

Wreckage Plots

Three aircraft had similar wreckage plot patterns: tight nose debris and scattered for rest of aircraft. Also, engine number 3 falls apart from the other three engines. Also, nose debris is closest to destruction event site. One aircraft had limited wreckage but it was found by tracking radar information to surface of ocean.

United Airlines Flight 811:

[NTSB/AAR 92/02 Page 26](#)

Air India Flight 182

Canadian Aviation Safety Board Air India 23 June 1985, and Report of the Court Investigating Accident to Air India Boeing 747, India.

"The forward portion of the aircraft was highly localized, which indicates that it struck the water in one large mass." page 49

"Although badly damaged, sections 41, 42, and 44, and the wing structure were located in a relatively localized area ..." page 32 Canada

"Section 46 and 48, including the vertical fin and horizontal stabilizer, extended in a west to east pattern..." page 32 Canada

"A third area which had some distinctive pattern was that of the engines, engine struts, and components and was localized ..." page 32 Canada

"The reasons for the displacement of the number 3 engine nacelle and one of the operating engines from the other engines are not known." page 81

"All cargo doors were found intact and attached to the fuselage structure, except for the forward cargo door which had some fuselage and cargo floor attached. This door, located on the forward right side of the aircraft, was broken horizontally about one-quarter of the distance above the lower frame." page 84

Pan Am Flight 103:

UK AAIB Report 2/90

"The wreckage was distributed in two trails which became known as the northern and southern trails..." page 15

"The northern trail contained mainly wreckage from the rear fuselage, fin and the inner regions of both tailplanes together with structure and skin from the upper half of the fuselage forward to approximately the wing mid-chord position." page 17.

"The southern trail was easily defined..." "The trail contained numerous large items from the forward fuselage." page 18.

"The No 3 engine had fallen 1,100 metres north of the other three engines, striking the ground on its rear face, penetrating a road surface and coming to rest without any further change of orientation, i.e. with front face remaining uppermost. The intake area contained a number of loose items originating from within the cabin or baggage hold." page 29

"Other items found in the wreckage included both body landing gears, the right wing landing gear, the left and right landing gear support beams and the cargo door (frames 1800-1900) which was latched." page 16.

Trans World Airlines Flight 800:

News Reports from Associated Press, Reuters, major newspapers, press releases from NTSB, FBI

Investigators also said that a cargo door, presumably the front one, had been found significantly closer to Kennedy International Airport, where the flight originated, than almost all of the other parts located so far. And it would explain one key, but puzzling finding: that the front of the plane actually fell into the water closer to Kennedy Airport than the rest of it, indicating that the plane had been "decapitated." (CNN) -- A Navy ship has located what is believed to be luggage from the cargo hold of TWA Flight 800 in an underwater pile of debris west of the main wreckage areas, a federal investigator told CNN Tuesday. The site where luggage is believed to have been found is closer to New York's Kennedy Airport, where the plane took off, than the primary deposits of wreckage. Monday night, divers recovered what appeared to be a cargo bay door and door sill, most likely from one of the two main fields of debris further out at sea. Three of the four engines from the plane are now in a Long Island hangar, where investigators are combing them for clues. The USS Grapple spent the day searching the underwater field for pieces of the aircraft which would have come off early in the incident. Divers from the Navy recovery vessel USS Grapple worked the area where the cockpit and the forward part of the aircraft were found. The sister ship, USS Grasp, worked an area farther east, where most of the wreckage from the center and back of the plane went down in the Atlantic. By late Monday, divers were expected to complete checking every location identified by sonar in the two debris fields closest to the airport, said Navy Rear Adm. Edward K. Kristensen. Investigators had hoped the site closest to the airport might yield the clues critical to identifying the cause of the crash, since that would include the wreckage thought to have plunged first into the Atlantic after the airborne explosion. The Navy did recover luggage in that area, but investigators ruled out an explosion in the front luggage compartment after they found no signs of bomb damage on the cargo bins.

Comment: The distinct crash similarities of aircraft type, radar returns, wreckage plot, sudden short loud sound, abrupt power cut, fodded engines, inflight damage, missing bodies, torn off noses, and start place of damage qualify three aircraft into one class from which the deduction may be made that one unifying cause had the same effects. Another accident with the same

similarities except for a torn off nose and less wreckage may also be included in that class. The unifying cause for all four accidents is the inadvertent opening of the forward cargo door inflight. 27 Mar 97

barry@johnbarrismith.com