

LOG H-3 (SHEET 1 OF 2)

TARGET C 1028 TAG#

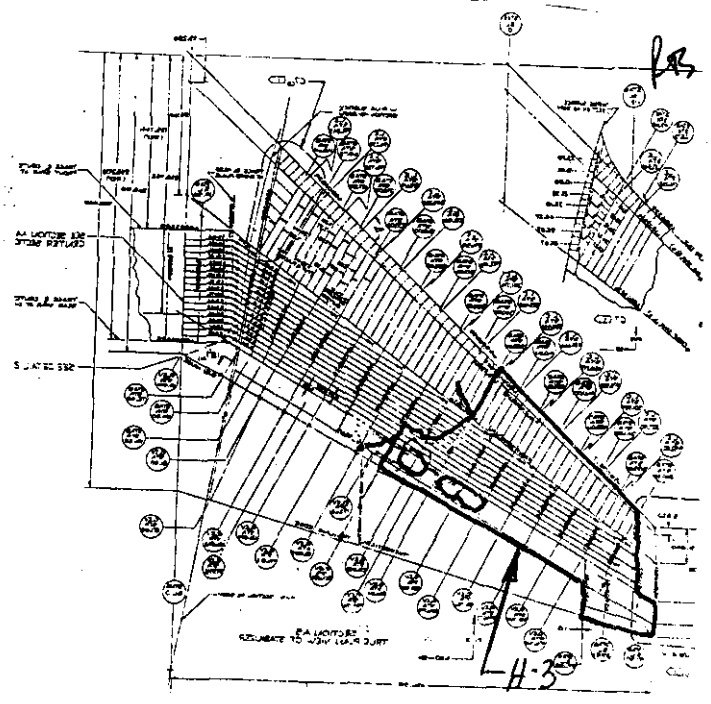
WORD. LAT. _____

LONG. _____

DEBRIS FIELD GREEN

NAME F. LIVINGSTON

DATE 9-24-96



NOMENCLATURE:

RIGHT HAND HORIZONTAL STABILIZER SECTION, ELEVATOR STATION ~~206.828~~ ^{181.8 RA 12/10/96} TO OUTBOARD EDGE.

DESCRIPTION: RIGHT HAND HORIZONTAL STABILIZER SECTION, ELEVATOR STA. ~~206.828~~ ^{181.8 RA 12/10/96} OUTBOARD ALONG ELEVATOR HINGE

LINE TO STABILIZER B. L. 372.025, AFT TO TRAILING EDGE, OUTBOARD TO OUTBOARD EDGE, FORWARD TO REAR SPAR, INBOARD TO STABILIZER B. L. 421.50, FORWARD TO HORIZONTAL STABILIZER LEADING EDGE, INBOARD TO STABILIZER STATION 385.000, AFT TO FRONT SPAR, AFT AND INBOARD TO STRINGER 4, ^{AT ELEV. STA 231} INBOARD TO ELEVATOR STATION 206.828 AND AFT TO ELEVATOR HINGE LINE.

OBSERVATION NOTES:

- a) UNSUPPORTED PORTION OF REAR SPAR ELEVATOR STATION 206.828 EXTENDING INBOARD 30 INCHES, BENT AFT 60 DEGREES.
- b) UNSUPPORTED PORTION OF FRONT SPAR ELEVATOR STA 231.82 EXTENDING INBOARD, BENT FORWARD 45 DEGREES.

Dennis Santiago IAM
10-23-96

R. Hanawa 12/13/96
TBC

Yousuf FAA
10-29-96

ACIA
12-13-96

Tom Odens
FAA 12-13-96

Dennis Santiago IAM
12-16-96

OBSERVATION NOTES: (CONTINUED)

c) OUTBOARD HORIZONTAL STABILIZER TIP (HONEYCOMB STRUCTURE) SECTION TORN AWAY, REAR SPAR FORWARD TO LEADING EDGE, APPROXIMATELY 12 INCHES INBOARD TO FIRST OUTBOARD RIB.

d) NO BURN DAMAGE.

e) SOME UPPER AND LOWER SKIN PUNCTURES.

f) DAMAGE AND DETAIL FRACTURES ~~APPEAR TO BE IS~~ ^{PH 12/11/96} IMPACT RELATED.

Ernest P. Livingston TWA 9/24/96


AS/PH/12/11/96

H3

Additional Information


The outboard section of the right horizontal stabilizer (H3) from stab sta 310 (elev sta 181.837) to the tip remained in one section. The leading edge remained attached with this section of the horizontal stabilizer from the tip to stab sta 385. It is crushed at the inboard end. The leading edge bull nose exhibit numerous dents along its length and one puncture hole at approximately stab sta 520. The outboard end of the leading edge, about 12" in length, is crushed aft and in an outboard direction. This area exhibited black rub marks on the outer skin in the outboard direction. The rear spar at the inboard end is bent aft. The front spar just inboard of the stab sta 385 is bent forward. An engine stator blade is imbedded on top surface of outboard aft section at approximately stabilizer station 535. The leading and trailing edges upper surfaces have considerable glitter adhering to them. H3 MATES WITH H6. INBD END EXHIBITS COMPRESSION FRACTURES ON UPR SURFACE, TENSION ON LWR SURFACE.

R Hanover TBC
12/12/96

 - AAA
12-13-96

Tom Todino
FAA 12-13-96

Dennis Santiago
12-16-96

 12-16-96 TWA

▷ BLADE IS VIBRO-ENGRAVED '77475G' AND IS
STAMPED 'P71 B206CL7 8L91797'