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EXHIBIT NO. **21R**

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

**Appendix 17: Summary of Meetings with Representatives
of the FBI and the Cabin Interior Group
(12 pages)**

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Overview

On October 22-23, 1997, a meeting was held at the hangar between representatives of the FBI, the cabin interior group, and the data management team to discuss tagging matters that were of concern. A follow-up meeting was held on October 30-31, 1997, at NTSB headquarters to further discuss these issues.

At the first meeting The FBI requested explanations concerning 89 tags: 23 center wing tank tags, 14 main gear wheel well, 24 left and right wing tags, and 28 cabin interior tags. Each of these was discussed and at the conclusion of the meeting, the FBI representatives said that they now fully understand the tag changes that had previously concerned them. They further said that they understood that such tag changes were based on a numeric audit of the data, and not on theories, or engineering analyses concerning the accident sequence. This appendix includes a discussion of each tag for which the FBI expressed concern.

At the first meeting the cabin interior group representatives asked the data team to explain each of the tags that had changed during the course of the investigation. A floor audit was conducted during the first meeting to select tags for further research, this research was conducted and discussed at the second meeting. These activities are discussed in the *Cabin interior concerns* section of this report.

Fuselage concerns

The FBI asked for explanations concerning twenty-three 2000-series hangar tags assigned to items in the center wing tank. Two of these items were retagged before the hangar tag audit: a white tag was added to A2054 (CW911), and yellow tag B2003 was changed to green tag C2447 (CW704B). These changes are documented elsewhere in this report. The debris field color codes associated with 19 of the remaining tags were changed during the hangar tag audit (and documented in the April 23 report): Four tags changed from yellow to white because of mixed lots (B2002, B2022, B2023, and B2024); 3 tags changed from green to white because of mixed lots (C2372, Z2540, and Z2814); 6 tags changed from white to green because of valid lots (D2090, D2091, D2094, D2095, D2116, and D2147); and 6 tags were changed to white because no FBI lot numbers were found for the items during the hangar tag audit (C2145, C2148, C2168, C2275, Z2511, and Z2831).³⁷ Two of tags that the FBI was concerned about, Z2784 and Z2913, are from valid green lots and were not changed during the hangar tag audit, but they are associated with items from the same lot as tag D2147, which was changed from white to green.

³⁷ These items were located in the reconstruction, but as the data team had found earlier, no lot numbers were legible on the parts. The structures group field notes were consulted for each of the items, but only one lot number could be found documented there: Z2831 (CW237) was documented as part of FBI lot number 9/12/96-1, but this is not a lot number assigned by the FBI, so the tag must remain white. Further, no notation was found in the structures field notes regarding D2145 (CW1011) having been cut from another piece; thus, D2145 cannot be considered an exempt tag, and must also remain white.

Explanations were sought for fourteen 2000-series hangar tags assigned to main gear wheel well items. Tag B2014 was changed to white before the hangar tag audit because of a mixed lot. The debris field color codes for 12 of these items were changed during the hangar tag audit (and documented in the April 23 report): Two were changed from yellow to white because of mixed lots or single-source lots considered invalid for hangar tagging (B2046, and B2048); and 10 were changed from white to green because of valid lots (D2105, D2109, D2121, D2123, D2125, D2126, D2127, D2128, D2129, and D2130). The remaining tag D2057 was not changed.

The FBI also asked about 24 tags associated with the left and right wings. Prior to the hangar tag audit, 1 tag (A2018) was changed from red to white because of a mixed lot (this is documented elsewhere in this report). During the hangar tag validation, tag colors for 13 tags were changed (and documented in the April 23 report): One out-of-area ship tag was changed from green to red (Z5127); 7 tags were changed from green to white because of mixed lots (Z2523, Z2528, Z2530, Z2531, Z2533, Z2538, Z2544); 5 tags were changed from green to white because FBI lot numbers were unavailable (C2047, C2053, C2081, Z2545, and Z2786).³⁸ Eight of the tags the FBI asked about had not been changed: Three tags are white because of mixed lots (D2012, D2014, and D2015); 2 tags are white because the FBI dates marked on them are too early to be lot numbers (D2013 and D2016); tag E2004 is blue because the item was tagged as a floater; and, two tags are still recorded as green in the data base (C2356 is an exempt tag and Z3123 is a ship tag).

The FBI also asked why tag W2003 had been changed to green. Tag W2003 is assigned to RW37, which has FBI lot number 11/08/96-1. This lot number is associated with trawler bag tag T6592, which was assigned to articles recovered by the *Christian Alexa* while running trawl line A-134-NS in the Green zone. Tag W2003 is an orange 2000-series hangar tag that was incorrectly assigned to RW37 (a green 4000-series tag should have been used). Consequently, W2003 was changed to green during the OOA audit conducted as part of the hangar tag validation project.

Finally, the FBI asked why tag Z2534 had been changed to white. This tag is no longer in the data base, but is listed in the April 23, 1997, hangar tag report as having been changed from green to white. There is no wreckage log or updated wreckage log on file for Z2534, but the description of the item in the appendix of the April 23 report very closely matches the description given for tag Z5034. Apparently, ship tag Z5034 was inadvertently entered as hangar tag Z2534, became listed as a white tag because no FBI lot number was on file, but was eventually deleted when it was discovered as a data entry error.

The FBI also asked about 28 cabin interior tags (A217, A241, A2008, A2020, B037, B125, B163, B266, B561, B760, B2037, B2038, B2053, B2054, B2057, B2088, B2092, C109, C1099, C2012, C2290, C2325, D2006, E2016, W5006, Z2525, Z3505, Z3592). Each of these tags was discussed in detail. Some were resolved at the first meeting, while others were resolved during the second meeting. The results of the discussions concerning these tags appear in the table at the end of this appendix.

³⁸ The structures group field notes were consulted, but no lot numbers were found for any of these items.

Cabin interior tags

In an effort to review any tags that had changed during the course of the investigation, a late-September 1996 record of items placed in the cabin interior reconstruction was used to conduct a floor audit on October 23, 1997. Linda Kunz (TWA), Kurt Hobschaidt (ALPA), Deborah Bruce (NTSB), Gray Graham (IAM Local 1997), and Hank Hughes (NTSB) participated in portions of this audit. This effort identified 36 seats for further research because they did not match the list that was produced in late-September 1996.

The group met on October 30, 1997 to discuss the 36 tags. Vinnie Cocca (ALPA), Kurt Hobschaidt (ALPA), Rocky Miller (IAM), Gary Graham (IAM Local 1997), Linda Kunz (TWA), Bob Young (TWA), Bob DeSantis (FBI), David Mayer (NTSB), Deborah Bruce (NTSB), and Vicky D'Onofrio (NTSB) were present at this meeting. At the meeting, some additional tags were identified for research, resulting in a total of 41 row/seat combinations for consideration: 01 (1), 02 (9), 03 (1), 03 (2), 04 (9), 5 (1 2), 10 (3), 12 (8), 17 (3), 17 (8), 20 (8 9 0), 23 (1 2 3), 23 (9 0), 24 (8 9), 29 (8 9 0), 30 (8), 34 (9 0), 36 (4), 36 (7), 36 (9), 37 (6 7), 41 (3), 41 (5 7 0), 42 (6 7 9), 43 (3), 43 (7), 43 (9), 44 (6), 44 (7), 45 (6 7), 45 (8 0), 46 (3), 46 (5), 48 (3), 49 (9), 52 (3), 54 (8 0), L2 jumpseat, L4 jumpseat, L5 jumpseat, and R5 jumpseat.

At the end of the meeting, 18 tags remained unresolved because of uncertainties regarding either their lot numbers or tag numbers. On November 6, 1997, Deborah Bruce and Rocky Miller verified the tag and lot numbers for each of these items. The table at the end of this appendix summarizes the results of the discussions concerning the cabin interior tags investigated for the FBI and for the cabin interior group.

On October 31, 1997, a meeting was held with Paul Hankins (SUPSALV). Deborah Bruce (NTSB), Dan Campbell (NTSB), Vincent Cocca (ALPA), Gary Graham (IAM Local 1997), Kurt Hobschaidt (ALPA), Linda Kunz (TWA), Bob Young (TWA), David Mayer (NTSB), and Vicky D'Onofrio (NTSB) attended this meeting. Paul Hankins was responsible for developing the ship tagging system and the wreckage logs that were used to track ship tag assignments. He also has direct familiarity with the tagging and transportation logistics associated with the dive operation. Hankins discussed his role in the operation and described the early tagging process. He also answered questions from attendees concerning mobile dive team operations and load segregation during transportation to the hangar.

During the meeting with Hankins, concerns were raised about non-standard hangar tagging procedures that took place before the 2000-series hangar tagging system was established. Hankins said that, as the SUPSALV coordinator, working with the structures group, he assigned some tags in the hangar during the early August, 1996. Hankins said that he tagged fewer than 100 items using low-numbered ship tags. Because pre-numbered tags that had not been assigned to salvage vessels were used, and because wreckage logs were filed for each tag assignment made, these tagging actions have never emerged as questionable during any validity studies. Data management staff are unaware of any method to identify which tags were assigned through this non-standard procedure.

Tag	Seat(s)	Tagging history comments	Additional notes
A2020		Tag A2020 is associated with a fuselage piece, not a cabin interior item. However, tag A2010 is associated with the R5 jumpseat, and was likely confused with A2020 due to poor handwriting on the tag.	
B037		The data base does not reflect any changes made to this tag.	
B561		Ship tag B561 was changed to red tag A2031 before the hangar tag audit because it was an out-of-area tag. Tag A2031 is identified in the data base as RF21, and tag A2031 is currently on RF21. Apparently tag B561 was duplicated and also assigned to cabin interior material (indeed the wreckage log notes that it originally referenced 6 pieces). Because the data center was aware of duplicated B561 tags, only the one on RF21 was changed. Regardless, all articles associated with tag B561 were recovered from the Red zone.	
B760		Was changed to red due to out-of-area tag. The change was documented in April 23 report.	
C109		The data base does not reflect any changes made to this tag.	
C1099		The data base does not reflect any changes made to this tag.	
Z3505		Was changed to red due to out-of-area tag. The change was documented in April 23 report.	
Z3592		The data base does not reflect any changes made to this tag.	
B2038	01 (1)	Was changed to white due to mixed lot during the hangar tag validation project. The change was documented in April 23 report.	Tag B2038 and lot 8/10/96-9 verified on item on November 6, 1997.
B178	02 (8)	The data base does not reflect any changes made to this tag; however B178 is incorrectly described in the data base as seat 02 (9) because an updated wreckage log was received describing it as such. Tag B178 is on seat 02 (8).	Tag B178 and lot 8/05/96-34 verified on seat 02 (8) on November 6, 1997.
B2040	02 (9)	The original wreckage log for B178 describes seats 3 (1) and 2 (8). Seat 2 (9) was retagged as B2040, but the description in the data base is incorrect because the updated wreckage log that assigned tag B2040 erroneously described it as seat 02 (8). During the hangar tag audit tag, B2040 was not identified as a non-exempt tag, but the debris field color remained yellow because the item is part of a valid yellow lot. This determination was incorrectly based on lot 8/03/96-34, which is actually associated with seat 02 (8). The color code assignment should be based on lot number 8/03/96-145, which is also a valid yellow lot. Therefore, B2040 is a non-exempt yellow tag on seat 02 (9).	Tag B2040 and lot 8/03/96-145 verified on seat 02 (9) on November 6, 1997.

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Tag	Seat(s)	Tagging history comments	Additional notes
B2070	03 (1 2)	The original wreckage log for B178 describes seats 3 (1) and 2 (8). An updated wreckage log was filed prior to October 17, 1996, that associated seats in two rows to B178. Retagging was done in October to separate tags that ran across rows, so seat 03 (1 2) was retagged as B2070 on October 17, 1996. During the hangar tag audit tag, B2070 was not identified as an exempt tag, but the debris field color remained yellow because the item is part of a valid yellow lot. Regardless, tag B2070 should be considered an exempt yellow tag sourced to B178.	Tag B2070 and lot 8/05/96-34 verified on seat 03 (1 2) on November 6, 1997. Intact as a two-seat unit.
B2088	03 (9)	This item was originally hangar tagged B2056, but this was an inadvertent duplication. Tag B2056 was removed and the item was retagged B2088. A white tag was added to this item prior to the hangar tag audit. During the hangar tag audit, tag B2088 was changed to white because no lot number was on file for the item, and this change was documented in April 23 report. Lot 8/06/96-3 was recorded for the part during a floor audit, but this lot number does not appear in the FBI lot summary, therefore the tag remains white.	Lot 8/06/96-3 verified on item on November 6, 1997.
B2069	04 (9)	This was apparently tagged B163 at one time, but the item was retagged as B2069 to separate tags that ran across rows. During the hangar tag audit, tag B2069 was changed to white, because the item was not identified as exempt, and lot 8/05/96-3 was found to be invalid for hangar tagging. A wire bundle of several items associated with tag B163 was separated after it arrived in the hangar, but because the wreckage log description for B163 is "dumb waiter," the recovery paperwork cannot be used to determine if this seat was part of that bundle. Further, several duplicated B163 tags were found in the hangar, which suggests non-standard hangar tagging occurred involving this tag. Accordingly, B2069 remains a non-exempt white tag.	
W5006	05 (1 2)	Was changed to red due to out-of-area tag. The change was documented in April 23 report, and explained in more detail elsewhere in this report.	On November 6, 1997, lot number 10/29/96-2 and tag W5006 were found written on the item, but tag W5006 was not found attached.
B2037	09 (1)	Was changed to white due to mixed lot. The change was documented in April 23 report.	Tag B2037 and lot 8/08/96-31 verified on item on November 6, 1997.
B2092	09 (2)	Was changed to white due to mixed lot. The change was documented in April 23 report.	Tag B2092 and lot 8/07/96-15 verified on item on November 6, 1997.

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Tag	Seat(s)	Tagging history comments	Additional notes
B2057	09 (8 9)	Was changed to white due to mixed lot. The change was documented in April 23 report.	Tag B2057 and lot 8/10/96-9 verified on item on November 6, 1997.
D2060	10 (1)	Was tag B266, but it apparently became detached, and the item was subsequently hangar tagged D2060. It received a white tag because no FBI lot number was on the part. However, the wreckage log for tag B266 explicitly describes seats 10 (1) and 10 (3). Therefore, D2060 is now considered an exempt, yellow tag sourced to B266.	Tag D2060 verified on item, but no FBI lot number was found on November 6, 1997.
D2061	10 (3)	Was tag B266, but it apparently became detached, and the item was subsequently hangar tagged D2060. It received a white tag because no FBI lot number was on the part. However, the wreckage log explicitly describes seats 10 (1) and 10 (3). Therefore, D2061 is now considered an exempt, yellow tag sourced to B266.	Tag D2061 verified on item, but no FBI lot number was found on November 6, 1997.
A2041	12 (8)	This tag was correctly identified as an exempt tag in the during the hangar tag audit. The recovery position was determined by matching seat 12 (8) to target LLS219 and dive report 806-38, which are also valid for ship tag A205. Tag A205 is the source tag for A2041.	
A450	17 (3)	The description of a partial seat in the data base refers to the 17 (3) armrest only.	
A172	17 (8)	The data base does not reflect any changes made to this tag.	
A2008	20 (4 5 6 7)	Was changed to white due to mixed lot. The change was documented in April 23 report. FBI paperwork for lot 8/03/96-85 explicitly lists seats 20 (4 5 6 7) as not tagged, but recovered by EOD2 from latitude 40 38 40.0, longitude -72 39 12.6. Dive report 802-30, filed by EOD2 describes the recovery of a 4-seat unit, but gives no recovery position, target number, or seat numbers. Target LLS34, which was prosecuted on August 2, 1996, clearly depicts a four-seat unit at latitude 40 38 40.04, longitude -72 39 12.58. No other dive report for that day references a 4-seat unit. It is concluded that EOD2 recovered seats 20 (4 5 6 7) while diving target LLS34 in the Red zone. Tag A2008 is now considered an exempt red tag.	Tag A2008 with white tape added and lot 8/03/96-85 verified on item on November 6, 1997.
A437	20 (8 9 0)	The data base does not reflect any changes made to this tag.	
A241	21 (1 2 3)	The data base does not reflect any changes made to this tag.	Tag A241 and lot 8/8/96-14 verified on item on November 6, 1997.
C2320	23 (1 2 3)	This tag was identified as an exempt tag during the hangar tag audit because a boat label giving recovery information is attached to the item.	
Z3378	23 (8)	The data base does not reflect any changes made to this tag.	
C852	23 (9 0)	The data base does not reflect any changes made to this tag.	

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Tag	Seat(s)	Tagging history comments	Additional notes
Z2792	24 (8 9)	Replacement tag for Z3592. Should have been exempt, but was not set as exempt during hangar tag audit, so source tag and color code were changed per FBI lot number 9/28/96-2. Now considered an exempt green tag sourced to tag Z3592.	FBI lot 9/28/96-2 verified on item on November 6, 1997.
D2005	29 (8 9 0)	<p>This item was hangar-tagged D2005, which was changed to green during the hangar tag audit due to a valid green lot.</p> <p>A search was made of all FBI ERT logbooks, and a wreckage log was found for this item that had not been entered into the Tags table. It provides tag number Z1725, target number PS4186, gives green zone recovery position latitude 40 40 16.43, longitude -72 37 48.03.</p> <p>Apparently, ship tag Z1725 became detached from the seat unit. Regardless, it is presently tagged D2005, and D2005 is now considered an exempt, green tag with a recovery position of latitude 40 40 16.43, longitude -72 37 48.03.</p>	
C174	30 (8)	The data base does not reflect any changes made to this tag.	
C323	34 (4)	The data base does not reflect any changes made to this tag. Although the tag has become detached, it is still valid for seat 34 (4).	
C2325	34 (5)	Was changed to white because no lot number was found on the part. The change was documented in April 23 report. Lot 8/20/96-12 is actually on seat 34 (5). Lot 8/20/96-12 is a valid green lot. Tag C2325 is now considered a non-exempt green tag.	Tag C2325 and lot 8/20/96-12 verified on item on November 6, 1997
D2023	34 (9 0)	<p>Tag B125 was on this item at one point, but duplicate B125 tags were found on several items including 34 (9 0), and 45 (8 0), which called B125 into question, and this item was subsequently retagged as D2023. The wreckage log for B125 only describes the tagged item as "debris field cockpit."</p> <p>During the hangar tag audit, the debris field color code for tag D2023 was changed to yellow based on valid lot 8/04/96-65. However, this item is actually part of lot 8/04/96-64, which is a mixed lot, so this item should have remained white. Further, armrest 34 (9) and two unidentified seatbacks were found in an FBI photo with cockpit debris on the SLWT at Shinnecock. This photo also shows a portion of the station 1400 bulkhead, and the MLG wheel well (tag C104) in the same load. This verified that the item arrived in a mixed load, and tag D2023 remains white.</p>	Tag D2023 with yellow tape added and lot 8/04/96-64 verified on item on November 6, 1997.
Z2835	35 (5)	Was changed to white because no lot number was available during the hangar tag audit. The item is part of lot 9/25/96-12, which is a valid green lot. Consequently, Z2835 is now considered a non-exempt, green tag.	Tag Z2835 and lot 9/25/96-12 verified on item on November 6, 1997.

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Tag	Seat(s)	Tagging history comments	Additional notes
C2290	35 (8 9 0)	A white tag was added to this item prior to the hangar tag audit. Debris field color code changed to white due to mixed lot. The data base notes that this item was originally tagged C102, but this is not supported by the wreckage log for C102, which describes is as a cargo container, or by the updated wreckage logs for C2290, which note that C102 was selected as a source tag because it was from the same FBI lot. The white tag action was appropriate.	Tag C2290 and lot 8/04/96-64 verified on item on November 6, 1997.
C323	36 (4)	The data base does not reflect any changes made to this tag.	
C1034	36 (7)	The data base does not reflect any changes made to this tag.	
B2054	36 (9)	Was changed to white due to an invalid single source lot. The change was documented in April 23 report.	Tag B2054 with white tape added and lot 8/04/96-54 verified on item on November 6, 1997.
D2063	37 (6)	This item was white tagged D2063 in November, 1996, because it had no tag or lot number.	No FBI lot number was found in the item on November 6, 1997, and this seat is not attached to 37 (7).
C2396	37 (7)	This item received green hangar tag C2396 because of valid lot 8/19/96-22. This was not changed during the hangar tag audit.	Tag C2396 and lot 8/19/96-22 verified on item on November 6, 1997.
C2359	41 (3)	The comment that the item could not float should be removed from the record in the data base.	
C337	41 (4 5)	The data base does not reflect any changes made to this tag.	
C2368	41 (6 7)	This item was hangar tagged green because of a valid lot. The data base does not reflect any changes made to this tag.	
C2062	41 (0)	This item was hangar tagged green because of a valid lot. The data base does not reflect any changes made to this tag.	
C2367	42 (6 7)	Hangar tagged on October 14, 1996, as C2367 using tag C116 as the source tag (not because it was formerly tagged C116). Tag C2367 was treated as an exempt tag during the hangar tag audit, but because wreckage log paperwork does not identify this seat, it should not be considered an exempt tag. It is part of 8/05/96-70, a valid green lot. Therefore, C2367 is now considered a non-exempt green tag.	

Tag	Seat(s)	Tagging history comments	Additional notes
C2362	42 (9)	<p>Hangar tagged on October 14, 1996, as C2362 using tag C116 as the source tag (not because it was formerly tagged C116).</p> <p>Tag C2362 was treated as an exempt tag during the hangar tag audit, but because wreckage log paperwork does not identify this seat, it should not be considered an exempt tag. It is part of 8/05/96-70, a valid green lot. Therefore, C2362 is now considered a non-exempt green tag.</p>	
E2016	43 (3)	<p>Changed to white because the FBI date on the item is too early to be used as a lot number for hangar tagging. The change was documented in April 23 report.</p>	<p>Tag E2016 and FBI date 7/19/96 verified on item on November 6, 1997. White tag added on November 6, 1997.</p>
C335	43 (7)	<p>The data base does not reflect any changes made to this tag.</p>	
C2361	43 (9)	<p>Hangar tagged on October 14, 1996, as C2361 using tag C116 as the source tag (not because it was formerly tagged C116).</p> <p>Tag C2361 was not identified as an exempt tag during the hangar tag audit, but this item remained green because it was identified on an updated wreckage log as part of 8/05/96-70, a valid green lot. However, no lot number is marked on this item. Consequently, tag C2361 is now considered a non-exempt white tag.</p>	<p>Tag C2361 verified on item on November 6, 1997, but no FBI lot number was found.</p>
C2364	44 (6)	<p>Re-tagged on October 17, 1996, as C2364 because original tag C116 was duplicated on several pieces that arrived as part of different FBI lots. The lot number for C116 is 8/5/96-70, but seat 44 (6) is marked with "7/27/96."</p> <p>Tag C2364 was treated as an exempt tag during the hangar tag audit, but because this item could not have been recovered with C116, C2364 should not be considered an exempt tag. Because 7/27/96 is too early to be used as a lot number for hangar tagging, this tag is considered white.</p>	<p>Tag C2364 and FBI date 7/27/96 verified on item on November 6, 1997.</p>
C2400	44 (7)	<p>This item was assigned green hangar tag C2400 on 11/24/96. The FBI date on the part is too early to be used as a lot number for hangar tagging, so the color code should have changed to white during the hangar tag audit. It is now considered a white tag.</p>	<p>FBI date 7/27/96 verified on item on November 6, 1997.</p>
Z2660	44 (9)	<p>This item was hangar-tagged Z2660 to replace tag C109, which was also associated with other seats and, and several fuselage pieces. The lot number for C109 is 8/04/96-111, and the lot number for seat 44 (9) is 9/09/96-49. Because the lot numbers are different, seat 44 (9) was not recovered with C109. Because the item is from a valid green lot, it remained green during the hangar tag audit.</p> <p>(Note: The data base has C891 assigned to 44 (8 9), but C891 should only reference 44 (8), which is just a cap.)</p>	<p>Tag Z2660 and lot 9/09/96-49 verified on 44 (9) on November 6, 1997.</p>

Tag	Seat(s)	Tagging history comments	Additional notes
D2025	45 (8)	<p>An updated wreckage log was filed to reference tag B125 to 34 (9), 45 (8), and 45 (0), but the original wreckage log for B125 only describes cockpit debris. Because duplicate B125 tags were found on several items, tag B125 was called into question, and this item was retagged as D2025.</p> <p>During the hangar tag audit, the debris field color code for this item was changed to yellow, because valid yellow lot 8/04/96-65 was on file for the item. Seat 45 (8) is actually part of lot 8/04/96-64, which is a mixed lot. Consequently, tag D2025 is now considered a white tag.</p>	
D2027	45 (0)	<p>An updated wreckage log was filed to reference tag B125 to 34 (9), 45 (8), and 45 (0), but the original wreckage log for B125 only describes cockpit debris. Because duplicate B125 tags were found on several items, tag B125 was called into question, and this item was retagged as D2027. The item is part of a mixed lot, so it received a white hangar tag, which was not changed during the hangar tag audit.</p>	FBI lot 8/04/96-64 verified on item on November 6, 1997, and tag D2027 was found on the floor beneath this seat.
C2365	45 (6 7)	<p>Hangar tagged on October 14, 1996, as C2365 using tag C116 as the source tag (not because it was formerly tagged C116).</p> <p>Tag C2365 was treated as an exempt tag during the hangar tag audit, but because wreckage log paperwork does not identify this seat, it should not be considered an exempt tag. It is part of 8/05/96-70, a valid green lot. Therefore, C2365 is now considered a non-exempt green tag.</p>	
D2025	45 (8)	<p>An updated wreckage log was filed to reference tag B125 to 34 (9), 34 (0), 45 (8), and 45 (9), but the original wreckage log for B125 references only cockpit debris. Because duplicate B125 tags were found on several items, tag B125 was called into question, and this item was retagged with white tag D2025.</p> <p>During the hangar tag audit, the debris field color code for this item was changed to yellow, because valid yellow lot 8/04/96-65 was on file for the item. Seat 45 (8) is actually part of lot 8/04/96-64, which is a mixed lot. Consequently, tag D2025 is now considered a white tag.</p>	Tag D2025 with white tape added and FBI lot 8/04/96-64 verified on item on November 6, 1997.
D2006	46 (3)	<p>Was changed to green due to a valid lot number. The change was documented in April 23 report.</p>	Tag D2006 with green tape added and FBI lot 8/04/96-111 verified on item on November 6, 1997.
D2028	46 (5)	<p>Hangar tagged D2028, which replaced original ship tag A217. Was not identified as exempt during the hangar tag audit, but D2028 is now considered an exempt red tag, sourced to A217.</p>	
D2030	48 (3)	<p>Hangar tagged D2030, which replaced original ship tag A217. Was not identified as exempt during the hangar tag audit, but D2030 is now considered an exempt red tag, sourced to A217.</p>	

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Tag	Seat(s)	Tagging history comments	Additional notes
	49 (9)	This item was at one time associated with C109, but is not currently tagged. C109 is part of lot 8/04/96-111, but lot 8/05/96-70 is marked on armrest 49 (9). Lot 8/05/96-70 is a valid green lot. In the data base, seats 49 (8 9) are assigned to tag C891. C891 is part of lot 8/18/96-6.	
C2012	51 (8)	Was not changed due to valid green lot. Documented in April 23 report.	Tag C2012 and lot 8/19/96-22 verified on seat on November 6, 1997.
B2053	52 (3)	This tag was changed to white because the lot number in the data base did not match any lot numbers assigned by the FBI. The change was documented in April 23 report. This change was based on lot number 8/08/96-3, but this item is actually part of lot 8/08/96-31. Because lot 8/08/96-31 is a mixed lot, it was appropriate change tag B2053 to white.	Tag B2053 and lot 8/08/96-31 verified on item on November 6, 1997.
B132	54 (8 0)	The data base does not reflect any changes to this item. However, no wreckage log is on file for tag B132, thus it is an undocumented tag. This item is part of lot 8/04/96-54, which invalid for hangar tagging, and is discussed elsewhere in this report.	
A2007	L2 jumpseat	This tag was changed to white due to an invalid lot. The change was documented in April 23 report. An updated wreckage log was filed giving recovery position latitude 40 38 45.5, longitude -72 38 54.3, but the source of this information is unknown, hence the tags was not identified as an exempt tag.	
Z2525	L5 jumpseat	Was changed to white due to mixed lot. The change was documented in April 23 report. This change was based on Was lot 9/10/96-4, which is on the seatback. The tag is actually attached to the seat, which is marked with lot 9/21/96-1. Lot 9/21/96-1 is a valid green lot, so tag Z2525 is now considered a green tag.	Tag Z2525 and lot 9/21/96-1 verified on seat on November 6, 1997. FBI lot 9/10/96-4 is on seatback.
	L4 jumpseat	The data base does not reflect a tag having been assigned to this item. This jumpseat was thought to be associated with B140, but the wreckage log for B140 only itemizes one seat. Updated wreckage logs filed subsequently variously identify this seat as 5(8) and seat 5(9), but none mentions a jumpseat.	
Z2525	L5 jumpseat	This tag was changed to white due to a mixed lot. The change was documented in April 23 report. This change was based on lot 9/10/96-4, which is on the seatback. The tag is actually attached to the seat, which is marked with lot 9/21/96-1. Lot 9/21/96-1 is a valid green lot, so tag Z2525 is now considered a green tag.	Tag Z2525 and lot 9/21/96-1 verified on seat on November 6, 1997. FBI lot 9/10/96-4 is on seatback.
A2010	R5 jumpseat	The R5 jumpseat is considered white because the FBI date on it is too early to be used as a lot number for hangar tagging.	Tag A2010 with white tape added and FBI date 7/19/96 verified on item on November 6, 1997.

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