

Image_path:

\prcarc1.erau.edu\Source\Collection1\Negroni\Negroni2001\batch2001f1i1.pdf

Depository: ASASA

Collection (*picklist*): Aviation Accident Reports

Abstract (*copy abstract of a paper if available*):

Access (*picklist*): Open

Air_manufacturer (*picklist or check spelling—only for accident*): Boeing

Air_model (*check manufacturer browse folders before entering*): 747

Alternative (*second portion of longer title*): Docket No. SA-516, Exhibit No. 1A

Available (*date ddmm/yyyy this document was available if different from creation date*):

Case_number (*if applicable*): SA-516

Cause_of_accident (*from private report*): An explosion of the center wing fuel tank (CWT), resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter it through electrical wiring associated with the fuel quantity indication system. Contributing factors to the accident were the design and certification concept that fuel tank explosions could be prevented solely by precluding all ignition sources and the design and certification of the Boeing 747 with heat sources located beneath the CWT with no means to reduce the heat transferred into the CWT or to render the fuel vapor in the tank nonflammable.

Contributor (*person or persons besides the "creator" who added something or co-wrote to this document*):

Country (*reporting country only; see picklist*): United States

Coverage (*city, airport or other local coordinates*): near East Moriches, New York

Created (*date document written or created*): 7/1/1997

Creator (*author of document*): Jim Hall, Chairman of the national Transportation Safety Board (NTSB)

Custodial_history (*immediate source--usually the same for an entire collection*): from Christine Negroni

Description (*describe document briefly but more fully than in title*): An order for a public hearing by the National Transportation Safety Board (NTSB) for the Investigation of the destruction of TWA flight 800, held at the Baltimore Convention Center from December 8 to 13, 1997.

Dimension (*of a photograph or diskette, etc.*): 8 1/2 x 11 inches

Doc_location (*Box or box and file number*): Folders 1-6 of TWA 800 Docket

Extent (*# of pages in PDF, or #folders or objects*): 1 page

Flight_number (*if applicable*): 800

Format (*file format of an electronic original, such as mp3, pdf, etc.*):

HasFormat (*if this document pre-existed another format (paper, photo, etc.) of this content, name the other format*):

HasPart (*if this is the whole of something, and part of it exists elsewhere, state ID info for the part*):

HasVersion (*this might be a different edition, or another draft, etc.*):

IsFormatOf (*is the original document a format of another known document you can list?*):

IsPartOf (*Is this Volume 1 of a set?*): Volume I, Investigative Hearing, TWA 800 docket

IsReferencedBy (*another document you can list*):

IsReplacedBy (*another document in collection--name that document*):

IsRequiredBy (*is this a document that is required to understand or complete another document, like a map from a report?*):

IsVersionOf (*another document you can identify*):

Issued (*date mmddyyyy of issue of a publication or report if different from date of creation, or creation date unknown*):

Language (*do not enter if English*):

Medium (*picklist*): Paper

Modified (*date mmddyyyy this document was modified from original creation, if given*):

Notes (*special considerations*):

Organization (*airline whose aircraft was involved in the referenced crash*): Trans World Airlines

Phys_condition (*picklist*): Good

Place_of_pub (*city and state or city and country where published*): Washington, DC

Publishers (*book or periodical publishers*): National Transportation Safety Board

References (*This is for URLs only.*):

Registration (*of aircraft if applicable*): N93119

Relation (*reference to a related resource*):

Replaces (*does this document replace an earlier draft or version?*):

Report_number (*if applicable*): DCA-96-MA-070

Requires (*for instance, this document requires a template or guide or explanation*):

Rights (*picklist*): public domain

Source (*existence and location of the original of this document*):

State (*or province or region--use picklist when possible*): New York

Subject1 (*picklist*): Accident Investigation

Subject2 (*use list appropriate to Subject 1 list*): Government

Subject3 (*use list appropriate to Subject2*): National Transportation Safety Board

Sys_of_arrangement (*use this if something is different from "original order," such as "found with ... "*): Separate binder

TableOfContents (*if a TOC is included, you may enter it here*):

Temporal (*date of accident only as mmddyyyy*): 7/17/1996

Title (*from document or "Letter to ... "*): National Transportation Safety Board

Washington, D.C. Order of Hearing

Type (*picklist*): Text

Valid (*date scanned*): 3/5/2007

Thumbnail (*blank if yes, no if no thumbnail*): no

TIFF (*filename--same as filename in path in "A"*): E:batch2001f1i1

Resolution (*at which scanned, in dpi or ppi*): 600 dpi

Color (*picklist or exact designation from scanner*): grayscale

Person (*who scanned*): David

Tiff_type (*picklist or use exact designation from scanner*): gray, unpacked

Tiff_size (*use approximate mb*): 200 MB

Scanner (*picklist*): Fujitsu1

<<<<end sample metadata record>>>>

Comments by submitter Arel Lucas: This is a product of evolution that started with PTFS's Dublin-Core-based metadata template. We have special needs associated with both our subject matter and our process. After trying to make "type" more specific, we are back at Dublin Core with only the addition of "Accident Report" due to our specialized client base. (We found it proliferated faster than the desert bunnies around here.) The metadata scheme does not differ for born-digital documents versus documents created in other media.