



showing that a super-sonic explosion had occurred prior to the fuel tank explosion.

Neither Baer, Shepherd, nor any other scientists commissioned by the NTSB, nor any NTSB investigators analyzed the debris associated with the supersonic explosion. Further, although the debris was clearly recorded by all the nearby radar sites, the NTSB did not list it in their official debris field database.

NTSB Watch President Dr. Tom Stalcup has petitioned the NTSB for an explanation.

NTSB Watch sent its preliminary ballistics analysis to Shepherd and Baer. Neither scientist was willing to conduct a serious review of the information.

NTSB Watch also informed NTSB Sequencing Group Chairman Jim Wildey of the high-speed debris pattern. Wildey denied that anything exited the aircraft at supersonic speeds. When NTSB Watch offered to email Mr. Wildey a printout of the debris pattern, Wildey declined.

Copies of a preliminary ballistics analysis were emailed to Jim Wildey and NTSB Airplane Performance Specialist Dr. Daniel Bower last year. Neither responded.

The final report is being sent to the NTSB's Wildey and Bower today. NTSB Watch along with other interested parties will also be submitting a formal petition requesting that the NTSB reconsider its probable cause determination of the TWA 800 crash under Code 49 of Federal Regulations 845.41. This Code allows individuals with a direct interest in the crash to challenge NTSB findings.

TWA 800 exploded off the coast of Long Island, New York on July 17, 1996. All 230 passengers and crew lost their lives.

NTSB Watch was established to research the conclusions and results of certain National Transportation Safety Board investigations. For more information about NTSB Watch, go to [www.NTSBwatch.com](http://www.NTSBwatch.com)