AFFIDAVIT OF MICHAEL F. RIVERO

1. My name is Michael Rivero.

   a. Born August 29, 1952, Boston, Massachusetts. Grew up in Loudon, New Hampshire and West Covina, California, suburban Los Angeles.
   b. Graduated from West Covina High School, West Covina, CA, June 1970.
   c. I attended Mount San Antonio Junior College and Cal State Fullerton
   d. From 1971 through 1979 I worked in the Aerospace industry, including as a flight controller on the Viking Missions to Mars. I worked at the Jet Propulsion Laboratory in Pasadena, California, the Table Mountain Observatory, and the Johnson Space Flight facility in Houston.
   e. I currently own my own business in the computer graphics industry.
   f. I have taken flight training although I do not hold a current license.

2. My particular interest in the TWA800 accident is the impossible zoom-climb scenario hypothesized by the CIA and adopted by the FBI and the NTSB.

3. The CIA and NTSB have postulated a sequence of events for the crash of TWA 800 as follows.

   a. An explosion of fuel vapors occurred within the Center Wing Tank of TWA 800, triggered by an unidentified source.
   b. As a result of this explosion, the forward portion of the fuselage of TWA 800 was detached and fell away.
   c. The remains of TWA 800 executed a high G zoom-climb.

4. There are serious logical contradictions with this suggested sequence of events, including the following.

5. The Center Wing Tank is inside of and integral to a structure called the Wing Box. The Wing Box supports the Wing Spars in the aircraft wings. The Wing Spars bear the load of the aircraft in flight. The Wing Spars cantilever through the Wing Box, and form the front and rear of the Wing Box itself.

6. The Wing Box holds the wings level, and in alignment. At the speeds encountered in regular flight, a difference in angle of attack between the wings of just a few degrees would put the 747 into an uncontrollable roll.

7. The wings are held in place by both the Front Spar of the Wing Box and the Rear Spar of the Wing Box. Neither the Front Spar or Rear Spar alone are able to support the wings of a 747 in flight.

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8. In the particular version of the 747 used for TWA 800, the center fuel tank is located in the rear portion of the wing box, between Spanwise Beam 3 and the Rear Spar. The space between Spanwise Beam 3 and the Front Spar is an empty dry bay on the model 747 used for TWA 800.

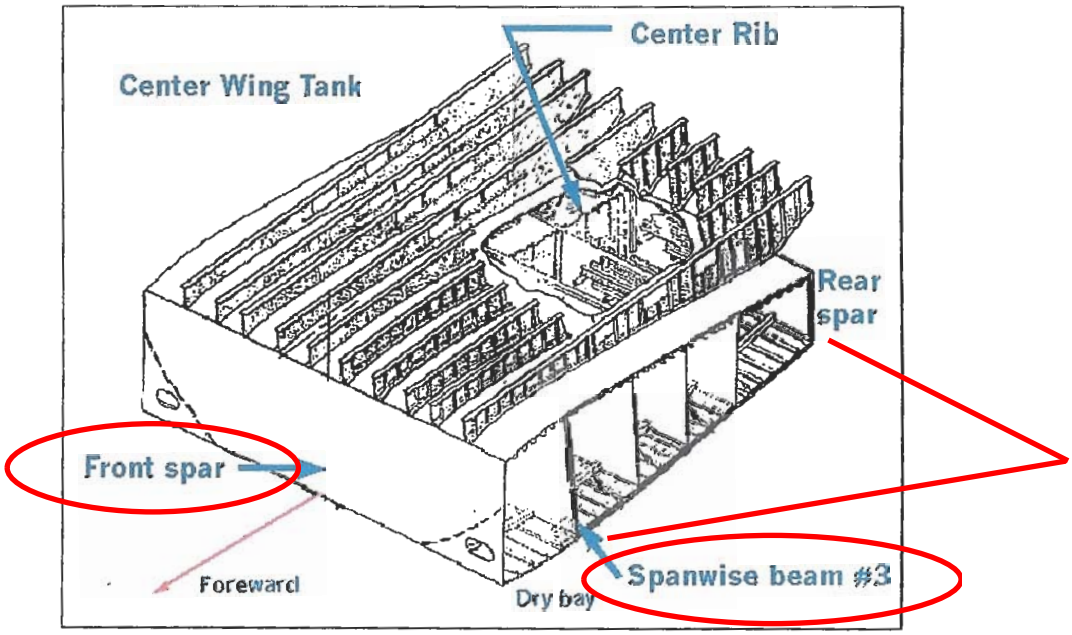
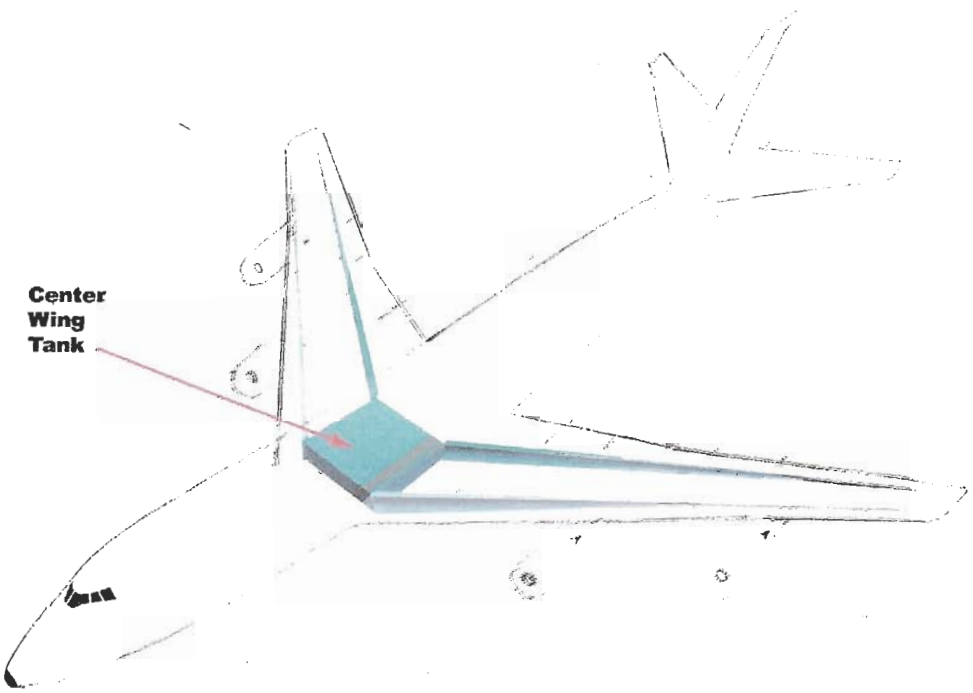


Exhibit 1



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9. An explosion within the Center Wing Tank is also inside the Wing Box that supports the wings.

10. The NTSB stipulates that the initial explosion fractured both Spanwise Beam 3 (the front of the fuel tank) and the Front Spar. Overpressure from the explosion then flowed through the damage and resulted in the loss of the forward section of the Fuselage. (NTSB Report on TWA 800 Metallurgical/Structural Group Chairman Factual Report, Sequencing Study, Page 29.) This event sequencing is supported by a portion of the Wing Box Front Spar recovered from the extreme west end of the TWA 800 debris field and designated CW-504. (NTSB Report on TWA 800 Metallurgical/Structural Group Chairman Factual Report, Sequencing Study, Page 11.) Items recovered from the western end of the debris field correspond with the earliest stages of the aircraft breakup.

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11. The loss of CW-504 at the very first stages of the breakup means that the front wing spar of the 747 was broken by the initiating event. The rear spar is not sufficient to hold the wings in position during flight by itself. With the fracturing of the front spar, the wings on the 747 would collapse in normal flight.

12. The CIA and NTSB claim that following the loss of the forward section of the TWA 800 fuselage, and after the fracturing of the front wing spar, the rear portion of the 747 pitched up and executed a high G zoom-climb estimated to take the aircraft from an altitude of 13,700 feet to between 14,926 and 16,689 feet above sea level. (NTSB Report on TWA 800 Addendum I to main wreckage flight path study Page 18) Such a climb would place greater stress on the wings and wing spars than encountered even in normal flight.

13. The claim that the rear portion of TWA 800 was able to climb from between 1226 and 2989 feet is directly contradicted by the claim of a center wing tank explosion as the initiating event for the breakup, an event which the NTSB stipulates broke the front of the support frame for the aircraft wings. As the accompanying animation illustrates, the initiating event in the Center Wing Tank results in the destruction of the Front Spar of the Wing Box, collapsing the wings.

I declare under penalty of perjury that the foregoing is true and correct.
Executed on November 4th, 2003.

Michael Rivero

Exhibits

Exhibit 1 NTSB Report on TWA 800 Metallurgical/Structural Group Chairman Factual Report, Sequencing Study, Page 32

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