

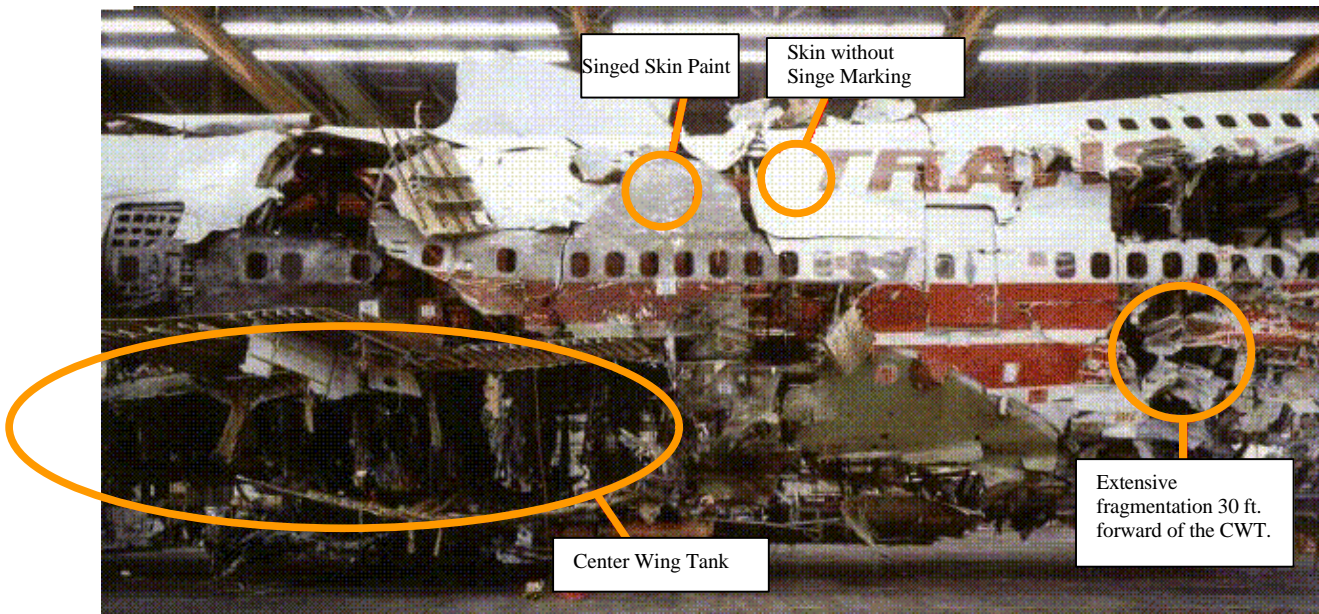
EXHIBIT 23 - PHOTOGRAPHS



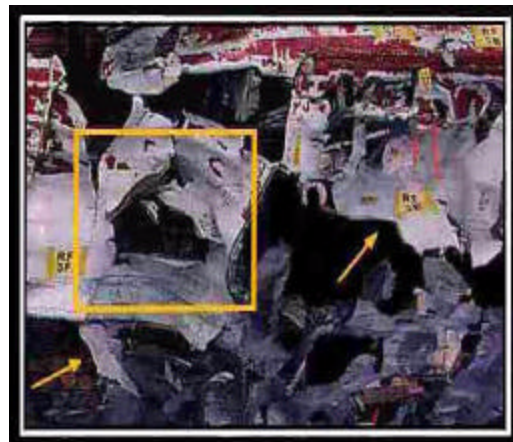
The photograph to the left shows the left side of the aircraft. Notice the high velocity damage which is low on the left side of the fuselage. The corresponds exactly with other calculations of the location of the first warhead blast. There is significant fragmentation at this location with very little skin damage in the surrounding area.

The photograph below shows the right side of the aircraft where the blast damage is

much greater and farther away from the Center Wing Tank. The metal is petaled outward as if a high velocity fragment transited the aircraft from left to right.



The close up at the right shows the extreme fragmentation on the right side. Notice the metal is petaled outward.



Photographs of the recovery of parts of the aircraft.



Associated Press photo by John Paraskevas

The picture at the left shows the recovery of a part, possibly a wing section, which has a number of holes which appear to have penetrated from the outside in.

The damage to this aircraft part does not appear to be consistent with a low velocity, 60-psi, explosion of the center wing tank or of impact damage from the part hitting the surface of the water. It is indicative of the type of damage that would be expected from a high velocity, anti-aircraft warhead bursting in proximity to the aircraft.

The photograph at the right appears to be a wing landing gear. We know from the debris field that the nose gear doors came off very early and landed in the earliest part of the debris field. A “part of tire” was one of the western most parts of the aircraft, as well as the nose gear doors. Notice the shredded tire in the photograph. Aircraft tires are extremely tough and often survive aircraft crashes intact. A 60 psi center wing tank explosion alone could neither blow off the nose gear doors and separate a nose tire nor do the damage to a wing gear as shown here. On the other hand, this is exactly what one would expect from a proximity-fused warhead exploding below the nose of the aircraft.



(CNN)



The photograph to the left is part of the tail section vertical stabilizer. Notice the clean, unsooted condition of this large section of the tail. It was located floating by eyewitnesses at least 1 mile from the fuselage impact area. See Captain Adams statement on page 19.

The picture below shows the front of the Center Wing Tank reconstruction looking back toward the tail of the aircraft from the baggage compartment. CW 504 was the part found in the debris field closest to JFK airport. Therefore, it had to have come off of the aircraft in the initial explosion.



**CW 504.
First part
to leave the
aircraft.**

**Left Side of the
aircraft looking
toward the tail.**

**Floor beam is buckled
upward on the lower left
side of the aircraft.**

Notice the damage to the structural Aluminum frame of the Center Wing Tank. The floor beam is buckled upward from the outside of the fuselage. The beam is obviously bowed upward and significantly dented in from the outside. This is completely consistent with the explosion of an airbursting anti-aircraft warhead, below and to the left of the aircraft's nose, just in front of the left wing.