

DOCKET NO. **SA- 516**

EXHIBIT NO. **9E**

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

PHOTOGRAPHS (10 Pages)

Photo 1: FQIS fragment #36 with large strain relief clamp



Photo 2: Evidence of arcing along emergency light wire routing (to right of upper deck)

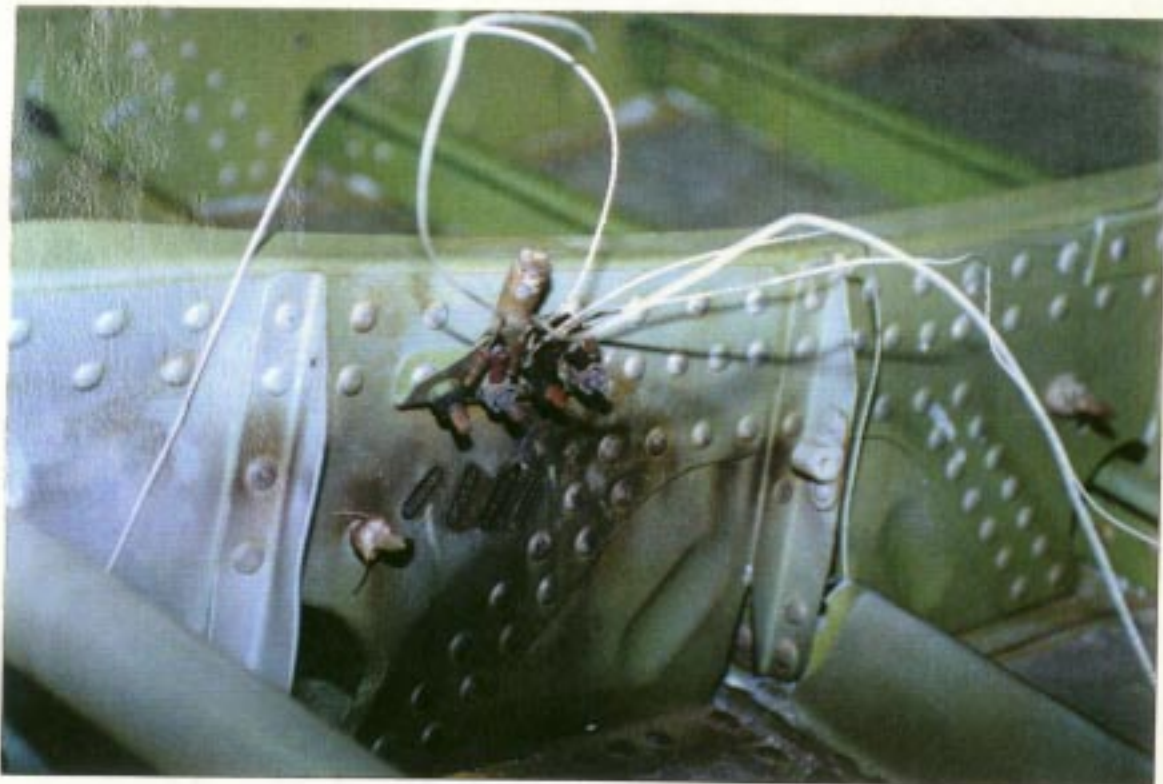


Photo 3: Comparison of motor windings from jettison/override fuel pumps from N93119. Center winding was heated until thermal fuses opened and is visibly darker

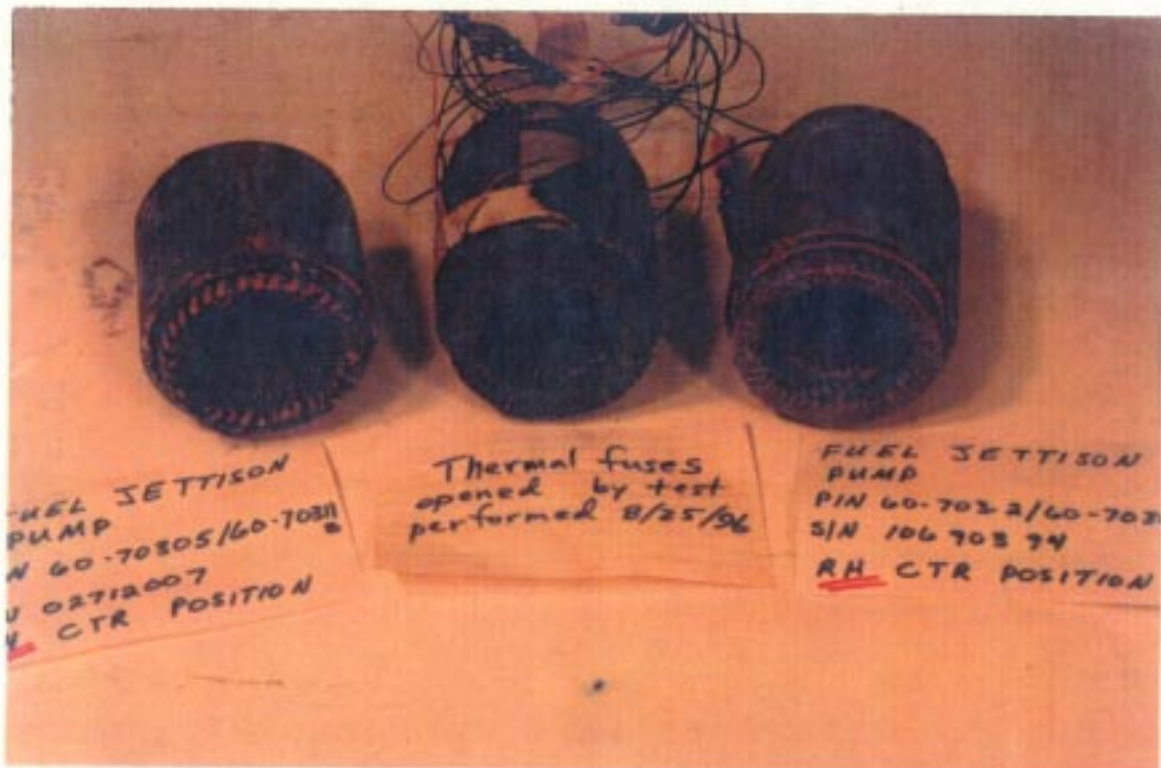


Photo 4: Undergrounded adel clamp on B-747 CWT cross-feed tube

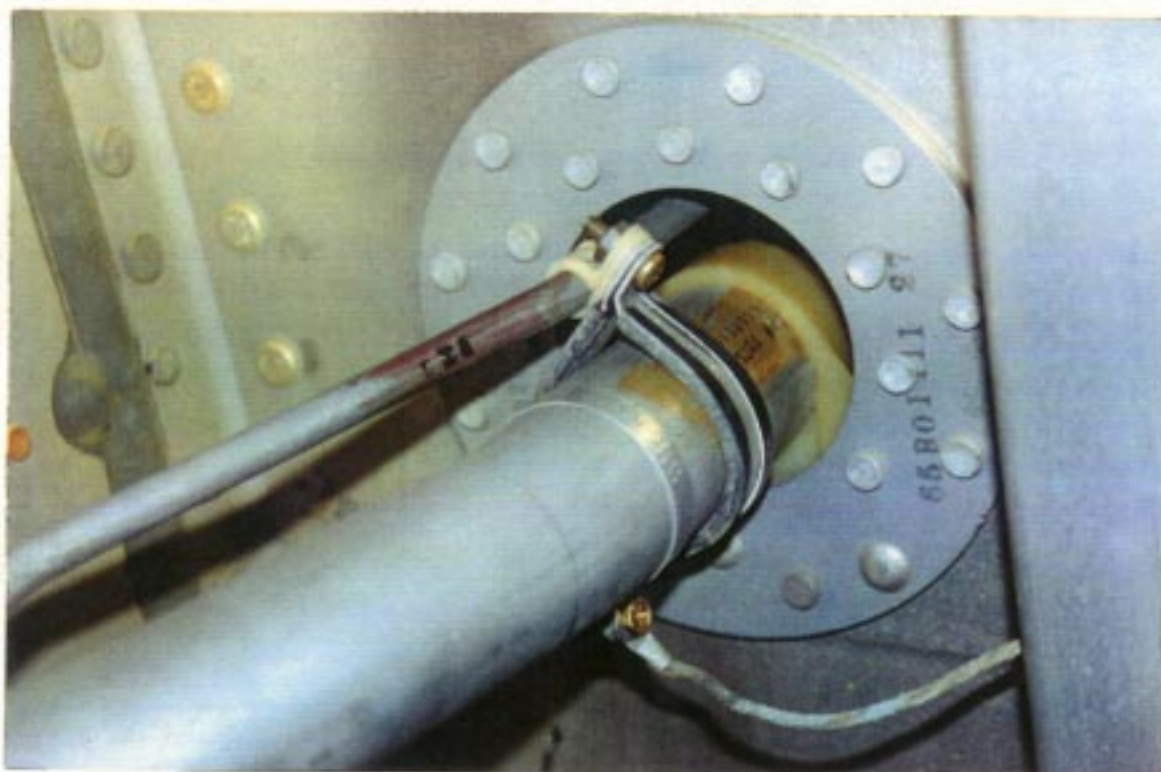
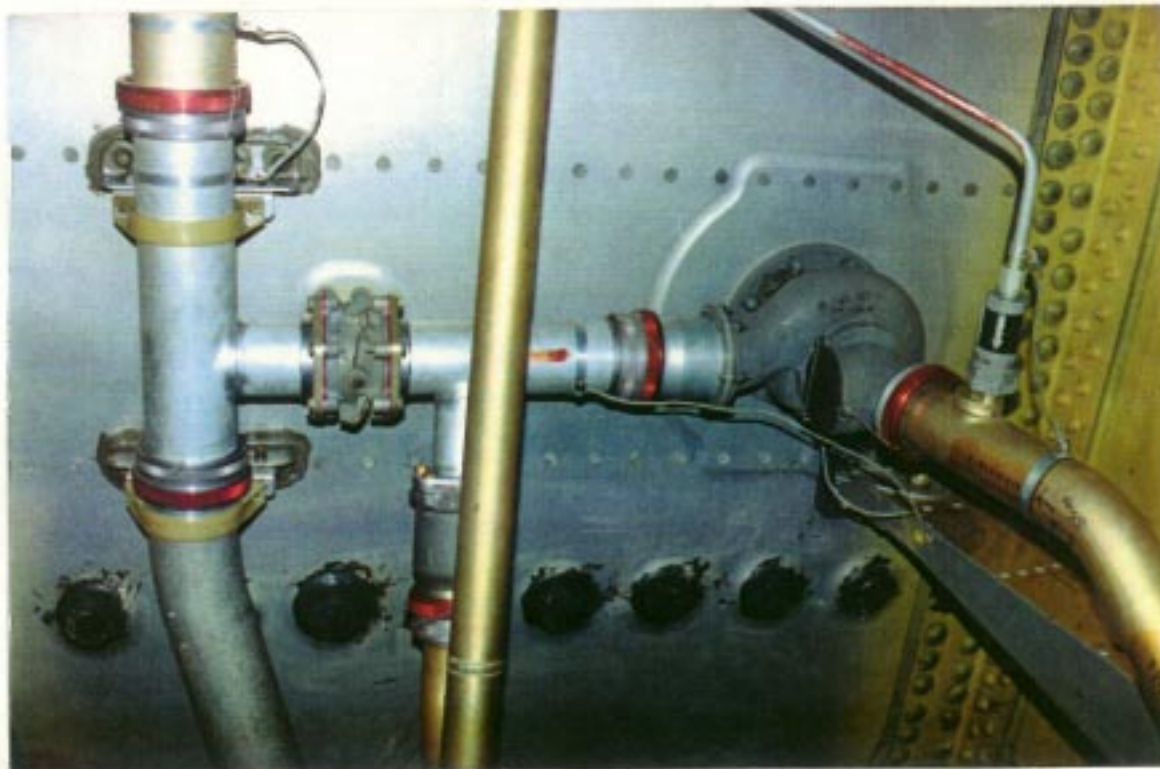


Photo 5: Scavenge pick-up



BOTTOM

Photo 6: Wiggins couplings (in red) connect fuel tubing in B-747 CWT



BOTTOM

Photo 7: In CWT, looking across between spanwise 2& mid-spar. Shows fuel probe, compensator, & scavenge pick-up



BOTTOM

Photo 8: Scavenge pump

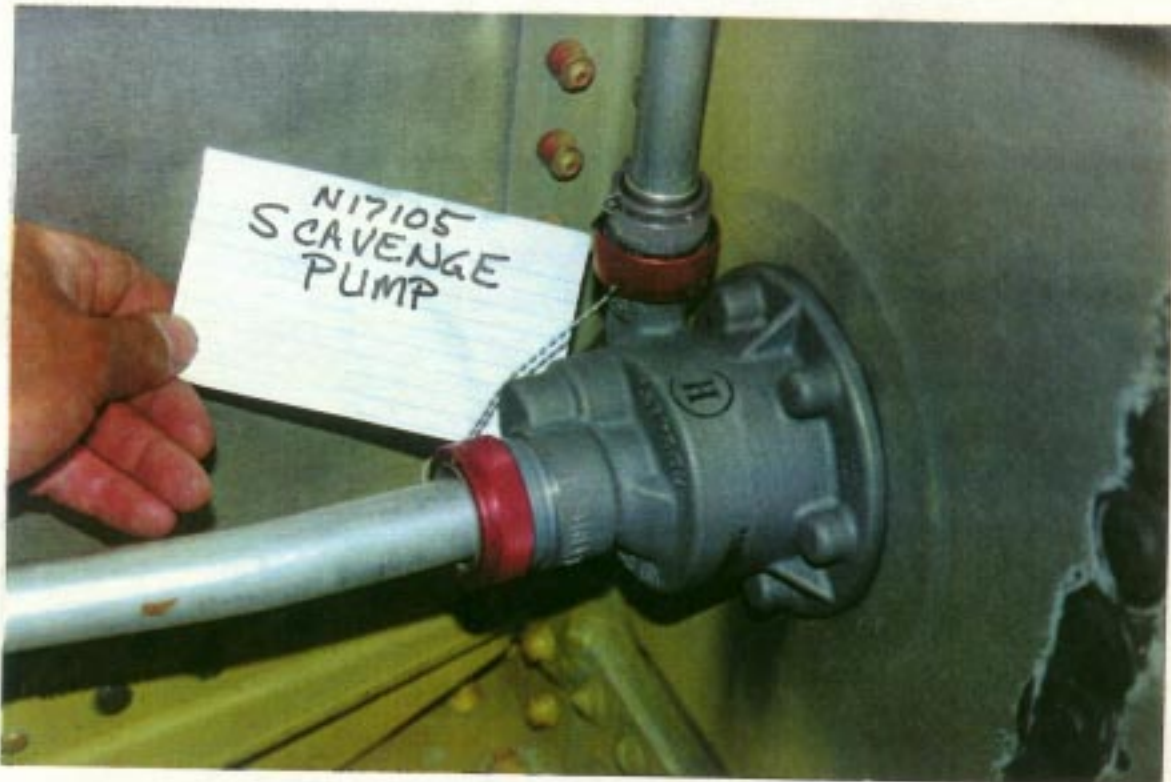
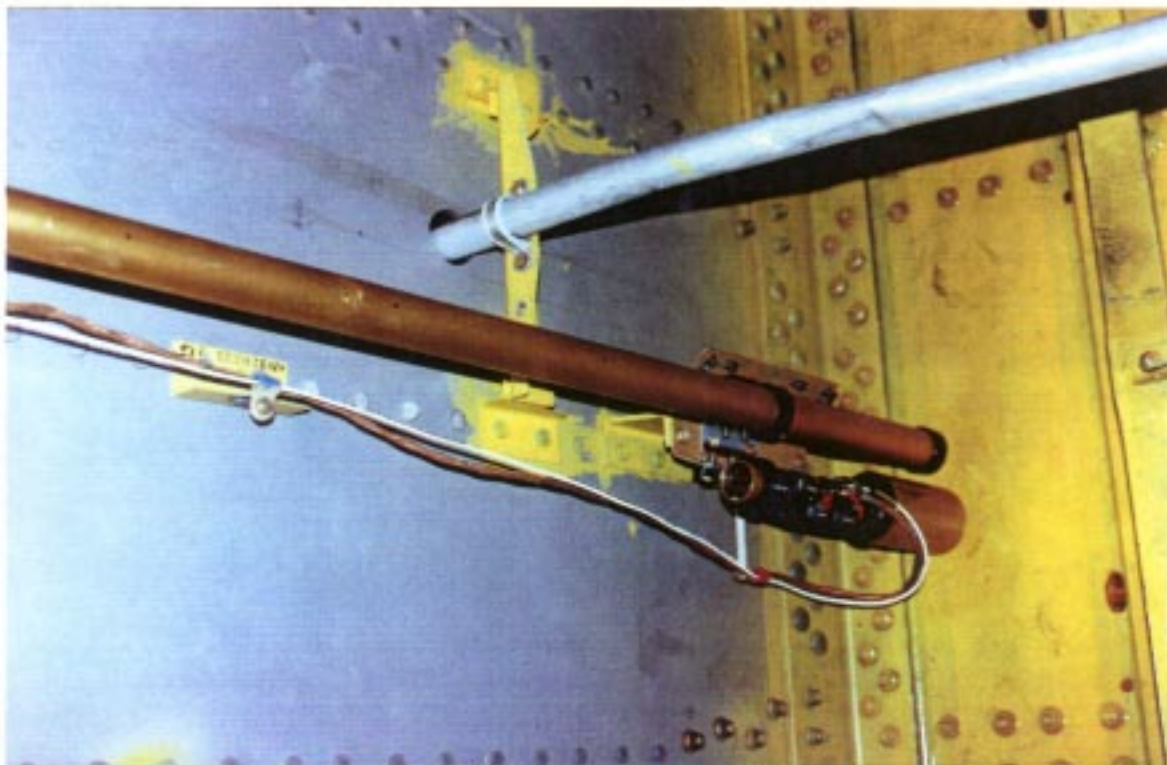


Photo 9. CWT Fuel probe mounted fwd of mid-spar with compensator and scavenge pump tube. Dents in probe and tube are visible



BOTTOM

Photo 10. CWT FQIS terminal block in N93105. Right wing FQIS wires routed to refuel panel in left wing are shown

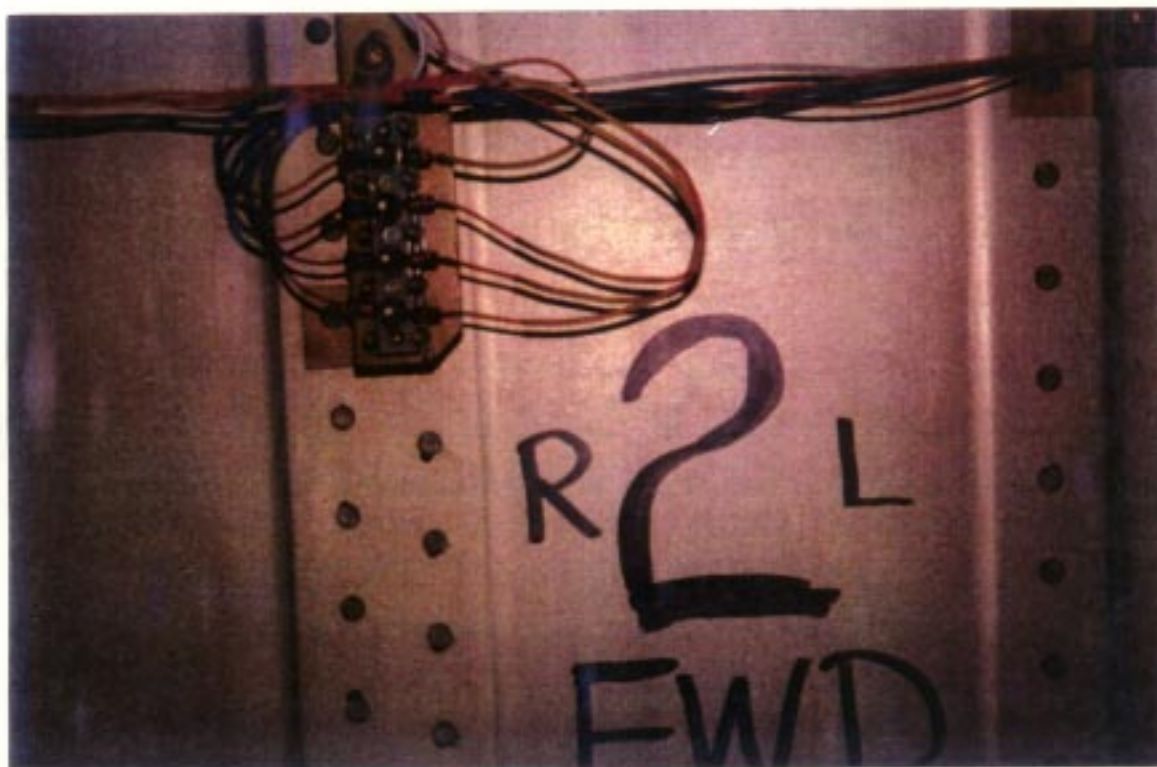


Photo 11. CWT FQIS probe from left rear bay of N93105, showing red wire cinder clamp

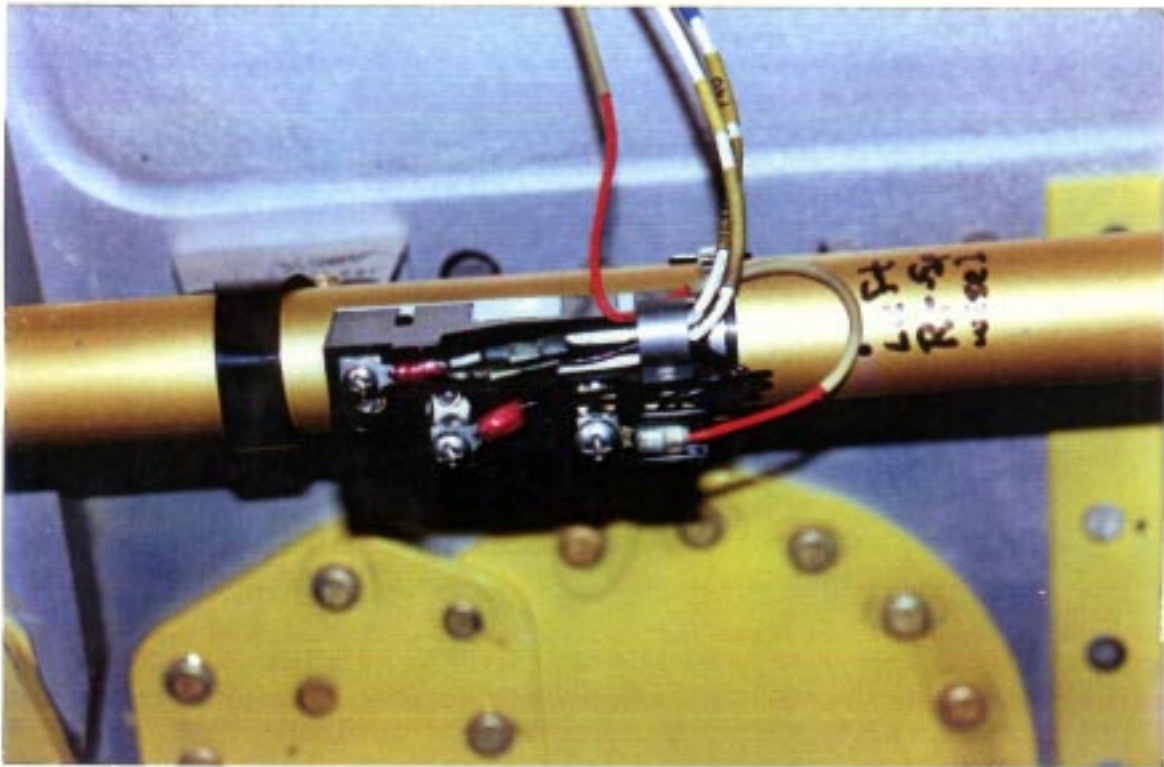


Photo 12. CWT FQIS probe from forward right corner of CWT of N91305, showing red wire under clamp

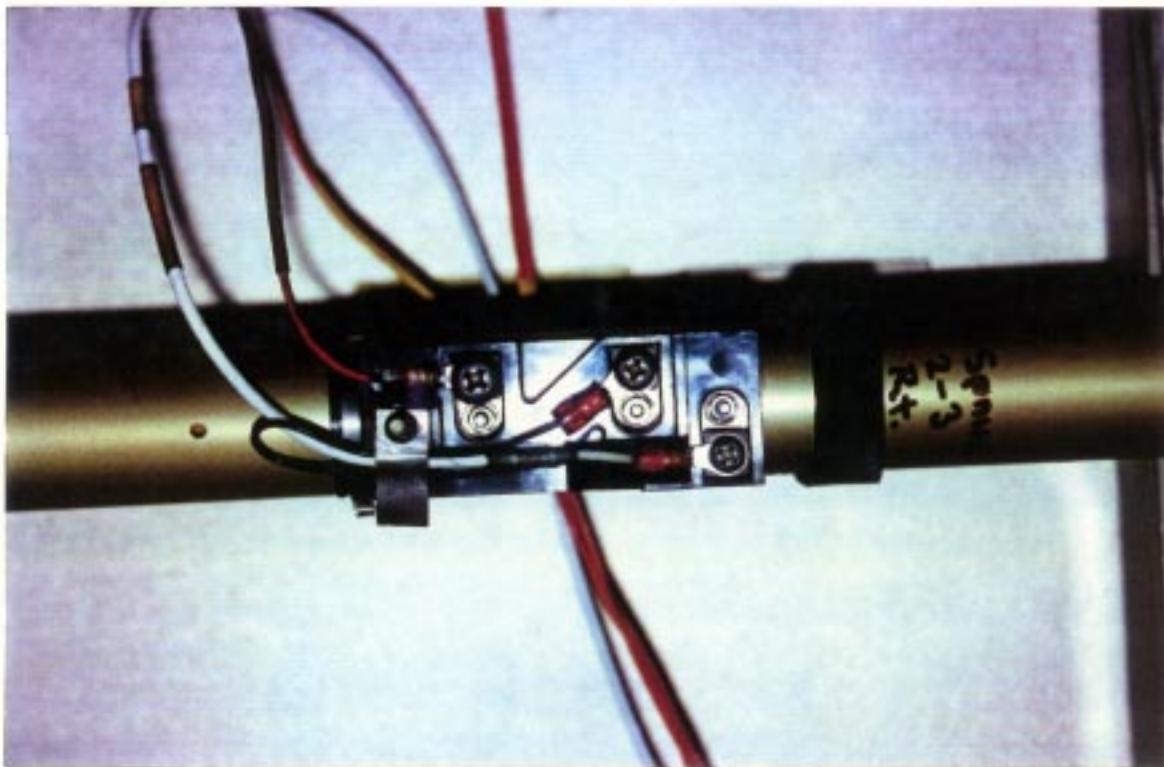


Photo 13. CWT FQIS probe from forward center of CWT of N91305, showing red wire under clamp

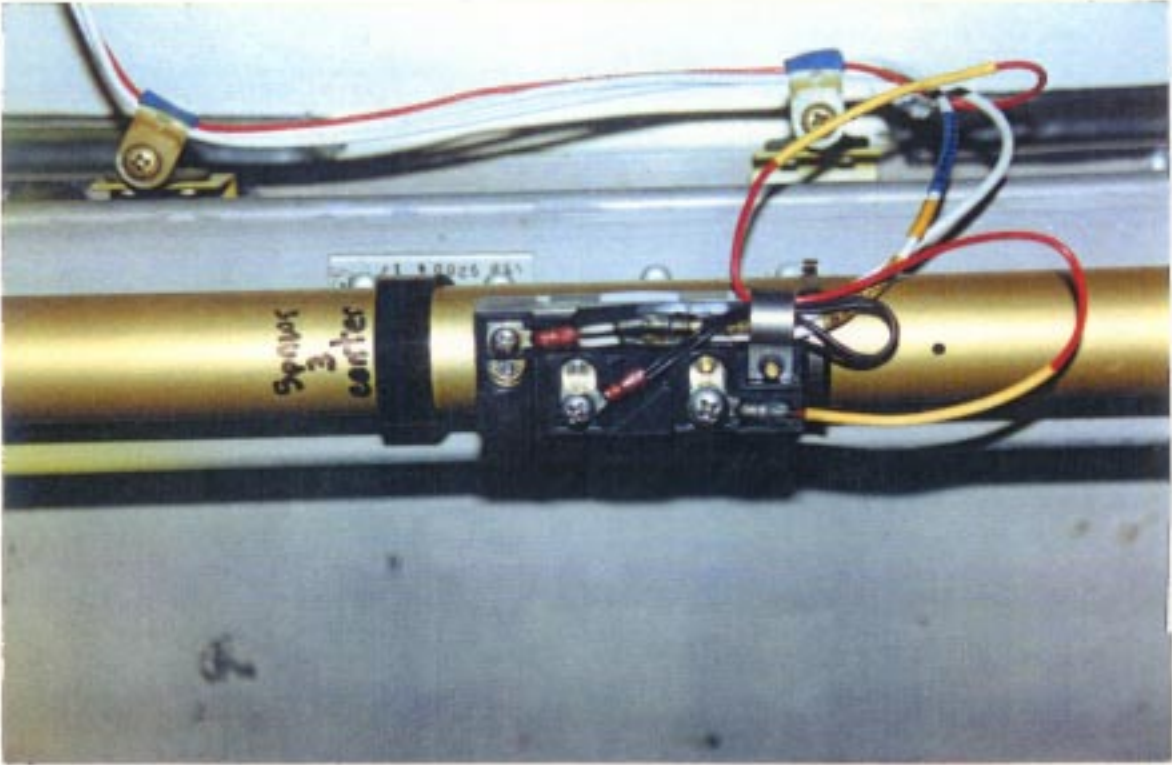


Photo 14. CWT fuel compensator & lower portion of fuel quantity probe



Photo 15. FQIS wire routed with ships wiring which includes power wires

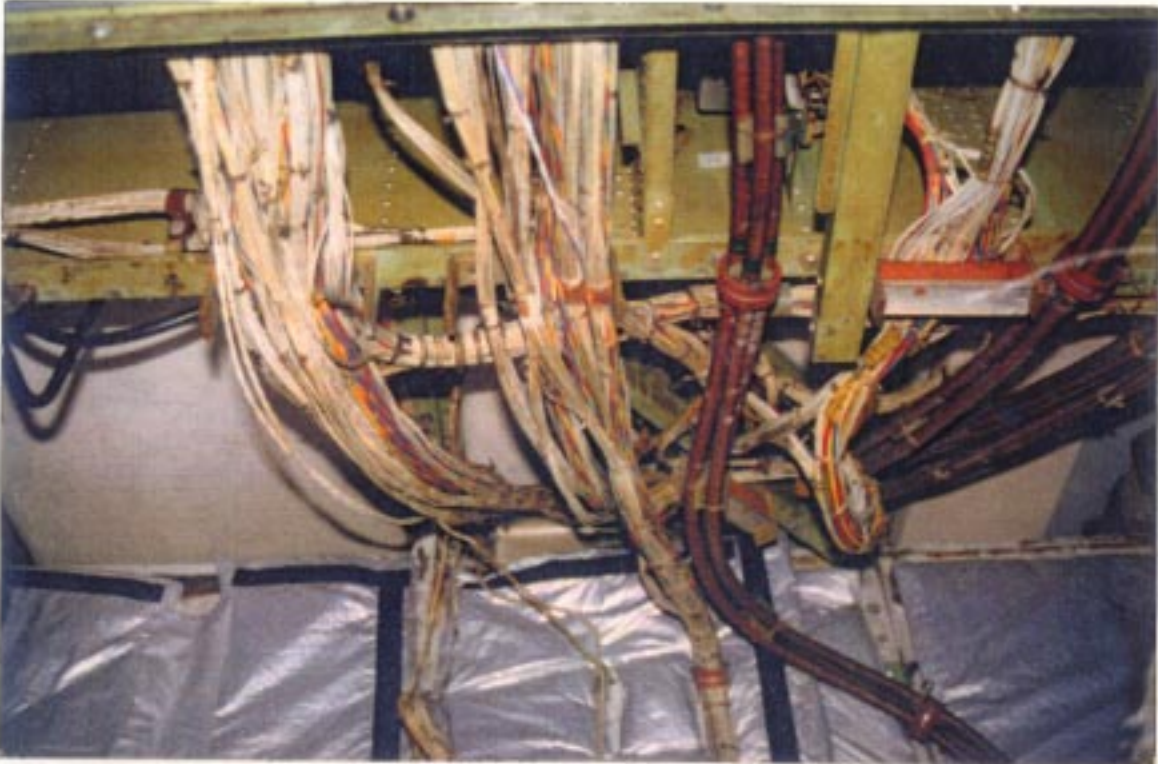
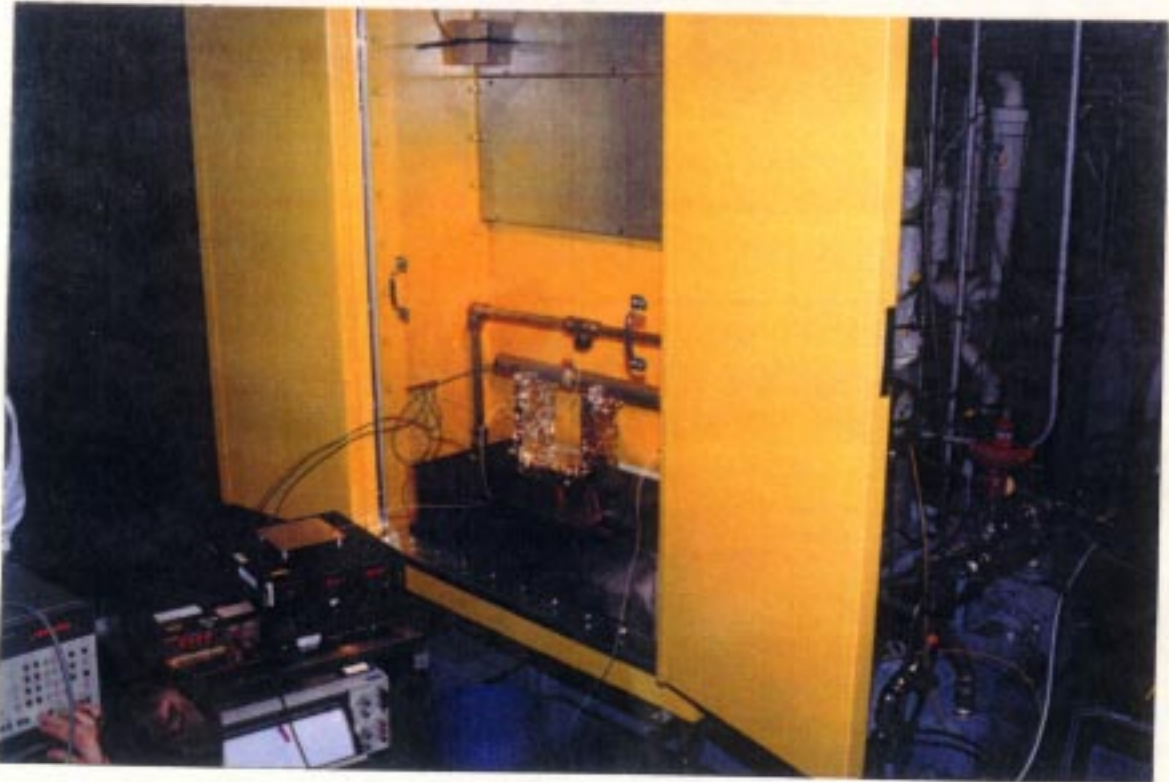


Photo 16. Static electric test chamber used at Wright laboratory



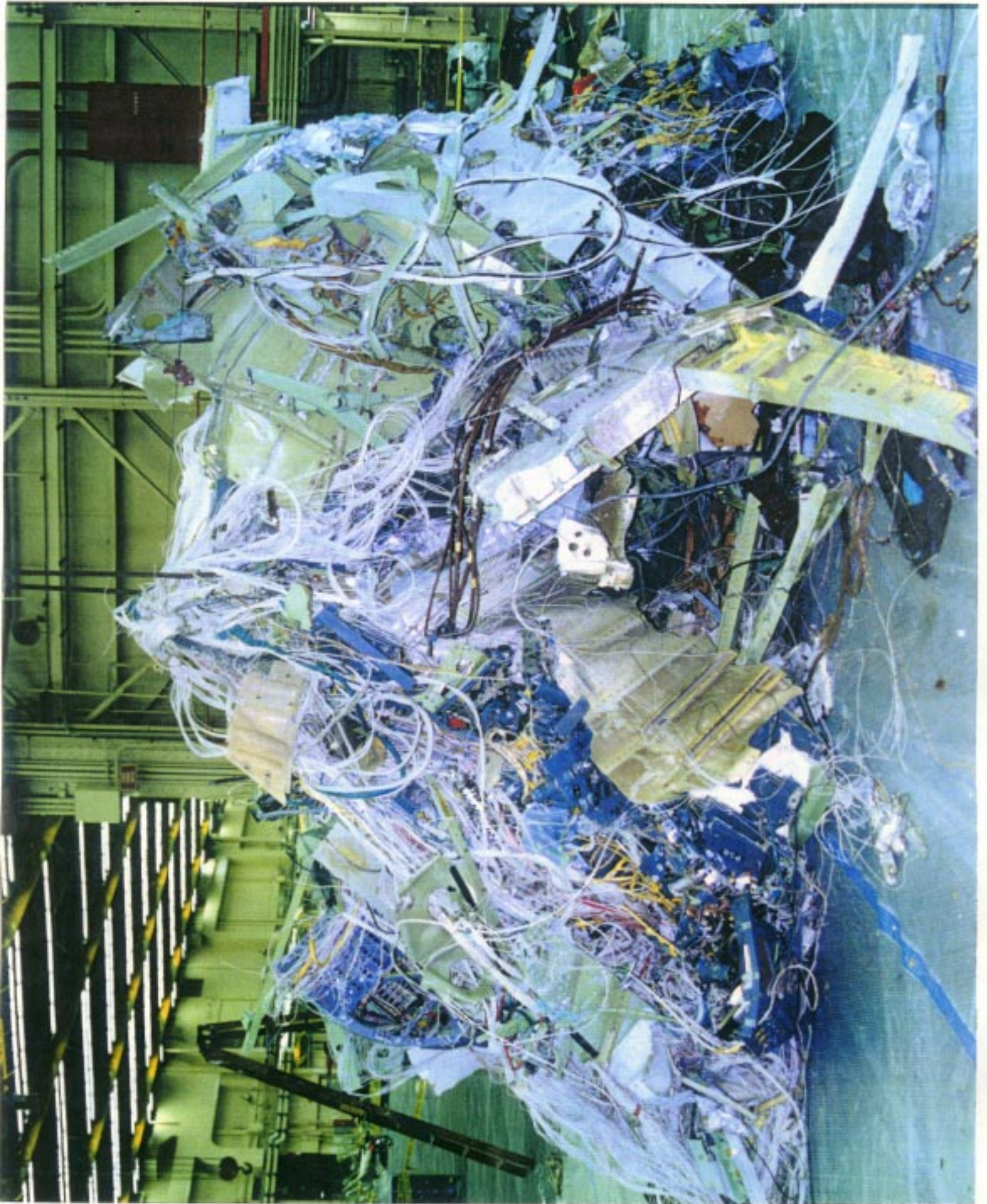


Photo 17. Flight Engineer Station & Cockpit Debris

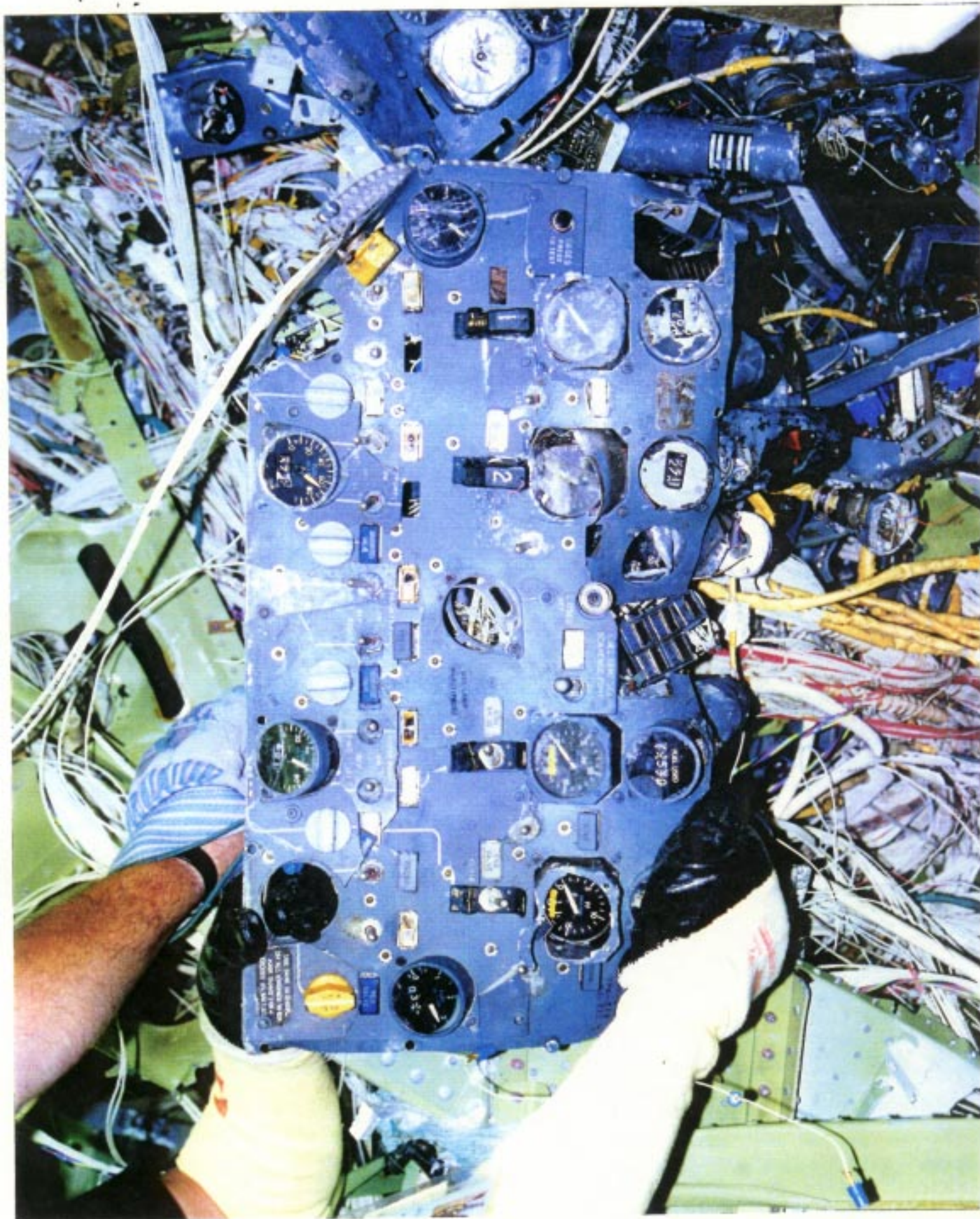


Photo 18. Flight Engineer Fuel Panel (CWI indicator behind)