

## **Torn Off Noses**

Three aircraft had torn off noses and the fourth almost did.

[The nose cut point was near the same spot, station 741.](#) Pictures of the cut off noses cut point are shown.

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### **United Airlines Flight 811:**

"The primary damage to the airplane consisted of a hole on the right side in the area of the forward lower lobe cargo door, approximately 10 by 15 feet large." "An area of fuselage skin measuring about 13 feet lengthwise by 15 feet vertically, and extending from the upper sill of the forward cargo door, to the upper deck window belt, had separated from the airplane at a location above the cargo door extending to the upper deck windows. The floor beams adjacent to and inboard of the cargo door area had been fractured and buckled downward."

[NTSB/AAR 92/02 Page 4](#)

Because the nose stayed on the plane was able to return and land with the evidence of the cargo door opening consequences. The wonder is that the nose stayed on after a nine foot by 15 foot gash was cut in nose. One explanation is that the airframe had 20000 less hours than other crashed planes. The pilot stated he thought the nose stayed on because he had just come off autopilot and didn't fight the plane when the cargo door blew off.

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### **Air India Flight 182:**

"Hence, it is likely that the aft portion of the aircraft separated from the forward portion before striking the water."

[Canadian Aviation Safety Board Air India 23 June 1985, page 48](#)

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### **Pan Am Flight 103:**

"The combined effect of the direct and indirect explosive forces was to destroy the structural

integrity of the forward fuselage."

[UK AAIB Report 2/90 Page 56](#)

"The forward fuselage and flight deck area separated from the remaining structure within a period of 2 to 3 seconds."

[UK AAIB Report 2/90 Page 57](#)

"Although the pattern of distribution of bodies on the ground was not clear cut there was some correlation with seat allocation which suggested that the forward part of the aircraft had broken away from the rear early in the disintegration process."

[UK AAIB Report 2/90 Page 30](#)

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

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### **Trans World Airlines Flight 800:**

"The foreign-object damage to the right inboard engine also supports the theory that the engines continued to run for a short time after the front of the fuselage broke off, sucking up the first debris to fly off the plane." "But the pieces from the front end are among the focal points for investigators, who believe that whatever happened to Flight 800 caused the nose of the plane to snap off and fall into the ocean first." "And it would explain one key, but puzzling finding: that the front of the plane actually fell into the water closer to Kennedy Airport than the rest of it, indicating that the plane had been "decapitated."

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

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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. 27 Mar 97

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[forwardcargodoorpict.html](#)

[Schematic1](#)

[Schematic2](#)

[Schematic3](#)

[Boeing 747 nose pics 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](#)

[Cargo door accidents](#)

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