NTSB AAR 92/02.

The first NTSB report, AAR 90/01, is not on website. It had the wrong probable cause as improper latching. The second one had the correct cause as chafed wired short. UAL ground handler at Honolulu had life destroyed for two years until they retrieved the door and exonerated him in deaths of nine.

Date: Sat, 17 Aug 1996 12:52:15 -0700
From: wmor@ix.netcom.com (William M. O'Rourke)
Subject: UAL811
To: barry@corazon.com
Status:

JBS:

I'll try to answer your questions here re. UAL811 but the

answers may not be the ones you're looking for.

1. Ron Schleede was the Chief of the Accident Investigation Division at the time of the accident and oversaw much of the on-scene investigation. He is highly experienced and a reliable investigator. He started his career with the NTSB at the Denver Field Office after flying F-100's with the USAF.
2. I never saw the actual door but was informed that it was in two pieces versus the single (entire) door we based our calculations on. I learned that the USN utilized our estimate of impact point & time and applied their detailed knowledge of under water current data. The result was that they drew a 5 NM box around a point they calculated would have been the resting place of the door. Their ship then entered at the NW corner of the box steaming on a track towards the SE corner. At about the half-way point, on the first run, they located the debris field on the ocean floor in approximately 14,000 feet of water.
3. I DID NOT SEE ANY BLIPS! What I did see was a computer printout of FAA and USN FACSFAC ground based radars which listed all primary & secondary (transponder) returns covering the area we specified in our data reduction request.

Since the Navy's FACSFAC processor (computer) was more state-of-the-art than the FAA system, plus it had more feeds, we utilized the USN data for the most accurate data presentation.

From the data in the printout, we could not tell which target was the door or which was debris. Further, we had no way of telling which was which. What the printout did tell us was whether it was a long-run length or short-run length target. Generally, you could say that a long-run target is a strong target while the short-run length was a weak target. However, the difference twixt the two is actually more of radar cross section of a target. As an example, picture a billboard of 15 feet high, 30 feet wide and 6 inches thick. If you look at the billboard staright on, you see its full 15x30 foot area or an object with a surface area of 450 sq. feet. However, when you view the same billboard from end-on, you see an object with a total area of 7.5 square feet. Hence, an excellent example of the primary difference between a long & short run length target.

With respect to the UAL811 incident, we were very lucky in that while the flight was climbing out of HNL, a WX ballon was also on its way up. This gave use very accurate winds which enabled us to validate winds aloft info recorded on the DFDR. The largest problem I had was to coorelate the various timing involved from all of the data sets. Since the most accurate timing source was the FAA's ARTCC tapes, we had to adjust FAA & USN radar data, CVR, DFDR, NWS, and FAA tower tapes to one single time base.

The above are the same techniques we used in reconstruction of

flight tracks of accident incident aircraft as well as the Shuttle Challenger accident.

Although my primary job was as an ATC investigator at the NTSB, I got stuck with doing radar data since I had a radar background going back to 1957 as a GCI controller, a brief stint on RC-121D's, TDY to a DDR and DER as well as TDY to VP-26 while at NQX (ASP-20).

If you give me your snail-mail address, I send you a copy of the Factual Report - Radar Reconstruction, that I completed on this case. I think I still have a copy of it around here somewhere.

I retired from NTSB in May 1991 after 34-years and do not even have a copy of the amended UAL811 report. I do know that they had to amend the report based on the information the recovered door revealed.

Mike O'Rourke
wmor@ix.netcom.com

From: Chris Hinch <chris@dcc.govt.nz>
To: "barry@corazon.com" <barry@corazon.com>
Subject: Cargo Doors & UAL 811
Date: Thu, 22 Aug 96 22:29:00 NZT
Encoding: 90 TEXT
Status:

Barry

Hang in there.

I was on a computer graphics team that developed computer animation sequences for a documentary about UAL811. The animation sequences showed how the door latching mechanisms work for the cargo door in question.

At that time, the official story was that a ground handler had damaged the latching mechanism and/or not closed the door properly. The father of a New Zealand teenager killed on the flight argued against this, and as a result, the TVNZ documentary was commissioned, presenting his theory that an electrical failure initiated the door opening sequence with the 'L' shape of the locking latches making them susceptible to deformation.

In order to create the animation sequences, we had to study and understand the issues involved. We then predicted that if the door was found, what the relative positions of the cams and interlocks would be, and that the L locking bars would be deformed by the backdriven cams.

The documentary was rebuffed by United, who said that that they were

aware, prior to the accident, that the L locks could be deformed by initiating the door open sequence while locked, and that a modification had been issued to strengthen them. As that modification had *apparently* been fitted to 811, we were "therefore" wrong. In addition, local

airlines said that a special 'strengthening' modification had been fitted to their fleet of B747's, "therefore" it was okay to keep flying.

But when the door was retrieved, the locks were deformed as predicted, and the cams were in the positions we predicted. Obviously, if fitted, the modification was not strong enough. This meant that it could happen again, and I was approached by TVNZ to say so on camera. I did so but did not realise the personal and professional cost that would occur as a result.

I was not aware that the NTSB had changed their position, and I cannot tell you the personal feeling of relief, vindication and resolution that I felt reading their revised executive summary at your web site. Thank you very, very much.

But now, the horrifying feeling that our words will continue to go

unheeded, and that more people will die - especially when we hear airlines continuing to say that they are "okay" because they have fitted the "special" strengthening mod.

Can you confirm if 811 had the rivetted L plates modification added? Did 800? 103? Can you confirm or determine if any one has actually initiated the opening sequence on the ground, with the door fully closed, with the L plates modification fitted? Can Boeing/NTSB categorically demonstrate that the mod fitted will prevent deformation when the cams are backdriven?

I wish you the very very best of luck. Remain focused, persistent and rational in your arguments, and they cannot argue.

By the way - check 811's pilot statement (on record I believe) that the only reason the aircraft didn't come apart underneath him was that he had just taken it off AP and let go of the controls at the point of event - he felt that fighting the aircraft (or trying to keep it straight, as the AP would have done) would have resulted in catastrophic failure.

In the other accidents, were they on AP?

Cheers
Chris Hinch

chris@dcc.govt.nz

From: Jescarent@aol.com
Date: July 15, 1998 7:08:57 AM PDT
To: barry@corazon.com
Subject: TWA 800

I have read much of your very interesting report. One question comes to mind.

Why is your theory not among the reported likely causes of the crash? The

FBI/NTSB is proposing the center fuel tank explosion caused by internal spark.

Others outside of the Gov't are indicating a missile. Again, why no mention of

the cargo door. I look forward to your reply. Thanks.

From: John Barry Smith <barry@corazon.com>

Date: July 15, 1998 9:31:03 AM PDT

To: Jescarent@aol.com

Subject: Re: TWA 800

I have read much of your very interesting report. One question comes to mind.

Why is your theory not among the reported likely causes of the crash? The

FBI/NTSB is proposing the center fuel tank explosion caused by internal spark.

Others outside of the Gov't are indicating a missile. Again, why no mention of

the cargo door. I look forward to your reply. Thanks.

I've been trying for two years on TWA 800 to answer that question and can't. You ask them. You email them and ask them. They might answer you.

Cheers,

John Barry Smith

To: samfarrhrhousegov

From: John Barry Smith <barry@corazon.com>

Subject: Civilian input to NTSB

Cc:

Bcc:

X-Attachments:

Sam Farr

Member of Congress

17th District, California

House of Representatives

Congress of the United States
1117 Longworth Bldg
Washington, DC 20515-2861

Dear Congressman Farr, 14 July 1998

NTSB has accepted input from a civilian researcher, Dr. Elaine Scarry, regarding her explanation for TWA 800. Can you ask NTSB to meet with me to allow me to present my explanation from this civilian researcher about TWA 800?

Attached are several emails in my attempt to ask elected representatives to ask appointed officials to meet with a civilian researcher to present a safety issue which can be corrected.

Turns of attention have been granted to missile, bomb, meteor, methane gas, HIRF, and fuel tank explosion, but not wiring/cargo door cause. Can you give wiring/cargo door cause a turn of attention by asking NTSB to meet with me to allow me to present my research and conclusions?

Respectfully,

John Barry Smith
831 659 3552
551 Country Club Drive
Carmel Valley, CA 93924

John McCain III
Member of Congress
Chairman, Committee on Commerce, Science, and
Transportation

United States Senate
241 Russell Senate Office Bldg
Washington, DC 20510-0303

Dear Senator McCain, 14 July 98

Chairman Hall is acting on input from a civilian researcher, Dr. Elaine Scarry. Can you ask Chairman Hall to accept input from this civilian researcher? I am a pilot and air crash survivor and have been working on this for nine years. She is an English professor who has been working on HIRF for a year and a half. She has had her turn. May I have my turn now?

Respectfully,

John Barry Smith
831 659 3552
551 Country Club Drive
Carmel Valley, CA 93924

Below is my letter to Chairman requesting a meeting to present my data.

James Hall
Chairman,
National Transportation Safety Board
490 L'Enfant Plaza, SW.
Washington, DC 20594

Dear Chairman Hall, 14 July 1998

I note with interest your acting on input from a citizen researcher, Dr. Elaine Scarry, regarding a possible explanation for TWA 800

that complements the NTSB explanation.

Will you please accept input from this citizen researcher who also has an explanation which complements the NTSB explanation? My explanation is chafed to bare conductor shorting on forward cargo door motor allowing a rupture at the aft midspan latch leading to large explosive decompression hole leading to nose coming off allowing center tank to explode seconds later and thousands of feet lower when ignited by fiery fodded engine number three.

I know you know that all is not well with the center tank as initial event explanation because of your question at the hearing, "Why were not more passengers burnt?" The answer is they were not there to be burnt because the nose had come off before the center tank explosion, not after.

Dr. Scarry is an English professor who has worked on her HIRF explanation for over a year. I am a pilot and air crash survivor who has researched my wiring/cargo door explanation for hull ruptures on high time 747s that leave a sudden loud sound and abrupt power cut on the recorders for nine years. Will your NTSB representative meet with me and allow me to present my research data and conclusions so that a discussion may take place regarding this explanation which is patterned after NTSB AAR 92/02, UAL 811?

I can meet in Seattle or Los Angeles in NTSB offices at your convenient time.

Your quote, "However, please be assured that the Safety Board is considering every possible event that could have led to this accident, including EMI or HIRF. "

Respectfully,

John Barry Smith
831 659 3552
551 Country Club Drive
Carmel Valley, CA 93924

Below is your letter to Dr. Scarry:

Dear Ms. Scarry:

Thank you for your March 13, 1998, letter regarding the National Transportation Safety Board's investigation of the accident involving TWA flight 800. In your letter, you provided a summary of your article in The New York Review of Books regarding the possibility that electromagnetic interference (EMI) or High Intensity Radiated Fields (HIRF) could have caused the accident.

ELAINE SCARRY

An Exchange on TWA 800 3

I have read your article and found it quite interesting. The Safety Board's investigative team has considered the possibility that EMI or HIRF was a factor in the accident and has been actively pursuing the events that could have led to the ignition of the fuel/air mixture in the center fuel tank. The investigative team is working with private contractors and the military to determine the effects of EMI or HIRF on Boeing 747s.

If EMI or HIRF had ignited the fuel/air vapor, other systems on the TWA flight 800 airplane would have also been affected to some degree. The examination of the flight 800 flight data

recorder and the cockpit voice recorder did not indicate any unusual signals before the end of the data. Additionally, it would be unusual if only one airplane operating in the area was affected by EMI or HIRF. The flightcrews of other airplanes operating nearby did not report any problems with their airplanes. These are just a few of the issues that will be addressed as we continue our investigation. However, please be assured that the Safety Board is considering every possible event that could have led to this accident, including EMI or HIRF.

Once again, thank you for sending me a copy of your article.

ÊÊÊÊÊÊÊÊÊÊÊÊÊÊSincerely,

ÊÊÊÊÊÊÊÊÊÊÊÊÊÊJim Hall

ÊÊÊÊÊÊÊÊÊÊÊÊÊÊApril 30, 1998

From: Mark Taylor <mtcc@eisa.net.au>

Date: July 16, 1998 10:16:58 PM PDT

To: barry@corazon.com

Subject: Your WEB site

Barry

I have just spent the best part of my working day going through your web site. I found your reasoning to be highly articulate and sensible. I thank you for that and for the time you must spend keeping your web site up to date so people such as myself can understand better such tragedies as TWA 800 etc.

The Lockerby conection I found very convincing. It has always

bothered
me that these acts are attributed to terrorists yet when they
happen no
group ever claims responsibility ???? so what is the point in a
terrorist going to all the trouble and risk of blowing up an airliner
and then sitting silent when the deed is done. I think your theory
of
Lockerby being of the same creed as TWA 800 is more than
convincing ,
especially with the evidence of the UAL flight thrown in.

My father was an aircraft engineer in the Australian Air Force and
part
of his work took him to GAF at Avalon in Victoria Australia.
GAF had the
job of doing major maintenance on 747's (UAL high timers)at
that stage
(late 80s) . I remember my father telling me of the skins being
detached
from the airframe around the front areas of the 747 and other
damage
attributed to continual compression/decompression. I don't know
what else
my father saw but suffice to say he will not fly in a commercial
airliner at all these days !!!!! After reading your web site I don't
think I'll be entering any early 747s either !!!!

Mark Taylor
Werribee Victoria
Australia

From: John Barry Smith <barry@corazon.com>
Date: July 17, 1998 12:52:16 AM PDT
To: Mark Taylor <mtcc@eisa.net.au>
Subject: Re: Your WEB site

My father was an aircraft engineer in the Australian Air Force and part of his work took him to GAF at Avalon in Victoria Australia. GAF had the job of doing major maintenance on 747's (UAL high timers) at that stage (late 80s). I remember my father telling me of the skins being detached from the airframe around the front areas of the 747 and other damage attributed to continual compression/decompression. I don't know what else my father saw but suffice to say he will not fly in a commercial airliner at all these days !!!!! After reading your web site I don't think I'll be entering any early 747s either !!!!

Great story about the old 747s. That time frame was the time of UAL 811, Feb 89.

Thanks for input.

Cheers,
John Barry Smith

From: Christophe LABOUS <labous@wanadoo.fr>
Date: July 17, 1998 1:27:01 AM PDT
To: barry@corazon.com
Subject: help please

Hi

do you know where I could find the AUDIO file of the last transmissions between ATC & TWA 800 ???

Thanx

From: John Barry Smith <barry@corazon.com>
Date: July 17, 1998 1:49:19 AM PDT
To: Christophe LABOUS <labous@wanadoo.fr>
Subject: Re: help please

Hi

do you know where I could find the AUDIO file of the last transmissions between ATC & TWA 800 ???

Thanx

TLC had a recent TV show which included a lot of voice transmission. Tape the TV show and extract the audio .

Cheers,
John Barry Smith

From: Mark Taylor <mtcc@eisa.net.au>

Date: July 19, 1998 4:14:22 AM PDT
To: John Barry Smith <barry@corazon.com>
Subject: Re: Your WEB site

John

(late 80s) . I remember my father telling me of the skins being detached from the airframe around the front areas of the 747 and other damage attributed to continual compression/decompression. I dont know what else my father saw but suffice to say he will not fly in a commercial airliner at all these days !!!!! After reading your web site I dont think Ill be entering any early 747s either !!!!

Great story about the old 747s. That time frame was the time of UAL 811, Feb 89.

I think it matchs in well with the senario that you envisaged happened. Door comes off , skin just peels off as it is weakly attached and kaboom - no more 747

My fathers on a around australia trip at the moment , when I see him again Ill see if I can dig some more details out of him- catch you then

Mark

Thanks for input.

Cheers,
John Barry Smith

barry@corazon.com
<http://www.corazon.com/>

From: "cbeaty" <cbeaty@sirinet.net>
Date: July 19, 1998 3:07:53 PM PDT
To: <barry@corazon.com>
Subject: **Air India bombing**

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<HTML>
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size=2>Hello,</FONT></STRONG></DIV>
```

```
<DIV><STRONG><FONT color=#008080 face=System
```

size=2> </DIV>
<DIV><FONT color=#008080 face=System
size=2>In reference to the Air
India flight...</DIV>
<DIV><FONT color=#008080 face=System
size=2>I was reading the footnotes
of a speech given by Noam Chomsky and the woman who
composed the foot notes
says, "this was not the worst terrorist act of the year
(referring to a car
bombing in Beirut), however. </DIV>
<DIV><FONT color=#008080 face=System
size=2>The prize was taken by the
blowing up of an
Air India flight, killing 329 people-- the worst terrorist air attack
ever. </DIV>
<DIV><FONT color=#008080 face=System
size=2>It was traced to a paramilitary camp in Alabama
where terrorists
were trained for actions in Central America and
elsewhere....."</DIV>
<DIV><FONT color=#008080 face=System
size=2> </DIV>
<DIV><FONT color=#008080 face=System
size=2>Where would this woman get
such an idea?</DIV>
<DIV><FONT color=#008080 face=System
size=2> </DIV>
<DIV><FONT color=#008080 face=System
size=2>Thank you for your
attention....</DIV></BODY></HTML>

</html>

From: John Barry Smith <barry@corazon.com>
Date: July 19, 1998 6:09:01 PM PDT

To: "cbeaty" <cbeaty@sirinet.net>
Subject: Re: Air India bombing

Hello, In reference to the Air India flight.... I was reading the footnotes of a speech given by Noam Chomsky and the woman who composed the foot notes says, "this was not the worst terrorist act of the year (referring to a car bombing in Beirut), however. The prize was taken by the blowing up of an Air India flight, killing 329 people-- the worst terrorist air attack ever. It was traced to a paramilitary camp in Alabama where terrorists were trained for actions in Central America and elsewhere....." Where would this woman get such an idea? Thank you for your attention....

The same place Libyan terrorists blew up Pan Am 103 or Sikh terrorists did AI 182 or unknown bombers did TWA 800....All cargo door caused crashes look like bombs went off and somebody has to blame, so they find someone.

Cheers,
John Barry Smith

From: "L. Rode" <llrode@worldnet.att.net>
Date: July 20, 1998 6:15:34 AM PDT
To: <barry@corazon.com>
Subject: Definition of TWA800 Debris Tab.

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HTML//EN">

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<DIV><FONT color=#000000 size=2>July 20, 1998</FONT></
DIV>
<DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>
<DIV><FONT color=#000000 size=2>Dear Barry</FONT></
DIV>
<DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>
<DIV><FONT color=#000000 size=2>Your suggestion to end-
run, so to speak, the AOL
network worked like a charm.</FONT></DIV>
<DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>
<DIV><FONT color=#000000 size=2>Now use <A
href="mailto:llrode@worldnet.att.net">llrode@worldnet.att.net<
/A> when things
get serious.</FONT></DIV>
<DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>
<DIV><FONT color=#000000 size=2>Thanks a load for your
taking the time to
respond to my ? and of</FONT></DIV>
<DIV><FONT color=#000000 size=2>course most of all for
providing the right
solution.</FONT></DIV>
<DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>
<DIV><FONT size=2>Regards from Colts Neck</FONT></
DIV></BODY></HTML>

</html>
```

From: "Robert K. Tompsett" <tompsett@net-link.net>
Date: July 25, 1998 5:07:45 PM PDT
To: <barry@corazon.com>
Subject: Ejection Seat

I'm looking for a non-functioning ejection seat to us as a desk chair. What might be available?

Robert K. Tompsett N8JUQ
50984 3550 St.
Paw Paw, Michigan 49079-9647 , USA

(616) 657-3476
tompsett@net-link.net
rtompsett@minutemaid.com

From: John Barry Smith <barry@corazon.com>
Date: July 25, 1998 10:30:37 PM PDT
To: "Robert K. Tompsett" <tompsett@net-link.net>
Subject: Re: Ejection Seat

I'm looking for a non-functioning ejection seat to us as a desk chair. What might be available?

Robert K. Tompsett N8JUQ
50984 3550 St.

Paw Paw, Michigan 49079-9647 , USA

(616) 657-3476

tompsett@net-link.net

rtompsett@minutemaids.com

Davis Monthan AFB may have some.

Cheers,

John Barry Smith

From: "Andrew Bye" <xm67@dial.pipex.com>

Date: July 26, 1998 4:10:10 AM PDT

To: <barry@corazon.com>

Subject: **Web pages**

Dear Barry,

I just thought that I would drop you a quick E-mail to thank you for your

incredible web pages which I am still trying to get through!.

They appear

to be among the most well written and documented I have yet come across. I

have had a fascination for civil aircraft and civilian aircraft accidents

for many years, especially those involving Boeing 747's. Your cargo door

theory interests me greatly, and all this time I had been a missile theorist when it came to TWA 800, after having read the book by James

Sanders. Tomorrow I will be looking at 747's close-up at Gatwick airport.

about it. Pressurized hair spray

is very, very volatile and a piece of luggage could have
pressed-up
against another piece of luggage pressing against a hair spray can
nozzle
releasing the entire contents into a pressurized cargo
compartment and
then any source of heat would set it off.

<P>I'm still upset over that crash with all those beautiful young
people
headed to France with their French Club group. It just
makes me sick
at heart.

<P>Saddened, Tom Gandolfo</HTML>

</html>

From: "Andrew K. Higa" <higaa001@hawaii.rr.com>

Date: August 1, 1998 10:13:12 PM PDT

To: <barry@corazon.com>

Subject: **can you help?**

Hi Barry,

I'm doing a report in my structures and metal fatigue class. I
would like
to list your credentials. Can you e-mail me back on what your
occupation
and past history. You seem to have extensive knowledge and
have invested a
huge amount of time researching 747 cargo doors.

Thanks and Aloha,
Andrew

From: John Barry Smith <barry@corazon.com>
Date: August 2, 1998 1:28:34 AM PDT
To: "Andrew K. Higa" <higaa001@hawaii.rr.com>
Subject: **Re: can you help?**

Hi Barry,

I'm doing a report in my structures and metal fatigue class. I would like to list your credentials. Can you e-mail me back on what your occupation and past history. You seem to have extensive knowledge and have invested a huge amount of time researching 747 cargo doors.

Thanks and Aloha,
Andrew

Credential number one: survivor of sudden night fiery jet fatal jet plane crash.

Also: Commercial licensed pilot, instrument rated.
US Navy Naval Flight officer. RA 5C
US Navy aircrewman. P2V 5FS
US Army audiologist
Mooney M20C owner.
MA degree Communicative Disorders.
Retired Major USA.

Age 54, white, male, married father.

And someone trying to get a problem fixed, bad wiring and weak doors by replacing the wiring and sealing the doors.

Cheers,
John Barry Smith

From: "Sandra Bialek"
<sbialek@mpdr0.chicago.il.ameritech.net>
Date: August 2, 1998 7:23:23 AM PDT
To: <barry@corazon.com>

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HTML//EN">
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equiv=Content-Type>
<META content="MSHTML 4.72.3110.7"
name=GENERATOR>
</HEAD>
<BODY bgColor=#ffffff>
<DIV>&nbsp;</DIV></BODY></HTML>

</html>
```

From: Intern447@aol.com
Date: August 6, 1998 7:55:17 AM PDT
To: barry@corazon.com
Subject: No Subject

I am looking for a contact person for the 10 year anniv. of the
downing of Pan
Am flight 103. I have been looking on the internet and every
page seems to be
legal or investigation information and this seems to be the only
human
contact. If you have any information or contacts etc. please let
me know
ASAP. Thank you once again.

Emily

From: John Barry Smith <barry@corazon.com>
Date: August 6, 1998 9:53:39 AM PDT
To: Intern447@aol.com
Subject: Re: No Subject

I am looking for a contact person for the 10 year anniv. of the
downing of Pan
Am flight 103. I have been looking on the internet and every
page seems to be
legal or investigation information and this seems to be the only
human
contact. If you have any information or contacts etc. please let
me know
ASAP. Thank you once again.

Emily

Dear Emily,

I've sent your request to a friend who lives near Lockerbie and is well aware of the circumstances.

Cheers,
John Barry Smith

From: Jack Temple <realtotjack@mindspring.com>
Date: August 9, 1998 6:31:59 AM PDT
To: barry@corazon.com
Subject: (no subject)

Give em hell

From: "Alex Dawson, The Duck of Death"
<akdawson@hotmail.com>
Date: August 9, 1998 7:26:34 AM PDT
To: barry@corazon.com
Subject: <http://www.corazon.com/747crashes.html>

Can you help me with interpreting the answers on this page?

25 12.12.95 Boeing 747-209B

B-1888 China Airlines (Taiwan)

0(3) Manila IAP (Philippines)

Does that mean that there were only three people on board and no casualties? or..

1 06.09.70 Boeing 747-121

N752PA Pan American World Airways (USA)

0(0) Cairo (Egypt)

No people on board and no casualties, or just that the information isn't available?

Thanks in advance

Alex Dawson. 4496760@ICQ LGM or
SuperDuck@IRC
http://cservice.undernet.org/people/ The Undernet's
duck
http://ducks.are.not.comunist.org/~duck
duck@undernet.org
http://ducks.are.not.comunist.org/~duck/pgp.txt <- PGP
Public Key

I can only please one person per day. Today is not your day.
Tomorrow isn't looking good either.

From: John Barry Smith <barry@corazon.com>
Date: August 9, 1998 10:19:22 AM PDT
To: "Alex Dawson, The Duck of Death"
<akdawson@hotmail.com>
Subject: Re: <http://www.corazon.com/747crashes.html>

3 20.11.74 Boeing 747-130

D-ABYB Lufthansa (germany)

59(157) Nairobi-Wilson APT (Kenya)

means 59 died of 157 on board.

zero on board means it was on the ground empty.

Cheers,

John Barry Smith

xx

TWA Flight 800 disaster

Listing of Boeing 747 accidents

This listing contains all Boeing 747 aircraft, damaged beyond repair in accidents:

The list contains the following information:

#	number	date	Type	registration	operator	no. of casulaties (no. of occupants)	location of accident
---	--------	------	------	--------------	----------	--------------------------------------	----------------------

1 06.09.70 Boeing 747-121

N752PA Pan American World Airways (USA)
0(0) Cairo (Egypt)

2 23.07.73 Boeing 747-246B
JA-8109 Japan Air Lines - JAL (Japan)
0(0) Benghazi (Libya)

3 20.11.74 Boeing 747-130
D-ABYB Lufthansa (germany)
59(157) Nairobi-Wilson APT (Kenya)

4 12.06.75 Boeing 747-128
N28888 Air France (France)
0(394) Bombay (India)

5 09.05.76 Boeing 747-131F
5-8104 Islamic Republic of Iran AirForce (Iran)
17(17) nr Madrid (Spain)

6 27.03.77 Boeing 747-121
N736PA Pan American World Airways (USA)
335(396) + 248 Tenerife (Spain)

7 27.03.77 Boeing 747-206B
PH-BUF KLM Royal Dutch Airlines (Netherlands)
248(248) + 335 Tenerife (Spain)

8 01.01.78 Boeing 747-237B
VT-EBD Air India (India)
213(213) Arabian Sea, off Bandra (India)

9 19.11.80 Boeing 747-2B5B
HL-7445 Korean Air Lines - KAL (South Korea)

14(212) Seoul (South Korea)

10 04.08.83 Boeing 747-121

N738PA Pan American World Airways (USA)

0(243) Karachi (Pakistan)

11 01.09.83 Boeing 747-230B

HL-7442 Korean Air Lines - KAL (South Korea)

269(269) Okhotsk Sea (Russia)

12 27.11.83 Boeing 747-283B

HK-2910 Avianca (Colombia)

181(192) Madrid-Barajas APT; 12km SE (Spain)

13 16.03.85 Boeing 747-3B3

F-GDUA Union de Transportes Aériens - UTA
(France)

0(0) Paris-Charles de Gaulle (France)

14 23.06.85 Boeing 747-237B

VT-EFO Air India (India)

329(329) Atlantic Ocean

15 12.08.85 Boeing 747-SR46

JA-8119 Japan Air Lines - JAL (Japan)

520(524) nr Tokyo (Japan)

16 02.12.85 Boeing 747-228B

F-GCBC Air France (France)

0(282) Rio de Janeiro (Brasil)

17 28.11.87 Boeing 747-244B

ZS-SAS South African Airways - SAA (South Africa)

159(159) Indian Ocean

18 21.12.88 Boeing 747-121A
N739PA Pan American World Airways (USA)
259(259) + 11 Lockerbie (UK)

19 19.02.89 Boeing 747-249F
N807FT Flying Tiger Line (USA)
4(4) Kuala Lumpur; 7,5 mls (Malaysia)

20 07.05.90 Boeing 747-237B
VT-EBO Air India (India)
0(215) New Delhi (India)

21 18.02.91 Boeing 747-136
G-AWND British Airways (UK)
0(0) Kuwait City IAP (Kuwait)

22 29.12.91 Boeing 747-2R7F
B- 198 China Airlines (Taiwan)
5(5) Wanli; nr. (Taiwan)

23 04.10.92 Boeing 747-258F
4X-AXG El Al (Israel)
4(4) + 47 Amsterdam (Netherlands)

24 04.11.93 Boeing 747-409
B- 165 China Airlines (China)
0(396) Hong Kong (Hong Kong)

25 12.12.95 Boeing 747-209B
B-1888 China Airlines (Taiwan)
0(3) Manila IAP (Philippines)

26 20.12.95 Boeing 747-136
N605FF Tower Air
0(460) New York-John F. Kennedy IAP (USA)

27 15.02.96 Boeing 747-249F SCD
N742SJ Southern Air Transport (USA)
0() Mobile (USA)

28 17.07.96 Boeing 747-131
N93119 Trans World Airlines - TWA (USA)
229(229) Long Island, off (USA)

28 12.11.96 Boeing 747-...
HZ-... Saudi Arab Airlines (Saudi Arabia)
312(312)+38 Dadri (India)

Can you help me with interpreting the answers on this page?

25 12.12.95 Boeing 747-209B

B-1888 China Airlines (Taiwan)

0(3) Manila IAP (Philippines)

Does that mean that there were only three people on board and
no
casualties? or..

1 06.09.70 Boeing 747-121

N752PA Pan American World Airways (USA)

0(0) Cairo (Egypt)

No people on board and no casualties, or just that the information isn't available?

Thanks in advance

Alex Dawson. 4496760@ICQ LGM or
SuperDuck@IRC
<http://cservice.undernet.org/people/duck> The Undernet's
<http://ducks.are.not.comunist.org/~duck>
duck@undernet.org
<http://ducks.are.not.comunist.org/~duck/pgp.txt> <- PGP
Public Key

I can only please one person per day. Today is not your day.
Tomorrow isn't looking good either.

From: Intern447@aol.com
Date: August 10, 1998 6:58:07 AM PDT
To: barry@corazon.com
Subject: Re: Re: No Subject

Thank you for your help. I did find a contact at Syracuse University, but I

would welcome any additional help. Thanks again.

Emily

From: "Rene Schmidt" <reneschm@reach.net>

Date: August 13, 1998 10:53:04 AM PDT

To: <barry@corazon.com>

Subject: Photos

I am the author of Canadian Disasters, which came out in 1985, published by Scholastic. I am rewriting the book and I am including the Air India tragedy as one of the new stories. The stories are written as information (and history lessons) for school-age children. I would like to acquire photos relevant to the story and I was wondering if you knew of any sources. The photographer would get full credit, by name, and Scholastic will pay for the use of the photo.

From: John Barry Smith <barry@corazon.com>

Date: August 13, 1998 10:55:10 AM PDT

To: "Rene Schmidt" <reneschm@reach.net>

Subject: Re: Photos

I am the author of Canadian Disasters, which came out in 1985, published by

Scholastic. I am rewriting the book and I am including the Air India tragedy as one of the new stories. The stories are written as information (and history lessons) for school-age children. I would like to acquire photos relevant to the story and I was wondering if you knew of any sources. The photographer would get full credit, by name, and Scholastic will pay for the use of the photo.

Hi, a source would be John Garstaing of TSB. He has hundreds. I reached him through the below email

Babin@bst-tsb.x400.gc.ca

Good luck.

John Barry Smith

From: "Stefano V." <alucard@logic.it>
Date: August 13, 1998 2:32:13 PM PDT
To: barry@corazon.com
Subject: Hi

Congratulations, your site is great, but I have a big problem:the reports pages, they will take a lot to load, do u have them in html or text format?

Bye
Stefano

From: "a.n.other" <phil.mim@mcmail.com>
Date: August 13, 1998 11:17:32 PM PDT
To: barry@corazon.com
Subject: **flight 182**
Reply-To: phil.mim@mcmail.com

I was part of the team that found the black boxes. We were on the French cable ship Leon Thevenin. Operating the submersible SCARAB. I have some photos you may be interested in.

Regards Phil Hodgson

From: John Barry Smith <barry@corazon.com>
Date: August 13, 1998 5:46:01 PM PDT
To: "Stefano V." <alucard@logic.it>
Subject: **Re: Hi**

Congratulations, your site is great, but I have a big problem:the reports pages, they will take a lot to load, do u have them in html or text format?

Bye
Stefano

Srry, it's the best I can do.

Cheers,
John Barry Smith

From: John Barry Smith <barry@corazon.com>
Date: August 13, 1998 5:57:38 PM PDT
To: phil.mim@mcmail.com
Subject: Flight 182, very interested in photos.

I was part of the team that found the black boxes. We were on the French cable ship Leon Thevenin. Operating the submersible SCARAB. I have some photos you may be interested in.

Regards Phil Hodgson

Dear Mr. Hodgson,

Yes, sir, very definitely interested in your photos. If you send them by mail I'll reimburse you for all costs. My address is 551 Country Club Drive, Carmel Valley, CA 93924, phone 831 659 3552. If hundreds or just a few, all will be welcome. I can return them too if you wish. I'll pay all costs of postage both ways. Thank you very much for the offer. This is very important. They will be analyzed very carefully. If you have any data that goes along with the pictures, that will be appreciated also.

Cheers,
John Barry Smith

From: Me <phlyer@interlog.com>
Date: August 13, 1998 10:53:13 PM PDT
To: barry@corazon.com
Subject: 747

Hi,

Very interesting food for thought on the possibility of the

lower lobe
cargo door coming off in flight and causing catastrophic failure
in all
four crashes. I remember flt#182 very well as my high school
math teacher
was on it. Great lady, such a shame.

But what do you think about the official NTSB and FBI
conclusions of the
center fuel tank on flt 800 igniting? Could it be possible that this
occured in some or all of the other 747's as well?

Kyle Bateman
phlyer@interlog.com

From: JbAviContr@aol.com
Date: August 14, 1998 8:15:26 AM PDT
To: barry@corazon.com
Subject: 747

<A HREF="http://www.corazon.com/
747specsheets.html">Boeing 747 specifications
and history

great sight, but some how you used a 747-100 body w/ a -400
winglet
Jeff

From: John Barry Smith <barry@corazon.com>
Date: August 14, 1998 8:47:59 AM PDT
To: Me <phlyer@interlog.com>
Subject: Re: 747

But what do you think about the official NTSB and FBI conclusions of the center fuel tank on flt 800 igniting?

For sure the four doors opened in flight. Why they opened is for consideration. I offer wiring short, could have been missile or bomb or center tank.

Could it be possible that this occurred in some or all of the other 747's as well?

Whatever it was that opened the doors in flight was probably the same for all four.

And the center tank of 800 did ignite, but later and lower than initial event, as shown by sooting evidence on wreckage.

Cheers,
John Barry Smith

From: "TED THRESHER" <Cranberry8k@worldnet.att.net>
Date: August 14, 1998 12:59:35 PM PDT
To: <barry@corazon.com>
Subject: flight 800

Barry-

Do you know the exact altitude that Flight 800 exploded? Also, what was

the local altimeter setting in New York that evening? I always thought

that if the cause was a pressure sensitive bomb set for a specific altitude, it would make sense to subtract the actual detonation altitude

from the (most likely) planned detonation altitude. The altitude difference

could be equated to the difference between the JFK altimeter setting and

the altimeter setting of the locale where the bomb was set. For instance,

a 300 foot altitude difference equates to a .30 inches of mercury.

If the

Athens, Greece altimeter was approximately .30 inches of mercury different

than JFK's, it could be deduced that the bomb was set in and around Athens.

Has this scenario ever been explored? I would think that the FBI was all

over this one but I have never heard nor read anything that discusses

altimeter.

From: John Barry Smith <barry@corazon.com>

Date: August 14, 1998 1:26:23 PM PDT

To: "TED THRESHER" <Cranberry8k@worldnet.att.net>

Subject: Re: flight 800

Barry-

Do you know the exact altitude that Flight 800 exploded? Also, what was

the local altimeter setting in New York that evening? I always thought

that if the cause was a pressure sensitive bomb set for a specific altitude, it would make sense to subtract the actual detonation altitude

from the (most likely) planned detonation altitude. The altitude difference

could be equated to the difference between the JFK altimeter setting and

the altimeter setting of the locale where the bomb was set. For instance,

a 300 foot altitude difference equates to a .30 inches of mercury.

If the

Athens, Greece altimeter was approximately .30 inches of mercury different

than JFK's, it could be deduced that the bomb was set in and around Athens.

Has this scenario ever been explored? I would think that the FBI was all

over this one but I have never heard nor read anything that discusses

altimeter.

13780 feet plus or minus a hundred feet is the best I can find. I don't know much about the bomb explanation still being viable but until the exact cause is determined, all ideas are in play.

sammy.finkelman@moondog.com

is the email of a TWA 800 bomb/sabotage person, who knows a

lot about TWA 800. He may help you.

Cheers,
John Barry Smith

From: Harry Abruzzese <aero@cyberenet.net>
Date: August 15, 1998 9:14:17 AM PDT
To: barry@corazon.com
Subject: Aero Request

Hi Barry,

"I was looking for images of photo's or drawing etc. showing structural design and material content of commercial aircraft and happened to come across this article:

"An excellent scenario for this crash..No Missile, No Bomb, No engine failure, Just human error..."

If you know of any sites that have such images I'd appreciate if you

could e-mail me. I'm basically looking for the approx. % of total airframe content of titanium mill products used on 777's,747's,767's,A340's etc.

I've been getting a lot of questions from investors and I'm curious myself about these figures because there are titanium mill product

manufacturers who's stock prices are really undervalued but yet continue

to see increased growth and backlog despite negative media attention

towards the aerospace industry. I wrote an article about titanium and

suggested RMI Titanium Company because I believe the company, and others, will continue to grow and expand. I also have a theory about TWA 800. I think it may have been caused by an engine failure because of a defect in one of the engine hubs, compressor blades et. such as what happened to the L-1011 in Sioux City, Iowa. I think shrapnel from the explosive force encountered when parts from a spinning engine separate, crash together and tear off in all directions, pierced the fuel tanks atomizing the fuel as it escaped into the atmosphere where it was only a matter of time that any number of available ignition sources ignited the volatile "cloud" of vapors surrounding the center and aft portion of the aircraft. It's just an theory.

Anyway, I'd appreciate if you knew of anywhere I can find titanium content for commercial aircraft. I have some aircraft referances to the content of these products from sources such as The Great Book of Modern Warplanes and get some info from the internet on amounts of these products used military aircraft but I need to find out more about how much titanium large commercial aircraft use in thier airframes.

Thank You,

Sincerly,

Harry V. Abruzzese

<http://www.aerostock.com/>

From: John Barry Smith <barry@corazon.com>
Date: August 15, 1998 9:25:30 AM PDT
To: Harry Abruzzese <aero@cyberenet.net>
Subject: Re: Aero Request

"I was looking for images of photo's or drawing etc. showing structural design and material content of commercial aircraft and happened to come across this article:

"An excellent scenario for this crash..No Missile, No Bomb, No engine failure, Just human error..."

What article is that?

If you know of any sites that have such images I'd appreciate if you could e-mail me. I'm basically looking for the approx. % of total

airframe content of titanium mill products used on 777's,747's,767's,A340's etc.

Good question and I don't know. Boeing should be glad to tell you, email them.

I've been getting a lot of questions from investors and I'm curious myself about these figures because there are titanium mill product manufacturers who's stock prices are really undervalued but yet continue to see increased growth and backlog despite negative media attention towards the aerospace industry. I wrote an article about titanium and suggested RMI Titanium Company because I believe the company, and others, will continue to grow and expand.

Makes sense to me.

I also have a theory about TWA 800. I think it may have been caused by an engine failure because of a defect in one of the engine hubs, compressor blades et. such as what happened to the L-1011 in Sioux City, Iowa. I think shrapnel from the explosive force encountered when parts from a spinning engine separate, crash together and tear off in all

directions, pierced the fuel tanks atomizing the fuel as it escaped into the atmosphere where it was only a matter of time that any number of available ignition sources ignited the volatile "cloud" of vapors surrounding the center and aft portion of the aircraft. It's just an theory.

And a good logical one. It was considered by NTSB . It is possible, it could have happened. But there is no corroborative evidence of penetration of tank by uncontained engine. But then again, NTSB cleared the engines as normal in flight but the exhibit, 8A, shows blades missing. Until all the blades are accounted for, uncontained blade into tank could be cause of ignition. For now, FAA have told me they checked it out and found no evidence.

Good luck on the titanium content question. My RA5C was about 25%, all around the hot areas.

Cheers,
John Barry Smith

Anyway, I'd appreciate if you knew of anywhere I can find titanium content for commercial aircraft. I have some aircraft referances to the

content of these products from sources such as The Great Book of Modern Warplanes and get some info from the internet on amounts of these products used military aircraft but I need to find out more about how much titanium large commercial aircraft use in thier airframes.

Thank You,

Sincerly,

Harry V. Abruzzese

<http://www.aerostock.com/>

From: "Joe Genovese" <joegen@olg.com>
Date: August 18, 1998 8:29:42 PM PDT
To: <barry@corazon.com>
Cc: "Joseph Genovese" <Genovese_Joe%pax8b@mr.nawcad.navy.mil>
Subject: **Intro**
Reply-To: <@olg.com>

John,

I am currently studying the TWA 800 NTSB investigation as part of my college work with Embry-Riddle.

Please forgive my "ignorance".
Could you please provide me with some background info on yourself
in an effort to validate you as a potential reference in my
Term Paper on the above subject.
As I'm sure you realize - I would need something more to cite
than
"just a name from the web".

Thank You in advance for your time,

Joe Genovese

From: "Joe Genovese" <joegen@olg.com>
Date: August 18, 1998 8:29:42 PM PDT
To: <barry@corazon.com>
Cc: "Joseph Genovese" <Genovese_Joe
%pax8b@mr.nawcad.navy.mil>
Subject: **Intro**
Reply-To: <@olg.com>

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I am currently studying the TWA 800 NTSB investigation as part
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Term Paper on the above subject.
As I'm sure you realize - I would need something more to cite

than
"just a name from the web".

Thank You in advance for your time,

Joe Genovese

From: John Barry Smith <barry@corazon.com>

Date: August 18, 1998 11:16:52 PM PDT

To: joegen@olg.com

Subject: Re: Intro

John,

I am currently studying the TWA 800 NTSB investigation as part of my college work with Embry-Riddle.

Please forgive my "ignorance".

Could you please provide me with some background info on yourself

in an effort to validate you as a potential reference in my Term Paper on the above subject.

Commercial pilot, instrument rated, former FAA part 135 certificate holder.

US Navy navigator, RA 5C 650 hours.

US Navy patrol crewman, P2V5FS 2000 hours.

Owner Mooney M20C, 1000 hours.

Survivor of sudden night fiery fatal jet plane crash in RA 5C.

Good luck,
John Barry Smith

From: John Barry Smith <barry@corazon.com>
Date: August 18, 1998 11:18:51 PM PDT
To: phil.mim@mcmail.com
Subject: Photos of 182

I was part of the team that found the black boxes. We were on the French cable ship Leon Thevenin. Operating the submersible SCARAB. I have some photos you may be interested in.

Regards Phil Hodgson

Dear Mr. Hodgson, if you've already sent the photos, thanks. If not, I still am very interested in them.

Cheers,
Barry Smith

To: phil.mim@mcmail.com
From: John Barry Smith <barry@corazon.com>
Subject: Flight 182, very interested in photos.
Cc:
Bcc:
X-Attachments:

I was part of the team that found the black boxes. We were on the French cable ship Leon Thevenin. Operating the submersible SCARAB.

I have some photos you may be interested in.

Regards Phil Hodgson

Dear Mr. Hodgson,

Yes, sir, very definitely interested in your photos. If you send them by mail I'll reimburse you for all costs. My address is 551 Country Club Drive, Carmel Valley, CA 93924, phone 831 659 3552. If hundreds or just a few, all will be welcome. I can return them too if you wish. I'll pay all costs of postage both ways. Thank you very much for the offer. This is very important. They will be analyzed very carefully. If you have any data that goes along with the pictures, that will be appreciated also.

Cheers,
John Barry Smith

From: Yvonne Matthews <CUETEE@worldnet.att.net>
Date: August 20, 1998 12:40:08 PM PDT
To: barry@corazon.com
Subject: TWA Flight 800
Reply-To: cуетee@worldnet.att.net

I know exactly the cause of the TWA Flight 800 failure (and several others). There is a simple scientific explanation involving temperature, vibration and air/air pessure.

You have done a lot of work and have the basis of a pretty good book. I have the ending. How would you like to put 'em together?

From: John Barry Smith <barry@corazon.com>
Date: August 19, 1998 12:43:55 PM PDT
To: cуетee@worldnet.att.net
Subject: Re: TWA Flight 800

I know exactly the cause of the TWA Flight 800 failure (and several others). There is a simple scientific explanation involving temperature, vibration and air/air pessure.

You have done a lot of work and have the basis of a pretty good book. I have the ending. How would you like to put 'em together?

I have the ending already, wiring short to door unlatch motor. What's yours? Any evidence?

Cheers,
John Barry Smith

From: James Huchthausen <huck@westworld.com>
Date: November 20, 1998 11:55:40 AM PST
To: barry@corazon.com
Subject: air india 182
Reply-To: Huck@westworld.com

Hi ... I hope you can help me. I had heard that someone or some people bewhind the bombing of Air India 182 had been trained in the U.S. Can you please tell me where I can get information on this? Thanks.
Jim

From: John Barry Smith <barry@corazon.com>
Date: August 20, 1998 1:50:48 PM PDT
To: Huck@westworld.com
Subject: **Re: air india 182**

Hi ... I hope you can help me. I had heard that someone or some people bewhind the bombing of Air India 182 had been trained in the U.S. Can you please tell me where I can get information on this? Thanks.
Jim

No info on that. For wiring/cargo door explanation for AI 182 see www.corazon.com

Cheers,
John Barry Smith

From: Yvonne Matthews <CUETEE@worldnet.att.net>
Date: August 22, 1998 11:40:40 AM PDT
To: barry@corazon.com
Subject: **Response to yours**
Reply-To: cuetee@worldnet.att.net

Mail Administrator wrote:

This Message was undeliverable due to the following reason:

Your message was not delivered because the destination computer was not found. Carefully check that it was spelled correctly and try

sending it again if there were any mistakes.

It is also possible that a network problem caused this situation, so if you are sure the address is correct you might want to try to send it again. If the problem continues, contact your friendly system administrator.

Host corozon.com not found

The following recipients did not receive this message:

<barry@corozon.com>

Please reply to Postmaster@worldnet.att.net if you feel this message to be in error.

I realize you believe that the cargo door latch/sudden decompression was the initial cause for the explosions but decompression itself cannot cause either an explosion or blow the nose of a plane to fall off. Please understand that I am not putting your research down . . . (it is excellent) . . . but your conclusion concerning the cause is wholly without scientific merit.

You asked, so please consider the following:

If the nearly-empty cargo hold was full of vaporized kerosene and a method of ignition was employed the ensuing explosion would be directed

primarily upward and forward (because of cabin pressure and inertia) and the fusilage at row 2 would fracture while any passengers in the vertical force sheer area would be vaporized.

The second explosion was not caused by the center fuel tank - rather the center fuel tank RUPTURED because of an explosion directly above it.

CLUE: The Lockerbie "trench" reveals that the second explosion also was directed toward the nose (or former nose) of the plane.

CLUE TWO: Some of the bodies of the TWA accident were in shark-infested waters for days and weeks. Why weren't they fish food in a matter of hours?

Keep in touch

From: John Barry Smith <barry@corazon.com>
Date: August 21, 1998 12:13:21 PM PDT
To: cуетee@worldnet.att.net
Subject: Re: Response to yours

Host corozon.com not found

Attention to detail. corazon not corozon.

I realize you believe that the cargo door latch/sudden decompression was the initial cause for the explosions but decompression itself cannot cause either an explosion

It's called explosive decompression for a reason, it's an explosion.

or blow the nose of a plane to fall off.

The explosive decompression does not blow the nose off, the 300 knots tears the weakened nose off.

All explained on web site.

Please understand that I am not putting your research down . . .(it is excellent) . . . but your conclusion concerning the cause is wholly without scientific merit.

If you say so, then don't waste your time with wiring/cargo door explanation. Good bye.

You asked, so please consider the following:

If the nearly-empty cargo hold was full of vaporized kerosene and a method of ignition was employed

If pigs had wings they wouldn't bump their ass when they tried to fly.

No ignition source in the center tank, no wings on the pig, reality.

CLUE TWO: Some of the bodies of the TWA accident were in shark-infested waters for days and weeks. Why weren't they fish food in a matter of hours?

Ask the sharks. Maybe all that poisonous jet fuel in the water.

<http://HOME.EASE.LSOFT.COM/>

and click to Flight 800 and the discussion group will consider all explanations if you want discussion.

Cheers,
John Barry Smith

From: Yvonne Matthews <CUETEE@worldnet.att.net>

Date: August 25, 1998 9:42:59 AM PDT

To: barry@corazon.com

Subject: response

Reply-To: cuetee@worldnet.att.net

Aaps! My opology.

REALITY: When the atmosphere within a container exceeds

that of a surrounding atmosphere, decompression is NOT outward (e.g. a submarine). The CONTENTS within a DECOMRESSING container are drawn toward the breach and may be ejected with near-explosive force but a DECOMPRESSED container ALWAYS implodes. The degree of damage is dependent primarily upon time from breach to total decompression, internal pressure vs. external pressure and the material/mass/geometry of the container.

REALITY: When one or more of a group of containers enveloped within a larger container is/are breached, the decompression of the smaller container(s) will not significantly effect nor cause the rapid decompression of any unbreached containers or the main container (envelope) itself. So-called "water-tight" compartments in submarines and ships are excellent examples of this principal - and a "phenomenon" cannot beat a principal.

REALITY: Trillions of explosions of vaporized, high-carbon content fuel propel millions of trucks and cars down the world's highways every day, but not a single explosion is caused by a spark in the DIESEL

engines - rather the ignition phase is accomplished through the rapid introduction of cooler air into a cylinder of formerly-liquid, vaporized, high-carbon-content fuel.

IMAGINE: that the BLOCK of a vehicle's diesel engine is a thin aluminum horizontal tubular container and the CYLINDER was located near one end of the BLOCK.

REALITY: the CYLINDER containing vaporized fuel WOULD explode and the force WOULD exceed the ability of the container to hold that force. This WOULD destroy not only the cylinder, but the portion of the block closest to the cylinder if the force, in turn, exceeded the structural ability of the BLOCK to contain the force. In addition, any forward movement of the vehicle WOULD be slowed - depending primarily upon FORCE of the explosion in relation to SHAPE and SPEED of the vehicle (Flight 800, a cylinder, nearly stopped immediately following the primary explosion).

REALITY: Solid organic materials (such as wood) decompose when left to the forces of nature but decomposition is rapidly slowed when these materials are "treated" using liquid high-carbon-content hydrocarbons

which REPEL snackers (humans are no exception - contact your local undertaker).

REALITY: Kerosene is liquid concentrated-organic compound that instantly loses all toxicity to any living organism when introduced to a sufficient amount of water (in other words, it returns to natural oils and attracts the organisms that can gather it and use it as an energy source - that's how and why "microbes" show up and multiply at an oil spill.

REALITY: Pigs do not need wings to fly. All they require is sufficient force to propel them - as did the lockers ejected from Flight 800 (how well pigs or lockers fly is irrelevant), but pig posteriors are irrelevant when considering the same.

PIGGISH COUNTERPOINT: Sows' ears do not make silk purses no matter their quantity or quality.

I contacted you, John, not to argue with you nor maliciously announce to others any perceived/actual error(s) which may or may not be present in your research or your theory. If I wanted to exchange anonymous caustic remarks with a smartass I'd have gone to a chat room.

From: John Barry Smith <barry@corazon.com>
Date: August 24, 1998 9:51:24 AM PDT
To: cуетee@worldnet.att.net
Subject: **Balloons pop**

REALITY: When the atmosphere within a container exceeds that of a surrounding atmosphere, decompression is NOT outward (e.g. a submarine).

Balloons don't pop? They implode? Ha!

I contacted you, John, not to argue with you nor maliciously announce to others any perceived/actual error(s) which may or may not be present in your research or your theory. If I wanted to exchange anonymous caustic remarks with a smartass I'd have gone to a chat room

Maybe you should. To say an internal high pressure vessel ruptures inward is nonsense. Unclear of the concept of nature abhors a vacuum. Vacuum, low pressure, implodes. Like submarine, high pressure outside, low pressure inside, implodes. Airplane, high pressure inside, low pressure outside, explodes. Balloons do pop, tires burst and it's all outward. Submarines do get crushed inward. Airplanes hulls do rupture outward. Basic stuff.

Bye,
John Barry Smith

From: NJen932130@aol.com
Date: August 24, 1998 6:55:00 PM PDT
To: barry@corazon.com
Subject: Victims of Flight 103

I was looking for some kind of manifest of this flight. I had a friend on it and would like to learn more information about him and possibly others. I am very interested in this and would like information. Do you happen to know where I can find that information.

From: John Barry Smith <barry@corazon.com>
Date: August 24, 1998 9:11:42 PM PDT
To: NJen932130@aol.com
Subject: Re: Victims of Flight 103

I was looking for some kind of manifest of this flight. I had a friend on it and would like to learn more information about him and possibly others. I am very interested in this and would like information. Do you happen to know where I can find that information.

Sorry, no passenger list for PA 103. I don't know who has it.

Cheers,

John Barry Smith

From: "H. Chicoine" <transltr@globetrotter.qc.ca>
Date: August 25, 1998 5:44:07 PM PDT
To: barry@corazon.com
Subject: **aircraft accident investigation**
Reply-To: transltr@globetrotter.qc.ca

Barry,
Where can one examine your postings other than at the FBI website?
Thank you,
Hugh

From: John Barry Smith <barry@corazon.com>
Date: August 25, 1998 7:37:19 PM PDT
To: transltr@globetrotter.qc.ca
Subject: **Re: aircraft accident investigation**

Barry,
Where can one examine your postings other than at the FBI website?
Thank you,
Hugh

Dear Hugh, please tell me about my postings at the FBI website.
What is the URL address?

Cheers,
Barry

From: "m.sadler" <m.sadler@fsw.ruu.nl>
Date: August 26, 1998 5:13:50 AM PDT
To: barry@corazon.com
Subject: **lockerbie**

Dear reader,

I hope you can help me with a problem!
For almost 10 years I am trying to find friends of our family. We fear that our friends died in the planecrash by Lockerbie. The fam. Fowley (Fowley-V.d. Broek + children) were very good friends but we are no family so we can't find out if they are died or not. Mister Fowley was in the American Air force, he worked as a navigator (if I am correct).
Please can you give me an address where I can get the information so I can stop my search!
Thanks
Carina Kok
C.Kok@fss.uu.nl

From: Yvonne Matthews <CUETEE@worldnet.att.net>
Date: August 27, 1998 5:45:13 AM PDT
To: John Barry Smith <barry@corazon.com>
Subject: **Re: Balloons pop**
Reply-To: cuetee@worldnet.att.net

John Barry Smith wrote:

REALITY: When the atmosphere within a container exceeds that of a surrounding atmosphere, decompression is NOT outward (e.g. a submarine).

Balloons don't pop? They implode? Ha!

I contacted you, John, not to argue with you nor maliciously announce to others any perceived/actual error(s) which may or may not be present in your research or your theory. If I wanted to exchange anonymous caustic remarks with a smartass I'd have gone to a chat room

Maybe you should. To say an internal high pressure vessel ruptures inward is nonsense. Unclear of the concept of nature abhors a vacuum. Vacuum, low pressure, implodes. Like submarine, high pressure outside, low pressure inside, implodes. Airplane, high pressure inside, low pressure outside, explodes. Balloons do pop, tires burst and it's all outward. Submarines do get crushed inward. Airplanes hulls do rupture outward. Basic stuff.

Bye,
John Barry Smith

barry@corazon.com
<http://www.corazon.com/>

Hmmm. You could find but one error in a true scientific discourse.

I'm sooooo impressed. But:

The atmosphere within a balloon GREATLY exceeds the surrounding atmosphere while the atmosphere imbalance of plane vs. "air" is virtually insignificant. Too compare

From: John Barry Smith <barry@corazon.com>

Date: August 26, 1998 9:08:54 AM PDT

To: "m.sadler" <m.sadler@fsw.ruu.nl>

Subject: **103 pass list**

Dear reader,

I hope you can help me with a problem!

For almost 10 years I am trying to find friends of our family. We fear

that our friends died in the planecrash by Lockerbie. The fam.

Fowley

(Fowley-V.d. Broek + children) were very good friends but we are no

family so we can't find out if they are died or not. Mister Fowley was

in the American Air force, he worked as a navigator (if I am correct).

Please can you give me an address where I can get the information so I

can stop my search!

Thanks

Carina Kok
C.Kok@fss.uu.nl

Sorry, no passenger list but I've asked a friend if he can direct me to where one is.

The net may have a passenger manifest somewhere. Archives of newspapers may help.

If I get the list I will forward it to you.

Cheers,
John Barry Smith

From: John Barry Smith <barry@corazon.com>
Date: August 26, 1998 9:25:33 AM PDT
To: "m.sadler" <m.sadler@fsw.ruu.nl>
Subject: **Re: lockerbie**

Found it!

Dear reader,

I hope you can help me with a problem!
For almost 10 years I am trying to find friends of our family. We fear that our friends died in the planecrash by Lockerbie. The fam. Fowley (Fowley-V.d. Broek + children) were very good friends but we are no family so we can't find out if they are died or not. Mister Fowley

was
in the American Air force, he worked as a navigator (if I am correct).

Please can you give me an address where I can get the information so I can stop my search!

Thanks

Carina Kok

C.Kok@fss.uu.nl

The Cockpit Crew:

Captain James Bruce MacQuarrie, 55, from Kensington, New Hampshire, USA (10910 flight hours of experience)

Captain MacQuarrie had many years experience in flying a 747 for Pan Am. He was an active member of his worker union and participated actively in a series of successive strikes against the company few years earlier.

First Officer (co-pilot) Raymond Ronald Wagner, 52, from Pennington, new Jersey, USA (11855 flight hours of experience)

Flight engineer Jerry Don Avritt, 46, from Westminster, California, USA (8068 fh/experience)

The Pursers:

Mary Geraldine Murphy, 51, Twickenham, UK

Milutin Velimirovich, 35, Hounslow, UK (czechoslovakian)

The Flight Attendants:

Elisabeth Nichole Avoyne, 44, Croissy-sur-Seine, France,
French

Noelle Lydie Berti, 41, Paris, France, French

Siv Ulla Engstrom, 51, Windsor, UK, Swedish

Stacie Denise Franklin, 20, San Diego, USA

Paul Isaac Garret, 41, Napa, USA

Elke Etha Kuhne, 43, Hannover, BRD, German

Maria Nieves Larracochea, 39, Madrid, Spain

Lilibeth Tobila Macalooloo, 27, Kelsterbach, BRD,
Phillipino

Jocelyn Reina, 26, Isleworth, UK, American

Myra Josephine Royal, 30, Hanwell, UK, Dominican
Republic

Irja Syhnove Skabo, 38, Oslo, Norway, Finnish

PASSENGERS

The complete passenger list of Pan

Am 103

This should be the (un-)complete list of unfortunate passengers aboard Pan Am 103. The list is not an official one, since it is (for some odd

reasons) not possible to copy the official microfilm from Pan Am's office files. This list is taken from The Fall Of Pan Am 103 written by

Steven Emerson and Brian Duffy.

Some oddities: A lot of those aboard Pan Am 103 had the age of 20 years. Most of the passengers were American citizens. Many lived in New

Jersey, New York, Pennsylvania. I am

sorry if there are any mistakes in spelling of name, age etc. Mail me , if I made any mistakes, and I shall correct them at once.

I have tried to provide links to those victims, whos stories are available on the internet....actually very few are! Do you know anyone from Pan Am 103, who deserves to be remembered for his life ? Don't hesitate to provide links to this page....send e-mail about your link.

Ahern, John Michael Gerard, 26, Rockville Center, New York.
American

Aicher, Sarah Margaret, 29, London, England. American

Akerstrom, John David, 34, Medina, Ohio. American

Alexander, Ronald Ely, 46, New York City. Swiss

Ammerman, Thomas Joseph, 36, Old Tappan, New Jersey.

American

Apfelbaum, Martin Lewis, 59, Philadelphia, Pennsylvania.

American

Asrelsky, Rachel M., 21, New York, NY, American

Bainbridge, Harry Michael, 34, Montrose, New York.

American

Barclay, Stuart Murrav, 29, Farm Barnard,
Vermont. .American

Bell, Jean Mary, 44, Windsor, England. British

Benello, Julian MacBain, 25, Brookline, Massachusetts.

American

Bennett, Lawrence RJV, 41, Chelsea, Michigan. American

Bergstrom, Philip, 22, Forest Lake, Minnesota. American.

Berkiey, Alistair Davis, 29, London, England. British

Bernstein. Michael Stuart, 36, Bethesda, Maryland.

American

Berrell, Steven Russell, 20, Fargo, North Dakota. American.
Bhatia, Surinder Mohan, 51, Los Angeles, California , Indian
Bissett, Kenneth John, 21, Hartsdale, New York.,American
Boatman-Fuller, DianeAnne, 37, London, England.

Ameriean

Boland, Stephen John, 70, Nashua, New Hampshire.

American

Bouckley, Glen, 27, Liverpool, New York. British
Boucklev, Paula, 29, Liverpool, New York. American
Boulanger, Nicole Elise. 21, Shrewsbury, Massachusetts.

American

Boyer, Francis, 43, Toulosane, France. French
Bright, Nicholas, 32, Brookline, Massachusetts. American
Browner (Bier), Daniel Solomon, 23, Parod, Israel. Israeli
Brunner, Colleen Renee, 20, Hamburg, New

York. ,American

Burman, Timothy Guy, 24, London, England. British
Buser, Michael Warren, 34, Ridgefield Park, New Jersey,

American

Buser, Warren Max, 62, Glen Rock, New Jersey, American
Butler, Steven Lee, 35, Denver, Colorado. Ameriean
Cadman, William Martin, 32, London, England. British
Caffarone, Fabiana, 28, London, England. Argentinian.
Caffarone, Hernan, 28, London, England. Argentinian
Canady, Valerie, 25, Morgantown, West Virginia. American
Capasso, Cregory, 21, Brooklyn, New York. American
Cardwell, Timothy Michael, 21, Cresco, Pennsylvania.

Amrcican

Carlsson, Bernt Wilson, 50, NeW York city. Swedish
Cawley, Richard Anthonv, 43, New York Citv. American
Ciulla, Frank, 45, Park Ridge, New Jersey, American
Cohen, Theodora Eugenia, 20, Port Jervis, New York.

American

Coker, Erie Michael, 20, Mendham, New Jersey, American
Coker, Jason Michael, 20, Mendham, New Jersey, American
Colasanti, Gary Leonard, 20, Melrose, Massachusetts,

American

Concannon, Bridget, 53, Banbury, England. Irish
Concannon, Sean, 16, Banbury, England. Irish
Concannon, Thomas, 51, Banbury, England. Irish
Corner, Tracey Jane, 17, Millhouses, England. British
Cory, Scott, 20, Old Lyme Court, Connecticut. American
Coursey, Willis Larry, 40, San Antonio, Texas. American
Coyle, Patricia Mary, 20, Wallingford, Connecticut.

American

Cummock, John Binning, 38, Coral Gables, Florida.

American

Curry, Joseph Patrick, 31, Fort Devens, Massachusetts.

American

Daniels, William Allen, 40, Belle Mead, New Jersey.

American

Dater, Gretchen Joyce, 20, Ramsey, New Jersey. American
Davis, Shannon, 19, Shelton, Connecticut. American
Della Ripa, Gabriel, 46, Floral Park, New York. Italian
Dimauro, Joyce Christine, 39, New York City. American
Dinardo, Gianfranca, 26, London, England. Italian
Dix, Peter Thomas Stanley, 35, London, England. Irish
Dixit, Om. 54, Fairborn, Ohio. Indian
Dixit, Shanti, 54, Fairborn, Ohio. Indian
Dornstein, David Scott, 25, Philadelphia, Pennsylvania.

American

Doyle, Michael Joseph, 30, Voorhees, New Jersey. American
Eggleston, Edgar Howard III, 24, Glens Falls, New York.

American

Ergin, Turhan, 22, West Hartford, Connecticut. American

Fisher, Charles Thomas IV, 34, London, England. American
Flick, Clayton Lee, 25, Coventry, England. American
Flynn, John Patrick, 21, Montville, New Jersey. American
Fondiler, Arthur, 33, Wst Amonk, New York. American
Fortune, Robrt Gerard, 40, Jackson heights, New York,
American

Freeman, Paul Matthew Stephen, 25 London, England.
Canadian

Fuller, James Ralph, 50, Bloomfield Hills, Michigan,
America

Gabor, Ibolya Robertine 79, Budapest, Hungary. Hungarian
Callagher, Amy Beth, 22, Quebec, Canada. American
Cannon, Matthew Kevin, 34, Los Angeles, California.
American

Careczynnski, Kenneth Raymond, 37 North Brunswick,
New Jersey, American

Gibson, Kenneth James, 20, Romulus, Michigan American
Giebler, William David, 29, London, England. American
Gordon, Olive Leonora, 9i, London, England. British
Gordon-Gorgaez, Linda Susan, 39, London, England.
American

Gorgaez, Anne Madelene, 76, Newcastle, Pennsylvania,
American

Gorgaez, Loretta Anne, 47, Newcastle, Pennsylvania,
American

Gould, David, 45, Pittsburgh, Pennsylvania, American
Guevorgian, Andre Nikolai, 32, Sea Cliff, New York. French
Hall, Nieola Jane, 23, Sandton, South Africa, Australian
Halsch, Lorraine Frances, 31, Fairport, New York. American
Hartunian, Lynne Carol, 17, Schenectady, New York.
American

Hawkins, Anthonv Lacey, 57, Brooklyn, New York. British
Herbert, Pamela Elaine, 19, Battle Creek, Michigan,

American

Hilbert, Rodney Peter, 40, Newton, Pennsylvania. American
Hill, Alfred, 29, Sonthofen, West Germany. West German
Hollister, Katherine Augusta, 20, Rego Park, New York.

American

Hudson, Josephine Lisa, 22, London, England. British
Hudson, Melina Kristina, 16, Albany, New York. American
Hudson, Sophie Ailette Miriam, 26, Paris, France. French
Hunt, Karen Lee, 20, Webster, New York.

American (picture left)

Hurst, Roger Elwood, 38, Ringwood, New
Jersey, American

Ivell, Elizabeth Sophie, 19, Robertsbridge,
East Sussex, England. British

Jaafar, Khalid Nazir, 20, Dearborn,
Michigan. Lebanese/American

Jeck, Robert van Houten, 57. Mountain
Lakes, New Jersey, American

Jeffreys, Paul Avron, 36, Kingston-upon-
Thames, England. British

Jeffreys, Rachel, 23, Kingston-upon-Thames,
England. British

Jermyn, Kathleen Mary, 20, Staten Island,
New York. American

Johnson, Beth Ann, 21, Greensburg, Pennsylvania. American
Johnson, Mary Alice Lincoln, 25, Wayland, Massachusetts.

American

Johnson, Timothy Baron, 21, Neptune, New Jersey,
American

Jones, Christopher Andrew, 20, Claverack, New York.

American

Kelly, Julianne Frances, 20, Dedham, Massachusetts.

American

Kingham, Jay Joseph. 44, Potomac, Maryland. American
Klein, Patricia Ann, 35, Trenton, New Jersey American
Kosmowski, Gregory, 40, Milford, Michigan. American
Kulukundis, Minas Christopher, 38, London, England

British

LaRiviere, Ronald Albert, 33, Alexandria, Virginia.

American

Leckcurg, Rocert Milton, 30, Piscataway, New Jersey,

American

Leyrer, William Chase, 46, Bay Shore, New York. American

Lincoln, Wendy Anne, 23, North Adams. Massachusetts

American

Lowenstein, Alexander Silas, 21, Morristown, New Jersey,

American

Ludlow, Lloyd David, 41, Macksville, Kansas, American

Lurbke, Maria Theresia, 25, Balve Beckum, West Germany,

West German

McAllister, William John, 26, Sunbury-on-Thames, England,

British

McCarthy, Daniel Emmet, 31, Brooklyn, New York,

American

McCollum, Robert Eugene, 61, Wayne, Pennsylvania,

American

McKce, Charles Dennis, 40, Arlington, Virginia , American

McLaughlin, Bernard Joseph. 30, Bristol, England,

American

Mack, William Edward, 30, New York City American

Malicote, Douglas Eugene, 22, Lebanon, Ohio. American

Malicote, Wendy Gay, 21, Lebanon, Ohio. American

Marek, Elizabeth Lillian, 30, New York City. American

Marengo, Louis Anthony, 33, Rochester,
Michigan. American (picture left)

Martin, Noel George, 27, Clapton, England.

American

Maslowski, Diane Slaric, 30 , New York City.

American

Melber, Jane Susan. 27, Middlesex, England.

American

Merrill, Iohn, 35, Hertfordshire, England.

British

Miazga, Suzann Marie, 22 , Marcy, New

York. American

Miller, Joseph Kenneth, 53, Woodmere, New

York. , American

Mitchell, Jewel Courtney, 39, Brooklvn, New

York. Guyanese

Monetti, Richard Paul, 20, Cherry Hill, New

Jersey. American

Morgan, Jane Ann, 37, London, England. American

Morson, Eva Ingeborg, 48, New York Citv. German

Mosey, Helga Rachael, 19, Warley, England. British

Mulroy, Ingrid Elizabeth, 25, Lund, Sweden. Swedish

Mulroy, John, 59, East Northport, New York. Irish

Mulroy, Sean Kevin, 25, Lund, Sweden. American

Noonan, Karen Elizabeth, 20 , Potomac, Maryland.

American

O'Connor, Daniel Emmett, 31, Boston, Massachusetts.

American

O'Neil, Mary Denise, 21, Bronx, New York. American

Otenasek, Anne Lindsey, 21 , Baltimore,

Maryland. ,American

Owen, Bryony Elise, 1, Bristol, England. British

Owen, Gwyneth Yvonne Margaret 29, Bristol, England.

British

Owens, Laura Abigail. 8, Cherry Hill, New Jersey, American

Owens, Martha, 44, Cherry Hill, New Jersey. American

Owens, Robert Plack, 45, Cherry Hill, New Jersey .
American
Owens, Sarah Rebecca, 14, Cherry Hill, New Jersey .
American
Pagnucco, Robert Italo, 51, South Salem, New York.
American
Papadopoulos, Christos Michael, 45, Lawrence, New York.
Greek/ American
Peirce, Peter Raymond, 40, Perrysburg, Ohio. American
Pescatore, Michael. 33, Solon, Ohio. American
Philipps, Sarah Suzanue Buchanan, 20, Newtonville,
Massachusetts. American
Phillips, Frederick Sandford, 27, Little Rock, Arkansas.
American
Pitt, James Andrew Campbell, 24, South Hadley,
Massachusetts. American
Platt, David, 33, Staten Island, New York. ,American
Porter, Walter Leonard, 35, Brooklyn, New York. ,American
Posen, Pamela Lynn, 20, Harrison, New York. American
Pugh, William, 56, Margate, New Jersey. American
Quiguvan, Crisostomo Estrella, 43, London, England.
Filipino
Ramses, Rajesh Tarsis Priskcl, 35, Leicester, England. Indian
Rattan, Anmol, 2, Warren. Michigan. American (Indian)
Rattan, Garima, 29, Warren, Michigan.,American(Indian)
Rattan, Suruchi, 3, Warren, Michigan. American (Indian)
("The little girl in the red dress...")
Reeves, Anita Lynn, 24, Laurel, Maryland. American
Rein, Mark Alan, 44 , New York City. American
Rencevicz, Diane Marie, 21, Burlington, New Jersey,
American
Rogers, Louise Ann, 20, Olney, Maryland. American
Roller, Edina, 5, Hungary. Hungarian

Roller, Janos Gabor, 29, Hungary. Hungarian
Roller, Zsuzsana, 27, Hungary. Hungarian
Root, Hanne Maria, 26, Toronto, Canada. Canadian
Rosen, Saul Mark, 35, Morris Plains, New Jersey . American
Rosenthal, Andra Victoria, 20, New York Citv. American
Rosenthal, Danicl Peter, 20, Statcn Island, New
York. .American
Rubin, Arnaud David, 28, Waterloo, Belgium. Belgian
Saraceni, Elyse Jeanne, 20, East London, England. American
Saunders, Scott Christopher, 21, Macungie, Pennsylvania.
American
Saunders, Theresa Elizabeth, 28, Sunbury-on-Thames,
England. British
Schauble, Johanness Otto, 41, Kappellenweg, West
Germany , West German
Schlageter, Robert Thomas, 20, Warwick. Rhode Island.
American
Schultz., Thomas Britton, 20, Ridgefield, Conneccticut.
American
Scott, Sally Elizabeth, 22, Huntington, New York. British
Shapiro, Amy Elizabeth, 21, Stamford, Conneccticut.
American
Shastri, Mridula, 24, Oxford, England. Indian
Sheanshang, Joan, 46, New York City. American
Sigal, Irving Stanley, 35, Pennington, New Jersey .
American
Simpson, Martin Bernard Christopher, 52, Brooklyn, New
York. South African
Smith, Cynthia Joan, 21, Milton, Massachusctts. American
Smith. Ingrid Anita, 31, Berkshire, England. British
Smith, James Alvin, 55, New York Citv. American
Smith, Mary Edna, 31, Kalamazoo, Michigan. American
Stevenson, Geraldine Anne, 37, Esher, England. British

Stevenson, Hannah Louise, 10, Esher, England. British
Stevenson, John Charles. 38, Esher, England. British
Stevenson, Rachael. 8, Esher, England. British
Stinnett, Charlotte Ann, 36, New York City. American
Stinnett, Michael Gary, 26, Duncanville, Texas. American
Stinnett, Stacey Leanny, 9, Duncanville, Texas. American
Stow, James Ralph, 49, York City. American
Stratis, Elia G., 43, Montvale, New Jersey . Sudanese US-
citizen

Swan, Anthony Selwyn, 29, Brooklyn, New York.

Trinidadian

Swire, Flora Margaret, 24, London, England. British

Tager, Marc Alex, 22, London, England. British

Tanaka, Hidekazu, 26, London, England. Japanese

Teran, Andrew Alexander, 20, New Haven, Connecticut.

British/ Bolivian

Thomas, Arva Anthony, 17, Detroit, Michigan. American

Thomas, Jonathan Ryan, 2 months, Southfield, Michigan.

American

Thomas, Lawanda, 21, Southfield, Michigan. American

Tobin, Marc; Lawrence, 21, North Hempstead, New York.

American

Trimmer-Smith, David William, 51, New York City. British

Tsairis, Alexia Kathryn, 20, Franklin Lakes, New Jersey,

American

Valentino, Barry Joseph, 28, San Francisco, California.

American

Van Tienhoven, Thomas S Floro, 45, Buenos Aires Argentina,

American

Veidany, Asaad Eidi, 46, Great Neck, N/w York. Iranian

Vrenios, Nicholas Andreas, 20, Washiligton, D C. American

Vulcu, Pcter, 21, A liance, Ohio. Romanian

Waido, Janina Jozefa, 61, Chicago, Illinois. Polish

Walker, Thomas Edwin, 47, Quincy, Massachusetts.

American

Weedon, Kesha, 20, Bronx, New York. American

Weston, Jerome Lee, 45, Baldwin, New York. American

White, Jonathan, 33, North Hollywood, California.

American

Williams, Bonnie Leigh, 21, Crown Point, New York.

American

Williams, Brittany Leigh, 2 months, Crown Point, New York

American

Williams, Eric Jon, 24, Crown Point, New York. American

Williams, George Waterson, 34, Joppa, Maryland. American

Williams, Stephanie Leigh, 1. Crown Point, New York.

American

Wolfe, Miriam Luby, 20, Severna Park. Maryland. American

Woods, Chelsea Marie, 10 months, Willingboro, New Jersey.

American

Woods, Dederia Lynn, 27, Willingboro, New Jersey.

American

Woods, Joe Nathan, 28, Willingboro, New Jersey . American

Woods, Joe Nathan, Jr., 2, Willingboro, New Jersey .

American

Wright, Andrew Christopher Gillies, 24, Surrey, England.

British

Zwynenburg, Mark James, 29, West Nyack, New York.

American

From: "D. John Wildfong" <john.wildfong@lmco.com>

Date: August 26, 1998 2:15:06 PM PDT

To: barry@corazon.com

Cc: carterassociate@webtv.net, john.wildfong@lmco.com

Subject: Below book

Aerodynamics for Naval Aviators, H. H. Hurt, Jr. University of Southern California, ASA-ANA, NAVWEPS 00-80T-80, Naval Air Systems Command, United States Navy, Aviation Supplies and Academics, Inc. Renton Wa 98059-3153

What is the date of the latest version of this book? I have a 1966 version but have been told there is a later version. How would I get a copy if there is a later version?

Thanks

From: "H. Chicoine" <transltr@globetrotter.qc.ca>
Date: August 26, 1998 7:17:34 PM PDT
To: John Barry Smith <barry@corazon.com>
Subject: **Re: aircraft accident investigation**
Reply-To: transltr@globetrotter.qc.ca

Hi,

I'm not crazy. This is where I found the link to send you the first message :

<http://www.geocities.com/CapitolHill/5260/>

I had seen your material before, and reported some excerpts to my discussion group. Got blasted by a few respondents.

I'm a fire and explosion investigator (certified).

Cordially,

Hugh

=====

John Barry Smith wrote:

Barry,

Where can one examine your postings other than at the FBI website?

Thank you,

Hugh

=====

Dear Hugh, I checked the FBI website and found no postings of mine. Do you mean on my website in the FBI section of government correspondence?

I have much more correspondence to NTSB and FAA and my congressman and senator but why would you be interested in those postings?

Cheers,
Barry Smith

barry@corazon.com
<http://www.corazon.com/>

From: John Barry Smith <barry@corazon.com>
Date: August 26, 1998 6:45:04 PM PDT

To: transltr@globetrotter.qc.ca
Subject: **Re: aircraft accident investigation**

Hi,
I'm not crazy.

That's what we all say.

This is where I found the link to send you the first message :
<http://www.geocities.com/CapitolHill/5260/>

Right, she calls me an engineer which I'm not, I'm a pilot.

I had seen your material before, and reported some excerpts to my discussion group. Got blasted by a few respondents.

Yeah, it's been tough to go against the herd. Even when pointing to facts.

I'm a fire and explosion investigator (certified).
Cordially,
Hugh

Well, what is your opinion of the pictures at

<http://www.corazon.com/Forwarddoorblowupphoto.html>
<http://www.corazon.com/TWA800wreckageredpaint.html>
<http://www.corazon.com/TWA800hullrupture.html>
<http://www.corazon.com/800foreafthorreconweb.html>

Is the red paint on top or below the white usual paint between

passenger windows. If peeled back to expose red under the white, what could cause the peeling.

Could water impact cause the outward shattered skin?

Could explosive decompression give the metal evidence shown?

Can you discern an outward petal shaped bulge at aft midspan latches? What would cause that.

What other postings to whom would you like to know about. I just got turned down today from my congressman who declined to ask NTSB to meet with me.

Cheers,

John Barry Smith

From: John Barry Smith <barry@corazon.com>

Date: August 26, 1998 6:48:02 PM PDT

To: "D. John Wildfong" <john.wildfong@lmco.com>

Subject: **Re: Below book**

Aerodynamics for Naval Aviators, H. H. Hurt, Jr. University of Southern

California, ASA-ANA, NAVWEPS 00-80T-80, Naval Air Systems Command,

United States Navy, Aviation Supplies and Academics, Inc. Renton Wa 98059-3153

What is the date of the latest version of this book? I have a 1966 version but have been told there is a later version.

How would I get a copy if there is a later version?

Mine is January 1965, yours is newer. For latest I would call that

address above.

Cheers

John Barry Smith

From: "H. Chicoine" <transltr@globetrotter.qc.ca>

Date: August 26, 1998 10:10:09 PM PDT

To: John Barry Smith <barry@corazon.com>

Subject: **Re: aircraft accident investigation TWA 800 et al**

Reply-To: transltr@globetrotter.qc.ca

Right, she calls me an engineer which I'm not, I'm a pilot.

HCh : With a talent for investigation apparently. How did you develop that, I mean the coherent mental process so well adapted / turned on to empiricism?

Well, what is your opinion of the pictures at

<http://www.corazon.com/Forwarddoorblowupphoto.html>

Not familiar enough with detailed assembly. However, I checked your comparative postings showing same in drawings / overlay. Found that valuable and significant.

<http://www.corazon.com/TWA800wreckageredpaint.html>

Cannot interpret off-hand.

<http://www.corazon.com/TWA800hullrupture.html>

Outward opening skin indicates expansion from within, not outside pressure pushing inward.

Agree, and apparently a reaction to failure from immediately below -

plumb. Is that outward tear below 'second - upper - floor' or some sort of ceiling? Tear is rather rectilinear. Air?

<http://www.corazon.com/800foreaftorreconweb.html>

The upper push-through is "clean", maybe caused by something related to

same in first picture > hullrupture. Then the diagonal rupture.

Then the

soot - explosion? Can't make it up the other way around.

Is the red paint on top or below the white usual paint between passenger windows.

Above line, in line with lower section of portholes.

If peeled back to expose red under the white, what could cause the

peeling.

? If? Would require close examination of paint and skin. More detailed pictures?

Could water impact cause the outward shattered skin?

So high in the structure with discontinuity in structural damage?

I
doubt it.

Could explosive decompression give the metal evidence shown?

Don't know enough about the subject and the mechanical effects
and
vectors of this phenomenon in pressurized atmospheres.

Can you discern an outward petal shaped bulge at aft midspan
latches? What would cause that.

Which picture precisely, please.

What other postings to whom would you like to know about. I
just got turned down today from my congressman who declined
to ask NTSB to meet with me.

Not surprised. Obtuse minds hinder investigation objectivity
almost
everywhere, and not just in aviation. I examined the 'causes' of
Air
India, Lockerbie and TWA 800, after finding about your
appropriation of
them at your web site. Found unsupported conclusions. Then
CIA denied
FBI theory.
What are you pursuing?

Cordially,
Hugh

From: John Barry Smith <barry@corazon.com>

Date: August 27, 1998 12:44:28 AM PDT

To: transltr@globetrotter.qc.ca

Subject: Re: aircraft accident investigation TWA 800 et al

Right, she calls me an engineer which I'm not, I'm a pilot.

HCh : With a talent for investigation apparently. How did you develop that, I mean the coherent mental process so well adapted / turned on to empiricism?

Is that what it is called? I call it finding patterns and matching. And reading Conan Doyle, Agatha Christie, Perry Mason, Nancy Drew, Charlie Chan, and thousands of US Navy aircraft accident and incident reports while a Navy LT in RA 5C aircraft.

<http://www.corazon.com/TWA800hullrupture.html>

Outward opening skin indicates expansion from within, not outside pressure pushing inward.

Obvious to you and me, I wish NTSB would see the same. They don't. They call it water impact damage.

The upper push-through is "clean", maybe caused by something related to same in first picture > hullrupture. Then the diagonal rupture. Then the

soot - explosion? Can't make it up the other way around.

NTSB has. I agree with your reading of the sequence. NTSB has center tank explosion then nose off. Any fire is a three legged stool, requiring ignition source, material to burn, and air. TWA 800 center tank explanation is a three legged stool with only two legs, material and air; the leg of ignition source is missing. A stool can not stand alone on two legs alone and wishful thinking for the missing third leg does not support any weight. And they have spent millions looking for the ignition source leg and still haven't found it.

? If? Would require close examination of paint and skin. More detailed pictures?

I wish. The ones I have now came from family relative who had access inside hangar.

Could water impact cause the outward shattered skin?

So high in the structure with discontinuity in structural damage?
I doubt it.

Exactly.

Not surprised. Obtuse minds hinder investigation objectivity almost everywhere, and not just in aviation.

Obtuse but not conspiracy, coverup or plot, just...obtuse.

I examined the 'causes' of Air India, Lockerbie and TWA 800, after finding about your appropriation of them at your web site. Found unsupported conclusions.

Right, when seen though the possibility of non bomb caused hull rupture. PA 103 trial shall be very interesting, the bomb evidence evaporates when examined in a court. Then what? I hope the alternate explanation of explosive decompression will be considered.

What are you pursuing?

Emailing parties and hoping to get a meeting with NTSB or FAA. Trying to break through the reluctance to admit horror by NTSB and FAA. They really really do not want that door to have opened in flight.

Cheers,
Barry

From: "H. Chicoine" <transltr@globetrotter.qc.ca>
Date: August 27, 1998 5:16:03 AM PDT
To: John Barry Smith <barry@corazon.com>
Subject: **Re: aircraft accident investigation TWA 800 et al**
Reply-To: transltr@globetrotter.qc.ca

John Barry Smith wrote:

[...]

HCh : With a talent for investigation apparently. How did you develop that, I mean the coherent mental process so well adapted / turned on to empiricism?

Is that what it is called? I call it finding patterns and matching.

HCh : There is a developing body of knowledge based on this very approach at the National Fire Protection Association (NFPA) and at the National Institute of Standards and Technology (NIST) laboratories. All of the forensic sciences based on physics work like that as well when applied soundly. Doesn't really matter how it's called.

And reading Conan Doyle, Agatha Christie, Perry Mason, Nancy Drew, Charlie Chan, ...

HCh : Deductive logic ?

and thousands of US Navy aircraft accident and incident reports while a Navy LT in RA 5C aircraft.

HCh : Experience here is *knowledge-based*, yes.

<http://www.corazon.com/TWA800hullrupture.html>

Outward opening skin indicates expansion from within, not outside
pressure pushing inward.

Obvious to you and me, I wish NTSB would see the same. They don't. They call it water impact damage.

The upper push-through is "clean", maybe caused by something related to same in first picture > hullrupture. Then the diagonal rupture. Then the soot - explosion? Can't make it up the other way around.

NTSB has. I agree with your reading of the sequence. NTSB has center tank explosion then nose off. Any fire is a three legged stool, requiring ignition source, material to burn, and air. TWA 800 center tank explanation is a three legged stool with only two legs, material and air; the leg of ignition source is missing. A stool can not stand alone on two legs alone and wishful thinking for the missing third leg does not support any weight. And they have spent millions looking for the ignition source leg and still haven't found it.

HCh : For all I know, NTSB and other 'investigative bodies' do not hire

qualified fire & explosion specialists, or critical, trained & informed minds like you.

? If? Would require close examination of paint and skin. More detailed pictures?

I wish. The ones I have now came from family relative who had access inside hangar.

Could water impact cause the outward shattered skin?

So high in the structure with discontinuity in structural damage? I doubt it.

Exactly.

Not surprised. Obtuse minds hinder investigation objectivity almost everywhere, and not just in aviation.

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Right, when seen though the possibility of non bomb caused hull rupture. PA
103 trial shall be very interesting, the bomb evidence evaporates when examined in a court. Then what? I hope the alternate explanation of explosive decompression will be considered.

What are you pursuing?

Emailing parties and hoping to get a meeting with NTSB or FAA. Trying to break through the reluctance to admit horror by NTSB and FAA. They really really do not want that door to have opened in flight.

Cheers,
Barry

barry@corazon.com
<http://www.corazon.com/>

=====

Thank you for your time and cooperation. Care to see <http://patriot.net/~luben/3EIRstat.html#r>
Please address the webmaster ad find out is the sites, yours and IRR can be cross-referenced...
Cordially,
Hugh

From: Llrode@aol.com

Date: September 1, 1998 2:39:03 PM PDT
To: barry@corazon.com
Subject: Sharpness of TWA800 Disaster Listing

Sept. 1, 1998

Dear Barry,

I may already have thanked you. But, just in case
- here goes.

Your jpg's of the disaster listing pages increased noticeably when
I viewed
them using Netcom rather than AOL.

My eyesight is almost back to normal.

Thanks Leif (llrode@aol.com)

From: "Elliott Bettman" <ebettman@earthlink.net>
Date: September 2, 1998 7:20:20 PM PDT
To: <barry@corazon.com>
Subject: flight 800

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HTML//EN">
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<HEAD>
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name=GENERATOR>
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<DIV><FONT color=#000000 size=2>flight 800 was an
unfriendly fire missile.&nbsp;
Colonel ODonnell is right. Nothing else could explain this.</
FONT></DIV>
<DIV><FONT color=#000000
size=2>ebettman@earthlink.net</FONT></DIV></BODY></
HTML>
```

```
</html>
```

From: piclibinternal <piclib.internal@nmsi.ac.uk>
Date: September 3, 1998 8:18:08 AM PDT
To: barry@corazon.com
Cc: a.murphy@nmsi.ac.uk
Subject: **Picture on web site**

Dear Sir,

It has been drawn to my attention that an image of a Boeing 747 appearing on the web site www.corazon.com is credited to the Science & Society Picture Library.

Would you please send details of how you obtained this image and who gave you permission to use it on this web site.

I look forward to hearing from you shortly.

Mark Abbott
Picture Researcher
Science & Society Picture Library
Science Museum
London, SW7 2DD
Tel +44 171 938 9752
Fax +44 171 938 9751
Web <http://www.nmsi.ac.uk/piclib/>

From: John Barry Smith <barry@corazon.com>
Date: September 3, 1998 9:02:52 AM PDT
To: [piclibinternal](mailto:piclibinternal@nmsi.ac.uk) <piclib.internal@nmsi.ac.uk>
Subject: **Re: Picture on web site-Which one and where?**

Dear Sir,

It has been drawn to my attention that an image of a Boeing 747 appearing on the web site www.corazon.com is credited to the Science & Society Picture Library.

Would you please send details of how you obtained this image and who gave you permission to use it on this web site.

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Dear Sir,

It has been drawn to my attention that an image on my web site is credited to S and S.

1. What picture?
2. Who credited it?
3. Who is Science and Society Picture Library?
4. What page/URL on website contains image?

There are a thousand images of Boeing 747s on my web site among thousands of pages. Which image on which page are you referring to?

Cheers,
John Barry Smith

From: piclibinternal <piclib.internal@nmsi.ac.uk>
Date: September 3, 1998 9:30:55 AM PDT
To: John Barry Smith <barry@corazon.com>
Cc: a.murphy@nmsi.ac.uk
Subject: Re: Picture on web site-Which one and where?

Dear Sir,

1. What picture?

See 'The Type Airplane' on your web site, the pic is the one with the Air Hostesses in front of the first 747.

2. Who credited it?

The credit states Science & Society Picture Library.

3. Who is Science and Society Picture Library?

We are the picture library of the Science Museum.

4. What page/URL on website contains image?

<http://www.corazon.com/Boeing%20747.html>.

At 09:02 03/09/98 -0700, you wrote:

Dear Sir,

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Would you please send details of how you obtained this image and who gave you permission to use it on this web site.

I look forward to hearing from you shortly.

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3. Who is Science and Society Picture Library?
4. What page/URL on website contains image?

There are a thousand images of Boeing 747s on my web site among thousands of pages. Which image on which page are you referring to?

Cheers,
John Barry Smith

barry@corazon.com
<http://www.corazon.com/>

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Science & Society Picture Library
Science Museum
London, SW7 2DD
Tel +44 171 938 9752
Fax +44 171 938 9751
Web <http://www.nmsi.ac.uk/piclib/>

From: John Barry Smith <barry@corazon.com>
Date: September 3, 1998 9:37:05 AM PDT
To: piclibinternal <piclib.internal@nmsi.ac.uk>
Subject: **Re: Picture on web site-Which one and where?**

Dear Madam,

<http://www.corazon.com/Boeing%20747.html>.

The above does not find a URL. It gives File Not Found error message. None of my URL are supposed to have the percent sign in the URL. What is the title of the page, I can search for it that way.

Cheers,

1. What picture?

See 'The Type Airplane' on your web site, the pic is the one with the Air Hostesses in front of the first 747.

2. Who credited it?

The credit states Science & Society Picture Library.

3. Who is Science and Society Picture Library?

We are the picture library of the Science Museum.

4. What page/URL on website contains image?

<http://www.corazon.com/Boeing%20747.html>.

At 09:02 03/09/98 -0700, you wrote:

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3. Who is Science and Society Picture Library?
4. What page/URL on website contains image?

There are a thousand images of Boeing 747s on my web site among thousands of pages. Which image on which page are you referring to?

Cheers,
John Barry Smith

barry@corazon.com
<http://www.corazon.com/>

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Web <http://www.nmsi.ac.uk/piclib/>

From: John Barry Smith <barry@corazon.com>
Date: September 3, 1998 10:14:17 AM PDT
To: piclibinternal <piclib.internal@nmsi.ac.uk>
Subject: Re: Picture on web site-Which one and where?

Previously sent:

OK, I found it, it's [www.corazon.com/Boeing 747.html](http://www.corazon.com/Boeing%20747.html). It's the picture of the first 747 in the hangar with all the stewardesses.

I don't know where I got it. There are several pictures on site of the first 747. The name Science and Society Picture Library is clearly there as credit. Is there a problem?

Cheers,

John Barry Smith

The address is www.corazon.com

The section is The Type Airplane.

At 09:36 03/09/98 -0700, you wrote:

Dear Madam,

<http://www.corazon.com/Boeing%20747.html>.

The above does not find a URL. It gives File Not Found error message. None of my URL are supposed to have the percent sign in the URL. What is the title of the page, I can search for it that way.

Cheers,

1. What picture?

See 'The Type Airplane' on your web site, the pic is the one with the Air Hostesses in front of the first 747.

2. Who credited it?

The credit states Science & Society Picture Library.

3. Who is Science and Society Picture Library?

We are the picture library of the Science Museum.

4. What page/URL on website contains image?

<http://www.corazon.com/Boeing%20747.html>.

At 09:02 03/09/98 -0700, you wrote:

Dear Sir,

It has been drawn to my attention that an image of a Boeing 747 appearing on the web site www.corazon.com is credited to the Science & Society Picture Library.

Would you please send details of how you obtained this image and who gave you permission to use it on this web site.

I look forward to hearing from you shortly.

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1. What picture?
2. Who credited it?
3. Who is Science and Society Picture Library?
4. What page/URL on website contains image?

There are a thousand images of Boeing 747s on my web site among thousands of pages. Which image on which page are you referring to?

Cheers,
John Barry Smith

barry@corazon.com

<http://www.corazon.com/>

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Fax +44 171 938 9751

Web <http://www.nmsi.ac.uk/piclib/>

From: n.hall@independent.co.uk
Date: September 4, 1998 6:24:44 AM PDT
To: barry@corazon.com
Subject: **747 seating plan**

I would very much like to use an illustration on your 747seating page and am hoping that you'll be able to contact me asap so that we can arrange how best I can get hold of it. My telephone number is 0171 293 2213, otherwise e-mail. As usual it's urgent.
Regards.

From: John Barry Smith <barry@corazon.com>
Date: September 4, 1998 10:13:57 AM PDT
To: n.hall@independent.co.uk
Subject: **Re: 747 seating plan**

I would very much like to use an illustration on your 747seating page and am hoping that you'll be able to contact me asap so that we can arrange how best I can get hold of it. My telephone number is 0171 293 2213,

otherwise
e-mail. As usual it's urgent.
Regards.

Just click on save to disk on your browser and picture goes to your disk for your use. Which picture is it? I got some from books, some from the net, some from the newspapers, some from the airlines. It's yours, just download it. Then print it out if you need hard copy.

Cheers,

John Barry Smith

From: "William E. Mills" <will_mills@email.msn.com>
Date: September 5, 1998 9:02:48 PM PDT
To: <barry@corazon.com>
Subject: Destruction by Air Piracy

I am in need of info regarding the 3 aircraft destroyed by Arab Terrorist after being flown to a desert site in the middle east sometime in the early 1970's.

I need to know airline ownership, types of aircraft, date hijacked and from where as well as where passengers were disembarked.

Can you help me

wem

From: John Barry Smith <barry@corazon.com>
Date: September 5, 1998 10:23:48 PM PDT
To: "William E. Mills" <will_mills@email.msn.com>
Subject: Re: Destruction by Air Piracy

I am in need of info regarding the 3 aircraft destroyed by Arab Terrorist after being flown to a desert site in the middle east sometime in the early 1970's.

I need to know airline ownership, types of aircraft, date hijacked and from where as well as where passengers were disembarked.

Can you help me

wem

Sorry, don't know anything about them.
Cheers,
John Barry Smith

From: J & KL Dinsmore <kldinsmore@earthlink.net>
Date: September 6, 1998 9:18:00 PM PDT
To: barry@corazon.com
Subject: use adobe acrobat

Reply-To: kldinsmore@earthlink.net

Barry,

If use Adobe Acrobat to download scanned graphics files. Much, much faster, especially for those of us with slow modems.

Ens. Dinsmore

From: Carina Kok <C.Kok@fss.uu.nl>

Date: September 6, 1998 11:36:40 PM PDT

To: John Barry Smith <barry@corazon.com> (by way of Maiumi Sadler <M.Sadler@fss.uu.nl>)

Subject: Re: lockergie

Thanks, Carina Kok

At 09:17 2-09-98 +0200, you wrote:

Found it!

Dear reader,

I hope you can help me with a problem!

For almost 10 years I am trying to find friends of our family. We fear

that our friends died in the planecrash by Lockerbie. The fam.

Fowley

(Fowley-V.d. Broek + children) were very good friends but we are no

family so we can't find out if they are died or not. Mister Fowley

was
in the American Air force, he worked as a navigator (if I am
correct).

Please can you give me an address where I can get the
information so I
can stop my search!

Thanks

Carina Kok

C.Kok@fss.uu.nl

The Cockpit Crew:

Captain James Bruce MacQuarrie, 55, from
Kensington, New Hampshire, USA (10910 flight hours of
experience)

Captain MacQuarrie had many years
experience
in flying a 747 for Pan Am. He was an active member of his
worker union and
participated actively in a
series of successive strikes against the
company few years earlier.

First Officer (co-pilot) Raymond
Ronald Wagner, 52, from Pennington, new Jersey, USA (11855
flight hours of
experience)

Flight engineer Jerry Don Avritt, 46,
from Westminster, California, USA (8068 fh/experience)

The Pursers:

Some oddities: A lot of those
aboard Pan Am 103 had the age of 20 years. Most of the
passengers were

American citizens. Many lived in New

Jersey, New York, Pennsylvania.

I am sorry if there are any mistakes in spelling of name, age etc.

Mail me

, if I made any mistakes, and I

shall correct them at once.

I have tried to provide links to those victims, whos stories are
available

on the internet....actually very few are! Do you know anyone
from Pan Am

103, who deserves to be

remembered for his life ? Don't hesitate to provide links to this
page....send e-mail about your link.

Ahern, John Michael Gerard, 26, Rockville Center, New York.

American

Aicher, Sarah Margaret, 29, London, England. American

Akerstrom, John David, 34, Medina, Ohio. American

Alexander, Ronald Ely, 46, New York City. Swiss

Ammerman, Thomas Joseph, 36, Old Tappan, New Jersey.

American

Apfelbaum, Martin Lewis, 59, Philadelphia, Pennsylvania.

American

Asrelsky, Rachel M., 21, New York, NY, American

Bainbridge, Harry Michael, 34, Montrose, New York.

American

Barclay, Stuart Murrav, 29, Farm Barnard,

Vermont. .American

Bell, Jean Mary, 44, Windsor, England. British

Benello, Julian MacBain, 25, Brookline, Massachusetts.

American

Bennett, Lawrence RJV, 41, Chelsea, Michigan. American

Bergstrom, Philip, 22, Forest Lake, Minnesota. American.

Berkiey, Alistair Davis, 29, London, England. British

Bernstein. Michael Stuart, 36, Bethesda, Maryland. American

Berrell, Steven Russell, 20, Fargo, North Dakota. American.

Bhatia, Surinder Mohan, 51, Los Angeles, California , Indian

Bissett, Kenneth John, 21, Hartsdale, New York.,American

Boatman-Fuller, DianeAnne, 37, London, England. American

Boland, Stephen John, 70, Nashua, New Hampshire.

American

Bouckley, Glen, 27, Liverpool, New York. British

Boucklev, Paula, 29, Liverpool, New York. American

Boulanger, Nicole Elise. 21, Shrewsbury, Massachusetts.

American

Boyer, Francis, 43, Toulosane, France. French

Bright, Nicholas, 32, Brookline, Massachusetts. American

Browner (Bier), Daniel Solomon, 23, Parod, Israel. Israeli

Brunner, Colleen Renee, 20, Hamburg, New York. ,American

Burman, Timothy Guy, 24, London, England. British

Buser, Michael Warren, 34, Ridgefield Park, New Jersey,

American

Buser, Warren Max, 62, Glen Rock, New Jersey, American

Butler, Steven Lee, 35, Denver, Colorado. American

Cadman, William Martin, 32, London, England. British

Caffarone, Fabiana, 28, London, England. Argentinian.

Caffarone, Hernan, 28, London, England. Argentinian

Canady, Valerie, 25, Morgantown, West Virginia. American

Capasso, Cregory, 21, Brooklyn, New York. American

Cardwell, Timothy Michael, 21, Cresco, Pennsylvania.

American

Carlsson, Bernt Wilson, 50, New York city. Swedish
Cawley, Richard Anthony, 43, New York City. American
Ciulla, Frank, 45, Park Ridge, New Jersey, American
Cohen, Theodora Eugenia, 20, Port Jervis, New York.

American

Coker, Erie Michael, 20, Mendham, New Jersey, American
Coker, Jason Michael, 20, Mendham, New Jersey, American
Colasanti, Gary Leonard, 20, Melrose, Massachusetts,

American

Concannon, Bridget, 53, Banbury, England. Irish
Concannon, Sean, 16, Banbury, England. Irish
Concannon, Thomas, 51, Banbury, England. Irish
Corner, Tracey Jane, 17, Millhouses, England. British
Cory, Scott, 20, Old Lyme Court, Connecticut. American
Coursey, Willis Larry, 40, San Antonio, Texas. American
Coyle, Patricia Mary, 20, Wallingford, Connecticut. American
Cummock, John Binning, 38, Coral Gables, Florida.

American

Curry, Joseph Patrick, 31, Fort Devens, Massachusetts.

American

Daniels. William Allen, 40, Belle Mead, New Jersey.

American

Dater, Gretchen Joyce, 20, Ramsey, New Jersey. American
Davis, Shannon, 19, Shelton, Connecticut. American
Della Ripa, Gabriel, 46, Floral Park, New York. Italian
Dimauro, Joyce Christine, 39, New York City. American
Dinardo, Gianfranca, 26, London, England. Italian
Dix, Peter Thomas Stanley, 35, London, England. Irish
Dixit, Om. 54, Fairborn, Ohio. Indian
Dixit, Shanti, 54, Fairborn, Ohio. Indian
Dornstein, David Scott, 25, Philadelphia, Pennsylvania.

American

Doyle, Michael Joseph, 30, Voorhees, New Jersey. American
Eggleston, Edgar Howard III, 24, Glens Falls, New York.

American

Ergin, Turhan, 22, West Hartford, Connecticut. American
Fisher, Charles Thomas IV, 34, London, England. American
Flick, Clayton Lee, 25, Coventry, England. American
Flynn, John Patrick, 21, Montville, New Jersey. American
Fondiler, Arthur, 33, Wst Amonk, New York. American
Fortune, Robrt Gerard, 40, Jackson heights, New York,

American

Freeman, Paul Matthew Stephen, 25 London, England.

Canadian

Fuller, James Ralph, 50, Bloomfield Hills, Michigan,

America

Gabor, Ibolya Robertine 79, Budapest, Hungary. Hungarian
Callagher, Amy Beth, 22, Quebec, Canada. American
Cannon, Matthew Kevin, 34, Los Angeles, California.

American

Careczynnski, Kenneth Raymond, 37 North Brunswick, New
Jersey,

American

Gibson, Kenneth James, 20, Romulus, Michigan American
Giebler, William David, 29, London, England. American
Gordon, Olive Leonora, 9i, London, England. British
Gordon-Gorgaez, Linda Susan, 39, London, England.

American

Gorgaez, Anne Madelene, 76, Newcastle, Pennsylvania,
American

Gorgaez, Loretta Anne, 47, Newcastle, Pennsylvania,
American

Gould, David, 45, Pittsburgh, Pennsylvania, American
Guevorgian, Andre Nikolai, 32, Sea Cliff, New York. French
Hall, Nieola Jane, 23, Sandton, South Africa, Australian

Halsch, Lorraine Frances, 31, Fairport, New York. American
Hartunian, Lynne Carol, 17, Schenectady, New York.

American

Hawkins, Anthony Lacey, 57, Brooklyn, New York. British
Herbert, Pamela Elaine, 19, Battle Creek, Michigan,

American

Hilbert, Rodney Peter. 40, Newton, Pennsylvania. American
Hill, Alfred, 29, Sonthofen, West Germany. West German
Hollister, Katherine Augusta, 20, Rego Park, New York.

American

Hudson, Josephine Lisa, 22, London, England. British
Hudson, Melina Kristina, 16, Albany, New York. American
Hudson, Sophie Ailette Miriam, 26, Paris, France. French
Hunt, Karen Lee, 20, Webster, New York.

American (picture left)

Hurst, Roger Elwood, 38, Ringwood, New
Jersey, American

Ivell, Elizabeth Sophie, 19,
Robertsbridge, East Sussex, England. British

Jaafar, Khalid Nazir, 20, Dearborn,
Michigan. Lebanese/American

Jeck, Robert van Houten, 57. Mountain
Lakes, New Jersey, American

Jeffreys, Paul Avron, 36,
Kingston-upon-Thames, England. British

Jeffreys, Rachel, 23,
Kingston-upon-Thames, England. British

Jermyn, Kathleen Mary, 20, Staten Island,
New York. American

Johnson, Beth Ann, 21, Greensburg, Pennsylvania. American
Johnson, Mary Alice Lincoln, 25, Wayland, Massachusetts.

American

Johnson, Timothy Baron, 21, Neptune, New Jersey, American

Jones, Christopher Andrew, 20, Claverack, New York.
American

Kelly, Julianne Frances, 20, Dedham, Massachusetts.
American

Kingham, Jay Joseph. 44, Potomac, Maryland. American

Klein, Patricia Ann, 35, Trenton, New Jersey American

Kosmowski, Gregory, 40, Milford, Michigan. American

Kulukundis, Minas Christopher, 38, London, England British

LaRiviere, Ronald Albert, 33, Alexandria, Virginia. American

Leckcurg, Rocert Milton, 30, Piscataway, New Jersey,
American

Leyrer, William Chase, 46, Bay Shore, New York. American

Lincoln, Wendy Anne, 23, North Adams. Massachusetts
American

Lowenstein, Alexander Silas, 21, Morristown, New Jersey,
American

Ludlow, Lloyd David, 41, Macksville, Kansas, American

Lurbke, Maria Theresia, 25, Balve Beckum, West Germany,
West German

McAllister, William John, 26, Sunbury-on-Thames, England,
British

McCarthy, Daniel Emmet, 31, Brooklyn, New York,
American

McCollum, Robert Eugene, 61, Wayne, Pennsylvania,
American

McKce, Charles Dennis, 40, Arlington, Virginia , American

McLaughlin, Bernard Joseph. 30, Bristol, England, American

Mack, William Edward, 30, New York City American

Malicote, Douglas Eugene, 22, Lebanon, Ohio. American

Malicote, Wendy Gay, 21, Lebanon, Ohio. American

Marek, Elizabeth Lillian, 30, New York City. American

Marengo, Louis Anthony, 33, Rochester,
Michigan. American (picture left)

Martin, Noel George, 27, Clapton, England.
American

Maslowski, Diane Slaric, 30 , New York City.
American

Melber, Jane Susan. 27, Middlesex, England.
American

Merrill, Iohn, 35, Hertfordshire, England.
British

Miazga, Suzann Marie, 22 , Marcy, New York.
American

Miller, Joseph Kenneth, 53, Woodmere, New
York. , American

Mitchell, Jewel Courtney, 39, Brooklvn, New
York. Guyanese

Monetti, Richard Paul, 20, Cherry Hill, New
Jersey. American

Morgan, Jane Ann, 37, London, England. American

Morson, Eva Ingeborg, 48, New York Citv. German

Mosey, Helga Rachael, 19, Warley, England. British

Mulroy, Ingrid Elizabcth, 25, Lund, Sweden. Swedish

Mulroy, John, 59, East Northport, New York. Irish

Mulroy, Sean Kevin, 25, Lund, Sweden. American

Noonan, Karen Elizabeth, 20 , Potomac, Maryland. American

O'Connor, Daniel Emmett, 31, Boston, Massachusctts.
American

O'N'eil, Mary Denice, 21, Bronx, New York. American

Otenasek, Anne Lindsey, 21, Baltimore,
Maryland. ,American

Owen, Bryony Elise, 1, Bristol, England. British

Owen, Gwyneth Yvonne Margaret 29, Bristol, England.
British

Owens, Laura Abigail. 8, Cherry Hill, New Jersey, American

Owens, Martha, 44, Cherry Hill, New Jersey. American

Owens, Robert Plack, 45, Cherry Hill, New Jersey .
American
Owens, Sarah Rebecca, 14, Cherry Hill, New Jersey .
American
Pagnucco, Robert Italo, 51, South Salem, New York.
American
Papadopoulos, Christos Michael, 45, Lawrence, New York.
Greek/
American
Peirce, Peter Raymond, 40, Perrysburg, Ohio. American
Pescatore, Michael. 33, Solon, Ohio. American
Philipps, Sarah Suzanue Buchanan, 20, Newtonville,
Massachusetts.
American
Phillips, Frederick Sandford, 27, Little Rock, Arkansas.
American
Pitt, James Andrew Campbell, 24, South Hadley,
Massachusetts. American
Platt, David, 33, Staten Island, New York. ,American
Porter, Walter Leonard, 35, Brooklyn, New York. ,American
Posen, Pamela Lynn, 20, Harrison, New York. American
Pugh, William, 56, Margate, New Jersey. American
Quiguvan, Crisostomo Estrella, 43, London, England.
Filipino
Ramses, Rajesh Tarsis Priskcl, 35, Leicester, England. Indian
Rattan, Anmol, 2, Warren. Michigan. American (Indian)
Rattan, Garima, 29, Warren, Michigan.,American(Indian)
Rattan, Suruchi, 3, Warren, Michigan. American (Indian)
("The
little girl in the red dress...")
Reeves, Anita Lynn, 24, Laurel, Maryland. American
Rein, Mark Alan, 44 , New York City. American
Rencevicz, Diane Marie, 21, Burlington, New Jersey,

American

Rogers, Louise Ann, 20, Olney, Maryland. American

Roller, Edina, 5, Hungary. Hungarian

Roller, Janos Gabor, 29, Hungary. Hungarian

Roller, Zsuzsana, 27, Hungary. Hungarian

Root, Hanne Maria, 26, Toronto, Canada. Canadian

Rosen, Saul Mark, 35, Morris Plains, New Jersey . American

Rosenthal, Andra Victoria, 20, New York Citv. American

Rosenthal, Danicl Peter, 20, Statcn Island, New

York. .American

Rubin, Arnaud David, 28, Waterloo, Belgium. Belgian

Saraceni, Elyse Jeanne, 20, East London, England. American

Saunders, Scott Christopher, 21, Macungie, Pennsylvania.

American

Saunders, Theresa Elizabeth, 28, Sunbury-on-Thames,
England. British

Schauble, Johanness Otto, 41, Kappellenweg, West
Germany , West German

Schlageter, Robert Thomas, 20, Warwick. Rhode Island.

American

Schultz., Thomas Britton, 20, Ridgefield, Conneccticut.

American

Scott, Sally Elizabeth, 22, Huntington, New York. British

Shapiro, Amy Elizabeth, 21, Stamford, Conneccticut.

American

Shastri, Mridula, 24, Oxford, England. Indian

Sheanshang, Joan, 46, New York City. American

Sigal, Irving Stanley, 35, Pennington, New Jersey . American

Simpson, Martin Bernard Christopher, 52, Brooklyn, New

York. South

African

Smith, Cynthia Joan, 21, Milton, Massachusctts. American

Smith. Ingrid Anita, 31, Berkshire, England. British

Smith, James Alvin, 55, New York City. American
Smith, Mary Edna, 31, Kalamazoo, Michigan. American
Stevenson, Geraldine Anne, 37, Esher, England. British
Stevenson, Hannah Louise, 10, Esher, England. British
Stevenson, John Charles. 38, Esher, England. British
Stevenson, Rachael. 8, Esher, England. British
Stinnett, Charlotte Ann, 36, New York City. American
Stinnett, Michael Gary, 26, Duncanville, Texas. American
Stinnett, Stacey Leanny, 9, Duncanville, Texas. American
Stow, James Ralph, 49, York City. American
Stratis, Elia G., 43, Montvale, New Jersey . Sudanese US-
citizen
Swan, Anthony Selwyn, 29, Brooklyn, New York.
Trinidadian
Swire, Flora Margaret, 24, London, England. British
Tager, Marc Alex, 22, London, England. British
Tanaka, Hidekazu, 26, London, England. Japanese
Teran, Andrew Alexander, 20, New Haven, Connecticut.
British/
Bolivian
Thomas, Arva Anthony, 17, Detroit, Michigan. American
Thomas, Jonathan Ryan, 2 months, Southfield, Michigan.
American
Thomas, Lawanda, 21, Southfield, Michigan. American
Tobin, Marc; Lawrence, 21, North Hempstead, New York.
American
Trimmer-Smith, David William, 51, New York City. British
Tsairis, Alexia Kathryn, 20, Franklin Lakes, New Jersey,
American
Valentino, Barry Joseph, 28, San Francisco, California.
American
Van Tienhoven, Thomas S Floro, 45, Buenos Aires Argentina,
American

Veidany, Asaad Eidi, 46, Great Neck, N/w York. Iranian
Vrenios, Nicholas Andreas, 20, Washiligton, D C. American
Vulcu, Pcter, 21, A liance, Ohio. Romanian
Waido, Janina Jozefa, 61, Chicago, Illinois. Polish
Walker, Thomas Edwin, 47, Quincy, Massucilusctts.

American

Weedon, Kesha, 20, Bronx, New York. American
Weston, Jerome Lee, 45, Baldwin, New York. American
White, Jonathan, 33, North Hollywood, California. American
Williams, Bonnie Leigh, 21, Crown Point, New York.

American

Williams, Brittany Leigh, 2 months, Crown Point, New York

American

Williams, Eric Jon, 24, Crown Point, New York. American
Williams, Ceorge Waterson, 34, Joppa, Maryland. American
Williams, Stephanie Leigh, 1. Crown Point, New York.

American

Wolfe, Miriam Luby, 20, Severna Park. Maryland. American
Woods, Chelsea Marie, 10 months, Willingboro, New Jersey.

American

Woods, Deder Lynn, 27, Willingboro, New Jersey. American
Woods, Joe Nathan, 28, Willingboro, New Jersey . American
Woods, Joe Nathan, Jr., 2, Willingboro, New Jersey .

American

Wright, Andrew Christopher Gillies, 24, Surrey, England.

British

Zwynenburg, Mark James, 29, West Nyack, New York.

American

barry@corazon.com

<http://www.corazon.com/>

Carina Kok
vakgroep sociale economie

From: AVflash@avweb.com (AVweb's AVflash)
Date: September 6, 1998 9:56:34 PM PDT
To: AVflash mailing list;
Subject: **AVflash 4.36**
Reply-To: Help@avweb.com (AVweb Support)

AVflash Vol. 4, Issue 36 Monday, September 7, 1998

Welcome to AVflash, a weekly summary of the latest aviation news, articles, products, features and events featured on AVweb, the Internet's aviation magazine and news service at <<http://www.avweb.com>>.

Top Headlines from AVweb's NewsWire

229 DEAD IN SWISSAIR CRASH

The recovery efforts continue in Wednesday night's crash of Swissair Flight 111 in the waters off Peggy's Cove, Nova Scotia, Canada.

The MD-11 jumbo, en route from New York to Geneva, disappeared from radar screens 16 minutes after the crew first reported smoke in the cockpit. The pilots were attempting an emergency landing at Halifax, N.S., but they never made it, crashing into the ocean 30 miles to the south.

...FLIGHT DATA RECORDER RECOVERED

Sunday, divers located and recovered the FDR, but the CVR still had not been located at our deadline. Searchers also located three large sections of the aircraft on the sea bottom. Divers were being hindered by limited visibility and the limited time they could spend 190 ft. down on the bottom (only 10 minutes).

...ATC TAPES REVEAL LITTLE

Pilot Urs Zimmerman calmly made the initial "Pan, Pan, Pan" call, telling controllers there was "smoke in the cockpit" and asking for a deviation "to a convenient place, I guess Boston." Controllers in the Moncton (Canada) Center suggested Halifax and 8,800-foot-long Runway 6, which was closer, and the aircraft began a descent from 33,000 feet. At 9,700 feet communications and transponder returns from the MD-11 were lost, just after the pilot declared an emergency. Primary radar

returns
indicate a somewhat erratic course from there until it disappeared
below
radar coverage at about 1,000 ft.

...LOTS OF QUESTIONS, FEW ANSWERS

Swissair reconstructed the emergency in a sim and concluded that Flight 111 couldn't have made a direct approach to Halifax from the point where it made its first call "because it was flying too high" and was "too heavy." Swissair chief pilot Rainer Hildebrand noted that the call was made 70 NM out of Halifax (vs. the 85 NM ATC told the pilot), but the pilots would have needed 130 NM to land. Other MD-11 pilots have told AVweb that there was probably sufficient time to have gotten the aircraft on the ground from 33,000 ft. until the point at which com was lost. One Canadian source says that Flight 111 descended from 33,000 ft. at only 3,000 FPM until it leveled at 10,000. Answers will have to wait for the analysis of the data and voice recorders.

NOTE: AVweb's NewsWire includes many more details, the ATC transcript, radar ground track, and the latest passenger and crew list.

A CHILLINGLY SIMILAR TALE, BETTER ENDING

Less than 36 hours after the Swissair crash a Royal Airlines 757

en

route from Toronto to Scotland made an emergency landing after smoke was reported in the cockpit. The landing at Goose Bay was a safe one, and Royal Airlines, a Montreal-based charter company, has sent a repair team to investigate.

TOO CLOSE FOR COMFORT

Weather deviations led to two NMACs in different parts of the world this week. A Delta L-1011 and an Alaska MD-80 cruising at 25,000 feet came within eight seconds of colliding near San Diego, California.

The FAA claims the near miss was operational error. NATCA spokesman Hamid Ghaffari says it is more proof that the Los Angeles ARTCC is severely understaffed and warns, "pretty soon there's going to be a catastrophe."

In Japan, an All Nippon Airways 767 and an Air Nippon 737 carrying a total of 265 people came too close for comfort, pilots reported, also because of WX deviations.

QUITO MAYOR DEMANDS AIRPORT BE MOVED

In the wake of the crash of a Cuban operated Tupolev at the Quito, Ecuador airport last week, Quito's mayor is calling for the airport to

be moved. Mayor Roque Sevilla is also furious that the Tupolev was allowed to take off, saying surviving passengers told him the plane's crew had spent "20 minutes trying to switch on a turbine after it repeatedly turned off." Quito newspapers report that halfway down the runway during the takeoff roll, the pilot applied full brakes. Seventy of the 90 people on board the plane and ten people on the ground were killed.

NWA: WALKING, BUT NOT MUCH TALKING

No movement to report in the Northwest Airlines pilots strike.

The two sides are waging a nasty PR campaign and each side is blaming the other for hold-ups in the talks. Both sides have also socked away a stockpile of strike cash, which suggests neither is planning to concede quickly. Even though NWA has offered to raise average pilot's pay to \$150,000, the union isn't biting, claiming the figure is "inflated."

AIR CANADA PILOTS, MEET NWA -- NWA, MEET AIR CANADA

Pilots with Air Canada would jump at \$150 grand a year. They currently make about \$64,000 and are looking for a 12% raise. When they were offered 9% instead, the 2,100 Air Canada pilots stretched their legs in

the first strike in the company's 60-year history.

WHILE ANOTHER AIRLINE IS STILL FLYING

Incredible as it seems, one airline and union have settled up and are

still flying. TWA pilots ratified a four-year contract that gives them

initial pay increases of between seven and 30 percent. At the end of

the agreement, TWA pilots would be making 90 percent of the U.S. airline

industry average, up from the current 60 percent.

EWR YANKS GA'S WELCOME MAT

Two weeks ago, we told you how to sign up to fly fee-free into Newark

International for the airport's 70th birthday celebration. Within a few

hours after AVflash hit the 'net, EWR officials began to rescind their

invitation, and now GA pilots are being "un" invited to "Newark Airport

Day." Organizer Paulo Santos, working as a volunteer at the request of

EWR, put in long hours to make the fly-in a success, before they suddenly pulled the rug out from underneath him. Our sources tell us

that it was the airlines who exerted pressure to kill the fly-in, lest it inconvenience them in some manner, and EWR and NY/NJ Port Authority

management apparently didn't have the cajones to stand up to them.

Those with questions can contact chairman Bill Young at

<mailto:byfifty@aol.com>.

NOTE: AVweb's NewsWire includes Santos' emotional letter to pilots who were originally invited.

WOODARD AXED, BURNED BY LOSSES

The president of Boeing's commercial airplane group is out, swept away on a tide of continuing production and financial problems.

Ronald B.

Woodard has been replaced by Alan Mulally, the head of Boeing's defense and space group. The problem wasn't the lack of orders, but too many.

That led to costly parts shortages and production snarls. Those problems were reflected in a 1997 \$178 million dollar loss, the first annual loss for the company in 50 years.

FLYING THE BBJ WAY

Boeing's new offering in the bizjet market took to the skies for the first time last week. The Boeing Business Jet (BBJ) is based on the 737-700, but with the wing and a few other odds and ends from the 737-800. The price for a "green" airplane is \$33.75 million; for one completely finished, \$40 to \$45 million. We can dream...

PAVE HAWK HELICOPTERS COLLIDE: Two Air Force HH-60G Pave Hawk

helicopters flying a night training mission near top-secret Area 51 in Nevada apparently collided, killing all 12 aboard, six in each. The crews of the high tech choppers, out of Nellis AFB, were on a practice rescue mission and using night vision equipment.

BREAKING UP IS HARD TO DO: For years, readers of Trade-A-Plane and other publications have seen Howard Van Bortel's ads for top-quality used Cessnas. It appears those ads won't be around much longer now that Van Bortel has made a break with Cessna over contract requirements to sell factory-new singles. Van Bortel told AVweb that after "ten wonderful years of selling Cessna singles" he made a business decision to phase out sales of piston engine models and concentrate on used Cessna Conquest turboprops. Van Bortel Aircraft will remain a Cessna Service Center and parts distributor.

Y2K CLAIMS FIRST GA VICTIMS: All this time, you thought maybe they were just crying "Wolf!" Now comes word that AlliedSignal is warning avionics shops of "certain anomalies" in some of its latest avionics as the result of the Y2K bug. AlliedSignal says the equipment will

continue to operate into the new millenium, but may require a circuit or software change. We're told the company is writing service memos, but last we looked, those memos weren't out. Check the AlliedSignal web site for updates: <<http://www.alliedsignal.com/aerospace/product/Y2K/>>

BAD NEWS BOSE: Some AVweb readers are asking if BOSE actually stands for "Blissfully Optimistic Shipping Estimate." Buyers of the new high-dollar Bose X headsets for sale at OSH were promised "shipping within 30 days." Pilots who took the plunge are now being told mid-October at the earliest.

CIRRUS NEARS FINISH LINE: Another popular item at OSH is doing a little better about hitting its target dates. Cirrus Design says 95 percent of the FAR Part 23 type certification work on its new SR20 airplane is complete. Cirrus is currently building their first four customer airplanes for delivery after the type certificate is awarded, planned for later this year.

GOOSING IT: You know that a picture is worth a thousand words and this week, we were sent some that may be worth even more. A

Beech Baron was doing nighttime touch and goes at Quad City International in Moline, Ill., when it had a too-close encounter with a flock of Canadian geese. The plane took a beating, crumpling wings and shattering the windshield, but it landed safely with the pilot only receiving minor injuries. The birds didn't fare so well: 21 dead geese were found.

NOTE: See photos of the goose-eating Baron on AVweb's NewsWire.

FINDING THE RENTAL OF YOUR DREAMS: Stuck with nothing to fly? At Rent-A-Plane.Com <<http://www.rent-a-plane.com>> you type in parameters for the plane you want and see what's available. The service is free to pilots and aircraft managers. The site is just getting started, so some of the categories are skimpy, but the choice selection should grow as word gets out.

AW, NUTS! Believe it or not, the DOT has ordered airlines to set up "peanut-free zones" whenever they have a request from someone with a medically documented peanut allergy. Someone asked us, "Why can't people with peanut allergies simply refuse the goobers when

offered?" A thoughtful question, indeed. Apparently there is evidence that even the airborne dust from nuts eaten by others could waft through the cabin and cause mild reactions to those who are allergic, though no instances of this happening have been reported. Still, we can't imagine it's possible to remove all the peanut residue from any SWA jet. As for nutaholics, not to worry, you will still be allowed to bring your own goobers on board. Peanut farmers are roasting the new rule, claiming discrimination.

ASHES TO ASHES: A group of Northern California mortuaries is splitting the cost of a \$4.17 million settlement because the man they paid to scatter ashes from an airplane, didn't. Allan Vieira had simply stockpiled the ashes of thousands in a storage locker and hangar. Vieira, it seems, had no pilot's license. As reported in AVweb at the time of the discovery last summer, Vieira committed suicide when the fraud was revealed.

COFFEE, TEA, OR EBOLA? In a situation reminiscent of the movie "Outbreak," an Air Canada DC-9 and 97 passengers were quarantined last week after alleged exposure to the Ebola virus. The episode

began when
a passenger from an earlier flight told Canadian authorities he
had the
virus. The plane had already taken off on its next leg, but
officials
tracked it to La Guardia where it was towed to a remote section
of the
airport while the man was tested and found, thankfully, to be
Ebola-
free.

PROP PUNCTURE, CONTINUED: Last week in OTF, we ran
an item on a BE1900
en route to Denver sustaining damage from a prop puncture. We
have
since been told the culprit was an erosion shield that left one
prop
blade and struck the fuselage.

ON THE FLY...

A DHL 727 landing gear collapses, closes JFK runway for two
hours...

Airbus continuing development of superjumbo A3XX, seeks
more partners...

FAA promises to soon fill vacant ATC positions at Cleveland
ARTCC...

Swiss aerobatic champs Christian and Daniel Schweizer die in
crash...

Lachlan Beatson retires as president of Learjet...

DOT orders NWA feeder airlines to fly; airlines say "unable."

AVSCOOP AWARD:

Congratulations and AVweb caps go out to Jerry Arzdorf and

John

Pottinger, this week's AVscoop winners. Submit news tips via email

to <<mailto:newstips@avweb.com>>. Rules and information are at

<<http://www.avweb.com/newswire/newstips.html>>.

READ FULL DETAILS OF THESE STORIES ON AVWEB'S NEWSWIRE AT

<<http://www.avweb.com/toc/newswire.html>>

This week's news in AVflash and AVweb NewsWire was researched by Bob Kaputa <<mailto:bkaputa@avweb.com>> and written by Liz Swaine <<mailto:lswaine@avweb.com>>.

News Editor is Doug Ritter <<mailto:dritter@avweb.com>>.

Editor-in-Chief is Mike Busch <<mailto:mbusch@avweb.com>>.

SHORT FINAL...

A reader reported overhearing this exchange between a mother and her

young son on a recent commercial flight:

About one hour into the flight a dog could be heard barking from the

cargo hold underneath. The little boy asked his mother what the noise

was. She replied, "It's a dog."

After a brief period of thoughtful silence, the little boy asked,

"Mom,

how high are we?"

Contributions to Short Final are welcomed at
<<mailto:bkaputa@avweb.com>>.

New Articles and Features on AVweb

AVMAIL <<http://www.avweb.com/toc/avmail.html>>

Reader mail this week includes a delightful letter from a young pilot in

Russia asking about private flying in the U.S., and a detailed response

by AVweb's editor-in-chief Mike Busch. Other mail deals with last

week's Martha King interview about the FAA's decision to withhold airman

mailing addresses, APV's (autonomously piloted vehicles) as a hazard to

flight, the Northwest Airlines strike, traffic pattern legislation at Las Cruces (N.M.), the FAA's proposed new Part 66 rules for mechanics,

and AVweb's penchant for alliterative headlines.

COLUMNS <<http://www.avweb.com/toc/columns.html>>

"Pelican's Perch: Go Ahead, Abuse Your Engine!"

AVweb's John Deakin is asking you to abuse your engine, or so it

might seem to many until he sweeps a whole slew of old wives' tales

(OWTs) off the cliff. Using digital technology for data collection

and simple graphs, John supports his unorthodox engine operating suggestions with data that proves the old ways may actually be worse for your engine. Wrong may well be right! If you've been taught that you must always reduce MP before reducing RPM, you're going to be forced to rethink that notion. If you think you're helping your engine live longer by reducing MP after takeoff, boy are you going to be amazed at how badly you've been abusing your engine. And, that's only for starters. Required reading for every piston pilot!

TRAINING <<http://www.avweb.com/toc/training.html>>

"Rotor RPM: Putting The Right Spin on the Situation"

Correct rotor RPM is as critical to safe operation of a helicopter as

correct airspeed is in an airplane. But, rotor RPM affects not only

lift, but also centrifugal stresses on the rotor system, and flexing or "coning" of the rotor disk. Helo instructor David Borrows explores these complex interactions in this article that originally appeared in Flight Training magazine.

SHOPPING <<http://www.avweb.com/toc/shopping.html>>

AVIONICS WEST announces new deep-discount specials good until September

20. AWI is offering the Lowrance AirMap 100 and 300 GPS

handhelds at dramatic discounts...AWI's lowest price ever for these models. (They also have a few AirMap 100 demo units on sale for even less!) Also on sale are the ICOM IC-A22 handheld VHF transceiver, the II Morrow GX55 panel-mount GPS/map, and lots of aviation headsets: David Clark H10-30, LightSPEED 15K and 25K, and Telex Air 3500, ANR 200, and ANR 4100. Prices are too low to advertise here due to the manufacturers' "Minimum Advertised Price" policy. Obtain them via auto-responder at <mailto:avionics-specials@avweb.com>, then order online at <http://www.avweb.com/sponsors/avionics>. Or you can telephone AWI at 1-805-928-3601 (M-F, 8-5 PDT).

FLIGHT LEVEL CORPORATION announces a special two-week sale on its top-rated pilot logbook software for Windows. Between now and September 20, you can purchase Flight Level LogBook Version 2.5 for just \$79.00, which is \$20.00 less than the regular price. The software now comes standard on CDROM and includes a free bonus pack that includes WinZip and Adobe Acrobat Reader. (Diskettes are available on request.) For more info or to order online, see <http://www.avweb.com/sponsors/fltlevel>.

SPONSORS <<http://www.avweb.com/toc/sponsors.html>>

NEW SPONSOR: TRADE DAYS INTERNATIONAL, INC.

Trade Days International is a non-profit organization that sponsors a monthly auction -- starting on the second Thursday of each month -- where aircraft and equipment, leases, services, etc., can be bought, sold, or traded. Its activities are supported by members' sponsorship dues, plus small fees and commissions. Buyers pay a \$25 registration fee plus a 1% commission on aircraft purchases. Sellers pay a \$100 fee plus a 1% commission, but both are waived for dealers who own or have an exclusive listing on the aircraft being sold. The next Trade Days marketplace will take place September 10-11 at the Sheraton Four Points Hotel at Will Rogers World Airport, Oklahoma City, and includes both General Aviation and Air Transport auctions. For full details and registration, see <<http://www.avweb.com/sponsors/tradeday>>.

CLEAR THE AVIATION INSURANCE CONFUSION...CALL CS&A

CS&A Aviation Insurance is an independent agency representing all of the major aviation insurance underwriters, and is one of the largest aviation insurance agencies in the Southeastern U.S. CS&A's size and

company relationships along with a staff of highly trained aviation insurance specialists make them uniquely qualified to match customer, company, coverage and premium. They excel in assisting customers in developing the best aviation insurance program to meet specific needs.

Coverage and policy differences become less of a mystery as they explain the variances of coverages and costs in understandable terms.

Any amount of premium is money ill-spent if you don't get the coverages you need or thought you had. Contact CS&A Aviation Insurance at the Atlanta Metro office 800-761-2557 or at the Nashville Metro office 800-999-1109.

You can visit their website at <<http://www.avweb.com/sponsors/csa>>.

Thanks for reading AVflash.
See you next week.
Let's all be careful up there!

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From: samuel rabini <parabini@tin.it>
Date: September 7, 1998 6:24:29 AM PDT

To: barry@corazon.com
Subject: (nessun soggetto)

I'm an italian student.

Where can I see the Hsct immages and informations?

Answer me soon!! Thanks a lot, by.

From: sales@aimhk.com
Date: September 8, 1998 1:54:30 AM PDT
To: <barry@corazon.com>
Subject: **CARGO INSPECTIONS & SECURITY SERVICES**

Ensure the quality, condition and security of your cargo with cost effective cargo inspections, before or after shipment in HK and China. For Full Details, reply to us with a blank message.
<mailto:sales@aimhk.com?Subject=CARGO>

From: John Barry Smith <barry@corazon.com>
Date: September 7, 1998 1:20:28 PM PDT
To: kldinsmore@earthlink.net
Subject: **Re: use adobe acrobat**

Barry,

If use Adobe Acrobat to download scanned graphics files. Much, much faster, especially for those of us with slow modems.

Ens. Dinsmore

So how do I 'use' Adobe Acrobat?

Cheers,

US Navy LT John Barry Smith Retired 1325 708554

From: KIPAHULU@aol.com

Date: September 8, 1998 9:52:01 AM PDT

To: barry@corazon.com

Subject: Common sense.

Dear Barry:

I am not a pilot, I am not an engineer or a rocket scientist. I never

graduated from High School.

I have, however, been gifted with more brains and common sense than the

majority of the population.

What baffles and confuses most people seems simple to me, at a glance. I do

have my limitations though; when I die and am trying to talk my way into

heaven I shall have but one request: "Please show me the print" I will ask.

"What print?" says Saint Peter, as he clutches the key I so desire.

"The big

print, the print of the universe" I reply. That's all I desire...just a

peak
and a moment of total understanding. Is that too much to ask?
Okay, so you
now know I'm not a nut, I just want to know the truth. Now, is
that too much
to ask?

So, how come the letter you're asking, right? I just wanted to
tell you
are correct. That's it, plain and simple. I found your site by
mistake, I
was looking for a TWA fare. I don't know why you can't draw
the attention to
the latches on the forward cargo door and off of the foolish
notion that the
center tank ignited on its own. Maybe you, like me, have some
gigantic
personality flaw that prevents stupid people from paying
attention to our
words. Whatever the case may be Barry, I don't give a flying
fuck. You're
right, I'm always right and the world is a messed up place.

I repeat Barry, "you are correct". You can tell anybody who'll
listen I
said so.

Yours truly,

Brian J. Kittery

From: John Barry Smith <barry@corazon.com>
Date: September 8, 1998 11:47:44 AM PDT
To: KIPAHULU@aol.com
Subject: Re: Common sense.

Dear Brian, thanks for encouragement.

Maybe you, like me, have some gigantic personality flaw that prevents stupid people from paying attention to our words.

I explain that as my words mean horror to many and thus they avoid it. Really, confirmation of wiring/cargo door explanation will destroy careers, ruin marriages, etc. It is really bad news for all authorities. They don't coverup, but they do not investigate either.

I was in a crash so I don't care about their careers, only the lives to be saved in the future.

They let sleeping dogs alone. And wiring is the sleeping dog and it bit again with Swissair 111.

By the way, people with brains and common sense get high school degrees. It's called painting the classical style like Picasso, then getting weird. Pay your dues by sitting in class listening to some poop head spout off while loving the attention of twenty people. Then you contribute knowledge which may appear weird but is ahead of the mass mob herd of sheep followers.

It's called mental discipline. I note you made no spelling errors, told a coherent story, and ended. You show the educational ability of a full college graduate. Get the degree so you feel better inside, an obstacle overcome in life. We all have it.

It's hard grunt work of reading stuff you don't want to read and writing stuff you don't want to write for longer than you can stand it in a place you don't want to be with people you don't care about. College, yeah.

High School GED is a four hour test. No problem. I did freshman in college to Masters in three and a half years. You can too.

Cheers,
John Barry Smith

Dear Barry:

I am not a pilot, I am not an engineer or a rocket scientist. I never graduated from High School. I have, however, been gifted with more brains and common sense than the majority of the population. What baffles and confuses most people seems simple to me, at a glance. I do have my limitations though; when I die and am trying to talk my way into heaven I shall have but one request: "Please show me the print" I will ask. "What print?" says Saint Peter, as he clutches the key I so desire.

"The big
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personality flaw that prevents stupid people from paying
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fuck. You're
right, I'm always right and the world is a messed up place.

I repeat Barry, "you are correct". You can tell anybody who'll
listen I
said so.

Yours truly,

Brian J. Kittery

From: KIPAHULU@aol.com
Date: September 8, 1998 1:00:42 PM PDT
To: barry@corazon.com
Subject: HmMMMM, Barry. . . .

Content-ID: <0_905284842@inet_out.mail.aol.com.1>
Content-type: text/plain; charset=US-ASCII

. . . . do I dare caution you about how much your credibility will suffer if you go off on a tangent about Swissair 111? Yes, while it is true that I initially predicted a "dashboard fire" with unconscious pilots spiraling to the sea, let the story be told before you jump to conclusions. I am not a "conspiracy freak" and do not look for cover-ups in every story. But I do know what a rat smells like and I've always smelt one concerning 800. Yes Barry, the sky is falling.

Do you happen to have the web address for Boeing? I am curious as to whether or not they'll turn a deaf ear to my inquiries. I would be quite eager to see if they responded to me. Oh, interesting stuff here; just this AM I was on the phone with TWA reservations (yes Barry, I still fly TWA).

Anyway I felt the gal out on TWA's phasing out 747's. She responded that they where "gas guzzlers". I said, "Yeah, and they have a problem too". She asked what that might be. I stated that I thought the airframe had some structural problems in the area of the forward cargo hold door. She said "OH, THAT! That issue will be around for decades".

FYI: I was in the NAVY, CVA42 stationed in the MED in 1972. I was an Aircrew Survival Equipment Man, AKA Parachute Rigger. The Brass begged and pleaded with me to attend Annapolis, seems they wanted me toying with nukes, "Another Einstein" they said. I think we can all be joyed that I chose not that route. I'm a bit to radical for the world, I am convinced if I chose that path I would be in charge now and we would rule the world with an iron fist, not diplomacy. Also, I got the damned GED thing out of the way long ago. Took all four tests in one sitting, unstudied. No problemo! I know just enough of everything to be a nuisance to those that know it all. If I know nothing about a subject common sense and logic guide me through a conversation. Well, I don't really know about everything....but you get the picture.

Good luck and

Godspeed,

Brian J Kittery
12/22/53

Content-ID: <0_905284842@inet_out.mail.aol.com.2>
Content-type: image/jpeg;
name="CABIN.JPG"
Content-disposition: inline

Attachment converted: Master:CABIN.JPG (JPEG/JVWR)
(00011268)

This message has the following attachments:
file://localhost/Users/barry/Library/Mail/
Attachments/.DS_Store

From: John Barry Smith <barry@corazon.com>
Date: September 8, 1998 6:01:01 PM PDT
To: KIPAHULU@aol.com
Subject: Noses

Which way did the nose go?

Well, Brian, you ask the right questions.

I see the aircraft pitching up and yawing to
port from the decompression exhaust.

Pitch is not determined, but initially yaw to port from 'recoil' effect of door pop.

If so, wouldn't the air pressure create lateral forces on the starboard side and tear the nose off to port?

All three noses came off after nose peeled aft on starboard side into large explo decom hole.

I believe your theory states somewhere that the nose crumpled into the hole created on the starboard side when the upper half of the forward cargo door blew open and destroyed the structural integrity of that area.

Right.

I'm wondering what the reports say about shearing angles on airframe parts on the port side along the line of nose separation. It seems it would be as obvious as bending an "I" beam one way and examining it to see which way it was bent.

For 800 there were compression fractures on starboard side and tension fractures at port side all in fuselage stations at nose cut

off sport about FS 800 to 1000.

103 says nose off to right. 182 says nose off to right.

Nice cabin on beach, it's a dream. Especially with internet.

. . . . do I dare caution you about how much your credibility will suffer

if you go off on a tangent about Swissair 111?

Big picture is the same, wiring.

Yes, while it is true that I initially predicted a "dashboard fire" with unconscious pilots spiraling to the sea, let the story be told before you jump to conclusions.

I have never 'jumped to conclusions.' I have openly speculated based on skimpy evidence.

Do you happen to have the web address for Boeing?

Try Boeing.com.

I am curious as to whether or not they'll turn a deaf ear to my inquiries.

They have to me. The PR people referred me to NTSB.

I would be quite

eager to see if they responded to me.

Good luck.

She said " OH, THAT!
That issue will be around for decades".

So they know all about it already even at low levels.

FYI: I was in the NAVY, CVA42 stationed in the MED in 1972.
I was an
Aircrew Survival Equipment Man,

Coral Sea? I bought the AME that maintained my seat a bottle of
whiskey after the seat saved my life.

AKA Parachute Rigger.

My chute was packed by a civilian in Jax during PAR for the
plane.

I know just enough of everything to
be a nuisance to those that know it all.

Me too, and they hate facts that rebut, and always retaliate against
the messenger.

Below is reply to reporter who questioned the fact the cargo door
has ten latches and they only have eight and yet they say the door
was all latched locked and intact at water impact. And explaining

why NTSB will not meet with me even at the suggestion of Senator McCain.

So, even though it may be a losing battle, the fight goes on. Because...you never know...

Cheers,
Barry Smith

Dear Dr. Wills,

Your proposed article is incorrect. First of all, Senator McCain did not request that the NTSB meet with Mr. Smith. The Senator asked that the Board respond to Mr. Smith's concerns, which we have done numerous times and in great detail.

Secondly, Mr. Smith is simply wrong. There is absolutely no physical evidence to support his personal theory that the forward cargo door came unlatched. In fact, there is considerable evidence to the contrary. As stated in the Metallurgist's Factual Report, Exhibit 15C (which, of course, is a public document and available at our web site www.nts.gov):

Examination of the lower lobe forward cargo door showed

that all eight of the door latching cams remain attached (along with pieces of the door itself) to the pins along the lower door sill.

Overall examination of the forward portion of the airplane showed that sections 41 and 42 contained uniform crushing damage that extended from S-39L across the bottom of the fuselage and up above the right side main cabin window belt to S-14R. This crushing damage is consistent with the intact forward portion of the airplane (including section 41 and 42) impacting the water with a right wing low attitude. The lower lobe forward cargo door was in the crush area.

Although Mr. Smith does display some knowledge of the Boeing 747, he has a basic misunderstanding of the facts. For example, Mr. Smith claims that there are 10 latches on the cargo door and that the Board only discusses eight in the above mentioned report. While a superficial description of the door might imply that there are 10 latches, Mr. Smith is, in fact, incorrect in implying that they all hold the door onto the fuselage. The eight at the bottom of the door, which were discussed in the report actually hold the door closed - the other two, one on

each
side of the door are merely "alignment latches" and do not hold
the door
closed.

We receive numerous inquiries from the public, many with their
own
extensively developed theories, and we try to be responsive to
all. You
are free to request copies of the correspondence between Mr.
Smith and
the Safety Board, a prudent step, I believe, before publishing
such an
article.

If you have further questions or concerns, please feel free to
contact
us.

Sincerely,

Shelly Hazle

From: "Sandra" <hughie@rivernet.com.au>
Date: September 8, 1998 10:47:59 PM PDT
To: <barry@corazon.com>
Subject: re ntsb site...

```
<html><!DOCTYPE HTML PUBLIC "-//W3C//DTD W3  
HTML//EN">  
<HTML>  
<HEAD>
```


I am sorry to bother you but I happened across your interesting material on the web concerning aviation disasters and wondered whether you may be able to help me with some research / development work that I am doing at the moment.

I am an independent TV producer research a possible programme about death and how we perceive it. We all have an idea of how we would like to - and not like to die. Many of the perceptions we have about death by fire / water are unfounded.

I would like to know HOW people die in plane crashes. Morbid as it may sound, there is a distinct anecdotal belief that this type of death is quick and painless and I am trying to ascertain whether this is true. I realise that generalisation is impossible as cases vary radically. However, I would be grateful if you could let me know of any information you may have on this subject.

Many thanks,

Ross Anderson

Producer

Get Your Private, Free Email at <http://www.hotmail.com>

From: John Barry Smith <barry@corazon.com>
Date: September 9, 1998 10:34:08 AM PDT
To: "Ross Anderson" <orsonsanders@hotmail.com>
Subject: **Death, the final frontier**

wondered whether you may be
able to help me with some research / development work that I am
doing at
the moment.

Dear Ross, let's try.

I am an independent TV producer research a possible programme
about
death and how we perceive it.

Ah, death, the only worthy adversary. A villain so horrific most
avert their gaze to pretend it does not exist.

We all have an idea of how we would like
to - and not like to die. Many of the perceptions we have about
death by
fire / water are unfounded.

Right.

I would like to know HOW people die in plane crashes.

Well, I came within documented two seconds of plane crash death. My pilot was on the wrong side of the two seconds.

<http://www.corazon.com/eject.html>

Enclosed is fiction article written out of frustration. It gives a flavor of what it's like to go through a crash from inside a 747 whose door has just blown off.

Morbid as it may sound, there is a distinct anecdotal belief that this type of death is quick and painless and I am trying to ascertain whether this is true.

Hell no it's not true. It's horror. It's painful. It's fear and pain and sickness all in one. The Swissair 111 passengers had 16 minutes of the nightmare. It's primal fear of falling, one of the two reflexes we are born with. (The other is sucking.)

I realise that generalisation is impossible as cases vary radically. However, I would be grateful if you could let me know of any information you may have on this subject.

The AI 182 section and the PA 103 section and the TWA 800 section on my web site all have the sanitized medical aspects of the passengers from official physicians. Gruesome although a few may have died instantly, most don't.

Fire, flying objects cutting, crushing, tearing, screaming, eardrums blown out.

See, Ross, when a hull rupture occurs at altitude the body blows up a little bit to equalize the pressure differential which is great. Very painful, and that's before the impacts begin.

Yeah, it's a nightmare I never want to face closer than two seconds.

A TV producer? Do a show on hull ruptures forward of the wing in flight for four high time 747s that leave a sudden loud sound and an abrupt power cut to the flight recorders, all caused from one event and it's not a bomb or a bomb or a center tank explosion as initial event, it was the inadvertent opening of the forward cargo door in flight probably caused by bad wiring, just like the NTSB explanation for one the four hull ruptures, UAL 811.

Here's some pictures.

<http://www.corazon.com/Forwarddoorblowupphoto.html>

<http://www.corazon.com/TWA800wreckageredpaint.html>

<http://www.corazon.com/TWA800hullrupture.html>

Cheers,

John Barry Smith

You Won't Believe Me So Now You Will Die:

Curse to Follow

Fiction by John Barry Smith,

based upon true stories and personal experiences.

1 Sep 96

This is the web site for the fatal crash of the next early model Boeing 747 to fall from the sky in pieces. The date is anytime after 1 September 1996 so the actual numbers will have to be filled in by you. I'll just make some helpful guesses, OK?

The Crash:

Airline: Random, fill in actual.

Type Aircraft: Boeing 747-100 series or Boeing 747-200 series

Flight Number: Random, fill in actual.

Date: Random, fill in actual date after 1 Sep 96

Time: Night takeoff

Flight Mode: Climbing

Altitude: Random, fill in actual.

Speed: About 330 miles per hour or 300 knots calibrated airspeed.

Fatals: All on board, maybe one survivor.

Passenger List: Place your name here as well as anyone else likely to be travelling with you.

From: Random, fill in where you took off.

To: Random, fill in where you thought you were going to land.

Where: Over ocean

Radar Information: Radar blips just as destruction starts and during breakup.

Data Recorder: Abrupt power cut.

Voice Recorder: Short loud sound then silence.

Engine Info: Engine number three foreign object damage.

Wreckage Trails: Two, one for the nose and the other for the rest of the plane.

Damage starts where: In the forward cargo hold area just forward of the wing.

Official Cause: Terrorist bomb, or fuel tank explosion, or friendly fired missile, or... you'll have to help me out here because all I can think for crash cause is a reasonable, common sense, mechanical

explanation that has happened before, happened now, and will happen again. But you don't want to hear that explanation. You will not listen. You will not understand. You won't believe me and now you will die.

Details of crash: Well, here I'll just have to tell it to you like a story, like I'm telling it to you personally, like it's totally about you, OK? I think so. Here we go.

All passengers, including you, were eager to get on board and get settled into their seats so they stood at the entrance of the boarding ramp when the flight number was called. The attendant took their tickets and

they moved on board and found their assigned seats. Some sat in the magic seats which are in rows eight to twenty eight.

Sometimes when passengers sit there they disappear and are never seen again, even

though many people spend many hours looking for them.

The airplane had over fifty thousand hours flight time amongst several airlines flying in all conditions in all parts of the world for twenty five years. It was maintained to United States

Federal Aviation

Regulations standards. These 747s will last forever, you thought.

You picked a seat selection in the rear because you heard that was the safest. When a plane crashes and has survivors, they usually are from the rear, that's the theory, you thought, as you stuffed your carry on bag under your seat.

You got settled in for the six hour flight from where you are now to where you are going. A one hour climb, a four hour cruise at thirty thousand plus feet of altitude, then a one hour descent to landing and cheated death again, you chuckled to yourself.

The first part of the flight was to pretend you were in a car on the freeway. OK, buckle up the seat belt, put your seat in its full upright position and look out the window at all the pretty sights.

You read the crash card in the pocket in the seat back in front of you and looked at the escape hatches nearby. You wondered what happens if some crazy person walks over and unlocks that little escape door. Does it open easy or hard and then what? Oh well, forget about it, no use worrying about stuff you can't control.

The three person flight crew of the Boeing 747 had finished the preflight walk around, looking carefully at the outside of the aircraft for hydraulic leaks, oil leaks, bent metal, open hatches, or anything else they didn't expect to find. They discovered nothing unusual.

The baggage handlers had finished their job and had loaded all the passenger's baggage, full of spare underwear and shoes, into the three cargo holds. The two aft cargo doors and the forward cargo door were all closed electrically. The complex system of lock sectors, cam latches, pull back hooks and door stops had functioned correctly. There was wear, of course, on the cam and locking pins. And the door control

cable bundle was frayed, of course, from the many openings and closing of the door. If the door has to be opened at the last minute for some extra baggage, then it can be opened mechanically by back driving

the sectors with a ratchet wrench. This sometimes damages the cam sectors so they appear to be locked but they are not.

On your flight, the door was not opened at the last minute and back driven mechanically. The frayed wire bundle did not rub against the metal fuselage. The wear and tear on the metal was not excessive. On

your flight the door closed normally.

The early Boeing 747 fired up its number 1 engine, (all the way on the left,) then 2, then 3, then 4, (all the way on the right). The large plane lumbered out to the end of the runway.

Takeoff clearance was given and the pilot pushed the throttles all the way forward. There was not another fully loaded Boeing 747 on the runway in front of you and you did not collide with it, as happened

before in the number one worst aviation crash ever. You took off smoothly.

The plane started to climb. A loaded Boeing 747 gains altitude slowly. You reached 300 knots calibrated airspeed, stabilized, and started the long climb to cruising altitude.

Now it was time to pretend you were in a cafe chatting with friends by having some peanuts and a complimentary beverage but it would be some time before the steward got to your seats in the rear. The climb

continued uneventfully.

You thought ahead to when you would pretend you were in a movie theater and watch the movie. And then you looked forward to later when you would pretend to be your bed at home in your bedroom by

leaning back in your seat with a pillow behind your head and

trying to go to sleep.

Already the group in back of you was pretending they were in the living room back home by talking loudly and laughing at stories. One woman's voice mentioned she is saving her receipt for purchased china at the duty free store to avoid taxes, just in case she is hassled. The receipt says something about buying saucers.

Ground radar was tracking you two ways: One was by the ground radar energy beam reflecting off your large metal airframe and returning to the radar set. Depending on how long that returned beam took, a distance was determined. The other way was by sending a radar beam to trigger a box which sent back another beam to the radar set. Again, by timing and decoding the signals a distance, an altitude, an airspeed, and heading could all be determined so that the ground personnel could direct your plane safely and keep it from colliding with others.

The flight crew was in communication with the ground controllers who were issuing orders on what heading to fly, what altitude to maintain until a certain time, and what codes to put in the box to be triggered by the ground radar.

The Captain came on the speaker and spoke with that reassuring, everything is normal, everything is gonna be all right, sit back, enjoy the flight voice, and he was so glad you could join us here with this

wonderful airline in this wonderful airplane on this wonderful day. You could just see him with that touch of gray in his hair, that impeccable uniform, and those steely eyes with a glint of friendliness, if you just got to know him.

During the climb you half listened to the loud conversation in

back of you. One voice grated. This guy, obviously an idiot with an annoying voice, was complaining how he thought this flight was going to be on a different airplane but they substituted this early model Boeing 747 at the last moment because of unexpected passenger loads. You thought, that's right, Jack, airlines have to make money too, you know, and if this plane makes more money than the other one, then this is the plane to fly in; no profit, no flying at all. Wake up, dummy, and join the real world.

The guy in back wouldn't shut up as he went on about a series of similar crashes that were attributed to bombs, or fire, or something, but he knew, and nobody else knew, that the causes were really a forward cargo door popping open, being torn off in the wind exposing a large hole in the nose, the nose tearing off, and the plane crashing, killing everyone, on airplanes similar to this one. Then why are you flying, you idiot, you thought, and why are you the only idiot to know about it. The guy answered as if reading your thoughts, his wife had a credit card that gave a mile for every dollar she charged and enough miles had accumulated for a free flight somewhere. He said he thought a dollar meant a mile which meant a mile, but a mile meant a tenth of a mile and he hated to be lied to right off the bat by the people into whose hands he was putting his life. What the hell is that guy talking about, you thought. Where are earplugs when you need them. And wasn't it against the law to talk about blowing up airplanes? The guy went on, I refused to let her or my daughter fly in these dangerous planes so I took the flight, just because I love flying and have been flying for years. It's my life. You mean you have one, news to me, you giggled to your self.

Yeah, nobody believes me, the loud guy said to the others which you hoped were pretending to be sleepy and closing their eyes so that maybe he would shut up. Yeah, even though I've written to the President

about his airplane, Air Force One, which is an early 747, the FBI, who wants bomb information and not mechanical details, the NTSB, the FAA, the news people, and, of course, my friends who got spooked

about the President and the FBI and stopped talking to me along with the government agencies who ignored me.

Get a clue, idiot, you thought, does being ignored tell you anything, like right now when nobody is replying to you.

Well, life is tough out there and you just have to take your chances with an act of God once in a lifetime, wrong place at the wrong time event, said one new female voice.

Oh, no, don't encourage him, you thought.

The loud idiot said that finally he figured that since nobody agreed with him over the years, that maybe he was wrong and what the hell, the risk was small anyway, and if you can't trust your pilot, your

manufacturer and your government, who can you trust.

Exactly right, you idiot, now shut up. You thought again about putting some earplugs in because the last thing you wanted to think about, as you listened to the reassuring steady whine of the huge four jet

engines carrying you three hundred and thirty miles an hour through the night air, was airplane crashes. Give me a break, you thought, I've got enough to worry about without thinking about things I have no

control over. Maybe I'll order a drink and pretend I'm at my favorite bar with my buddies watching football. You pushed the overhead button to get the attention of the steward but realized that the steward had

two hundred people to give beverages to before he got to you so you just lay back and took a deep breath and relaxed. And the button didn't make the light come on anyway, it was broken, but no problem. It was trivial.

But it made you think, how many pieces was this plane made of? How many didn't work? If the story were true about a structural defect in Boeing 747s, you thought, why did the manufacturer not do something about it? Why did not the government transportation agencies investigate it and find out the real cause? Why did not the TV and radio and newspapers write about it? It must be bull, some nut with a strange story just to get attention. But...but...but..you thought back to the crashes and remembered thinking, they can't all be bombs, and in your experience, the simplest, ordinary, cause of an event is usually the correct explanation, not the weird ones that make good movies. So you thought about airplane movies, they did always have a crash in them someplace, didn't they? But usually someone lived and you always expected that someone would be you, didn't you? The plane lumbered on, gaining altitude as the fuel burned off, the speed stayed the same, and the excess thrust was converted to lift.

There was no bomb aboard. There were no explosives stored in the baggage compartment. No one was on a boat aiming a missile at you. There were no fires in the lavatory about to be started by a smoker. The engines were running perfectly. The crew was not asleep or drunk. The ground control personnel had normal working equipment with good power backup as they watched you on radar and talked to you on high powered radio transmitters. There was no crazy hijacker on

board. There were no mountains ahead higher than you were. You were not lost. The flight controls were responding correctly to pilot inputs. There were no corroded metal panels about to part. Everything was working normally; everything looked normal, everything sounded normal. The pilot keyed the mike to tell the ground that everything was normal.

But of course, everything was not normal. For some reason, and I don't know the reason, and if I don't know the reason, then I know you don't know the reason because I'm telling this story, the forward lower

lobe cargo door motor was powered up and started to whine. The motor moved the door locks and cams to the open position.

Why? Who knows? It could have been one of lots of reasons: faulty electrical short,

defective lock mechanism, door not shut properly, wear and tear, maybe an incorrect open signal sent to door control system by interacting avionics transmitters located behind nose wheel; who knows? Who cares?

Well, you care because as the door cracked open in the fast moving air flow the higher pressure air inside the cargo compartment pushed the door open quickly into the low pressure outside air. The right side

cargo door instantly flew up and out on its upper piano hinges, hit the fuselage in front of the wing, broke in two and the lower half flew off into space reflecting ground radar beams as it went. It also reflected

the sun which was barely seen above the horizon at your altitude. The sunlight reflected off the spinning shiny metal door and appeared as a streak to viewers on the ground far away as it fell.

The upper half of the forward cargo door remained attached to the hinges and tore

off a large piece of fuselage skin above the door and flew off into space reflecting ground radar beams as it went into space. These pieces later

landed closest to the door opening event because they left first and fell first.

The door being cracked open and being torn away happened so fast that the huge hole opened up in the nose before anybody realized it. The high pressure air in the now open cargo compartment rushed out in

an explosive force to equalize with the low outside pressure air. This rushing noise was loud and was heard as a loud sound, or bang, or thump on the cockpit voice recorder. Baggage from the cargo

compartment was pushed outside into the engine intake airstream which was being sucked into the huge 40000 pound thrust engine number three, the inboard engine on the starboard side. The hi-bypass jet

engine sucked in the plastic, metal, and wood baggage. The foreign objects hit the high speed revolving turbine blades and were cut up and passed through to the burner section which cremated the small items.

The metal objects blunted the leading edge of the turbine blades which rubbed against the intake and started a disintegration process inside the engine which led to excessive vibration which would shortly lead

the engine to detach from the pylon and airframe and land separately from the other engines.

The floor beams buckled downward as the high pressure air in the now open passenger compartment pushed the beams down into the now low pressure cargo compartment.

The large hole above the cargo hold and passenger compartment allowed carry on baggage, metal carts, and humans to be pushed out into the fast moving airstream and to be sucked into the

number three

engine which was vibrating badly but still powerful enough to ingest foreign objects and mulch them up, burn them up, and spit them out. At least ten passengers in the magic seats in rows eight to twenty eight

were pushed from their seats into the airstream to be sucked into the intakes and were ground up, mashed, and burnt to small particles which were exhausted into the thin air to drift away on the winds.

As this was going on, you were peacefully thinking about airplane movies having crashes and someone usually lives and that someone would be you. That's what you were thinking one half second ago, and

that's what you were thinking as the door popped open and pressure changes started happening.

The now nine foot by thirteen foot hole in the right side of the nose of the early model Boeing 747 allowed the three hundred and thirty miles per hours air pressure into the slashed open cargo compartment. The

heavy volume of fast moving air pressed against the bent and fractured floor beams. The fuselage skin on the other side of the nose blew out. The beams broke.

The entire nose forward of the wing came off. The power cables and information cables were severed at the nerve center behind the nose wheel. The nose fell down disintegrating as it went and formed its own

debris trail very close to the event because it left before the wings and tail and the rest of fuselage.

As the nose fell, the flight crew inside was pushing buttons and calling for help but all the power had been instantly cut as the nose separated from the rest of the airplane.

Now you were aware something was going on because your eardrums exploded. The normal air pressure in the middle ear

cavity behind the eardrum pushed out into the now low pressure of your ear canals

which were open to the now low pressure of the passenger compartment. It felt as if your brain exploded. It hadn't, that should come later. What happened to you would be called, at the pathologist's report,

baro-trauma, or bilateral tympanic membrane rupture.

The now headless aircraft, which had been going three hundred and thirty miles per hour, was no longer aerodynamic and slowed to one hundred miles per hour in a few seconds. Full soda cans flew forward

and impacted in the seat backs making strange holes. You were pressed into the seat in front of you in a whiplash. Many of the people around you died by breaking their necks. But you were in the rear of the

plane and tightly belted so did not die, just stunned.

The aircraft carcass descended and picked up speed again. The fuselage started to disintegrate, the wings started to disintegrate, and the tail started to disintegrate. Forty thousand gallons of fuel was vaporized

and surrounded the falling debris. It was about to be ignited by the hot exhaust of one of the remaining three engines still running at full power but spooling down from disrupted airflow and fuel supply.

Inside the disintegrating fuselage cabin the rush of air mixed with the screams of the remaining living passengers. One of those was you and another was the loud guy.

All you could think of was reaching under your seat and taking out your carry on bag because you knew you had a parachute there. You had never sky dived but a friend did and had asked you to buy a harness

and parachute for him and bring it back. He had already paid you for the just packed and ready to go parachute. It was red and

white and blue and real pretty.

You reached down, pulled out your carry on bag, pulled out the chute, unstrapped the seat belt, put on attached harness and chute, and started to get up to open the escape hatch to jump out.

The noise and pain were deafening and excruciating.

The loud guy saw you and grabbed hold of your leg and wouldn't let go.

"Take me with you," he screamed.

Yeah, right, you thought, I've never jumped out of a plane before, my parachute has never been tested before, I don't know how much weight the chute can handle, I'm scared and in pain, there's a smell of gas

in the air, dead bodies are everywhere, and you want me to take you with me, risking my life even more than it is now. And I don't even like you, you son of bitch, this is probably all your fault. If you hadn't

talked about airplane crashes in early Boeing 747s giving similar accident evidence when the cargo door opens up in flight, this never would have happened.

So you hit the loud guy in the face with your elbow; he fell back, you looked at his face and he was mouthing words which looked like, "I give you a curse, you are cursed, I curse you."

Ha, you thought, that's all I need, like I'm not cursed now. You reached an emergency exit and just as you were about to open it, the whole side of the fuselage peeled away and everyone near you, including the

loud guy, floated out into dusk lit space.

On the ground the radar operators noticed a sudden strange blip that flew away and that all of a sudden many primary, skin paint radar blips appeared where your plane was supposed to be and the secondary

radar transponder replies had stopped. They called the crew but

got no response. So they called air sea rescue and gave the location of last position before communications and radar contact were lost.

You and the loud guy fell together through the sky amongst all the debris and fuel vapor. You looked over and dimly saw, in the waning sunlight, two halves of a door weaving back and forth like frisbees. The

door halves came toward you and just as they approached, they veered and came together in the middle of the loud guy. You could see his head on the top half of his body look down and then look up at you.

He strangely grinned and mouthed some words. They looked like: "The cam lock sectors are in the unlocked position but the locks are in the locked position. I was right, it was the inadvertent opening of the

forward cargo door inflight that causes crashes of early model Boeing 747s giving similar destruction evidence. And it happened to us!"

With that the loud guy and door separated into two pieces and floated away and floated away, finally.

You pulled the ripcord and the drogue chute opened up and pulled the main chute out to inflate in the rushing air.

Just then one of the three hot jet engines ignited the fuel vapor and the entire remaining fuselage and wing and tail erupted into a huge fireball seen for miles around.

But you were mostly above the fireball. That is, the chute was above the fireball, you weren't. The burning fuel vapor expanded and just reached you as you had slowed your descent with the open parachute.

The fire burnt all your clothes off, and melted the polyester material in your shirts, socks, pants, and underwear into your skin, like a permanent tattoo.

But the main chute was intact. Then minute pieces of debris blew

in your eyes and partially blinded you. Other pieces of debris were spinning around like razor blades and a few pieces flew by and cut several of the lines connecting you to the parachute. Your velocity increased because of the decreased lift provided by the chute. Everything was under you now. The nose had since landed and formed its own debris trail. The rest of the aircraft was falling into the water forming its own debris trail. The flight data recorders had fallen into the water and were transmitting a homing signal for the searchers and investigators to find. The engines had landed, some with foreign object damage and debris still inside the burn chambers. The radar blips were fading from the ground radar screens. The fire had gone out. Many parts of passenger bodies were floating on the water after they had hit and exploded like a water balloon thrown from a rooftop ten thousand feet high onto a hot driveway. It was just you coming down, injured, in pain, disfigured, in a damaged parachute too fast to survive. But, as luck would have it, as you predicted, someone usually survives in airplane crash movies and you figured it would be you. Just under you was an island with a big volcano on it. The volcano was so high that snow would fall and remain all year long. A tall tree stood over a very deep snowbank which angled downward towards the sea. You couldn't see much because you were blinded, but you felt your still rapidly descending body hit the branches of the tree which slowed you down, although breaking your back, and then you felt yourself land into the soft deep snow which slowed you down, although breaking your neck, and then you felt yourself sliding and sliding

and sliding down the hill, slowing all the time until you came to a stop.

You looked up. You couldn't move, in severe pain, deaf and blind, but you were alive. Ha, you thought, I fooled you. You can't kill me. You did wonder though, what was the curse that the loud guy had given you.

You passed out. A local scientific team had seen you, found you, called for helicopter rescue, and sent you to a hospital where you went into surgery and coma for six weeks.

During the six weeks this is what happened.

The search was immediately started to retrieve the flight data recorders. Radar tapes were reviewed. A strange radar blip before the destruction started was reviewed over and over again and dismissed as an

anomaly. The streak was dismissed as eye witness exaggeration.

The radar blips recorded during the complete destruction were tracked to the sea and the search area was defined. Searchers found debris and floating bodies.

The FBI was called in to investigate because Boeing 747s just don't fall out of the sky. The FBI assigned five hundred agents to the investigation. They started investigating all passengers who had flown on the

destroyed aircraft and all passengers who had flown on the plane the flight before. Many suspicious persons were discovered and issued subpoenas to appear before a judge to answer questions and present

records or be held in contempt of court and go to jail. The FBI asked the Treasury Department to assign agents of the Alcohol Tobacco, and Firearms to assist them in the investigation because they didn't have enough agents.

The NTSB was in charge of the investigation. The few investigators available became garbage collectors for the debris which was then analyzed by the FBI which stated that they knew a bomb blew the airplane out of the sky and they would just have to find the proof and would, sooner or later. The FBI quietly released all interesting information that supported a bomb theory every day to the press while denying they were the source leaving the impression that the NTSB was of the unofficial opinion that it was a bomb but didn't want to go on record just yet.

The flight data recorders were found. The cockpit voice recorder ended with a short loud sound, or thump, or bang, which baffled the investigators. The data recorders ended abruptly which indicated a sudden power cut to the data recorders which baffled the investigators. The investigators said that a mechanical defect which would cut the power supply that quickly was a remote possibility but that it is not ruled out.

No possible defects were offered as candidates.

Some crazy guy started emailing the NTSB to investigate the possible opening of the forward cargo door in flight, just like UAL flight 811, which had a cargo door open and tear off in flight, killing nine people and leaving much evidence before returning and landing safely. Compare Flight 811 data to the recent crash, the crazy guy said. And Pan Am 103, and Air India 182. He was reassured by the NTSB

investigator that everything was all right.

Engine number three was brought up to the surface with foreign object damage inside it.

Two massive debris trails were laid out and more debris retrieved. The FBI took control of the two pieces of the forward

cargo door and sent it to the FBI laboratory in Washington DC for evidence of bomb

residue. The lab tech moved the latches and locks and cams around from their found position to examine all the crevices for explosive residue. None was found.

The recovered body count grew daily but never got below ten with many of the missing assigned to the magic seats from row eight to twenty eight.

The floor beams above the cargo hold were recovered and put aside.

Paper work discovered that two Airworthiness Directives were against the forward cargo door on early 747s. One was called "To Insure That Inadvertent Opening of the Lower Cargo Door Will Not Occur

Flight," an event termed not acceptable by the FAA. A possible cargo door opening was not ruled in or out or ever mentioned as a potential cause of crash.

The Boeing representative who was assisting the NTSB investigation reassured investigators that the Boeing 747 is a strong airplane and would not have any mechanical defects and therefore it would be a waste

of time to look for one and the time is better spent looking for a one time only type event cause such as a leaking fuel tank explosion which fault could be placed on the airline which had not managed to place a representative on the investigation team.

The investigation team was led by a very cautious, sensitive man who spent many hours consoling the grieving families of the dead passengers. He made it a priority to recover the bodies ahead of clue filled

debris. He was surrounded by engineers, investigators, and aviation employees who had a very intense personal interest in the determination of the cause of the crash. Their lives,

livelihoods, families, careers, promotions, retirement, self esteem, and identity were all riding on the outcome of the investigation. They were very obliging in assisting the NTSB and worked long hours presenting the truth as they saw it.

The FBI continued its minute examination of every piece and fragment of the wreckage looking for microscopic traces of explosive. Some invisible molecules were found on very tiny pieces. A meeting was held to determine if the FBI should supersede the NTSB as leader of the investigation. The decision was made to wait a while longer. Without official authority the FBI continued to issue subpoenas, tail foreign nationals, monitor phone calls, intercept mail, and prod informers for information.

The same crazy guy with a web site who says forward cargo door did it all goes on the radio and talks about it. Some newspaper reporters call but lose interest when it is discovered the guy also says the forward cargo door brought down another Boeing 747 which everybody in the world knows was a bomb, not a cargo door. He must be crazy. He even said another bomb blown up plane years ago was a cargo door.

Three 747s blown up by bombs and he thinks it's a cargo door opening. "We'll be in touch, see you later," they said, ever so polite.

You remain in a coma, oblivious to it all. The world waits for your recovery to shed some light on the mystery. Your eardrums heal. Your eyes regain some vision. You start to shake in your hospital bed. Your eyelids quiver. Your fingers twitch. Every move is carried live on TV under the "developing story" caption.

However, more weeks go by and not much happens. The daily

press briefing is discontinued from lack of interest. The crash is old news supplanted by newer airplane crashes. The press loses interest in crash

cause since the exciting bomb or missile idea fades leaving boring mechanical problem as possibility. It looks like the US is not going to go to war to get even with someone by killing a lot of strangers. The

media attention moves on.

The body count ends with ten unrecovered bodies from the shark filled water. Most of the debris is brought to the surface. It looks like the cause will be unknown until a probable cause is issued a year or so

later by the government when most interest is lost.

The aircraft manufacturer breathes a sigh of relief, their airplanes will still be built and sold. The airline breathes a sigh of relief, their airplanes will not be grounded. The insurers breathe a sigh of relief, claims

take years to settle, especially with an unknown cause. The engine manufacturers breathe a sigh of relief, their engines are OK. The government breathes a sigh of relief, the administration is not embarrassed by

lack of oversight and employment is kept high by making the planes and flying the passengers around. The passengers scratch their heads and say, well, you got to trust someone, and if you can't trust the

government, who can you trust?

The crazy guy with the web site sits typing all day long, scanning photos all day long, responding to email all day long, and uploading pages to his web site all day long. Web site hit count goes down and down

as interest is lost in old news. No one calls, no one emails, friends get tired of hearing about the stupid cargo door thing, family roll their eyes and look at each, he's off again, try to

change the subject, wife

says, as she has said for six years, I don't want to hear about that anymore.

His four year old daughter brings accident report book to web site guy, opens it up to picture with hole in side of nose and says, hole, then she picks and points to picture of pieces on ground and says, pieces,

then she points to reconstructed fuselage sequence and says, airplane, then she points to forward cargo door and says, door.

Web site guys thinks if a four year old can understand concept of door opening up in

flight exposing large hole in nose which tears off which causes plane to crash into pieces, then there is hope that others will understand, the doors will be fixed, planes fly again and life goes on.

Rejuvenated with energy and hope, he shuts down web site and plays computer game with daughter thinking, this is what's real and important, not some strangers far away who will hurl out of their seats into

the night to their deaths. Hell, probably some of them are escaping bank robbers and deserve to die. He and daughter play video game, forgetting all about stupid forward cargo door opening in flight thing.

You start to come out of coma. The doctors allow you to be interviewed. The FBI is chosen to interview first with others watching on closed circuit TV. You are badly burned, mostly deaf and blind and a

quadriplegic. You communicate to others by moving a pencil clamped between your teeth and slowly tapping out your answers, letter by letter, on a computer keyboard which flashes your answers around the world on the internet.

First, the FBI welcomes you and assures you everything is all

right and the little IRS problems, discrepancies really, that were discovered when investigating your life have been, well, will be, taken care of.

And they just have a few questions about the cause of your terrible accident.

What do you remember seeing? they shout loudly so that you can hear.

You hazily recall a sharp visual image and peck out, "Flying pieces of metal, moving back and forth."

Ah, says the FBI. What did they look like?

"They moved together, like they had a life of their own," you tapped, thinking back to the two halves of the door floating and coming together in the midsection of that loud idiot.

"It was terrible," you typed, unprompted, "they hurt him, oh, they hurt him, and then they went away."

Hmmmm, said the FBI inside the hospital room.

Hmmmm, said the manufacturer representatives.

Hmmmm, said the insurers.

Hmmmm, said the many involved government agencies.

Hmmmm, said the TV reporters.

How did it happen, they asked the FBI to ask. The FBI asked.

"Everything was normal, I heard a great noise and felt a great pain, and the plane went down. It was as if something had hit the plane and cut it in two," you typed.

Hmmmm, went everybody.

Thank you, said the FBI, we'll get back to you on that, here's our card; if you think off anything else, just give us a call.

You went to sleep as the administered drug took effect.

More days passed. You rested. The web site guy had a new interest, putting in a brick walkway next to his driveway.

Everyone agreed that was a good interest, so real, so satisfying, so fulfilling, so non-weird.

His wife and friends started talking to him again.

The manufacturer and airlines and insurers and government representatives were very busy, however. One day they all got together in a oiled wood paneled room and asked what can we live with regarding this plane crash, flight so and so, the exact number was fading in their memories actually. The amount of money riding on the cause of the crash was very clear to them. It was 2.1 billion dollars. They reviewed the evidence. They had radar blips of a plane bursting in mid-air. Electrical power was cut suddenly. There was no real evidence of a bomb and that had been done before anyway, twice. The weather was fine. The pilots were cool. And they had an eyewitness account and some found notes in a passenger's purse. The eyewitness testimony indicated a mid-air collision with a thinking, controlled object. The tattered note evidence indicated flying saucers. It was agreed that the only plausible explanation, based upon available evidence, that would be acceptable to the innocent manufacturers of engine and airframe, to the innocent airline, and to the innocent government agencies was the cause of the crash to be a mid-air collision with an unidentified flying object or objects that departed the scene. The fact that the UFO was not seen on radar was explained that it was a stealth UFO. The fact that no metal not common to the crashed airplane was found was explained as aliens have high technology metals which don't leave traces when they hit ordinary human made aluminum. The choice of one or more objects was added so as to appear not too certain of the event but to give an impression of mature latitude. Everyone agreed this was fine solution. The manufacturer and airline could not be held to blame for a mid-air with an invisible

flying saucer, it could happen to anyone. The insurer was elated because now the liability was limited to a small amount per passenger instead of a huge amount for negligence. The TV and other lesser media such as newspapers and magazines loved the idea knowing ratings would soar as the fake pictures and reasoned conjectures flooded into the talk shows. The government was very satisfied because now it could ask for and receive unlimited extra funding for research into alien defense mechanisms, hiring more agents, buying more machines, and being able to cloak much more activity and spending as Top Secret, Need to Know Only, and not many people needed to know, that's for sure. In fact, the fewer people that know, the better, was the motto of the heads of the government agencies as they submitted their confidential revised funding requests.

The accident report was released. It ignored all aspects of a mechanical malfunction and emphasized the sudden power loss, the strength of the airplane, the written evidence, and the conversation of the only eyewitness. It came to the conclusion that the probable cause of your crash was a mid-air collision in the forward cargo hold area with an unidentified flying object/objects that departed the scene. As an appendix, a recent scientific discovery of life on Mars was added, just for information's sake.

You came out of the coma again. Your head was clear. You researched your accident and several others. You remembered the conversation of the loud guy talking about similar accidents to early model Boeing 747s giving similar evidence which now matched your accident. You remembered the whine of the door motor and the

decompression. You remembered the door halves coming together and the cam latches being confirmed as being open by the loud guy. Now you knew what caused the huge plane to crash and what caused all the others to crash and kill all those people. You wanted to stop the killing, to stop the crashes, to fix the doors and to tell the world what had happened and how to fix it. You knew it could happen again. You started typing on your computer into the internet after finding the original, now abandoned, crash web site about doors. You started the site back up again and typed, "It was the opening of the forward cargo door in flight that caused my plane to crash. I felt it. The opening in flight of the forward cargo door is causing the crashes of early model Boeing 747s. It is all documented, common sense, reasonable and likely. The problem can be fixed forever." You were ignored; you were not believed; you were scorned; you were rebuffed; you were rejected. You called a physician known to assist troubled people out of existence. After the deadly injections, you typed to the world, "It's true, I am cursed. I know the truth. Goodbye." You had previously written a code virus to be placed in personal computers to automatically appear on every anniversary of your crash date. The crash anniversary arrived. The virus took effect. The message displayed to the world: "You won't believe me so now you will die." The End

Comment: When the next 747 crashes...Key word here is fiction.

From: John Barry Smith <barry@corazon.com>
Date: September 9, 1998 5:35:02 PM PDT
To: "Sandra" <hughie@rivernet.com.au>
Subject: Internet sleuth

Dear Barry, I'm new to the net, however one of the first sites I have enjoyed is your "crashcontents" site. I have been most impressed with your collation of information, additional relevant topics, and hypotheses. What you have presented is most convincing, I am still reading my way through. I am more inclined to believe your version of events rather than the ntsb

Thanks.

Oh yes...very messy this cargo door business. One wonders what the cost in \$\$\$ terms would be to fix this on a where-necessary basis, and what this would mean to boeing's profits, not to mention consumer confidence... I cannot see any other reason, apart from \$\$\$, why the ntsb would not act upon their own findings, and to such collated evidence such as you present, when one considers the existing and potential loss of lives resulting.

Well, pride enters into it. They said it couldn't happen and it did, then they said it couldn't happen again, and I'm saying it did.

I am (naively) horrified to think that the ntsb would not act upon findings, and alter findings and avenues of investigation in order to "save" boeing. Do you have any costings, or thoughts on this matter?

No.

^^

^^ I have been Perusing the Pages of the ntsb site, and have found something you may be interested in. It is a ntsb report for an incident involving a 737-247, on 13 Aug 1998, involving an "uncommanded rudder movement during cruise flight"

Perhaps you are aware of this incident already (www.nts.gov/Aviation/DCA/98A098A081.htm)

However, I recall similar, and suspected incidents of this type previously, with 737's. Does my memory recall correctly? Perhaps this is irrelevant, as previously my only source of info. has been the newspaper.

^^ However, if indeed something "fishy" here is suspected, and there is a similar attitude adopted, what indeed would THIS mean to boeing, etcetc...

^^ What do you think?

Well, the accident you refer to is very important and is used by me to support the connection to water and wiring shorts doing strange things, like flutter rudder back and forth. It's another

