



National Transportation Safety Board
Washington, D.C.

February 3, 1997

Mr. William Harrison
Wright-Patterson Air Force Base

TEL [REDACTED]

FAX [REDACTED]

(b)(6)

Dear Bill,

The National Transportation Safety Board is investigating the July 17, 1997 loss of Trans World Airlines (TWA) flight 800, a Boeing 747 that was destroyed near East Moriches, New York. We are investigating the potential for a static charge accumulation on flexible fuel couplings, commonly referred to as "Wiggins" couplings and have need a laboratory to conduct experiments. We understand that your laboratory has such a fuel test facility and we would like to inquire about availability and costs.

I am attaching a copy of a test plan that has been drafted. The test plan is enclosed for you to be able to estimate what will be required, if you are able to assist in this part of the investigation, but will need be modified prior to our arrival and as work progresses. We are estimating that we will need about one day for set-up and equipment calibration, two days for testing, and a fourth day for reporting and tear-down.

Per our conversation, we are looking for the capability to perform these experiments and are not asking for a test program to be done for us. The Safety Board has retained the services of Dr. Joseph Leonard, recently retired from the Naval Research Laboratory, for assistance. Dr. Leonard's telephone number is [REDACTED] and he will be assisting me to coordinate and conduct these tests.

(b)(6)

Thank you for your assistance.

Sincerely,

Robert L. Swaim

(202) 314-6394

FAX -6349

Pager [REDACTED]

Email SWAIMBO@NTSB.GOV

(b)(6)

3 pages attached.