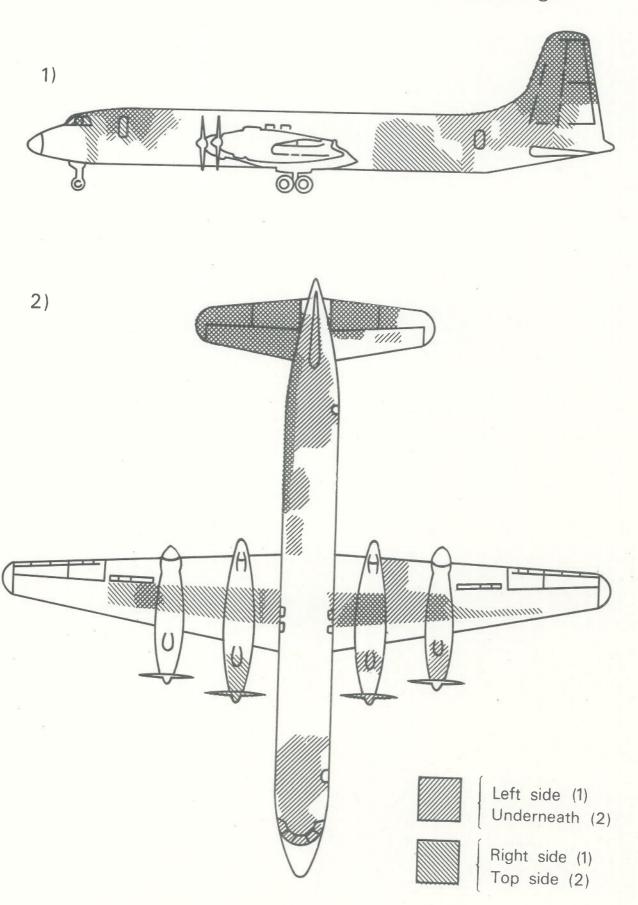
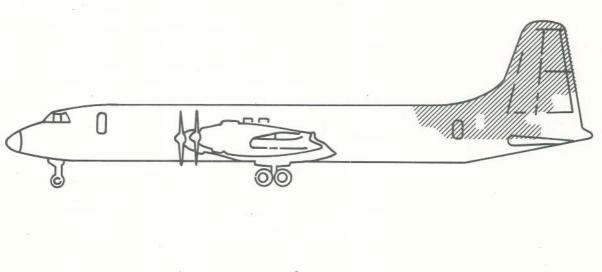
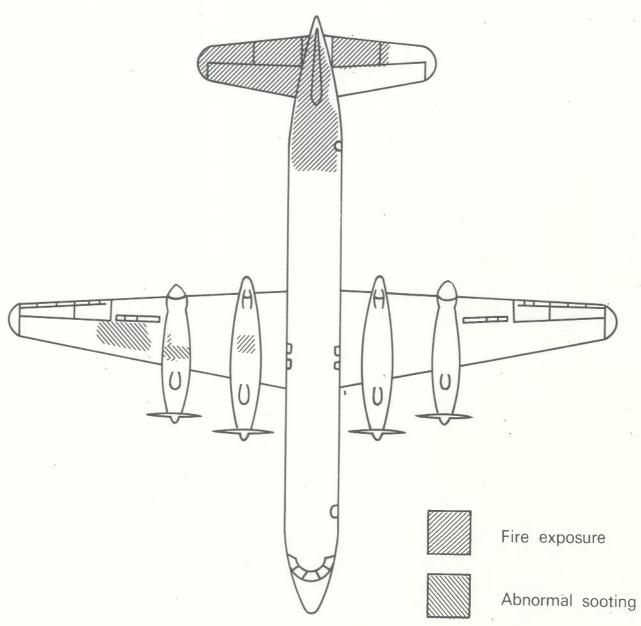


Schematic of recovered portions of wreckage



Schematic of recovered aircraft wreckage with evidence of exposure to fire and abnormal sooting





SCHEMATIC OF No.4 ENGINE INSTALLATION

TRANSMERIDIAN AIR CARGO LTD. CL44 KK3751 – 2 SEPTEMBER 1977

TRANSCRIPT OF RTF TRANSMISSIONS ON TOWER AND APPROACH CONTROL FREQUENCIES

Time (GMT)	From	Message	
0027:50	Tower	Transmeridian 3751 Hong Kong Tower you are clear for take-o surface wind 090 degrees 8 knots	ff
:58	KK3751	Roger understand clear to line up and take-off	
0028:01	Tower	Affirmative 1990 Affirmative	
:23	Tower	Transmeridian 3751 if you line up at this position you lose aboone thousand feet of your take-off run	ut
:32	KK3751	3751 one thousand feet	
:36	Tower	One thousand feet approximately	
:40	KK3751	Okay we'll go down the end thank you	
:43	Tower	Roger	
0030:29	KK3751	3751 is rolling	
:31	Tower	3751 Roger 7818 1878201 TA:	
0031:28	Tower	Kilo Kilo 3751 smoke from your number four engine over	
:30	KK3751	Yeah we shut it down	
:32	KK3751	Roger 3751 we have had an engine failure	
:37	Tower	Roger	
:53	Tower	Kilo Kilo 3751 your intention	
:59	KK3751	3751 we'll go out and dump fuel Sir and return	
0032:02	Tower	Kilo Kilo 3751 Roger	
:33	Tower	3751 be advised Tathong Point straight ahead is eight hundred ar seven feet	nd
:39	KK3751	3751 thank you we are visual	
:42	Tower	Roger 1890/A duscront EU	
0033:06	Tower	Transmeridian 3751 contact Hong Kong Approach 119 decimal of	one
:10	KK3751	Hong Kong Approach 119 decimal one Roger	
0033:42	KK3751	Transmeridian one one nine one	

Time (GMT)	From	Message
0032:46	Approach	Transmeridian 3751 go ahead
:51	KK3751	We just ah climbing through one thousand feet we'll be dumping shortly
:58	Approach	Roger from the outer marker I suggest you turn on to an easterly heading and climb to about four thousand feet before commencing dumping fuel
0034:07	KK3751	Roger we'll turn on to an easterly heading and climb to about four thousand feet
:11	Approach	Roger 10:8000
:25	Approach	And can you estimate how long you require for fuel dumping
:28	KK3751	Be ten and a half minutes
:31	Approach	Roger Park Baseman Sno Nette 1876 XX
0035:28	KK3751	Hong Kong Approach Transmeridian 3751 we won't be able to dump we've got an engine on fire at this time and we'll have to come back and land with the fuel on board
:38	Approach	Roger 3751 make a right turn I say again a right turn on to heading 315
:47	KK3751	315 Tower 3751 Roger
:58	KK3751	Right turn on to 315 Roger
0036:03	Approach	That's affirmative right turn heading 310 I'll vector you straight in on to runway 31 no delay
:10	KK3751	Roger I understand would be appreciated it as quick as possible
:13	Approach	Roger make the right turn descend to two thousand feet QNH 1007 millibars
:21	KK3751	Two thousand feet on 1007
:48	Approach	3751 is twelve miles south-east of the airfield if you are visual at any time you are clear to continue visually the surface wind is 090 degrees at 06 knots
0037:00	KK3751	Roger we are Victor Mike but we'll need radar vectoring
:03	Approach	Roger
23	Approach	3751 stop your turn heading 295, 295
:38	KK3751	295 Roger

Time (GMT)	From	Message
0038:00	KK3751	Tower from 3751 you better standby with the fire cover we did have visual sight of flames but they seem to be extinguished at this time
:08	Approach	3751 that's understood and we are all ready
:13	KK3751	There's still smoke coming out of it
:15	Approach	Okay
:17	KK3751	We're going in
:21	KK3751	The engines come off, the engines (voice fading out clicking noise)