



**Supplemental Submission to the**

**National Transportation Safety Board**

**for the**

**Investigation of National Airlines Flight 102**

**Boeing 747-428BCF, N949CA**

**Bagram, Afghanistan, April 29, 2013**

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## I. Introduction

At the request of the NTSB, National Airlines provides this Supplemental Submission to address a new item of evidence that was not available to National Airlines at the time of its original Submission, an undated report from a member of the Joint Combat Assessment Team (JCAT) regarding potential enemy involvement in the crash.

## II. New JCAT Report

After National Airlines provided its Submission to the NTSB, it was provided with an unsigned, undated "Memorandum Report" with the subject line "JCAT Assessment for N949CA Event – 29 April 2013; Bagram, Afghanistan." The report appears to be an attempt to bolster the 11 May 2013 Report of the U.S. Army, which summarized the results of certain explosives testing conducted by the ACME BAF Chemistry Lab on part of a hydraulic line and a piece of aircraft skin.

The 11 May 2013 report stated that the testing did not identify any explosives. However, the report noted that the testing did not eliminate the possibility that an explosive device detonated inside the aircraft. It further stated that if military-grade ordinance were to explode properly, the explosives might be consumed, and there would not be any detectable explosive residue. See "D."

The new JCAT Memorandum Report repeats the results of the testing conducted by the ACME BAF Chemistry Lab *without mentioning the rather significant caveat that the testing did not rule out the possibility of an explosion.* The new report describes the observations of two witnesses to a portion of the accident flight, the identification of various items of debris, and a discussion of non-IED threats such as rockets and missiles.

The new JCAT report does not answer any of the questions raised in National's Submission and further:

- The report does not discuss potential sabotage or rule out the possibility of an explosive device inside the aircraft.
- The focus of the report is small arms fire and other conventional weapons, and not a potential improvised explosive device onboard the aircraft.
- The witnesses described as weapon deployment "assessors" were not acting in that role when they observed the flight and did not see the rotation/liftoff.
- The witnesses' failure to see any evidence of weapons deployment does not rule out possibility of terrorism/sabotage but is more indicative of their remote vantage point and inability to know what was occurring inside the aircraft.
- There is no documentation of the initial JCAT assessment of the wreckage to determine the possibility of weapons effects.

- Ruling out potential events based on "known weapon engagement zones" only eliminates preconceived areas of concern and does not rule out potential new events.
- The report admits evidence was lost before it could be analyzed because it was "bulldozed."
- The report states items in the debris field were "examined in detail" but provides no facts in support of this assertion and does not discuss the potential degradation of evidence in the two weeks before the assessment was made.
- The report does not cite to any near contemporaneous documentation of any of the observations described, which is especially troubling considering the report is undated and was received by National Airlines more than two years after the accident.

### **III. Conclusion**

The appearance of this somewhat unusual JCAT "report" does not resolve significant questions about the adequacy of the investigation into possible sabotage of the accident aircraft. National Airline remains concerned that an improvised explosive device or other sabotage could have caused or contributed to this accident.

The appearance of this unusual, JCAT "report" does not resolve significant questions about the adequacy of the investigation into possible sabotage of the accident aircraft. National Airlines remains concerned that an improvised explosive device or other sabotage could have caused or contributed to this accident and that this line of investigation never appropriately proceeded. No attempt was made to determine the signature of an improvised explosive device hidden in or on the military vehicles on board the accident flight, or to conduct a comprehensive search for explosives residue and other potential evidence of a low-level explosion.

  
Steven Santangelo