

Seat Locations in the Debris Field

Fact: The armrest for the last two seats aft on the right side, from row 54, seat 8/10, was found in the same early Debris Field as the aircraft cockpit @ 40 39'04"N, 71 38'27"W. The armrest for Row 45 Seat 8 and the seat 45-10 were found at the same location. Row 45 is nine rows forward of the tail.

Fact: The above geographic location, where the seat was found, is almost precisely one nautical mile southwest of the wing/fuselage impact point, which corroborates with Captain Adams description of where he encountered the huge floating piece of vertical stabilizer. Seat row 54 is normally 150 feet behind the cockpit and located under the vertical stabilizer.

Fact: Horizontal stabilizer fairings were found in the Red Zone.

Fact: The aft seat and tail debris locations, coupled with the stabilizer's clean (no soot) condition, coupled with eyewitness accounts, prove the rear fuselage integrity was breached (aft most seats left the aircraft) and the vertical stabilizer failed some time after the first warhead detonation at 13,800 feet, but before the petroleum fireball at 7,700 feet.

Separation of the Tail Section

Fact: A large section of the Tail (horizontal & vertical tailpieces) was found floating without evidence of fire damage or sooting.

Fact: The NTSB scenario would have us believe that the fuselage aft of the center tank was intact until water impact.

Comment: Considering the huge fireball seen plunging to the sea by eyewitnesses, the gross fire damage and sooting on the fuselage, aft of the wing, it would appear the tail separated prior to the fire.

Fact: In the early recovery effort multiple seats from the aft most section of the aircraft were found in the Red Zone (early Debris Field).

Comment: When considering these seats as forensic evidence, it is a logical assumption that either the cabin integrity aft was lost much earlier than previously reported (tail off or cabin ruptured open) or the multiple seat tags were in error.

Fact: NTSB officials deliberately falsified this evidence by changing the database to reflect the seats as being found in the Green Zone.

Fact: When TWA employee Linda Kuntz, a member of the Cabin Interior Group investigation team, confronted her NTSB superior as to why such a change was made, the paraphrased answer was, “we wouldn’t have been able to explain it to the Chairman (Hall).

Fact: When Linda Kuntz reported the falsification of evidence to the TWA attorneys, they promptly reported the problem by letter to Chairman Hall explaining Ms. Kuntz has color photographs that proved the sequence of events. Those involved were surprised to find that instead of taking appropriate remedial action to vouchsafe the integrity of the database, Mr. Hall turned Ms. Kuntz’s name over to the FBI for

investigation because she had taken pictures! Ms. Kuntz was removed from the investigation and threatened with indictment.

Comment: Inside investigators believe Ms. Kuntz was not indicted by the US Attorney's office in New York because they did not have the courage to indict the two New York Police Officers who helped her set-up their camera and establish the evidence.

Fact: On the night of the crash, about 9:30 p.m., Mr. Roland Penny along with others aboard his 40' boat was searching for survivors and came upon a large Scallop boat attempting to winch aboard a huge section of the 747's tail that was floating. By 11:30 p.m., when Mr. Penny re-encountered the Scallop boat, most of the wreckage was on deck, a piece estimated to be 40' high.

Fact: Mr. Penny encountered this event upwind (southwest) of the surface fire of burning jet fuel.

Comment: Had the tail section been intact with the burning fuselage on impact and separated from the main debris and floated to the surface, several things would have been evident: (1) it would have surfaced in the fire; (2) it would have been sooted; (3) it would have shown extensive water impact damage. None of those things are in evidence.

Fact: One of the strongest pieces of metal in the entire B747 aircraft is the very large (about 3 ½ inches in diameter) Jack Screw that drives the tail plane up and down in flight. It was found snapped in two like a twig.

Fact: Captain Randy Adams of the fishing vessel B.J. O'Neil, out of Seaford, Virginia, was trawling for scallops about 8 miles ESE of TWA FL800's fuselage and wing impact area. He was in his galley aft of the pilot house when something caught his eye. He looked out and observed the front ¾ of the aircraft on fire and tumbling end over end. The tail, estimated as the back ¼ of the aircraft, was seen fluttering down separately with no fire.

Comment: Captain Adams is under the impression he saw the aircraft almost immediately after it exploded because the black smoke trail started in the sky just about where he first observed the event. He also observed what he thought was an exhaust or smoke trail that seemed to cross the aircraft's flight path, but couldn't determine the direction of travel. Captain Adams was dredging in an off shore direction and was approximately 25,000 yards from the estimated missile launch point.

Fact: Captain Adams proceeded to the crash scene to render assistance in the search for survivors. About one mile southwest of the upwind leading edge of the fire spreading out from the wing & fuselage impact area, Captain Adams encountered a huge floating piece of the tail he had seen flutter down. Moving on, he encountered and recovered the body of a mid twenties male who had suffered a massive back and head wound.

Fact: Surface winds were estimated from 240° at 4 knots, the sea current was estimated by the Navy coming from 090° at ½ knot. Jet-A fuel has about 80% the density of sea water so it will float on the moving surface riding with the wind and current while spreading from its center point at a rate proportional to the thickness of the fuel layer.

Comment: The wind and the current were acting almost in opposition on both the spreading fuel fire and the floating tail. In a no-wind situation and a very large fuel spill, the fire would eventually overrun the tail. When light wind is considered, the tail surface projecting high above the surface, would be expected to push the tail at the fire faster than the fire away from the tail. Accordingly, when Captain Adams

encountered the floating tail, an estimated $\frac{3}{4}$ hour after it hit the surface, it is entirely likely the tail's actual impact point was at least a mile short of the main fuselage & wing sections.

Comment: If the tail fell a mile short of the main wreckage, it would be about abeam, almost on top of the nose and cockpit section, which were also blasted apart, not whole as depicted in the CIA & NTSB videos. This would also explain aft section seats located in the Red Zone as well as horizontal stabilizer fairings found in the same field.

Fact: Although the FBI interviewed Captain Adams early in the investigation and the floating tail was one of the first pieces of debris recovered, its position was not entered into the working database as of Nov/Dec 1996.

Fact: The following is a quote from petty officer Ken Seebeck, Commanding the first 41 ft. Coast Guard boat to arrive at the crash scene, "we saw what we thought was the big tail section to the south of the wall of flames." There was a pretty good gap there, so we started approaching the flames, and my intentions were to go in between the flames and the tail section, I thought maybe there would be some people there." Seebeck's boat propellers became entangled in wire debris and the engines stalled. What little current there was began drawing them into the flames (1/2 knot east). Petty Officer Seebeck managed to restart engines and move away.

Comment: These quotes were reported on world-wide media. The idea that the NTSB leadership has ignored these and dozens of other witnesses sightings that could immediately place the locations of the tail pieces that are so vital to understanding FL800's break-up sequence, is unconscionable.