

EXHIBIT 6 - THE AIRCRAFT DESTRUCTION BREAKUP SEQUENCE

By William S. Donaldson Cdr. USN Ret.

- 1) The NTSB's aircraft breakup scenario is grossly and fatally flawed. They insist the CWT spontaneously exploded due to mechanical failure as the initiating event. There is no evidence anywhere that supports this theory.
- 2) What the evidence does support:
 - a) A passenger in Row 10, seat 2 was the first object from inside the aircraft to fall free, suggesting the aircraft frame 615, left side, was the first place the pressure hull was breached, about 35 feet forward of the front wall of the center tank. Inconsistent with CWT explosion and consistent with an airburst of an anti-aircraft weapon forward, left side.
 - b) Forward fuselage skin failure in tension on the bottom and compression on the top. Inconsistent with CWT, consistent with airburst anti-aircraft weapon, low left.
 - c) Last valid data line of the DFDR @ 20:31:12 registers powerful explosive pressure wave and the angle of attack points directly at source of explosion coming from low left. Inconsistent with CWT failure and consistent with airburst anti-aircraft weapon low left.
 - d) 105 ms loud sound recorded on the CVR. It takes precisely 105ms for a weapon shock wave first impinging between airframe 667 and 740, to clear both the nose and the tail, and return to cockpit microphones through airframe aluminum. See Exhibit 8 on page 49. This is inconsistent with a CWT failure and consistent with an airburst anti-aircraft weapon.
 - e) Hydraulic RAM damage to upper left wing skin. Wing fairings and small wing parts found in the "Red Zone". See Exhibit 7 on page 47. This is inconsistent with CWT failure, consistent with airburst anti-aircraft weapon.
 - f) Catastrophic failure of horizontal stabilizers. The horizontal stabilizers failed in positive G overload (opposite of normal loading) and outboard pieces were not sooted. The outboard 12 inches of the right horizontal stabilizer was impacted by an aircraft nose tire while the stabilizer was fully and normally attached to the frame. The same piece of stabilizer was impacted by an engine turbine stator blade penetrating through the top skin of the stabilizer, indicating the stabilizer had failed and separated with the leading edge pitching down. The coincidental failure of the nose, the tail and catastrophic failure of an engine are inconsistent with a low-pressure CWT burn and totally consistent with damage expected from multiple warhead airbursts.
 - g) A black nose tire witness marks made above the R-3 door prior to its impact with the right horizontal stabilizer indicates the aircraft was yawed at least 6° right and pitched up at least 8°. These numbers are consistent with the last second DFDR data and an airburst weapon left side low and totally inconsistent with a center tank explosion.
 - h) Eyewitnesses, Debris Field data and examination of CWT parts clearly show any over-pressurization of the center wing tank came after two ordnance explosions, and an implosion insult of the CWT itself. Private pilots place this third event at 7700 ft. One of the reasons the NTSB is keeping the Debris Field data secret could be because the majority of CWT explosive ejecta (CWT parts) were found as far as 4,000 ft. further east of the aircraft debris in the Red Zones. Any CWT explosion was coincidental to the final of these observed explosions that occurred as the tail-less, nose-less fuselage and wings were flipping end over end. See Captain Adams statement on page

19. Large sections of the CWT parts were found Pillowed-in or Domed-in, see explanation on page 39. All of these factors are inconsistent with a CWT initiating event and consistent with outside weapon airbursts that first partially imploded the CWT.

- i) CW504 was the first significant aircraft metal to hit the Debris Field. CW504 is a small piece at the left wing root section of the forward spar. It is normally separated from the CWT by a Dry Bay. Dr. Bassett of the NASA laboratory system found a residue on CW504 contaminated with nitrates. He was ordered to stop tests by Dr. Birky of NTSB. CW504 was not a piece of the center wing tank and was located about 30 feet aft of the outside left airburst. CW504's position in the Debris Field, contamination with nitrates and close location to the airburst make it consistent with a weapon airburst and inconsistent with a CWT event.
- j) Catastrophic failure of vertical stabilizer. Eyewitnesses observed vertical stabilizer failure after the 2 ordinance explosions, but prior to the third (petroleum) explosion at 7700 ft. They also place a large piece of the vertical stabilizer, found floating without sooting, a mile southwest of the fuselage / wing impact and fire area. One mile southwest is almost precisely over the cockpit impact point. Another large piece of the vertical stabilizer is still strangely missing.
- k) Seat armrests from the last row aft (under the vertical stabilizer) and seats from nine rows forward were found near the cockpit debris.
- l) NTSB officials were caught by a TWA Investigator and the NYPD falsifying this database because the only rational explanation for the seat and vertical stabilizer positions would be catastrophic failure of the vertical stabilizer. Because of huge side loads imparted by bursting anti-aircraft weapons, vertical stabilizer failure is consistent with an airbursting weapon and totally inconsistent with a center wing tank problem.