

APPENDIX: V

DOCUMENT NUMBER: NTSB Record 18

DATE OF DOCUMENT: Unknown

TOTAL NUMBER OF PAGES: 111

TOTAL NUMBER OF PAGES WITHHELD ENTIRELY: 111

TOTAL NUMBER OF REDACTED PAGES: 0

DESCRIPTION OF DOCUMENT: Seven versions of a Presentation concerning the Affects of Forward Fuselage Loss

In anticipation of the Safety Board hearing in August 2000 for TWA flight 800, a staff member of the NTSB created these multiple versions of a presentation concerning the affects on the aircraft following the loss of the forward fuselage. All totaled, there are 111 pages of varying versions of diagrams and descriptions of the forces that act upon aircraft, and the effect of changing those forces. The employee who created these documents was acting as a member of the TWA flight 800 accident investigation team.

The documents were intended to summarize information to be provided in the Trajectory Study and/or the Main Wreckage Flight Path Study. Both of these documents, and their supporting materials, are available in the public docket and on-line at www.nts.gov. In addition, the Trajectory Study and the Main Wreckage Flight Path Study (and its

errata and addenda) are attached as Exhibit VI - X to the Declaration of Dennis Crider.

Record 18 was never finalized or published, and it reflects the personal thoughts of the drafter, not the agency. The results from the studies showing the effects of the loss of the forward fuselage were presented to the Safety Board to aid in their understanding of the flight path following the catastrophic event, the loss of the forward fuselage. It was anticipated by the staff of the NTSB that understanding the flight path may assist the Safety Board with understanding the probable cause(s) of the accident.

The information is predecisional and deliberative in nature, thereby exempt from disclosure. By virtue of the application of exemption (b) (5) of the Freedom of Information Act (FOIA), this document was withheld in its entirety.

The (b) (5) exemption for the protection of deliberative process materials has always encompassed the preliminary findings and recommendations made to the decisional authority so as not to cause harm to the quality of the agency's decision-making process, and thereby the decision. The harm arising from the release of this information is that, without the protection provided by the exemption,

full and frank discussion of options and opinions so vital to the decision-makers would be impossible. (See Declaration of Dennis Crider). In this instance, NTSB staff is seeking review and confirmation of data and preliminary findings to prepare the NTSB studies for presentation to the Safety Board. The five-member Safety Board is the ultimate decision-maker as to the probable cause(s) of an accident, and the safety recommendations that follow from that cause. The simulation and trajectory study results described in this document will assist the Safety Board in its decisions that will either alter maintenance of systems, training of personnel, or construction of systems so as to prevent future accidents. Because it is purely predecisional and part of the deliberative process, this record is exempt under 5 USC 552 (b) (5).