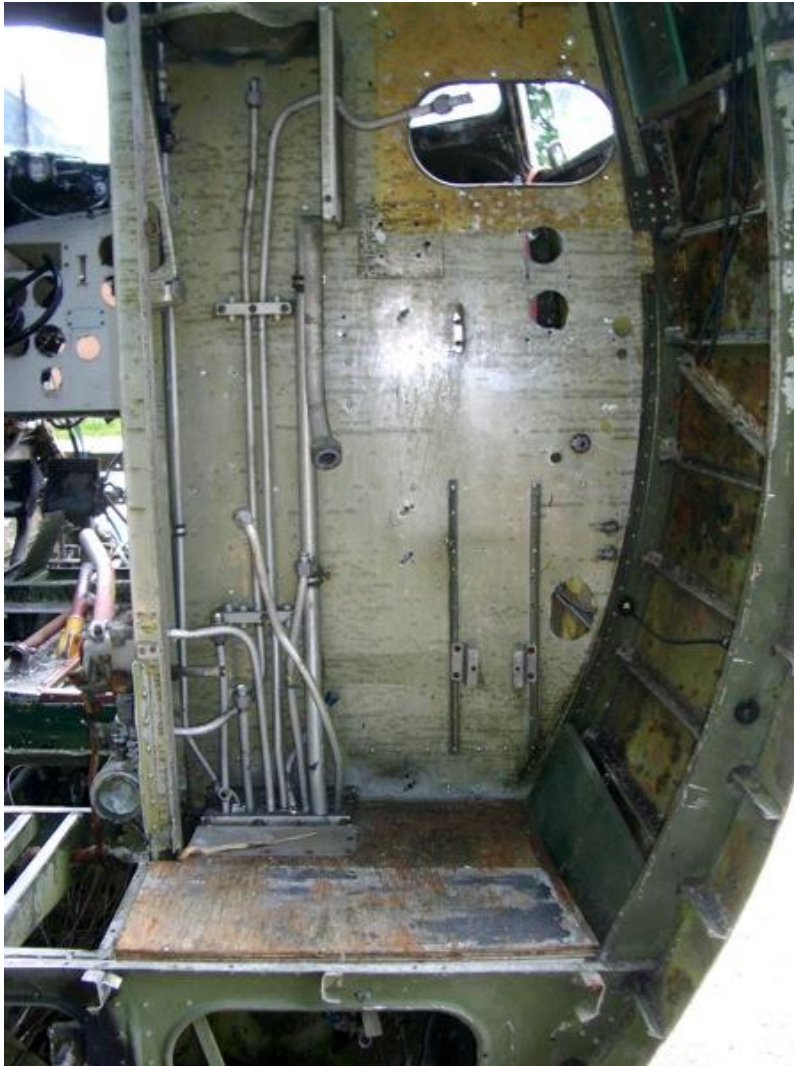


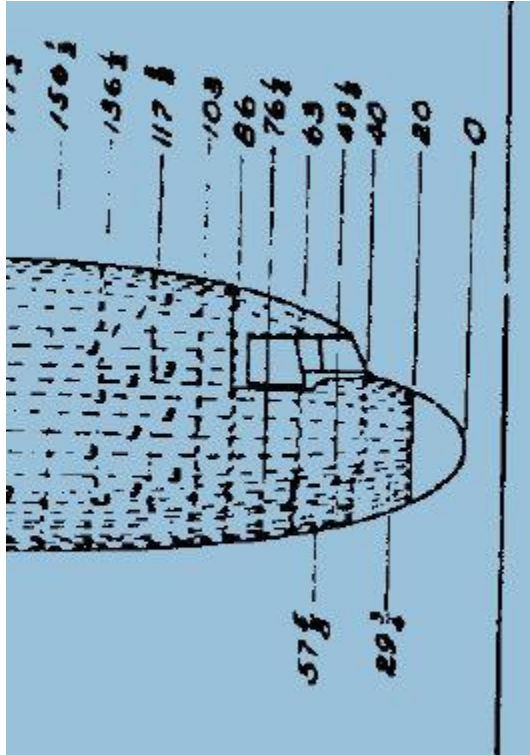
Here's a bit of support for the possibility of the Sydney Island C-47 crash being the source of the "dado"

- A) As previously posted, photo of severed C-47 cockpit (cut just aft of the second frame behind co-pilot station) appears to show a piece at floor/fuselage junction that could be a dado/kick panel.



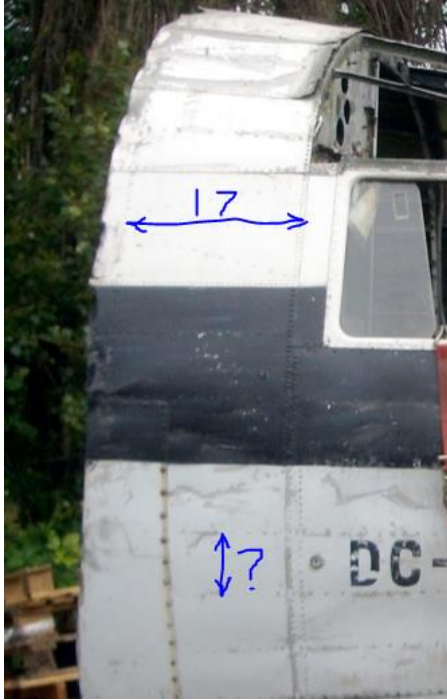
B) Trying to figure out dimensions of the “dado/kick panel” part in the picture

Screen grab from C-47 repair manual shows positioning of fuselage frames, in inches, referenced to the tip of the nose.



Measurement between the frame immediately behind the co-pilot bulkhead frame and the next frame aft ie just ahead of the cut is $103 - 86 = 17$ inches.

Conclusion 1: C-47 dado in photo appears to be approximately the same length as spacing of frames at this location so it is approximately 17 inches long



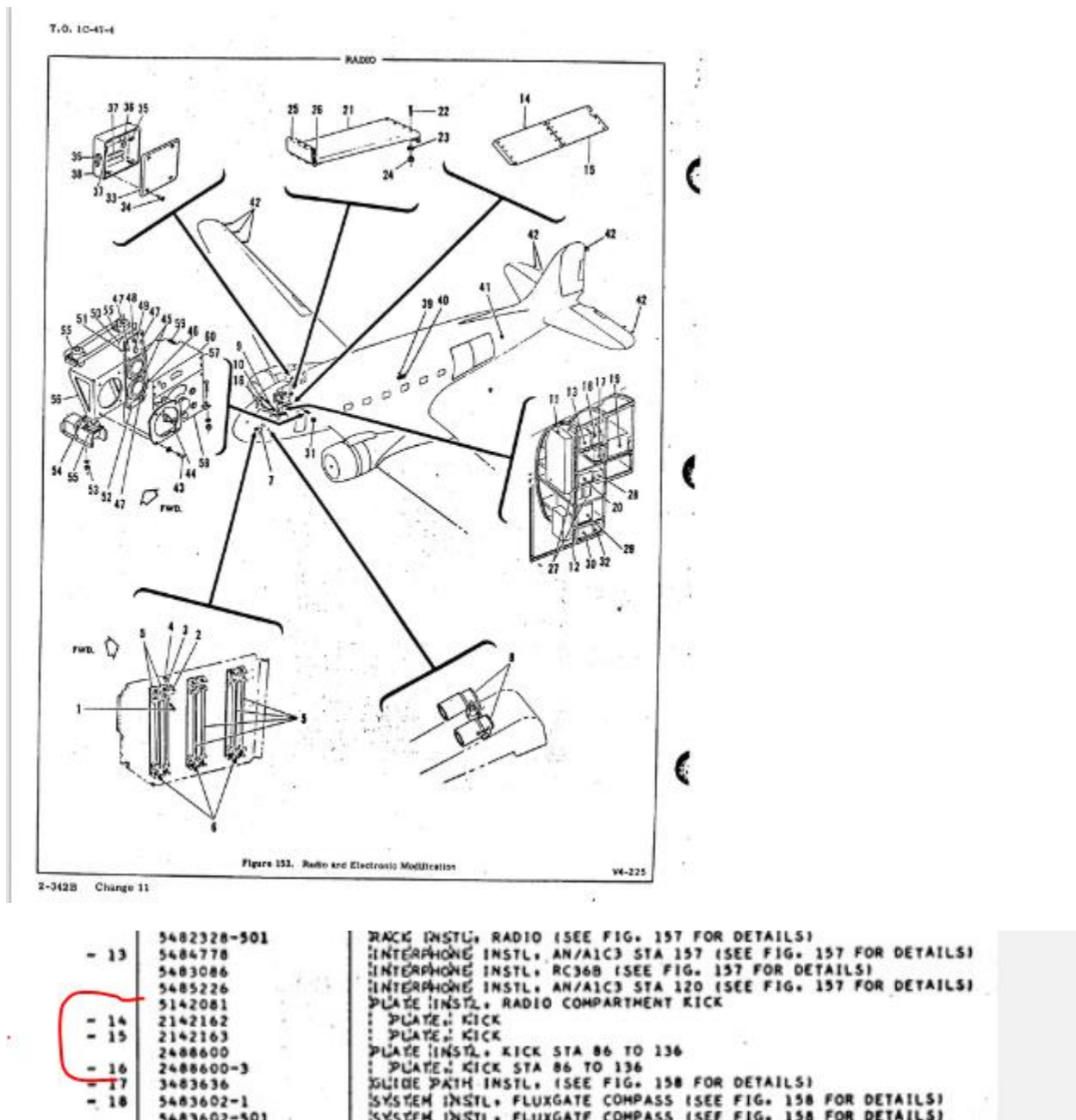
I haven't found any statement of C-47 stringer spacing and it probably varies around the circumference anyway so have somewhat crudely tried to scale based on the known 17" in the above photo.

Estimated stringer spacing based on rivet lines at approximate location where dado is visible in inside view is 6 to 7 inches, I can't say any closer than that just scaling off of photo.

Conclusion 2: Height of "dado" may be interpreted to be approximately 6.5 inches (split difference)

Conclusion 3: Apparent dimensions (length/height) of the C-47 "dado/kick panel" seem to very closely match the stated dimensions of the dado/heat shield artifact found on Gardner Island (16.75 x 6.5) .

C) Check C-47 parts manual for anything relevant at radio equipment position



Conclusion 4: Parts manual confirms kick panels at location in question, note that this page caption mentions a modification, seems to involve kick panels as there are 5 part numbers, not all pictured