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

**ERRATA SHEET FOR JET A  $\frac{1}{4}$  SCALE PLAN**

December 6, 1997

## Errata for November 19 version of 1/4-scale test plan

Jet A Explosions - Field Test Plan 1/4-Scale Experiments by J. E. Shepherd, J. C. Krok, J. J. Lee, and M. M. Birky, *Explosion Dynamics Laboratory Report FM97-17*, California Institute of Technology.

### 1. Page 1

The sentence:

“The sequence analysis of the CWT failure indicates that, the front spar (FS), the spanwise beam 3 (SWB3) and the manufacturing panel in the midspan (MS) all failed and were ejected from the airplane early in the event.”

should read

“The sequence analysis of the CWT failure indicates that the front spar (FS), the spanwise beam 3 (SWB3) and the manufacturing panel in spanwise beam 2 (SWB2) all failed and were ejected from the airplane early in the event.”

### 2. Page 29.

The sentence

“With the exception of two vent stringers that connect the CWT to vents at the wing tips, the tank is sealed off (see Fig. 14) from the outside atmosphere.”

should read

“With the exception of two vent stringers that connect the CWT to vents at the wing tips, the wet bays of the tank are sealed off (see Fig. 14) from the outside atmosphere.”

### 3. page 29

The sentence

“It communicates with the forward cargo compartment (see Fig. 16) through two openings so that it is pressurized with air during flight.”

should read

“It communicates with the exterior of the airplane (see Fig. 16) through two openings so that it is at ambient pressure during flight.”