

Darrell Hambley, P.E.
d.o.b. March 11, 1955

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Professional credentials:

BSEE University of Missouri-Columbia 1979
Graduate Studies - University of Missouri-Rolla
Licensed Professional engineer

Employed as designer of aircraft power converters for ~~military~~ and ~~commercial~~ applications.
Currently working for General Dynamics Corp.

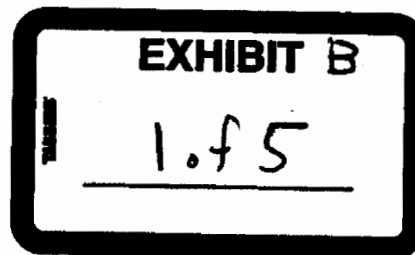
Statement Refuting Climb Scenario of flight 800 as depicted by Mr. Dennis Crider of the NTSB in Exhibit 22c:

I have performed calculations of a climb scenario of a Boeing 747-100 using the moment and weight parameters which were provided in exhibit 22c for both a normal airplane and the presumed parameters of a noseless plane. I set up the spread sheet to calculate aircraft climb using both known values (such as velocity), and assumed conditions (like the wings remaining in their original shape). Although I found that I can manipulate certain unknown values in order to have the spreadsheet show a climb, it is my belief that, since the aircraft structure supporting and supported by the wings (such as the spar in front of the center wing tank) was destroyed so severely, that it renders any climb calculations meaningless. There was no publicly available information describing detailed structural notes such as the actual shear forces of that area of the aircraft and furthermore, the Boeing company publicly stated that it had no part in these calculations. It follows that it is nearly impossible that Mr. Crider could have assumed the role of an aeronautical structural engineer and invented the proper inputs to his program which account for parameters like the bent, twisted spars and the effect this had on the wings. Any information which Mr. Crider did had available to him such as the debris field data, eyewitness reports or radar data showing increasing speed (not decreasing speed as would be the case of a climbing aircraft) would lead to the conclusion that there was no climb as depicted in exhibit 22c.

I hereby certify under the penalty of perjury that the foregoing is true and correct



Darrell Hambley March 14, 2003



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