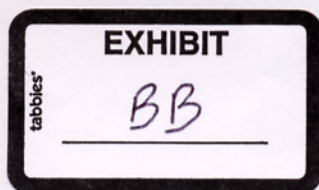


Affidavit

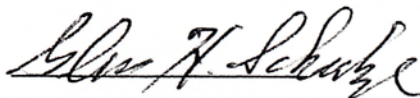
- 1) My name is Glen H. Schulze of Littleton, Colorado and the following paragraphs are my affidavit of the events and facts enumerated therein.
- 2) I am a Life Member of The Institute of Electrical and Electronic Engineers and I have accumulated over 40 years of detailed experience as an engineering specialist in the field of magnetic tape recording systems. I have been qualified as an expert witness and I have given courtroom testimony as a Cockpit Voice Recorder Black Box Specialist. My resume is attached at the end of this affidavit.
- 3) I have devoted between 1200 and 1500 hours reviewing the entire collection of the NTSB Reports and other official NTSB documents related to the TWA Flight 800 Cockpit Voice Recorder (CVR) and the Flight Data Recorder (FDR) Accident Tapes. I have additionally reviewed the constructive evaluation of the NTSB FL 800 CVR and FDR sections of the TWA FL 800 Interim Report to Congress by Commander William Donaldson (Ret.) and other members of his ARAP organization as well as comments from other citizen accident reviewers. I have also reviewed the NTSB's responses and their attempted compliances to at least three FOIA requests for FDR tape copies.
- 4) I find no corroborating evidence whatsoever of a Zoom-Climb phase of the disintegrating Flight 800's Boeing 747 aircraft from the NTSB evidence derived from these two most important tapes. Additionally, I also find no evidence from either the CVR or FDR tapes that is consistent with the NTSB's "most probable cause" theory of frayed wiring resulting in short circuits in the Center Wing Tank. What I do find is a long list of unanswered questions generated by the NTSB's unprofessional handling and incomplete analyses of these tapes, especially at the very end of controlled flight of TWA FL 800.
- 5) Under questioning by ARAP's Commander Donaldson, and others, the NTSB investigators eventually admitted to mishandling the last one-second line of data from the FDR tape. Detailed analysis performed by me in conjunction with my peers of the NTSB's reports on the flight parameter data from the very end of the FDR tape revealed a clear and glaring omission of the last three to four seconds of the FDR tape data. I personally traveled two thousand miles to NTSB Headquarters in Washington D.C on 12 December, 2000 at the request and expense of Mr. and Mrs. Donald Nibert who lost their sixteen year old daughter aboard FL 800. During an intensive two hour meeting I presented the results of my missing data analysis in person to the Niberts and Chairman Jim Hall and his FDR specialists, Cash, Grossi and Ellingstad. At the end of this meeting Mr. Nibert formally requested the original FDR tape be temporarily made available to me for an independent analysis of the last few seconds of data. Mr. Hall and the NTSB refused this request and immediately terminated all correspondence with



me about the FDR tape thereby leaving my serious claim of missing FDR data unanswered.

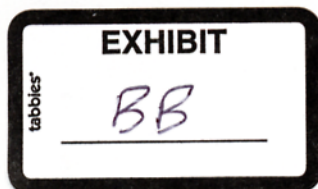
- 6) I have reviewed the waveforms of the 105 milliseconds of the sudden loud sound at the end of the CVR tape reported, charted and discussed by the NTSB in their official FL 800 reports. I have also reviewed the NTSB's published sound waveforms obtained from the UK Bruntingthorpe destructive explosion tests of a decommissioned Boeing 747 performed as an adjunct to the investigation of FL 800. However, I along with the Airline Pilots Association, ALPA, have not been able to acquire the detailed engineering analysis of these sounds performed by the NTSB and their UK Contractor, Professor Stuart Dyne, The University of Southampton. The limited evidence I have been able to extract from the FL 800 CVR and the Bruntingthorpe sound waveforms indicates that an incomplete and inconclusive Sound Spectrum Report has been presented to the public by the NTSB regarding the 105 millisecond sound at the very end of the CVR tape.
- 7) In my opinion, the review of the evidence and the attendant analyses that I have been able to perform on the FL 800 FDR and CVR accident tape reports have been greatly limited by a high level of clandestine censorship of these tapes invoked by the NTSB.

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



Glen H. Schulze

On this 4th day of February, 2003



Institute of Electrical and Electronic Engineers, IEEE, Life Member
Washington University St. Louis, BSEE and EE Graduate Studies
University of Texas at Austin, Applied Research Labs, Consultant in Digital and Analog Tape Recording
for the US Navy LRAPP/EAES Programs
NASA Programs Apollo and Skylab, MMC, Tape Recording and Telemetry Systems Engineering
Central Intelligence Agency Contractor, Ampex Corp., Program Manager, Digital Tape Recording
US Naval Research Labs, NRL, ASW Acoustic Programs Tape Recording Consulting Engineer, Digital
and Analog Systems
NUSC, Andros Island Bahamas, Mark 48 Torpedo Data Collection System Design and Operation
KSC Florida, Pan American World Airways, Telemetry Systems Engineer

Standards Organization Memberships:

International Standards Organization, ISO TC 97 SC 12, Chairman, Tape Recording Standards
American National Standards Institute, ANSI, X3B6, Tape Recording Standards
Inter-Range Instrumentation Group, IRIG 106, Instrumentation Tape Recording Standards
IEEE, Chairman, Instrumentation Tape Recording Committee
Society of Motion Pictures and Television Engineers, SMPTE, Video Tape Recording Standards

Aviation Law Firms Supported:

Kirtland Packard, Los Angeles, Aviation Accidents ATC Tape Analysis
Wolk & Genter, Philadelphia, Aviation Accidents, CVR Expert Witness
Hale Pratt, Denver, Aviation Noise, DIA Aviation Noise Measurements Expert Witness
Western Environmental Law Center, WELC, Taos NM, Aviation Noise EIS Analysis
Van Elmore Law Offices, Denver, CO., Community Noise Testimony

Miscellaneous:

FDR Tape Analysis of TWA FL 800 for Family Members
ATC Tape Analysis of AAL FL 587 for Pilot's Parents

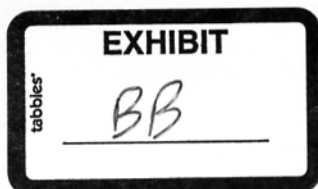
Professional References:

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