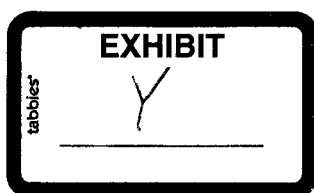


## AFFIDAVIT OF ROBERT A. YOUNG

1. My name is Robert A. Young.
  - a. I served in the Navy and Naval Reserve as a naval Aviator from 1963-1995.
  - b. I graduated from the University of LaVerne, in California with a Bachelor of Arts in Psychology in 1976, and received a Master of Arts in International Relations from Salve Regina University, in Newport R.I. in 1987.
  - c. I completed U.S. Navy Aviation Safety Officer and Accident Investigation courses at the Naval Postgraduate School in Monterey, California in 1975 and 1976.
  - d. I was employed as a Production Test Pilot on MD80 and DC9 aircraft at McDonnell Douglas Aircraft Company, in Long Beach, California in 1981.
  - e. I held the position of Director – Flight Operations Safety and Chief Accident Investigator for Trans World Airlines from May 1995 to January 2001. I served as the Party Coordinator with the National Transportation Safety Board and Chief Accident Investigator for the TWA 800 inquiry from July 17, 1996 to the final NTSB “Sunshine Hearing”; in August 2000.
  - f. I was qualified as a Captain on DC9, MD80, B717, B757, and B767 aircraft and retired in 2003.
  - g. The attached biography is accurate.
2. As the TWA Flight 800 Investigation Party Coordinator and Chief Accident Investigator, I can confirm that TWA did not subscribe to the “zoom climb” scenarios of either the CIA or NTSB, based on the following factual reasons:
  - a. During the explosion sequence, the nose section of the TWA 800 aircraft detached from the fuselage just forward of the front wing spar. Investigation reports indicate that this occurred about 4-5 seconds after the initiating event. The loss of the nose section caused an immediate and significant aft shift of the aircraft’s center of gravity.
  - b. The aircraft rapidly pitched upward to a high angle causing the ensuing failure of both the left and right wingtips. This was due to excessive positive “g” forces and resulted in a significant reduction in forward momentum and kinetic energy.



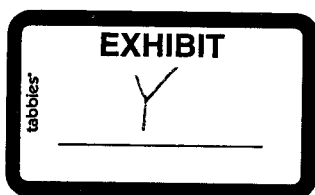
- c. The asymmetric loss of both wingtips precluded the stable wings level climb as depicted by both the CIA and NTSB simulations. Under these circumstances, the aircraft would begin a roll maneuver almost simultaneously with the wingtip loss.
  - d. The only airborne witness looking directly at Flight 800 when it exploded was Capt. David Maclaine, in a 737 aircraft that was leveling at 16,000 feet and flying directly toward Flight 800's position with a more than 6 miles-per-minute closure rate. Capt Maclaine has indicated that no part of the Flight 800 wreckage climbed at or above his altitude during the breakup sequence. Since Flight 800 exploded at 13,800 feet, Capt Maclaine would have had an unobscured view of the exploding aircraft if it had climbed at or above his altitude. During his NTSB interview, he reported no indications of climb by any part of the aircraft wreckage.
  - e. Pan American 103, a 747 of the same type as Flight 800, was destroyed by an onboard explosive device in the forward baggage compartment. This event resulted in the loss of the nose section in a manner similar to Flight 800. The official British Air Accidents Investigation Branch report indicated that PA 103 did not climb after the event and began an almost immediate roll and disintegration during its fall to earth. (AAIB Aircraft Accident Report 2/90).
  - f. None of the non-governmental parties to the Flight 800 investigation participated in the simulation work done by the CIA or NTSB, including any fact-finding that was done to support the scenarios. The non-governmental parties did not have access to the FBI Witness Summaries, which formed a significant foundation for the CIA simulation, until the middle of 1998. This was well after both simulations had been completed and were in the public domain.
3. Due to the aforementioned factual discrepancies, TWA did not subscribe to, accept or support the "zoom climb" simulations. Of interest, is the fact the CIA and the NTSB differ in significant areas of their scenarios.

I declare under penalty of perjury that the foregoing is true and correct.

Date: June 16, 2004.

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Robert A. Young



## **Robert A. Young**

### **Safety Consultant and Expert Witness**

Robert A. (Bob) Young has over 30 years experience in Flight Operations Management and Safety, both in military and civilian applications.

Bob began his aviation career as a US naval aviator in 1965. He has been deeply involved with aviation safety since being trained in Safety Program Management and Aviation Accident Investigation by the Navy. He is a graduate of all Navy courses available in the aviation safety field. In addition to holding administrative positions in personnel, training, standardization and pilot evaluation, operations and maintenance, Captain Young served as a squadron Safety Officer and as Commanding Officer of C9 (DC-9) squadron.

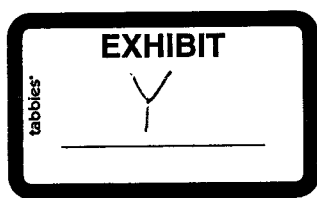
After leaving active duty, he flew for Trans World Airlines (TWA), JetAmerica Airlines (before it was acquired by Alaska Airlines) and for McDonnell Douglas as a production test pilot. After re-joined TWA in 1987, he flew as first officer and captain in L-1011, MD-80 and DC-9 airplanes. During the late 1980's and early 1990's (after completing Airline Pilots Association Aviation Safety Courses) Bob served as an ALPA air safety investigator.

In 1995, he entered TWA management as the Director of Flight Operations Safety. There he was responsible for all flight safety operations and accident/incident investigation of all aircrew-related events. He investigated all accidents and incidents for over 5 years, including TWA 800, one of the US's longest and most complex accident investigations. He conducted numerous safety audits of TWA and its codeshare partners in the United States and throughout the world. He also created a flight operations internal audit program, and worked with pilot labor group to facilitate introduction of new safety initiatives, such as Flight Operations Quality Assurance (FOQA) and a pilot penalty-free self-disclosure program.

Bob holds a B.A. degree in Industrial Psychology from the University of LaVerne in California, and an M.A. degree in International Relations from Salve Regina University in Rhode Island. He also attended the year-long senior Naval War College curriculum. He has taught undergraduate and post graduate courses at National University in San Diego and the U.S. Naval war college in Newport, RI.

Bob holds an Airline Transport Rating and is type-rated in DC 9, MD 80, B 717, B 757/767 and L1011 airplanes and has accumulated over 16,000 hours of military and commercial flying experience.

Since retiring from airline flying, Bob has participated in safety audits and assessments and worked the area of accident investigation and analysis. He is a member of the International Society of Air Safety Investigators (ISASI).



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