

AbuTaha (#104)

Fantastic, "mjanovec." This is the most valuable post so far as it steers the discussion in the right direction. In my present circumstances, this may be the best thing to happen. The other photos in the Commission Report, pp. 34-35, are also relevant to my comments below. That's exactly my point, the piece marked "Crew Cabin" in the photo is not the Crew Cabin.

The Orbiter is constructed in modules, which are then assembled together. Two pieces are at issue here: (1) The Crew Cabin (CC) and (2) The Lower Forward Fuselage (LFF) section. The relative shape, size and location of the two pieces can be seen in (and scanned from) the Commission, Vol. IV, p. 76. Other engineering drawings or sketches and photos can be found in space publications, perhaps, even in collectSpace files.

Look carefully at the piece marked the "Crew Cabin" – this is NASA's CC. Look at it (and the other photos) from different angles. Do you see that the piece is shallow and that it is curved on the right and left sides? This is the shape of the LFF! The CC is generally "truncated" in shape. It is built separately and then lowered and installed inside the LFF. By "truncated" I mean globular or rounded in shape. January 28, 1986 was a sunny day in Florida. Notice that a truncated body does not cast shadows inside itself! Can you make out shadows in the photo posted by mjanovec? It is not very clear or decisive, but a good start.

The decisive evidence comes from the video, which NASA released in normal and slo-mo. There one can follow the LFF as it tumbles and see the "shadow" as it enters and traverses the piece. A truncated body, like the CC, casts a shadow on the same side all the time, especially as it tumbles. Try it with a round object in front of a light. Also, everyone can make a simple model of the LFF from drawings or photos. Just cut and bend a paper or cardboard, like a flying-paper-plane. As the piece (in the NASA video) tumbles, hold the paper model of the Fuselage section at the correct angle and compare the two.

The piece identified by NASA as the CC, and posted by mjanovec is not the Crew Cabin, and, specifically, it is the Lower Forward Fuselage. The CC's shape is distinct and it has windows, and any evidence by anyone, including me, must match the geometry of its drawings and sketches or stand-alone pictures, at different angles.

There is more to the LFF. The Search and Recovery Team (SRT) did the most arduous work in the investigations. The team put their hearts out into that work. They worked in difficult conditions, marked every piece, described it, photographed it, pinpointed its longitude and latitude and much more. Their valuable input ended up collecting dust on shelves. That work deserves recognition. After the above photo study is completed, compare the locations of the pieces at the bottom of the ocean, developed by the SRT. Although the exact location of the Crew Cabin was not released, and I agree with that decision, the CC was not found anywhere near the left wing and the engines. Other useful observations can be drawn from the SRT's work.

In particular, the SRT identified more than 2,000 Orbiter pieces and a total of more than 4,000 pieces (see Commission, Vol. III, Appendix O). Piece #3 (three) listed by the SRT is, "3. R/H Lower Forward Fuselage, X0262 (0004)." The SRT were on top of what everyone thought was the Crew Cabin in no time. For that, they deserve recognition. By the time I got involved in 1986, it was too late. There is more to the LFF issue but I can't remember it now.

Regarding the Crew Cabin, I am prepared to talk about it to respected audiences today. I can quickly find the required video and enhancements. Once recognized, there will be a flood of questions, beyond those I posed in Post #101. I cannot do it in a post here. Also, I wanted for 20 years to have a respectable production of the subject and to invite the families of the Challenger heroes to preview it first, if they liked. Over the years, NBC, ABC, CBS, CNN and others declined to even speak with me about it. I had shown the footage and enhancements to a number of people, and Tim Furniss is the only one to write about it. Perhaps, after some discussions on collectSpace, Mr. Pearlman and others may have valuable suggestions.

Let me conclude with two personal notes. I have not touched my photo and video records since 1987-88. It is not that I can't find things in boxes; I cannot get to them now. Please be patient and I promise to find as much, and as quickly, as I can materials that will satisfy your intellectual and professional curiosity. During 1989-94, I concentrated on the engineering aspects of the "dynamic overshoot" and the "pulsing thrust" invention. "Shuttlefactor" has all the dynamic overshoot material. It is a lengthy report, and I had built the navigation hyperlinks for the sections myself. Even if I put it on my screen this weekend, it'll take time to check out the hyperlinks and compatibility with current systems. I promise to send sample sections to Mr. Pearlman after this weekend. Some Sections are standalone, and some parts may be posted right here. However, "shuttlefactor" does not contain anything on liftoff fire, falling debris, the Crew Cabin or anything related to my "sequence of events" work.

The second personal note is difficult, and I wish it did not have to come out. To "fragmeister" and others, I hear and understand you. There are no games and I have no ulterior motives. Doing the work you are reading about here, I have lost a home, was evicted from two rentals, and the rest of the trip downhill has not been pleasant. I had hoped that two or three posts here would be it. Also, I had a massive congestive heart failure in late 2004, and they tell me I was written off. Great professionals in the Fair Oaks Inova Virginia Hospital managed to get me back. I recovered and had a relapse. Combine this with the previous misfortunes and, hopefully, I'll have your understanding of the situation. I really feel bad writing, let someone do this or that. Please don't broach the subject of this personal note. The subject on hand is fascinating and very useful, and I thank "mjanovec" for pointing it in the right direction.

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