

Missing Bodies

Each aircraft had at least nine (as of 18 July 1997 it's four for TWA 800) never recovered bodies even though exhaustive searches were conducted and searchers were on scene immediately. Missing bodies generally sitting in same seating location, above and aft of forward cargo door. Possible explanation of why they are missing is that they are expelled from seats by the explosive decompression, sucked into huge suction of engine number three nearby, cut up by turbine blades, combusted in combustion chamber, expelled in exhaust, and dissipated by wind.

United Airlines Flight 811:

"Passengers-Nine Passengers who were seated in seats 8H, 9FGH, 10GH, 11GH and 12H, were ejected from the fuselage and were not found; and thus, are assumed to have been fatally injured in the accident."

[NTSB/AAR 92/02 Page 109](#)

Air India Flight 182:

"Medical examination was conducted on the 131 bodies recovered after the accident. This comprises about 40 percent of the 329 persons on board."

[Canadian Aviation Safety Board Air India 23 June 1985, page 19](#)

Pan Am Flight 103:

"The bodies of 10 passengers were not recovered and of these, 8 had been allocated seats in rows 23 to 28 positioned over the wing at the front of the economy section."

[UK AAIB Report 2/90 Page 31](#)

Trans World Airlines Flight 800:

"Investigators gave no hint of whether they are also focusing on seats from that area. But a

source familiar with the investigation said that none of the bodies recovered from rows 18 through 22, which are above the center fuel tank and near where right wing joined fuselage, show any trace of the explosion." "In all, a dozen of the 22 missing bodies were supposed to be seated between rows 18 and 28, where investigators are rebuilding a section of the aircraft located over the center fuel tank. In one spot on the right side of row 19, two missing passengers were supposed to be seated, and a third was seated a row behind them. Investigators have said the right side of the aircraft has shown heavier evidence of burning and charring. Four more missing victims were assigned to another spot in rows 22 to 24, within two seats of one another."

[News Reports from Associated Press, Reuters, major newspapers, press releases from NTSB, FBI](#)

Missing body count now stands at fourteen.

Just a day after the anniversary of the crash of TWA Flight 800, the Suffolk Medical Examiner said that seven more victims have been positively identified by matching DNA from their remains to genetic material found in their personal items or relatives' blood samples. That brings the total identified to 226 out of the 230 aboard the plane.

Newsday, 18 July 1997

Comment: The distinct crash similarities of aircraft type, radar returns, wreckage plot, sudden short loud sound, abrupt power cut, fodded engines, inflight damage, missing bodies, torn off noses, and start place of damage qualify three aircraft into one class from which the deduction may be made that one unifying cause had the same effects. Another accident with the same similarities except for a torn off nose and less wreckage may also be included in that class. The unifying cause for all four accidents is the inadvertent opening of the forward cargo door inflight. Updated 16 Mar 97 27 Mar 97

[forwardcargodoorpict.html](#)

[Schematic1](#)

[Schematic2](#)

[Schematic3](#)

[Boeing 747 nose picts right side cargo door
811 picture](#)

[cargodoorfaraway.html](#)

[AD Airworthiness Directive 79-17-02](#)

[Airworthiness Directive Amendment to 89-05-54 amending 88-12-04](#)

[811doordraw](#)

[Airworthiness Directive 88-12-04 Boeing 747](#)

[More pictures of UAL 811 cargo door hole](#)

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[103reportcontents.html](#)

[811reportcontentpage.html](#)

[AirIndiareportcontents.html](#)

[800newsreports.html](#)

[800newsreports1.html](#)

[800newsreports2.html](#)

[800newsreports3.html](#)

[pressurization1.html](#)

[aerodynamics.html](#)

[314accidentreport.html](#)

[811skiesdoorcontents.html](#)

[Contents](#)

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