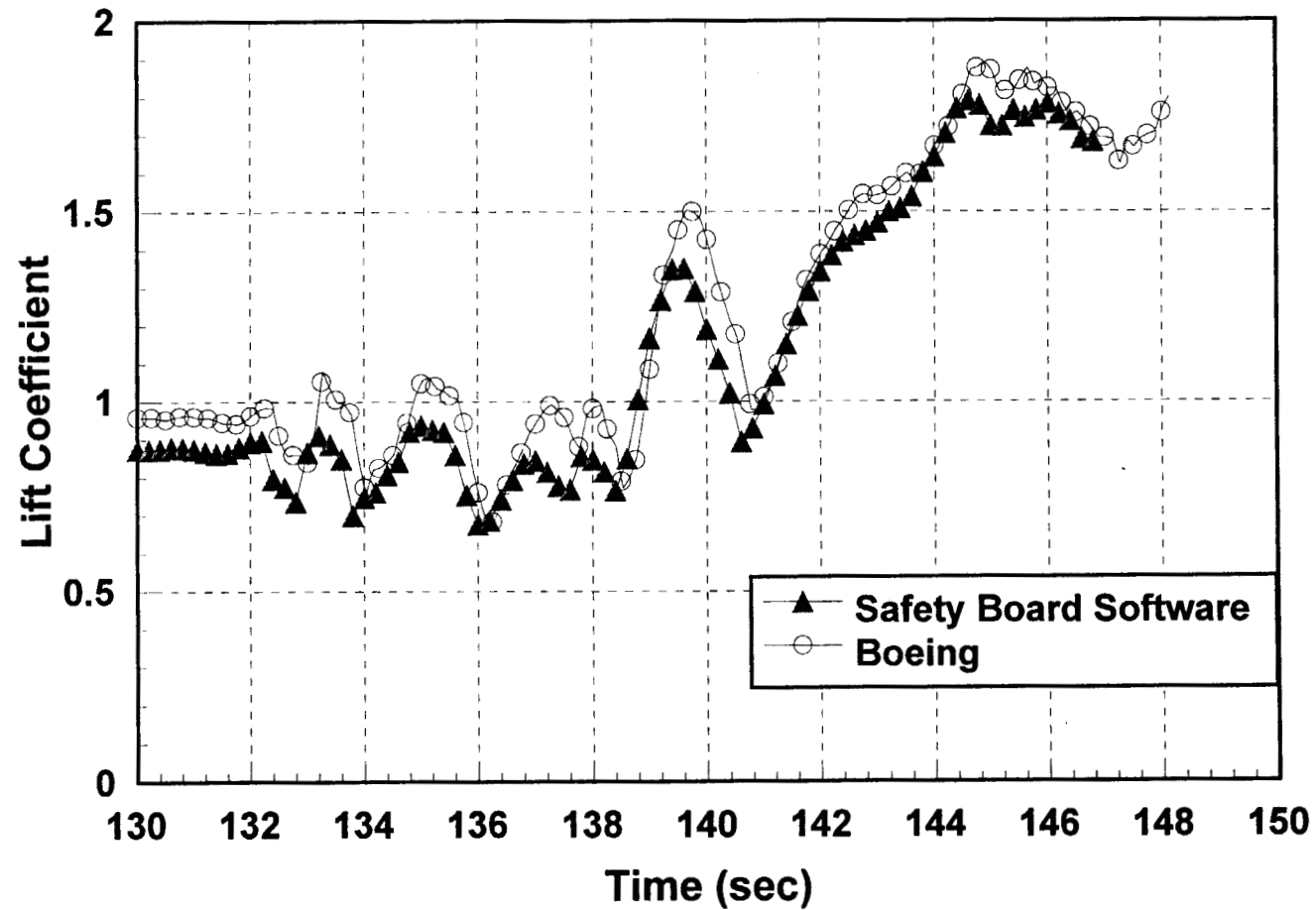


ATTACHMENT 3

Comparison of Boeing kinematics results with kinematics results
using Boeing Conditioned FDR data as input to the FDRPlus and
CoSurf Safety Board kinematics programs.

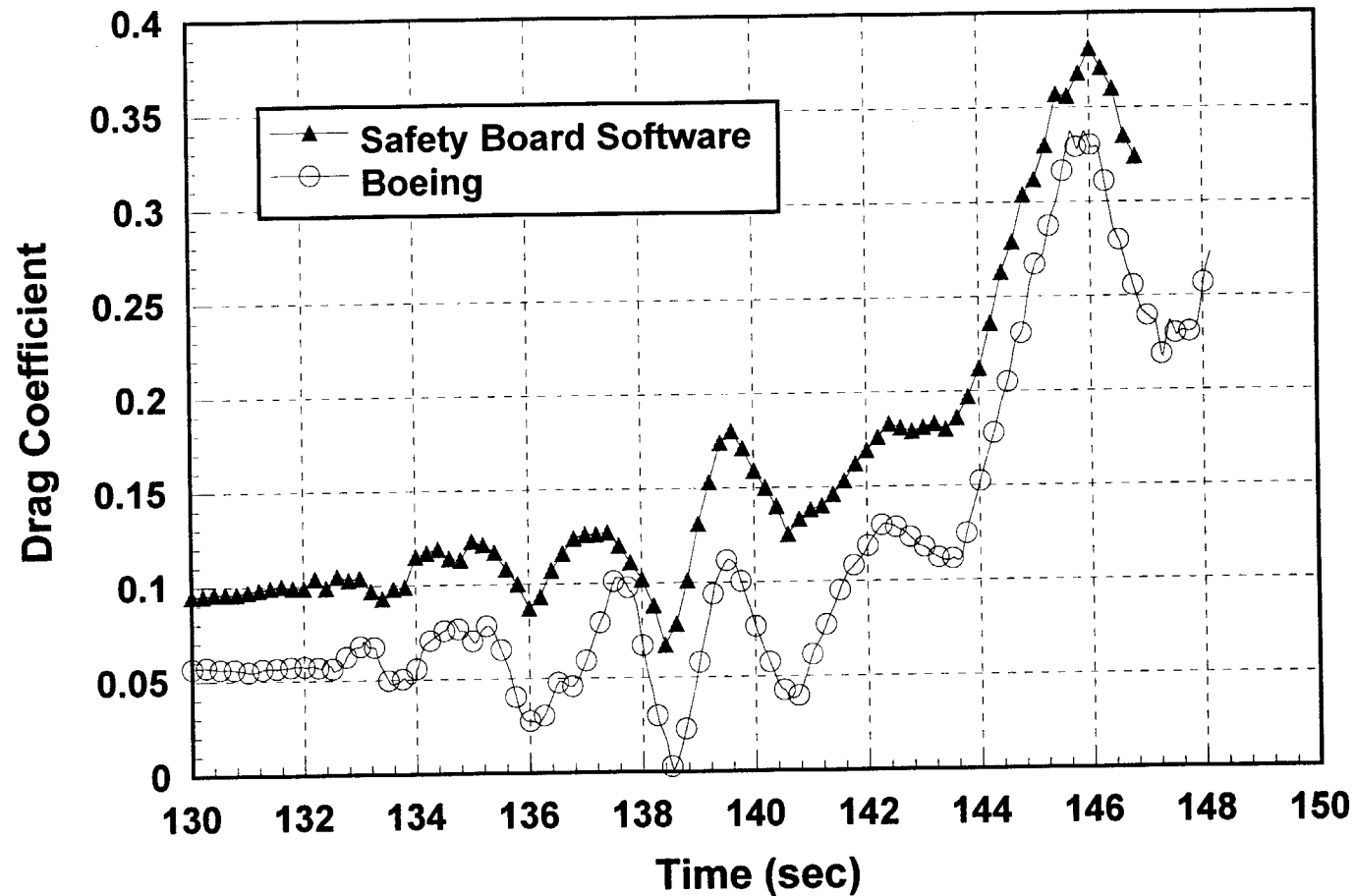
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



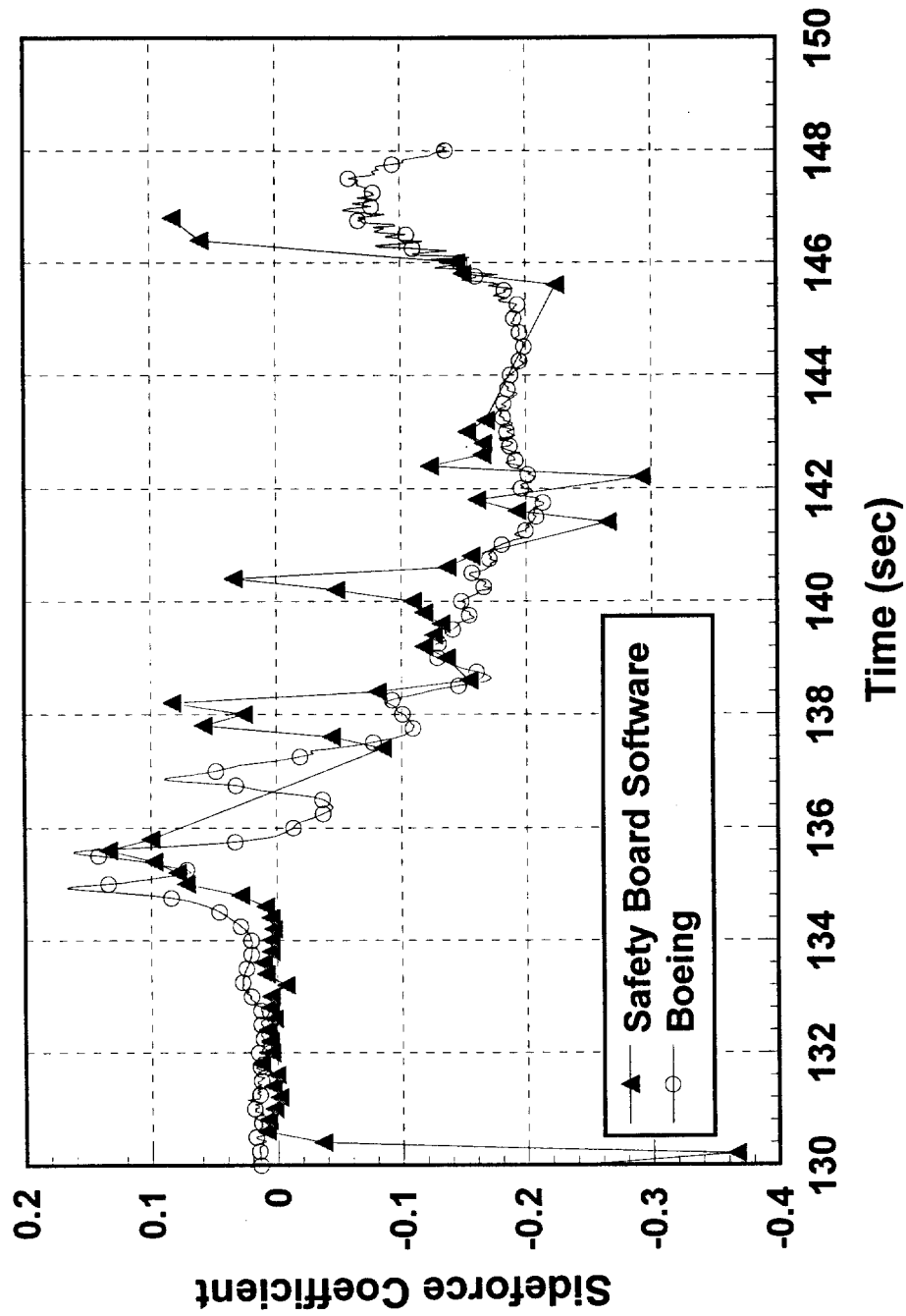
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



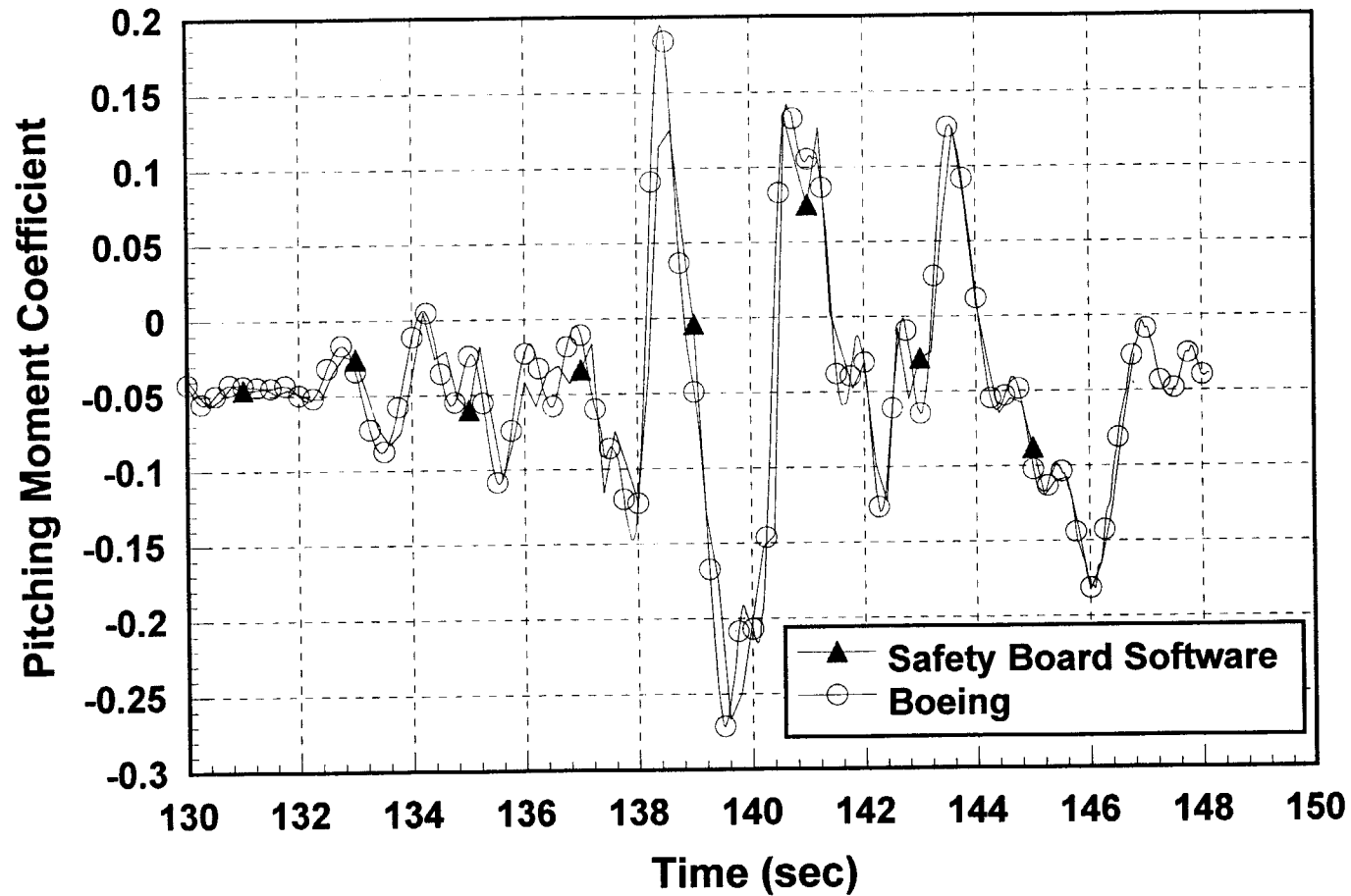
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



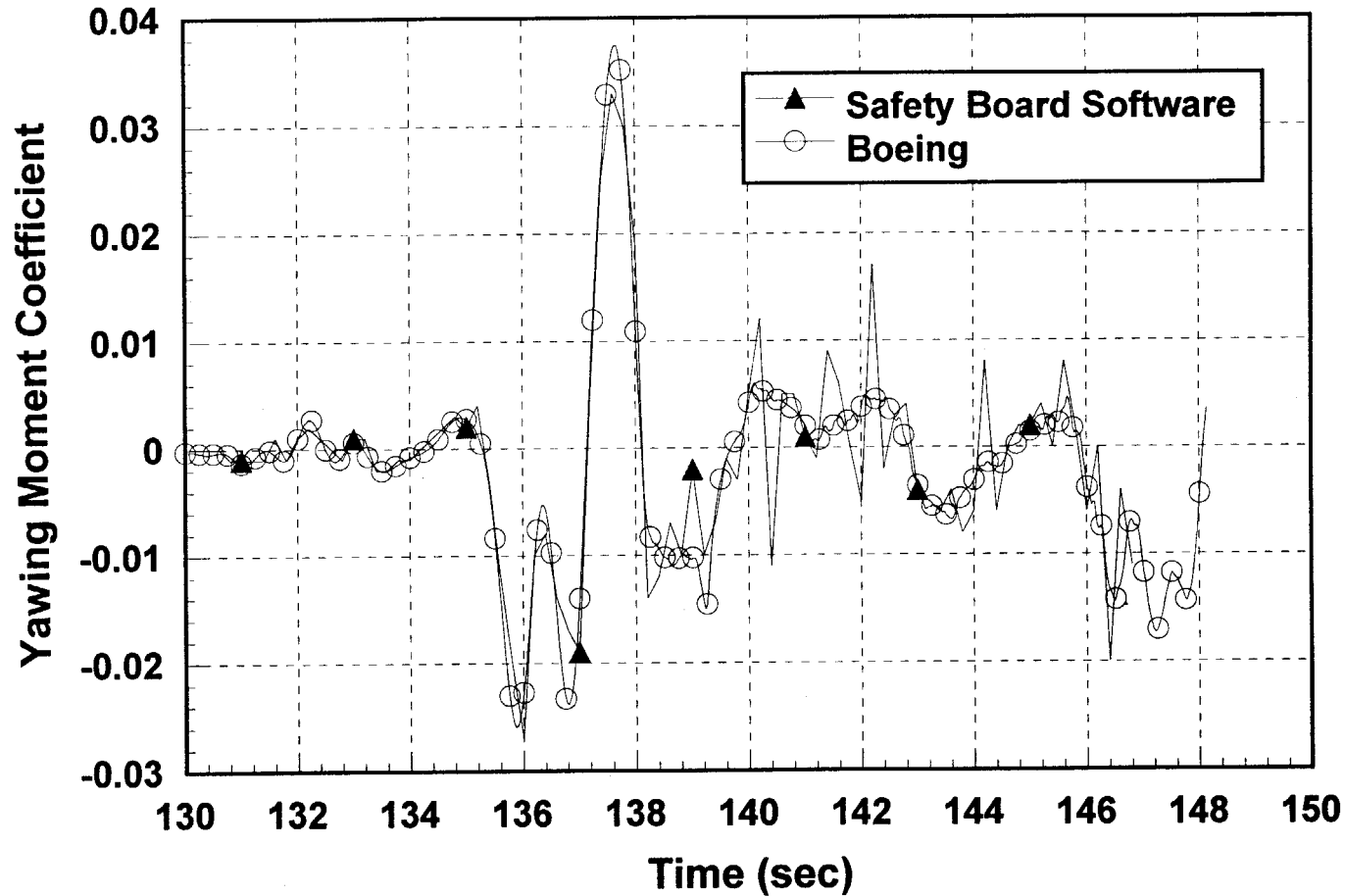
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



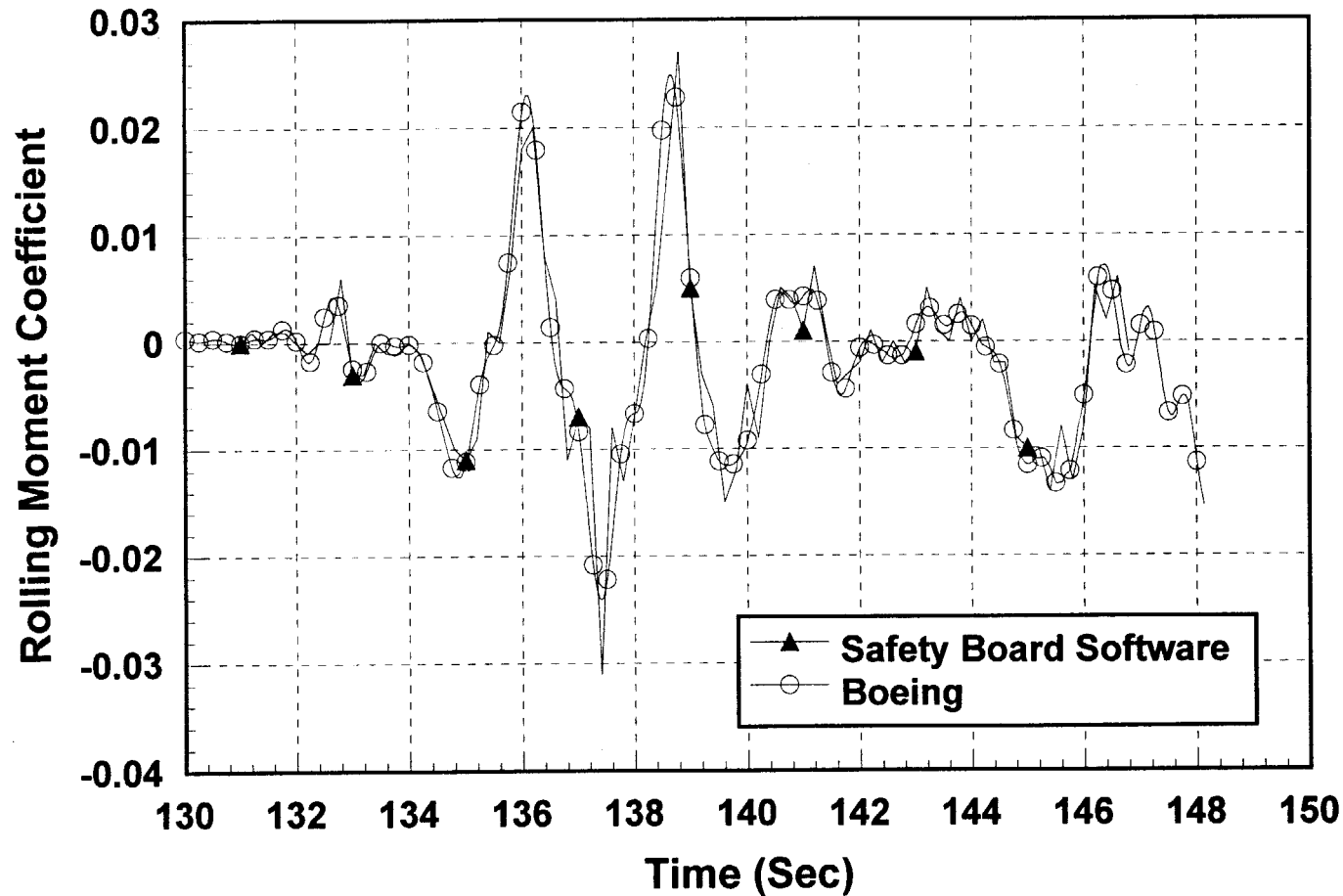
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



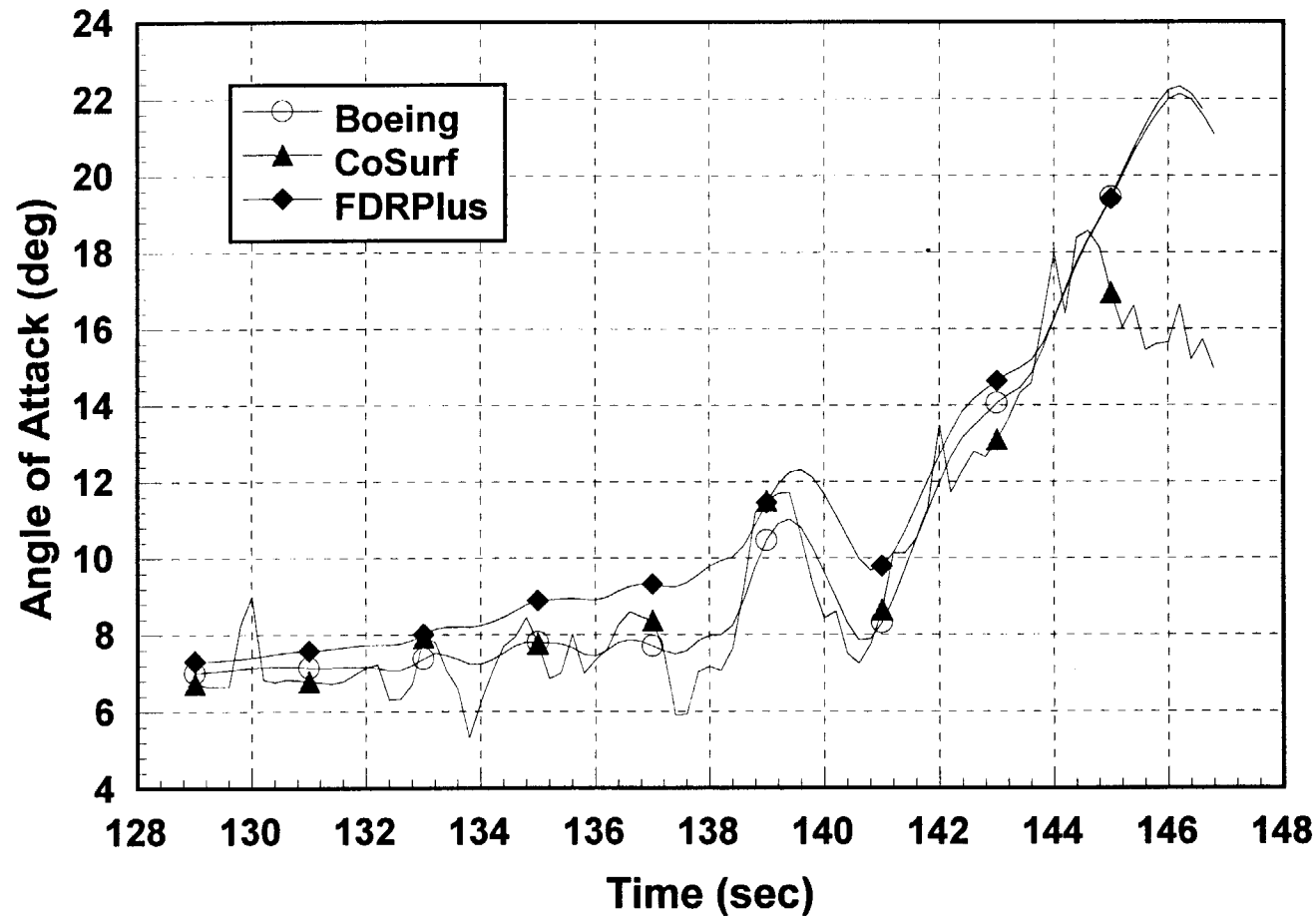
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



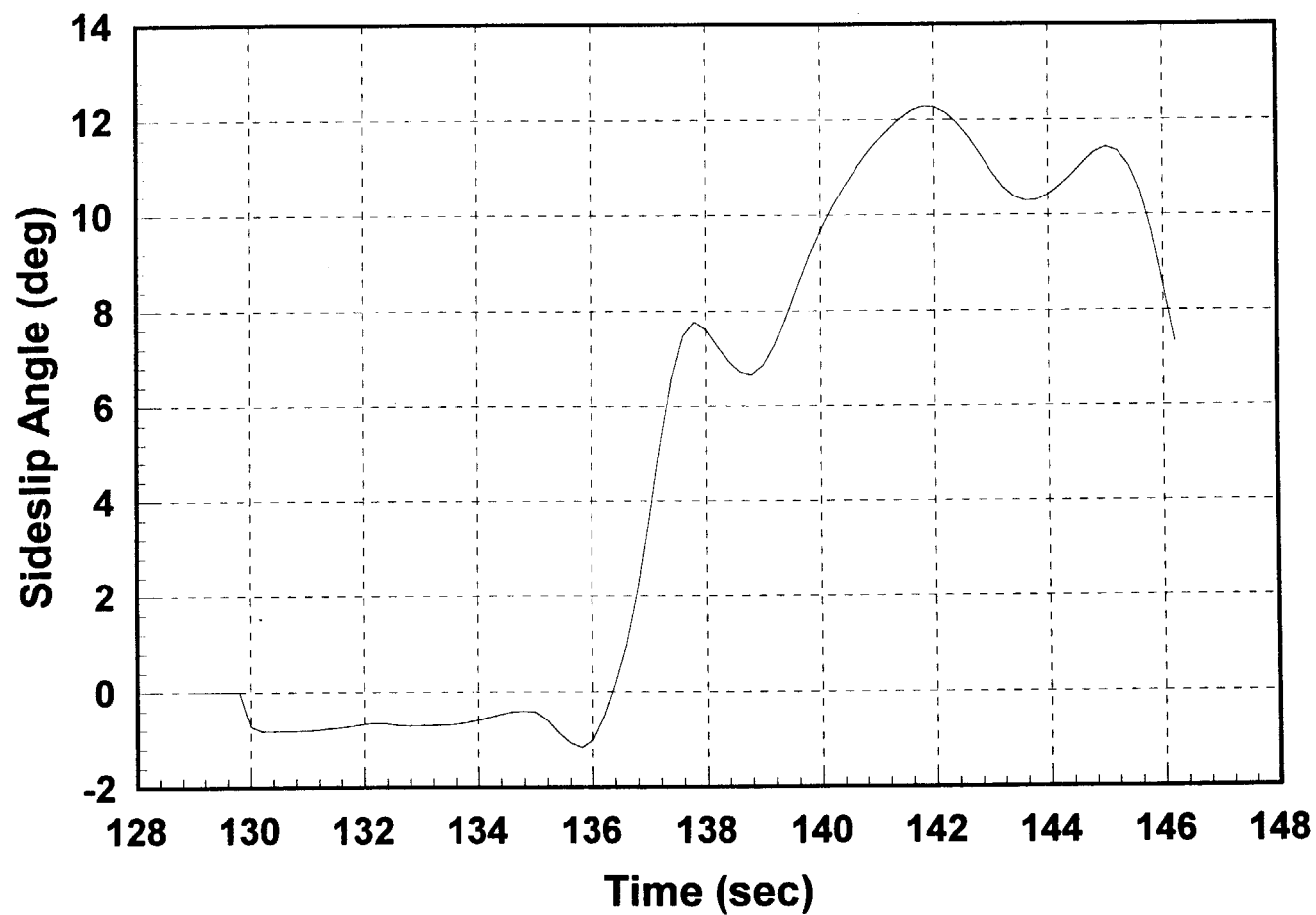
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



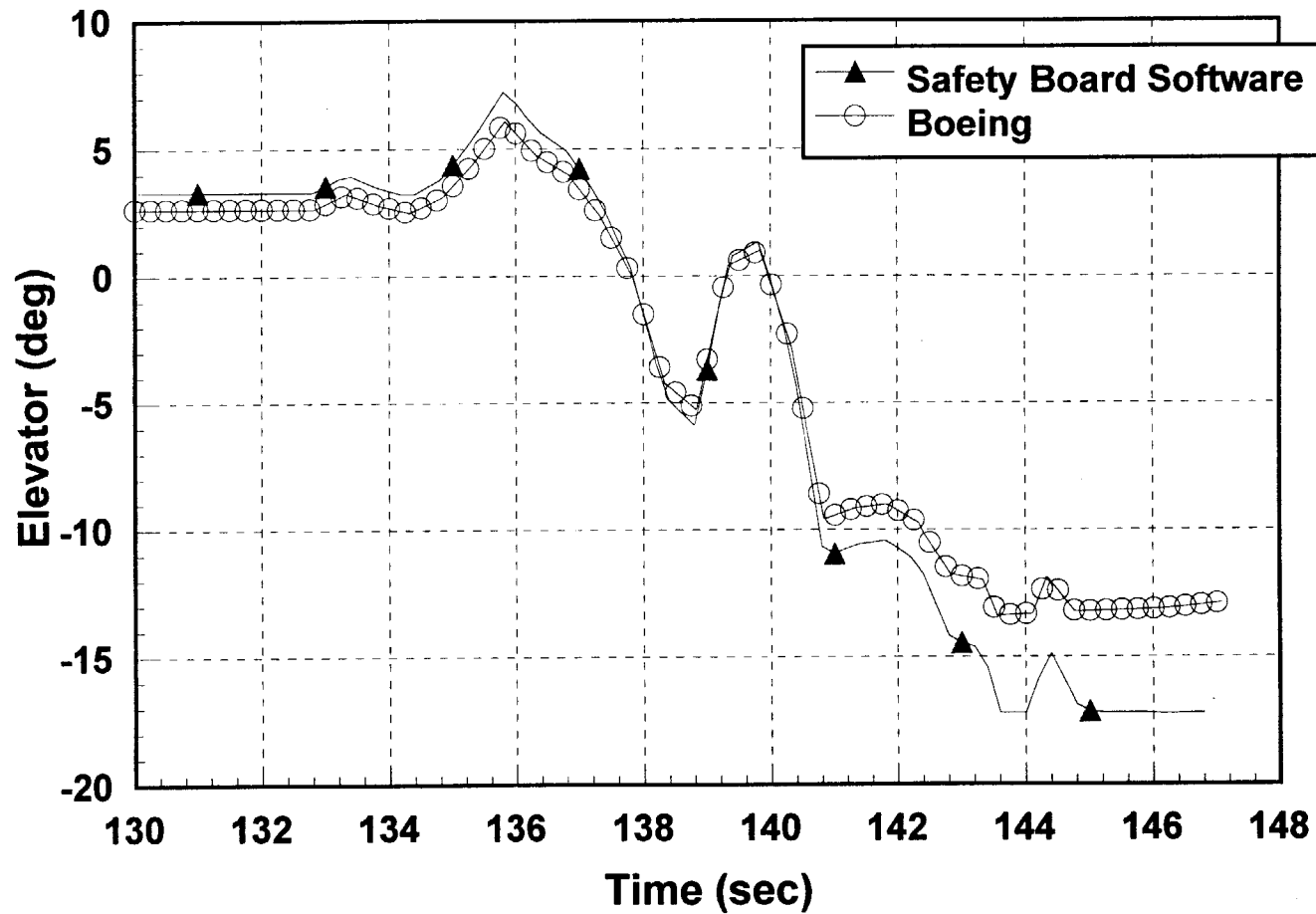
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



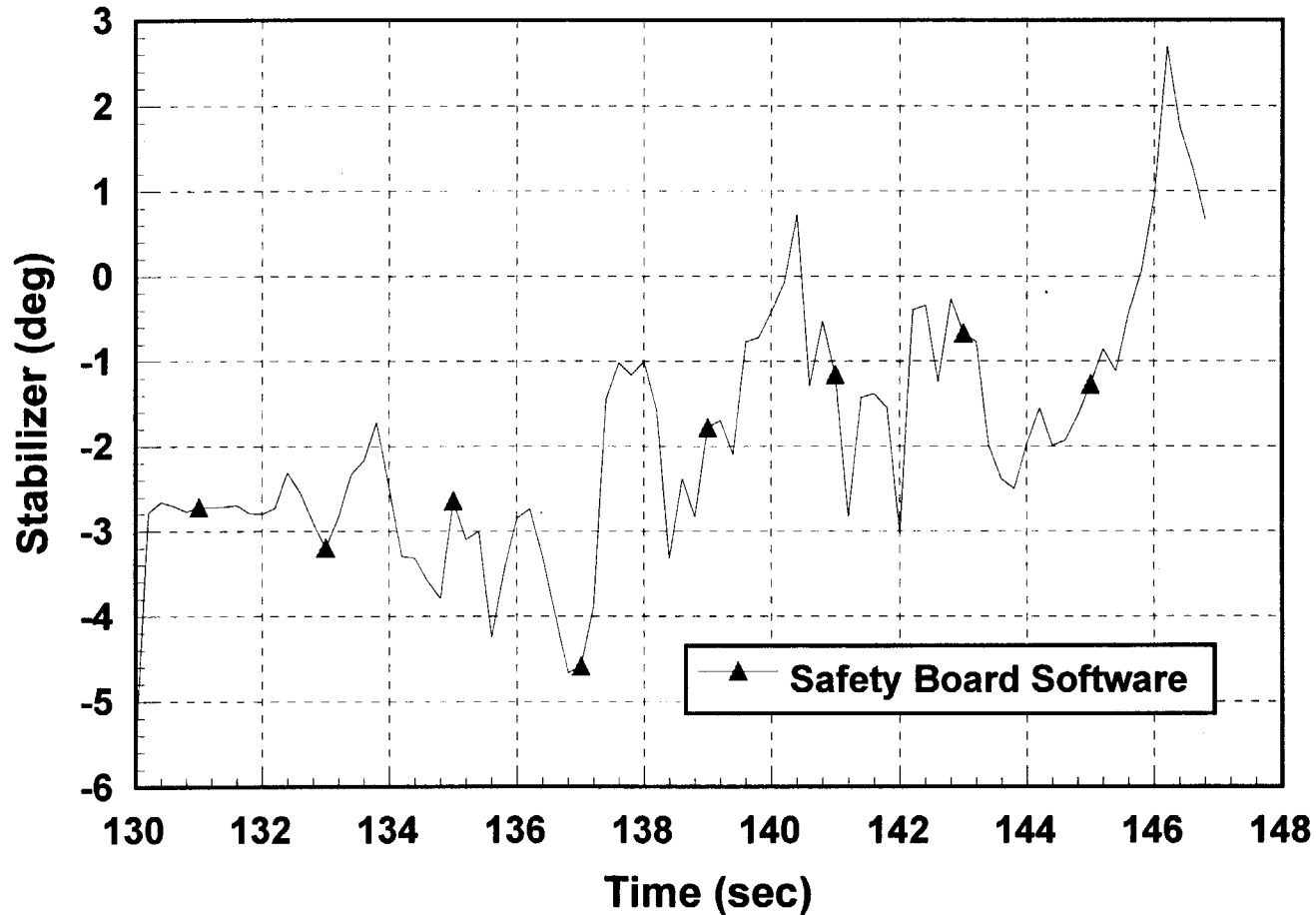
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



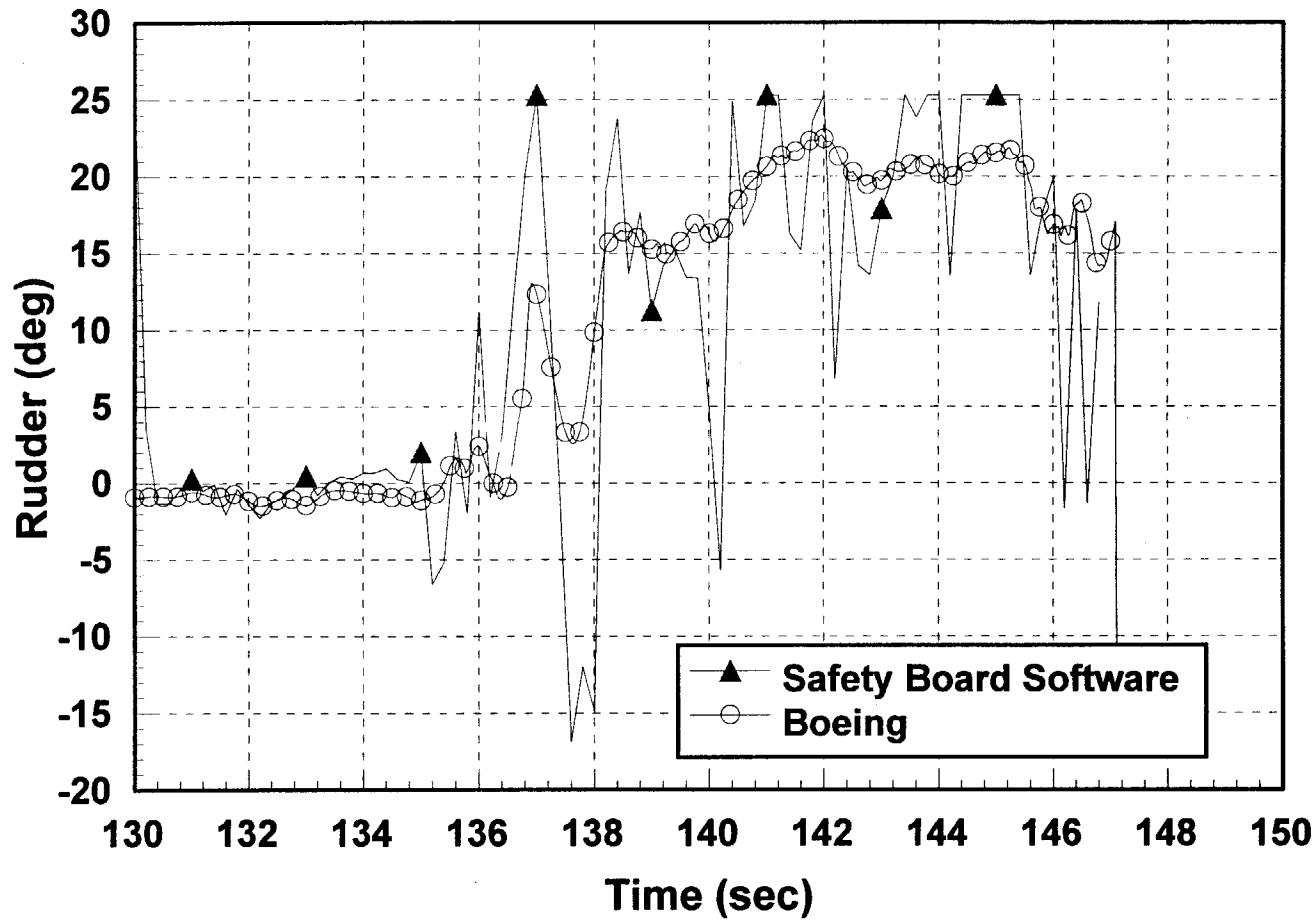
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



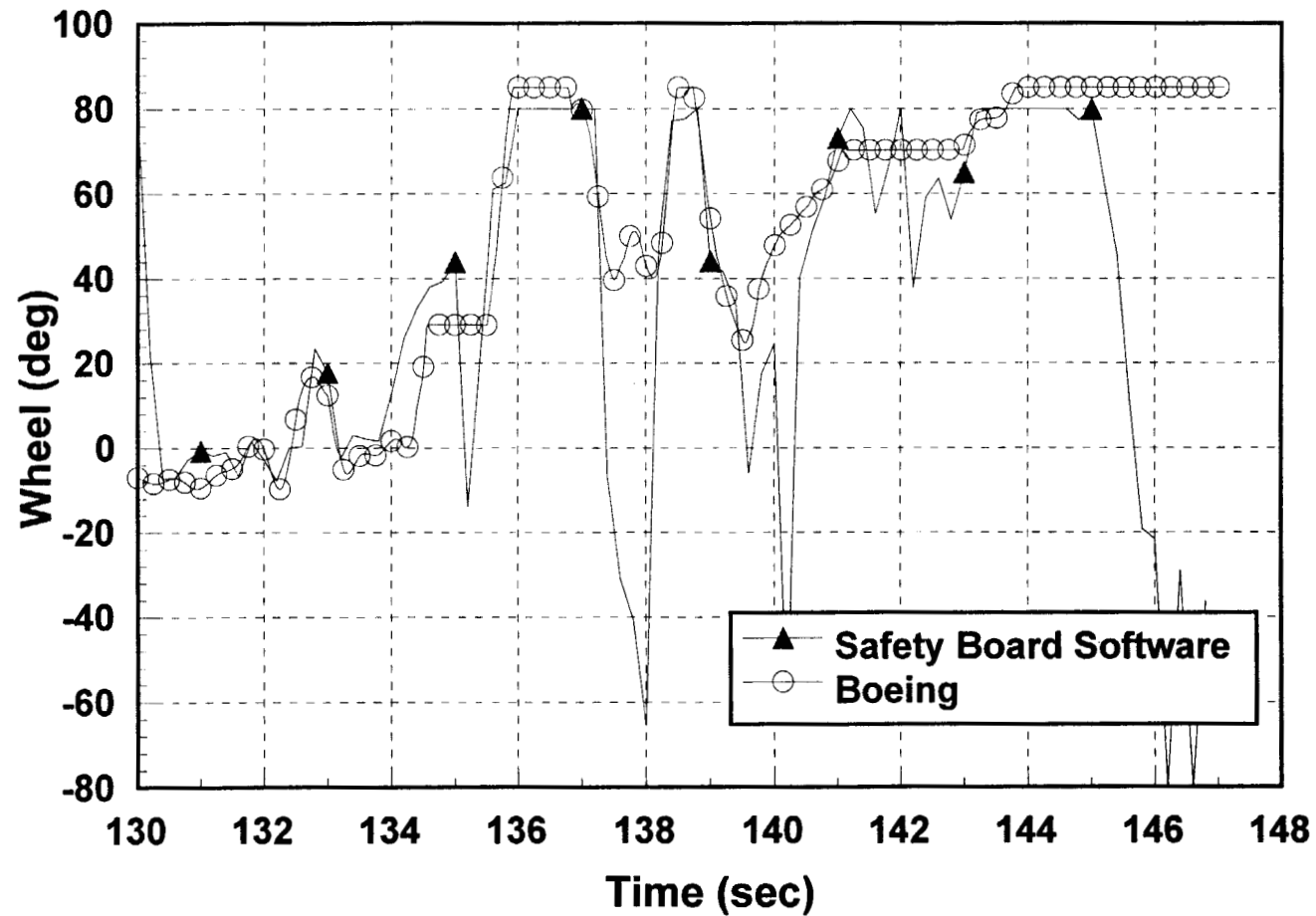
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



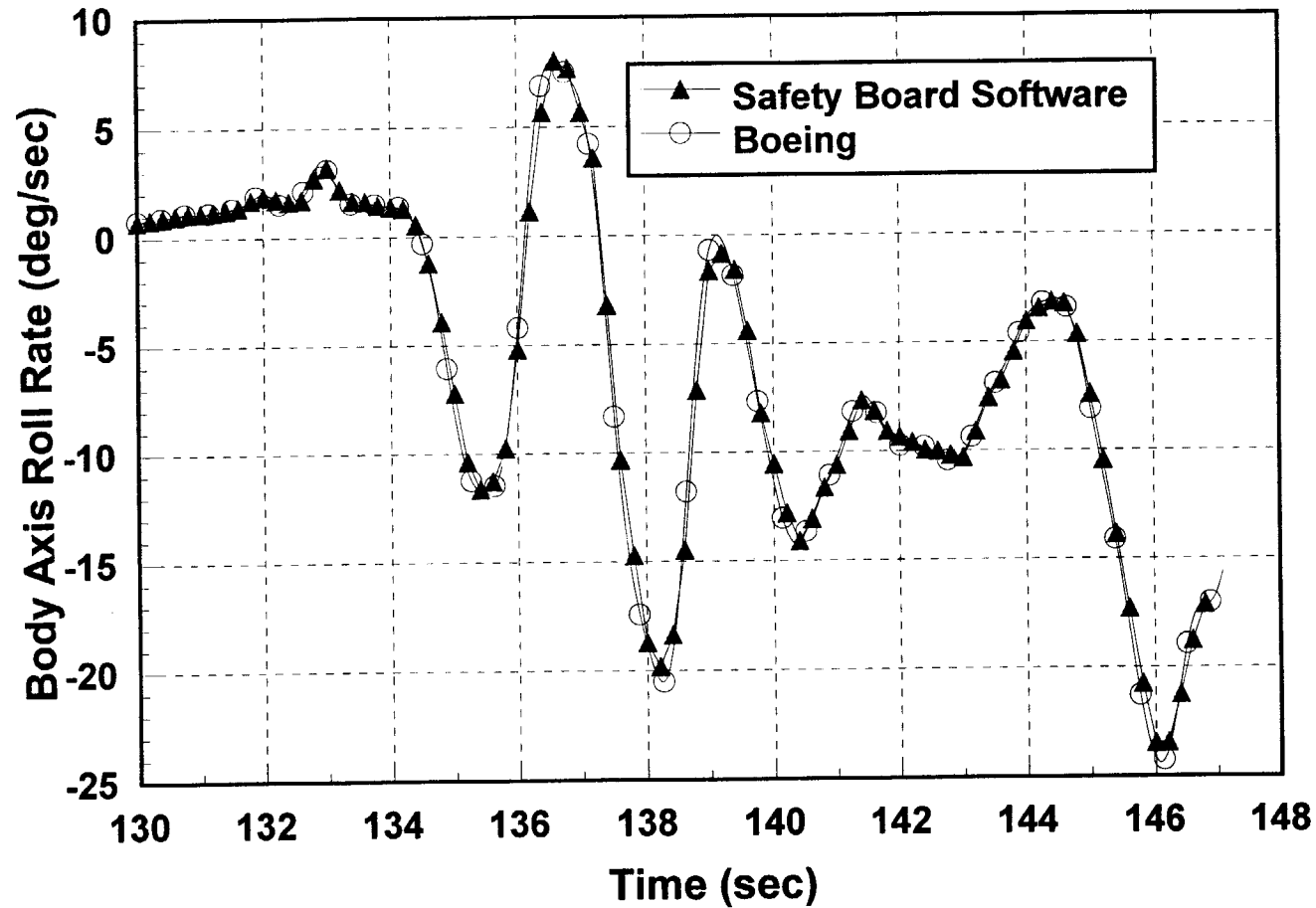
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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



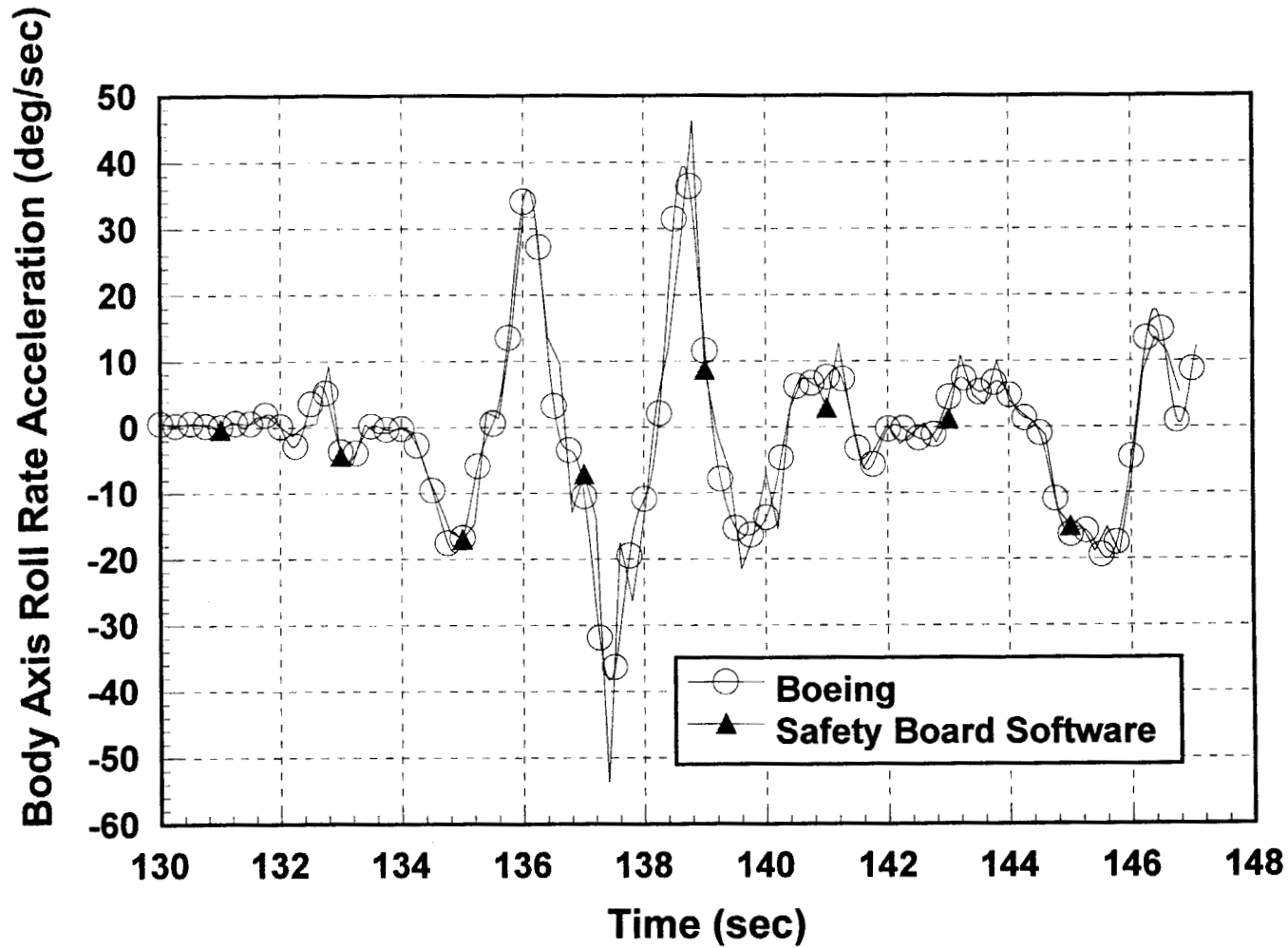
USAir427

Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results



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Comparison of Safety Board Kinematic Results Using Boeing Conditioned Data with Boeing Kinematic Results

