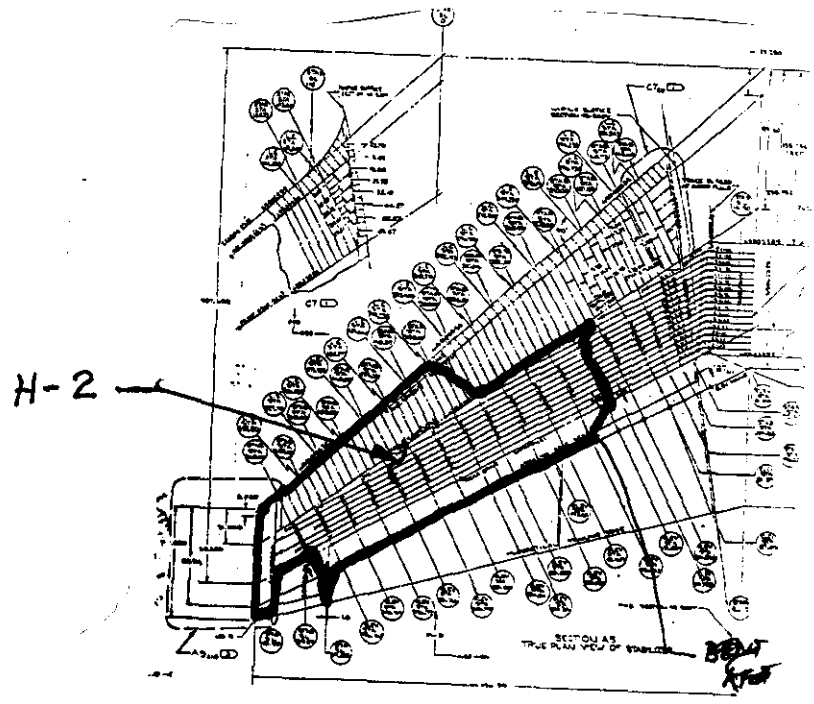


LOG: H-2

TARGET: C1078 TAG #

ORD: LAT. _____
LONG _____

DEBRIS FIELD: GREEN
NAME: ELIVINGSTON
DATE: 9-19-96



NOMENCLATURE:

LEFT HAND HORIZ. STABILIZER SECTION, ELEVATOR STATION 106.362 TO OUTBD EDGE.

DESCRIPTION: LEFT HAND HORIZONTAL STABILIZER SECTION, ELEVATOR STATION ^{STAB STA 235 OR} 106.862 OUTBD ALONG FRONT SPAR TO E.S. 231.920, OUTBD AND FORWARD TO STABILIZER STATION 285.00, OUTBD ALONG LEADING EDGE, AFT ALONG OUTBD EDGE, INBD ALONG TRAILING EDGE TO STABILIZER B.L. 421.50, FORWARD TO REAR SPAR, INBD TO STAB. STATION 382, AFT TO STAB. STATION 372, FORWARD TO TRAILING EDGE BEAM, INBD TO ELEV. STA. 156.813, FORWARD TO REAR SPAR ELEV. STA 131.854, FORWARD TO STRINGER 10 AND INBD FORWARD TO ELEV. STA. 106.862.

OBSERVATION NOTES:

- a) NO BURN. DAMAGE.
- b) SOME UPPER/LOWER SKIN PUNCTURE.
- c) DAMAGE AND DETAIL FRACTURES ~~APPEAR TO BE~~ AERODYNAMIC AND IMPACT RELATED.

AKE RH 12/10/96

Dennis Santiago, IAM 10/23/96

Edward Livingston TWA 9/19/96

John Zillis FAA 10-29-96

R. Hamann 12/10/96
TBC

pos
10-25-96

Log: H-2

TARGET: C 1078(H2A)

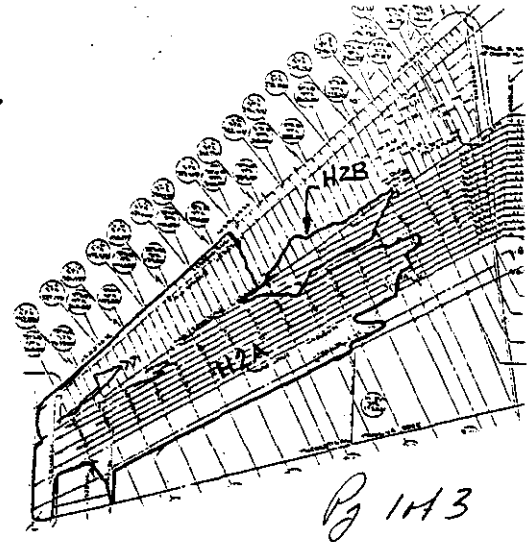
COORD: LAT. _____

LONG. _____

DEBRIS FIELD GREEN

HORIZONTAL STAB
LEFT SIDE

PART H2B → GREEN TAG # 22546



Part H2A is a section of the left hand horizontal stabilizer, extending from the most inboard location at Stab Sta 230 approx at Str 5 lower to the outboard tip.

The periphery of the part can be described as follows; Starting at Stab Sta 230 approx, Str 5 lower forward to Str 7 lwr at Stab Sta 230, outboard along Str 7 to Stab Sta 260 approx, forward to Str 8 at Stab Sta 260, outboard along Str 8 to Stab Sta 335, turning forward to Str 9 at Stab Sta 340 approx, turning forward to the Front Spar at Sta 360. The leading edge is attached from Leading edge Sta 373.4 outboard to the tip. The region of the leading edge from L.E. Sta 373 to 26 inches outboard, has the upper skin torn and the lower skin missing. The outboard tip is predominately intact, inboard to Stab B.L. 421.5, going forward along that B.L. to the Rear Spar, inboard along the Rear Spar to Stab B.L. 392 approx, diagonally back to the trailing edge at Stab B.L. 372, forward to the hinge line at Elev Sta 156. Mainly, only the lower chord of the trailing edge beam is present between Elev. Sta 231 & 156. Part periphery continues along the inboard edge of Elev. Sta 181 to the Rear Spar, inboard along the Rear Spar to Stab Sta 260 approx and turning inboard and forward in a jagged manner back to Stab Sta 230, Str 5 (i.e. the starting point).

The upper and lower skins remain attached to the Front and Rear Spar and 3 stringers. The lower skin and the stiffeners at the inboard end are bent up at Stab Sta 240 to 285. The Rear Spar remained intact from the tip to Stab Sta 275 and is bent forward 45 degrees at Stab Sta 287. The corresponding upper stringers near the Rear Spar are predominately bent forward. The Front Spar remained intact from the tip to Stab Sta 347 and exhibits slight aft bending at the bottom of the spar web. The leading edge remained attached to the Front Spar from Stab Sta 372 to the stabilizer tip. The outboard and inboard ends of the leading edge upper surface from Stab Sta 372 to 400 and Stab Sta 400 to the tip are torn in numerous locations and directions. The area around the tears is corroded. From Stab Sta 525 to 560 a section of the leading edge bull nose is crushed aft and inboard end of the crushed section exhibits evidence of witness marks in the lateral direction. There are numerous punctures on the upper skin surface.

One of the tears extends from Stab Sta 485 outboard to Stab B.L. 421.5 common to the leading edge area-see sketch. In this area the upper skin is missing and the ribs in the torn area are deformed outboard. At the most outboard end of this tear is a piece of unidentified web and chord segment imbedded in the tip of the stabilizer. This piece of structure is approximately 60 inches long and 10 inches wide. TEARING DAMAGE CONTINUES INTO LWR SURFACE IN THIS SAME AREA & OUTB'D SLIGHTLY.

There is a small piece of seat track segment entrapped in the part at Stab Sta 285 near the lower surface.

R. Hanover 12/12/96
TRC

12-16-96 WJA
12-13-96

Tom Todman
FAA 12-13-96

Dennis Santiago IAM
12-16-96

Part 2Hb is a section of the LHS Horizontal Stabilizer from Stab Sta 238 to 385 approx, with portions of the leading edge aft to stringer 8 ½.

Part is comprised of;

- 1) Front Spar, Stab Sta 238 to 355 approx, with full depth fractures at each end.
- 2) Damaged/mangled portion of the leading edge from Stab Sta 238 to 360 approx.
- 3) Upper skin starting at Front Spar, Stab Sta 242 aft to Str 13, Stab Sta 275, diagonally aft and outboard to Str 10, Stab Sta 295, outboard to Str 10, Stab Sta 318, diagonally aft and outboard to Str 8 ½ at Stab Sta 345. Then diagonally forward and outboard to the Front Spar at Stab Sta 385. It is along this last diagonal tear that the upper skin of the part H2B mates with H2A upper skin.
- 4) There is no lower skin common to the H2B part.
- 5) Segments of the upper Stringers 10-13 from Stab Sta 238 to Stab Sta 355
- 6) Segments of ribs at Stab Sta 260, 285 and 310.

BOTH PARTS 2HA & 2HB EXHIBIT COMPRESSION FAILURE ON UPPER SURFACE & TENSION FAILURE ON LOWER SURFACE, AT STAB STA 360 APPROX PER METALURGIST, WES KENNEDY. } RA 12/12/96

THERE IS NO OBVIOUS SIGNS OF SOOTING NOR FIRE DAMAGE COMMON TO EITHER PART.

UNIDENTIFIED PIECE
OF STRUCTURE
IMBEDDED INTO
HORIZONTAL STAB

UPR SKIN
MISSING

