

Sec 41 R/H Fuselage

Parts: RF 84, RF 89, RF 91, RF 107,
RF 87, and RF 88 came from
lot 8/4/96-66, which is associated
with the RED area, according to FBI
records. See attached list.

These parts show the physical characteristics
of parts from the yellow area. They
are highly deformed, crumpled, and torn.

The Navy salvage supervisor, Paul ^{Hankins}, states that the
parts transfer tugs were working both red and yellow
areas during the first week of Aug.
It is possible that the parts from
the red and yellow zones could have
been mixed on the boat.

Also, the previous lot of parts, 8/4/96-65,
came from the yellow area. It is
possible the parts could have been
mis-labeled, by lot, while on the hanger
floor. It should be noted that the
parts in question, that have red metal
tags attached, are of the "2000"
series, and thus these tags were attached
to the parts at the hanger. 2 1/6

We believe parts RF 84, RF 89, RF 91, RF 107, RF 87, and RF 88 are from the yellow area due to:

- 1) They directly match up to adjacent parts known to come from the yellow area.
- 2) They have the physical characteristics of parts known to have come from the yellow area. (They do not look like parts that are known to be from the red area.)
- 3) There was some confusion as to parts off the tug and part labling in the hanger, during the first week in Aug.

Thus, for the above stated reasons, the notes will be amended to show that the parts in question are to be considered as being recovered from the yellow area.

SD Green
2-12-97

Dennis Lantieri
IAM 2-12-97
Meyers 2-12-97
WA

[Signature]
10/2/96

Stephen P. Klapach
02-12-97 FMA

Henry Missel

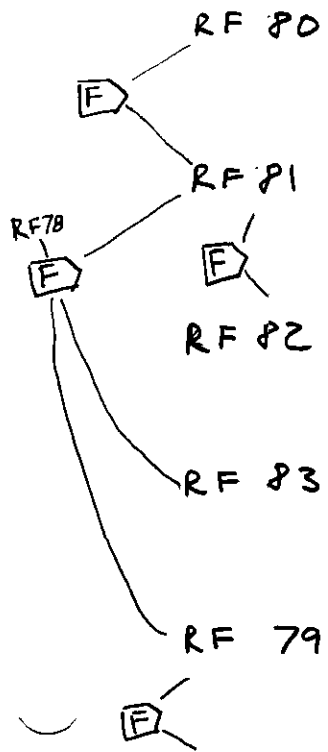
Boeing

9-19-96

revised

9-28-96

<u>PART</u>	<u>DATE - LOT</u>	<u>TAG</u>	<u>LAT.</u> <u>LONG.</u>
RF 78	8-8-96-31	B286 YLW	40 39 077 72 38 447
RF 80	8-8-96-31	B299 YLW	40 39 079 72 38 447
RF 81	8-8-96-31	B285 YLW ?	40 39 04.7 72 38 26.8
RF 82	8-7-96-15	B212 YLW	40 39 072 72 38 453
RF 83	8/7/96-15 TPS-PH	no tag	
RF 79	8/7/96-15 JAE	no tag	
RF 69	no date	no tag	
	* Removed from Flight Deck Wire pile "Yellow area"		
RF 84	8/4/96-66 JAE	no tag	
RF 85	8-6-96-2	B203 YLW	40 39 072 72 38 453
RF 89	8-4-96-66	A2020 RED	
RF 90	8/6/96-2	B191 YLW	40 39 072 72 38 453
RF 91	8/4/96-66	A2021 RED	
RF107	8/4/96-66	A2022 RED	



revised
9-28-96

PART

DATE-LOT

TAG

LAT.
LONG.

F	LF 30 F	8/6/96-2	B 204 PLW	40 39 072 72 38 453
	RF 86	no date	no tag	
	F			
	RF 87	8/4/96-66	Z no tag	
	F	8/8		
	RF 88	8/4/96-66 EVC (PH)	A 2025 RED Z	

Henry Missel
Boeing
9-19-96
revised
9-28-96

F Shows adjacent parts that match fracture patterns with a perfect fit.

I FBI Records indicate:
8/7/96-15 associated with Bxxx
all B's ⇒ Yellow area

Z FBI Records indicate
8/4/96-66 are associated with Axxx
A's ⇒ Red area

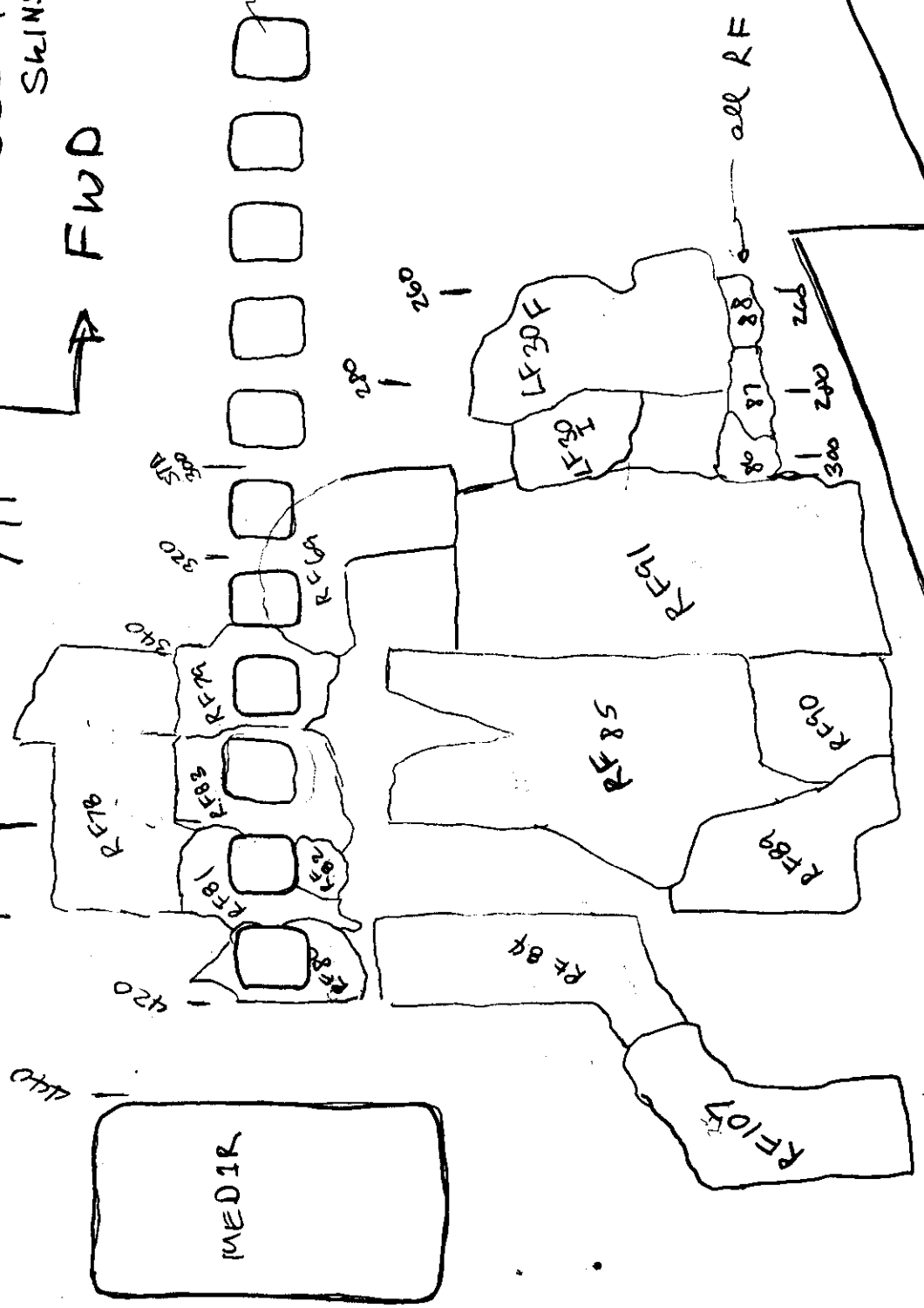
from outside,
looking IN

UP
R/H
SEC 41
SKINS
FWD

Crew
Door

index
point
of chart
STA 520
at
str 10

crew
ports



tracing
JHM
9-18-96
revised 9-30-96

from
(ALPA copy)

FBI Records

Date - Lot
P-4-96 -64

	C-103	40° 39' 46.9"
		72 37 27.9
	C-102	
cockpit wreckage	B-128	40 39 07P
		72 3P 45.3
	B-128	
cockpit	B-125	40 39 07P / 72 38 453
	B127	
	B130	

P-4-96-65	B133	
	B134	40 39 072
		72 3P 453
Stn 500 frame	B141	40 39 072
		72 3P 453
	} B's	
	B157	

P-4-96-66	A101	
	A106	40 3P 4001 / 72 39 1167
	A126	40 3P 35.3 / 72 3P 23.9
	A130	

P-4-96 and on floating item or beached items

Henry Miesel **7**
Boeing 9-18-96 9/6