DOCKET NO. **SA- 516**

EXHIBIT NO. **17B**

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C

LOG ON THE RECONSTRUCTION OF

TWA 800

Exhibit 17B

Log on the Reconstruction of TWA 800

Note: CW refers to a piece in the center wing tank, RF refers to a piece in the right fuselage and LF refers to a piece in the left fuselage.

History of the Project

9/1 Jackson assigned to project and told to be in Calverton 9/2.
9/2 Jackson traveled to site.
9/3 Assessed existing structure and determined that trusses had been replaced with bars and there was legitimate concern for collapse if the structure was to be built full size. Brainstormed with groups what would be ideal. The list developed was as follows:

Wanted full height and up to 80 feet long initially
Had to be on wheels to allow moving
Concerned with OSHA safety & safety of scaffolding
Wanted NY State PE to approve design
Obtained English plans for Lockerbie
Discussed problems with British representative
Received TWA concept
Talked to scaffolding vendor
Incapable of using existing setup for full size reconstruction
Began to look for consultant for design build

9/4 Jackson returned to Washington and began to develop project statement and bid prospectus.
9/10 - Jackson returned to NY and circulated proposal to parties for input. Asked for potential bidders. Estimated cost at $300,000 to $500,000. Asked for parties to let me know about any prospective bidders - none were offered.
9/13 - Project scope faxed to WJE for bid. Talked to NY SEMA and was referred to NYS GSA. Indicated Thorton-Tomasetti or Wiss, Janney, Elstner were recommended and possibly available through them - initially not interested in turnkey, but called back. Asked for estimate for costs from NYS GSA
9/16 - Received letter from NYS GSA acknowledging receipt of bid statement. Talked about waiving engineering costs, but they had limited forensics experience.
9/20 - Provided tour of site to WJE to determine scope for bid.
9/23 - Meeting in Washington to discuss present hangar space, NTSB funding.

9/24 Hanger requirements forwarded to NTSB Administration to seek a less expensive hanger. NY GSA began search.
9/30 - Received bid from Wiss, Janney, Elstner and Associates for $500,000 + $50,000 to move it. Time estimate - 3.5 months. NYS estimated $1,130,000 to $1,280,000 and 6 months - The only forensic experience NYS had was a school and designing a State Police forensics building.
9/30 to 10/18 - Project put on hold due to uncertainty in hanger and cost while alternates were studied.

October
10/2 NYS GSA recommended Rome AFB, Plattsburg AFB, and - Republic Airport - Fairchild - in Nassau County near Oyster Bay
10/4 NYS GSA provided information on - Republic Airport - Fairchild - in Nassau County near Oyster Bay and it was forwarded to Administration
10/15 Meeting to brief Chairman for 10/18 meeting with OMB to request funds for project.
10/21 Developed draft of problem statement for reconstruction that was circulated. Plan modified to include future disposition of the aircraft pieces in the hangar. Plan modified and forwarded 10/24.
10/28 - Request to give cost of each task received from WJE. Estimated cost of WJE trip to brief parties provided by WJE.
10/29 - 4400 cut to authorize WJE travel to site.
10/30 & 31 - Jackson and Wiss Janney Elstner (Nugent and Hill) briefed parties at Calverton on their design plans, checked on erection plan and checked building designs. Loeb approved contract.

November
11/1 Work Planning Meeting - Plans begun to visit the English reconstruction
11/5 Jackson begins efforts to get a passport and a French Visa, plans are for visits 11/15-11/17, over a weekend, to interfere the least with on-going activities. Requested cross sections and weight from Boeing for WJE.
11/6 Sent fax to French requesting authority to view the UTA DC-10 model
11/8 Loeb forwards contract to AD. French agree to viewing UTA on 11/20 and 21 subject to approval by the judge
11/13 - Contract being circulated for sign off and in NTSB's Administration. NTSB discussed with the appropriations staff to make sure

the language in the conference report on the $6,000,000 didn't prevent us from using that money on the reconstruction.
11/15 Contract passed to AD-20 to execute.
11/16-20 - Departed for England and France to view reconstructions. Received permission from French judge on 11/18 to visit on 11/19. British model in halves (top and bottom) and was built with $90,000 worth of scaffolding - length 65 feet - took 2 months to build. French model constructed by UTA when ordered by Judge. About 45 feet long. Built in 3 months at a cost of $200,000.
11/19 Barbara Bush (NTSB's Administration) signs contract
11/22 - Contract reviewed by AD, revised and is ready to go in the next few days. The schedule was delayed to provide investigators the time to complete on-going sequencing work and the contract requires approval between each task which will delay concurrent development. It has been added to the contract that reconstruction will not begin until after January 31, and we are still looking for another hanger. Right now we are looking at a Pan Am hanger in Miami for $320,000 a year. Much cheaper. Talked to a mover for costs. Had indication that nothing was available at Quantico, Ft. Belvoir or Andrews. US GSA provides contacts to Administration on possible sites including Franconia (structural problems, Hagerstown (height problem), Colorado, and California.
11/25 - Meeting to review FY 97 supplemental, prior to Chairman signature, and the subject of possibly relocating the TWA wreckage from Calverton to a more cost-effective location. Issues include location, FBI custody concerns, cost and timing. Developed with Administration a proposal for getting hanger space for the Commerce Business Daily
11/26 - Larry Jackson and John Clark called the WJE office to discuss the potential for constructing the TWA 800 in modulars so it can be moved. WJE's initial plan was to construct the 110-foot-long frame in two to four pieces, and that could be separated at a later time. To break the plane into modulars at the point where the frame is joined would require that the TWA 800 pieces be cut along the separation and that an end support be installed. The pieces would then be about 28 to 55 feet long and 27 feet in diameter. This separation of the frame facilitates shipment by truck (more than 40 feet in length require special permits.)

A 27-foot diameter piece could not be shipped easily. The Interstate highway system was built with 16-foot vertical clearances in rural areas and that was reduced to 14 feet in urban areas if an alternative route was

available. In addition, most lanes are 12 feet wide or less, and widths greater than 14 feet are not used frequently. These restrictions would require that each segment be quartered, which would result in 8 to 16 pieces. To break the framework in this many pieces would require a lot of redundancy in steel members, additional plates, and increased weight, and a lot of the plane's pieces to be cut.

Perhaps the 27-foot diameter segment(s) could be shipped by barge, if the segments could be pulled to a nearby facility. This would require telephone and power wires to be removed, trees to be cut, roadway and bridge widths and loads would also have to be checked. Moving utility lines could be expensive. A similar problem occurs when trying to move the segments to a train railhead. Train restrictions would require the model to be divided to reduce width and height.

Current limitations for transport by helicopter, perhaps to a barge, would limit an external load on a cargo hook to 12,000 pounds, and if it can be secured to the helicopter, external loads are restricted to 30,000 pounds. This would require that the assembly be divided into 4 to 10 parts (estimated weight 120,000 pounds).

Movement of the mockup in modulars will result in much higher fabrication costs, restriction in the interior use and openness, and require many cuts on existing plane components.

WJE suggested two alternatives for consideration. It was proposed initially that the assembly be designed to accommodate wheels to allow it to be removed from the hanger, and we planned to design it in that manner. This would facilitate its move to a nearby apron where a pole barn shelter could be placed on leased or purchased land. A pole barn could be built for about $200,000 to $250,000. Fencing and additional security measures could be added around the pole barn. A second approach would be to disassemble the reconstruction, move it and reassemble it in another location. During construction we had planned on using mostly bolted connections that would facilitate disassembly.

December

12/2 - Potential contacts for the D.C. Air and National Guard and Navy's Anacostia & Navy Yard for hanger space forwarded to Administration

12/5 - Justification for WJE finalized at the request of MD-2. Received pictures from French of the reconstruction that were approved by the Judge for release and marked confidential. Letter allows use by NTSB only.
12/6 - Contract signed and mailed to WJE - Gore Commission briefing.
12/11 - Ideas for modeling fuel tank, floorboard and rugs sent forward. Proposed fuel tank top and bottom out of plexi-glass. Contractor got FAX of signed contract.
12/12 - Memo to Loeb developed on how to expedite contract.
12/16 - Contractor began design. Discussed the need to expedite contract by authorizing tasks 1,2 and 3 immediately.
12/17 - Jackson met with contractor in Chicago to show English film and pictures and to discuss French model and sketches. Contract discussed. Verbal authority given to contractor to proceed with tasks 1 (design), 2(fabrication), and 3(erection). Contractor needed additional information. Metallurgists met with RE-1 and expressed concerns for need to work on pieces longer.
12/18 - Written authority given to contractor to proceed with tasks 1,2, and 3. Information requested from Boeing and TWA. Meeting to discuss role of reconstruction and metallurgists and potential interference. Assigned to develop plan for model assembly.
12/19 - Contractor met with fabricator in Chicago. Contractor receives information from Boeing and TWA.
12/20 Minutes of 12/18 meeting and plan forwarded to Ellingstad, Clark, Epperson, Hilldrup, Dickinson, and Joshi for comment.

January
1/28-31 - Jackson coordinated reconstruction in Calverton and made layout of reconstruction on hanger floor.
1/31 - First truck load received which included truss - had snow and salt on it. Snow shoveled off. Permission given to WJE to proceed to Task 4 - fastening of pieces to the framework.

February

2/3 - Second truck arrived, Koob and 6 ironworkers. Pieces laid out and half of truss put together, however wrong side out. Pieces not clearly labeled. Some placed in wrong location.
2/4 - First truss corrected. Second half of truss assembled, 1600 support put up, truss washed. Relabeled all pieces.
2/5 - 500 pier assembled, two span halves put up - Crew worked overtime for 2 hours.
Third truck arrived.
2/6 - Put spans together and some of the hoops on.
2/7 - Placed anchors into floor after gaining permission from Navy. Cut off W4 beams, installed beams by forcing them with the fork lift. Ended up bowed. Put up rest of hoops. Hoops didn't all fit. Crew left about 3:00 p.m.
2/10 - WJE fixed four bowed beams by taking down, grinding & breaking weld. Rewelded. Had fireman on duty. Turned one beam around so all had the same spacing. Put up 5 pieces of top front tank using coil rods. Spray painted orange all holes drilled.
2/11 - Worked on top skin of center fuel tank. Put up 19 pieces - most of the large pieces. Began to reassemble span wise beam 3 on black square rod and mesh.
2/12 - Crane 5 broke down about 10:30 a.m. while lifting upper arcs for skin and blocked other crane, which was loaded with CW 603, a large skin, pickle fork and side fuselage piece. WJE welded angles to prepare for lifting, got load of steel - 2-inch square tube and angles - 1000 pounds - 10 to 12 pieces ($760) and prepared beams. Had to get cable to extend 220 welding capability as Grumman would not add new power box ($162). Extra cable helped to reach top and weld additional angles to arcs. At 4:30 p.m. requested to take brakes off to manually move crane, brakes were removed. When steel arc yanked on, crane started up. Welded through 7:00 p.m.
2/13 Put up Spanwise beam 3 and large piece RF17 which included picklefork. A total of 50 pieces were placed. Brought total to 74 pieces. Span wise beam 1 was being readied for assembly.
2/14 Welded mesh on front of center fuel tank frame to allow serpentine assembly of front spar. Placed Spanwise beam 1 and 3 large side pieces of top of fuel tank and wing spars. On right front, unbolted three of the stiffener pieces to allow the skin to be matched closer than a foot. Put up a total of 28 pieces to bring the total to 102. Set up beam for span wise

beam 2 assembly. Trip to hardware store cleaned out many of cable fasteners and pop rivets. Cost $33.
2/15 Put up RF 37 and LF 38 - two large fuselage pieces with parts of the pickle forks. Both pieces required adjustments to be made to the wing pieces below. Piece RF 37 had a 2 x 4 inch slot cut in a web and piece LF 38 had a one foot piece of floor beam cut, the window removed and another small piece cut off. The rear spar was moved forward and 3 pieces were placed on the framework. Scaffolding was built for the front spar. The scaffolding surrounding the center tank was removed and stock piled.
2/16 Put up RF14 and RF114A. Had to cut stiffeners on RF17 to get RF14 in place. RF 114A had a 6 inch stiffener on RF17 that was at a 90 degree. The 90 degree area was left to show the degree of bending and to show that other pieces may have bent outwards with RF114A. Put up mesh over center tank and wing to put other top tank pieces on. Put up mesh for Span wise beam 2 and mid spar. Moved Span wise beam 2 and front spar forward and placed on floor for mounting. Raised front spar and attached all but two pieces. Cut W4s for rear of center fuel tank and to allow mounting of rear spar.
2/17 Put up right side skin and top over center fuel tank including RF23,41 and 34. Put a winch on RF41 and tightened down. Groups decided that wasn't wanted, so it was released and it sprung back and returned to near its original deformation position. Groups worked on the front spar (500s), the rear spar (1000s) and spanwise beam 2 (700s). The large landing gear beam segment was brought forward and put under the framework.
2/18 Placed a large piece of pressurized deck (RF126) above the area of the landing gear beam at 1350. One floor beam had to be cut out to get past a truss floorbeam. Put up RF38, a large titanium beam for the landing gear. Required 4 inches of a stringer to be cut near an arch and a 4 inch square in the side for coil rods. Used a crane and a fork lift jointly to put it in place. Worked on the top of the center fuel tank putting up small pieces. Finished spanwise beam 2. Work ceased using pop rivets to put together the mid spar until Mike Marx could arrive the next day and approve the process. Nassau County cut 3 pieces of fuselage skin. Two pieces were cut at 1630 for the end of the model (LF2 & RF10A). LF 38 was cut due to its size, lack of supporting frames and to preserve some tears from further tearing. Two pieces were put on hold from cutting until an initial attempt was made to lift them (LF4 & RF4).
2/19 One large bolt was attempted to be cut with a torch, but could not be on RF 38 on the right side at a large plate connection to RF17. RF17 was

put up and braced on the outside with a wood 6x6 beam. Two more pieces of LF38 were placed and another was brought forward for assembly. One piece had two areas cut for the W-beams at the bottom. Requested by groups to set order for pieces and Microsoft project schedule was printed. FBI completed front and rear spar and started on the mid spar after Marx approved the use of rivets after looking at the previous work.
2/20 Put up the large rear piece of LF 38. FBI worked on the mid spar and 1100 series at the 0.0 line. Put up the 0.0 piece between the rear spar and 1350.
2/21 Finished LF38 fastening and worked on pressured deck hanging LF102, LF111, LF112, and LF113.
2/24 Started work on RF 42 and continued work on the pressure deck, including LF109, RF60, RF134, FBI assembled CW168, CW167, CW1024, CW1015. RF42 was cut at the arches to facilitate hanging.
2/25 Hung LF 39A and LF 69 (fuselage) and LF 40 (0.0 body line between 1350 and 1480). Hung LF67A below door 3. LF69 is the top of the plane and LF39A is immediately behind the number 3 door. LF39A was hung with a 5-inch gap to account for the gap originally built into the center fuel tank.
2/26 Hung LF2, LF 29 and LF71B that lengthened the model from 1000 to 1600. Worked on the 1450 bulkhead for the landing gear. TWA used special tools from Kansas City to remove bolts to get pieces of the 1450 bulkhead. Pieces included: RF119, LF92 & LF92-1. Set up arches behind 1480 to enable small pieces of skin to be attached to mesh. Required welding and the presence of a fireman. As of close of business on Wednesday 2/26, over 253 pieces had been hung.
2/27 Hung RF22, 65, and LF45A. Set up mesh for pressure deck, 1480 bulkhead, and rear lower cargo bay fuselage skin. The portion of the model completed generally ran from 1000 to 1630 on the left side, or 52.5 feet long on the left side above waterline 200. In the front, one piece ran to about 900 (60.8 feet long). On the right side it is completed from 940 to 1480 (45 feet) with one piece extending to 1580. The roof was completed from 1000 to 1630 on the left and 1440 on the right side.

Currently WJE is working on installing mesh for completing the 1480 bulkhead, placing small pieces of the pressure deck over the landing gears, and placing small pieces of the fuselage skin on mesh on the bottom side between 1480 and 1630. The FBI is hanging these small pieces. WJE will complete the fuselage skin from 1480 to 1630 on the right side above

waterline 200 within the next day. Next will be the bottom of the center fuel tank and the keel beam. On Monday we will start the red zone and Wildey will help to determine the last point of attachment. If we are ready Sunday, we may need to move RF1 and LF 5 up from the existing mockup.
2/28 Re-hung RF 22 and 65 due to interference with RF10A's two pieces. Recut a piece of the rear of RF10A to get the last two windows back to 1630. FBI hung the 1480 bulkhead smaller pieces. Total of 275 pieces hung on the structure based on the data base.
3/1 Hung RF-31 and the rest of RF42-1 that had been cut previously. Hung LF54A, RF31, RF40. Started to hang the center fuel tank's bottom skin including CW 207 and 221. WJE worked on tie rod for right landing gear beam.

March

3/2 Worked on structure's arches preparing for the red zone. Hung the large pieces of the bottom of the center fuel tank including: CW201, 202, 205, and 216. Placed the front of the keel beam under the structure.
3/3 Hung CW206, and most of the smaller pieces of the center wing tank's bottom skin. Worked on setting the frame for the red zone and placing LF12B, LF85 and LF59. Howard Hill joined WJE as 5th worker and Wildey arrived to help determine placement of red zone pieces. Hung LF5 until 7:30 p.m. FBI worked on and finished the 1450 bulkhead.
3/4 Put on the bottom keel beam back to 1350, hung RF1, and started hanging LF6A. Wildey commented that LF6A had to be dropped 18 inches to make up for growth in the center fuel tank's height, due to deformities and assembly. This 18 inch growth in height resulted in a discontinuity between the keel beam and the outer skin immediately in front of it of 18 inches. Boeing proposed that a basket be dropped 18 inches for the four pieces, LF95, LF6A and LF24 A&B. To solve this problem, WJE will create a basket that can be raised or lowered depending on the view desired. It will require cranking with wrenches on coil rods. (Letter written to WJE on 3/7/97 requesting lowering.) FBI recommended caps for the threaded rods to protect from injury.
3/5 Caps were bought for the threaded rods and the FBI placed them. Finished rear of keel beam and worked on the red zone. FBI worked on the 1500 to 1600 area including RF63, 111D, 52E, 53B, and 63. In the red and green zone interface, RF35, 1, 32, 97, and 67 were placed as well as LF95 and the completion of LF6A.

3/6 Worked in the red zone and adjacent to it putting up RF95, 67, 5 and 35. Placed LF 24 A and B, 98 and 12B. Started placing LF12 A. FBI worked on the pressure deck and the rear lower skin.

As of today at 10:30 a.m., over 380 pieces have been hung. The portion of the model completed generally ran from 790 to 1630 on the left and right side, or 70 feet long above waterline 200. The 70 feet is 74% of the total planned model length. Below the water line all of the large identified pieces of the center fuel tank have been installed including the top and bottom skins. The keel beam has been placed from 1000 to 1480. The roof is completed from 1000 to 1630 on the left and right side.

Currently WJE is working on the red zone area and placement is being oversighted by Jim Wildey. The FBI is placing small pieces of the pressure deck over the landing gears, and placing small pieces of the fuselage skin on mesh on the bottom side between 1480 and 1630.

Next will be the yellow section and then mesh will be wired to the floor of the passenger compartment to allow assembly of the passenger compartment. Next week, NTSB will be checking on a rolling walk up ladder for future access, since TWA was not able to provide one to the site. This Friday will be the end of the 4th week and the half way point in the contract.

3/7 Finished placing LF12A, RF21, 20 and 7 in the red zone. Suffolk Police cut LF4 and RF4 at station 670.

3/10 Placed small red zone pieces on the top and right side. Began to put up the yellow area with RF6A and RF4. WJE brought on the 5th staff member and began to work on the front cargo bay area. The FBI worked on the rear cargo bay area.

3/11 WJE worked on RF4

3/12 WJE worked on RF4

3/13 WJE worked on the rear and front of LF 4. Installed mesh for the front cargo bay area. Group had meeting to discuss priority for the rest of the project. Decided to place lighting and power in the reconstruction. Number of pieces 471 as of 1:00. Fuselage skin completed on the right side above the passenger compartment, with the last piece being placed on the left side. Bottom half completed to station 800. A large area of mesh has been welded on for the small pieces and most all of the fuselage skin should be completed by the end of the weekend.

3/14 Installed the front piece of LF4 and LF1. Worked on the area in front of the red area in the cargo bay including RF 3B, 3D, and 3E. Put up the #3 doors. Wrote orders for lighting and power.
3/15 Worked on the left front bottom and right front bottom between 800 and 500. Placed LF 7b, RF 3A and 3G.
3/16 WJE worked in the yellow area placing most of the smaller lower pieces. WJE worked on connecting two pieces of the left landing gear beam.
3/17 WJE finished the yellow area, the area of skin around 1350 to 1480 at the passenger floor level. WJE hung the left landing gear beam. WJE started to place electrical conduits. FBI secured 10 small pieces of upper skin. Beam and mesh built for the side of body ribs. Worked on a few keel beam pieces.
3/18 WJE finished keel beam and parts on the fuselage. WJE began building of the drop down crib for the front red zone that was expanded to include RF32 after discussions with Wildey. FBI began to put up lower stringers and frames. WJE started to put up upper stringers and frames. WJE worked on lighting. Talked to NYS Police and wood was ordered for walkway and steps.
3/19 WJE worked on dropping the front red zone. WJE worked on upper frames. WJE worked on center fuel tank floor beams. WJE worked on lighting and power and had them operating by evening. FBI brought in team of three to work on the side of body ribs.
3/20 Front red zone dropped and several pieces put in place on front lower spar bulkhead. FBI placed the pressure deck framework. Mesh welded on from 500 to 930 and from 1450 to 1600. Rear deck built by NY State Police. Planks were put in place in the aisle and WJE began to secure them. 657 pieces were hung as reported in the conference call.
3/21 WJE finished fastening planks in the passenger area and the front cargo bay area. Installed the rest of the front spar lower bulkhead and redid the left side front spar. WJE cleaned up the site and secured tools. At the completion of the two week period, over 670 pieces have been hung. The portion of the model completed generally runs from 530 to 1620 which was the extent of the contract. During this two week period the contractor completed the red zone, and hung the yellow zone. The front cargo bay was dropped in the red zone to be at the same elevation as the keel beam. Mesh was placed in the passenger level from 520 to 930 and from 1450 to 1620. The rest of the mesh will be installed after the sequence group analyzes the fuel tank and pressure deck. Planks were ordered and put in

place in the aisles. A large portion of the left landing gear beam was hung. Due to darkness in the model after the roof was installed, a change order was written to install lights and power for $2,500.

WJE made frames for the side of body ribs and the FBI assembled the left side and was working on the right side. These will be craned into place during the day, when needed and will be stored on scaffolding at night. The two available cranes can be used to bring them both in at the same time.

Wood was ordered ($1,600) and the New York State Police began to build the rear deck and stairs. They will also will build a deck and stairs near the front of the reconstruction.

After the sequence group studies the reconstruction, mesh will be added for seats, the air handlers will be added and additional necessary parts will be added during the week of April 14 to 19.

3/21 - 4/14 - Contractor took a break to allow the sequence team to study the reconstruction prior to adding additional mesh and the air handlers.

4/9 NTSB at Calverton discussed work that needed to be done by contractor, developed a list and faxed it to WJE. Included 5 wing parts, carts for air packs (pay for wheels if necessary), Make squares for mesh to bolt down.
4/10 Chairman viewed reconstruction and ordered replacement of stairs. NTSB began to call deck contractors. Worked on documenting fairings.
4/11 Gave tour to stair contractor - Something New Renovations, Michael Ziccardi 567-3325. Worked on documenting fairings.
4/14 - WJE arrived with2 workers. Unpacked equipment, calculated steel needed for carts for air packs and mesh. Ordered the steel, built cart 2. WJE bolted the planks down more securely.
4/15 - WJE made carts 1 and 2 for the air packs, welded on air handlers and helped to get started. Put up 5 pieces of left wing. NTSB worked on miscellaneous pieces in the front cargo bay and pressure deck. NTSB provided a review to a contractor (Building New Lifestyles, LTD 821-1600, Bill Hutchinson) for the replacement of stairs.

4/16 - Finished bolting 5 left wing pieces on, welded on air handler supports, worked on mesh. NTSB briefed Jim Craig of Customweld Industries 654-3554 on metal stairs.
4/17 - Put up two large pieces for the rear of the air handlers at the rear of the center fuel tank. Continued to weld mesh for flooring. NTSB assembled the left side rear pickle fork near door 3. Water and fire extinguisher bottles put up in the front cargo area.
4/18 - Classic Decking - Jim Boppert and son - 8:00 am and numerous guests from the NTSB meeting. WJE placed the left rear pickle fork near door 3. Finished screwing the mesh down, put up a piece of the center tank from the explosive room and put up a lower front cargo piece in the yellow zone. Systems finished the air handler systems. WJE began to pack up the tools.
4/19 - Loaded the tools on the truck and departed. Labels were made for the packs and pictures were taken.
Week of 5/12 to 16 - This week was to improve site safety. Jobs accomplished included:
5/17 - An additional layer of plywood was placed over the end platforms to cover soft spots in the plywood. End rails were placed on the platforms that could be removed during installation of seats, if necessary.
5/18 - The new steel steps were placed, and painted where rails were welded. The wooden steps were removed.
5/19 - A rope rail was placed inside the plane along the planks on each side for individuals to hold onto while walking. In addition, two State Police helped to finish the deck where full sheets were not used, placed the side rails, and put up headers under the platform. The IIC requested that an extra row of planks be placed adjacent to the left aisle.
5/20 - Extra planks on the right and left side were bolted with steel plates at joints to reduce movement and banging.
5/21 - Batting was placed on the cross beam above the stairs to reduce injury, should someone hit their head.
5/19 - Validated the parts hung database. A total of 37 pieces in the database were found hung, that were not indicated as being hung. In addition, 39 additional pieces must be entered into the parts database, to allow them to be included in the parts hung database. The total pieces hung are about 876.
5/20 - The wooden steps taken down and replaced by steel steps were partially re-used to provide steps into the front cargo bay. In addition, two flights of steps and platforms were placed back to back behind the seats,

and railings. The steps' rails were strengthened to serve as a higher observation point to study and photograph the reconstruction.
5/21 - The site was fully policed to remove wire mesh snipped off and screws to eliminate the potential for visitors to fall. No more work is planned at this time unless assistance is needed to place the floor and carpets, the seats, or additional new projects.

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