

# EXHIBIT 11 - NTSB IGNORES LAST LINE OF THE FLIGHT DATA RECORDER

## From NTSB Exhibit 10A, page 42

Below is the last line of the flight data recorder as it originally appeared in the NTSB Exhibit. Note that data continues through 20:31:12 and stops at 20:31:13.

# TWA Flt. 800, B747-131, Takeoff to End of Data  
 Tabular Data No. 1, Created: January 09, 1997, National Transportation Safety Board

LOCAL TIME (ref. CVR)	MSL Alt. (FEET)	IAS (KNOTS)	Pitch Angle (degrees)	Elevator Position Right (degrees)	Mag. Heading (degrees)	Roll Angle (degrees)	Rudder Position (upper) (degrees)	Angle of Attack (degrees)	EPR Engine 1 (ratio)	EPR Engine 2 (ratio)	EPR Engine 3 (ratio)	EPR Engine 4 (ratio)	Long. Accel (g)	Vert. Accel. (g)	VHF	Pitch Trim Stab Pos (degrees)
20:31:05	13637.00	287	4.3	0.3	82	1	0.72	3	1.31	1.29	1.3	1.29	0.10	0.89	Off	3
		289					0.63	3	1.31	1.29	1.29	1.3	0.10	0.89	Off	
								3					0.10	0.89		
													0.10	0.9		
20:31:06	13652.00	290	4.3	0.0	82	1	0.63	3	1.31	1.3	1.3	1.29	0.10	0.9	Off	3
	13667.00		4.3	0.4	82	1	0.63	3					0.10	0.91		3
							0.63	3					0.10	0.91		
													0.10	0.91		
20:31:07	13682.00	296	4	0.4	82	1	0.63	3	1.31	1.3	1.3	1.29	0.10	0.92	Off	3
		287					0.63	4	1.31	1.3	1.29	1.29	0.10	0.92	Off	
							0.63	3					0.10	0.92		
													0.10	0.92		
20:31:08	13702.00	280	4	0.4	82	1	0.63	3	1.31	1.29	1.29	1.29	0.10	0.91	Off	3
	13717.00		4	0.4	82	1	0.72	3					0.10	0.92		3
							0.63	3					0.10	0.91		
													0.10	0.91		
20:31:09	13732.00	288	4	0.3	82	0	0.63	3	1.31	1.29	1.29	1.29	0.10	0.9	Off	3
		298					0.72	3	1.31	1.29	1.29	1.29	0.10	0.9	Off	
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:10	13747.00	290	3.6	0.1	82	0	0.63	3	1.31	1.29	1.29	1.3	0.10	0.9	Off	3
	13757.00		3.6	0.4	82	0	0.72	3					0.10	0.9		3
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:11	13772.00	288	3.6	0.1	82	0	0.72	3	1.3	1.29	1.3	1.3	0.10	0.9	Off	3
		298					0.72	3	1.3	1.29	1.29	1.29	0.10	0.9	Off	
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:12	10127.00	100	8.3	11.2	163	144	77.76	106	1.14	2.46	2.36	2.44	0.10	0.9	Key	4
			2.2	-0.2	276	0	-36.54	30					0.18	-0.89		
							0.72	3					0.18	-0.89		
20:31:13													0.05	1.02		

Below is the same line from Exhibit 10a as it now appears at the NTSB Web site. The data was changed sometime after the press conference held by Cmdr. Donaldson on January 8, 1998 in which he pointed out the relevance of the last data records of Flight 800.

20:31:11	13772.00	288	3.6	0.1	82	0	0.72	3	1.3	1.29	1.3	1.3	0.10	0.9	Off	3
		298					0.72	3	1.3	1.29	1.29	1.29	0.10	0.9	Off	
							0.72	3					0.10	0.9		
													0.10	0.9		
20:31:12	End of Flight 800 Data															

An NTSB spokesperson dismissed the relevance of this data by saying it was data from a previous flight. However, if that were true, the plane would have CRASHED based on the data readings from 20:31:12. This could not possibly be data from another flight. Capturing this line of data is the very reason Flight Data Recorders are installed in aircraft! This data describes very clearly what happened to Flight 800 up until power failed at 20:31:13.15.