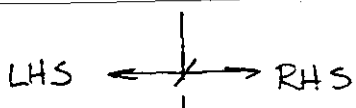


HORIZONTAL TAIL &
ELEVATORS



LOG# LE-1A & 1B

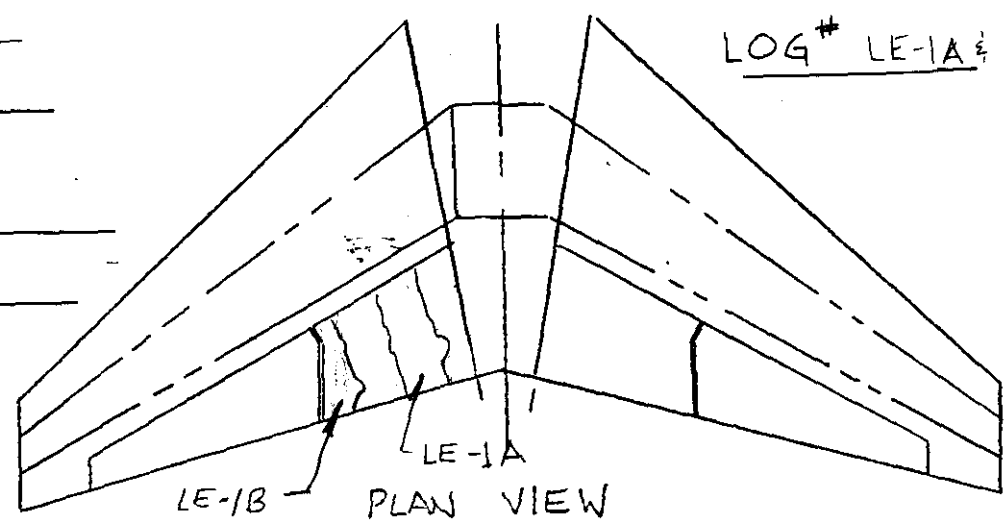
TARGET# C674

COORD.

LAT

LONG

DEBRIS
FIELD:
GREEN



||| = MISSING

PLAN VIEW
LOOKING DOWN

LE-1A GREEN TAG # C674 FBI # 8/23/96-15

LE-1B WHITE TAG D2021 FBI # 7/19/96 LOT 5

LE-1B WAS RECOVERED VERY EARLY BY THE COAST GUARD WHICH INDICATES THAT THE PART WAS FLOATING

NOMENCLATURE;

LE-1A) INBD PORTION OF LHS INBD ELEVATOR. PART IS RELATIVELY INTACT WITH BOTH UPPER & LOWER SURFACES, AND RIBS FROM LEADING EDGE TO AFT END OF PART FROM EL. STA 156 TO EL. STA 106 - SEE SKETCH ATTACHED

LE-1B) THIS PORTION OF LHS INBD ELEVATOR IS ALSO RELATIVELY INTACT. PART INCLUDES UPPER AND LOWER SURFACES AND RIBS FROM THE OUTBD END OF THE INBD ELEVATOR TO EL. STA 181 - SEE SKETCH

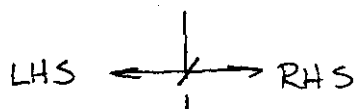
Dennis Santiago IAM
10-23-96

R Hanover TBC
12/11/96

Yoon Park rna
10-30-96

[Signature]
11-5-96

HORIZONTAL TAIL &
ELEVATORS



LOG# LE-1A
LE-1B

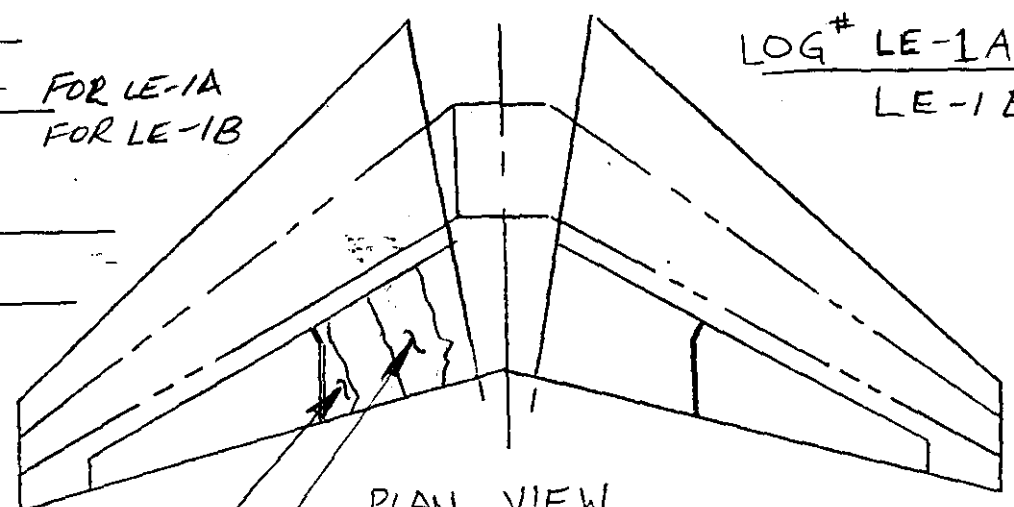
TARGET# C674 FOR LE-1A
D2021 FOR LE-1B

COORD.

LAT

LONG

DEBRIS
FIELD:
GREEN → 1A
UNKNOWN → 1B



PLAN VIEW
LOOKING DOWN

LE-1A { PORTION OF LHS INBD ELEVATOR
FROM EL. STA 156 TO EL. STA 106 -
PART IS STILL CONNECTED AT
HINGE TO PART # H4 }

LE-1B { PORTION OF LHS INBD
ELEVATOR FROM EL. STA
220 APPROX TO EL. STA 181 }

OBSERVATION NOTES:

LE-1A - PART IS RELATIVELY INTACT, THE LOWER FACE SHEET
IS BROKEN BTWN EL. STA 119 & 106 - SEE SKETCH, THE
LOWER SURFACE IS STREAKED. { WAS OF TYPICAL APPEARANCE
PER CONSULTATION WITH TWA MECHANIC, DUE TO HYDRAULIC
FLUID OR GREASE LEAKING ON TO SURFACE }

NO OBVIOUS SIGNS OF FIRE DAMAGE, THERE IS ONLY
VERY LIGHT SOOTING IF ANY ON PART.

LE-1B - PART IS RELATIVELY INTACT, INBD ~~FRAME~~ ^{RH 12/11/96}
~~DIAGONAL TENSION FAILURE~~, NO BURN DAMAGE,
LOWER SURFACE HAS BLACK RESIDUE DUE TO
HYDRAULIC FLUID OR GREASE LEAKING

R Hanover 12/10/96
TBC
12-16-96
TWA
D.S. JAM 10/11/96
TWA
12-11-96
12/11/96

R Hanover 12/11/96 TBC
Robert E. Livingston TWA 10-1-96

1159
You plus FAA
10.30.96

LE1A and LE1B

Additional Information

A section of left inboard elevator from elevator station 106 to elevator station 156 and from the leading edge to the trailing edge is designated LE1A. Upper and lower skins show minor abrasions. The lower skin outer surface has the appearance of hydraulic fluid or grease streaking. This section remains attached to H4 at the hinge point.

A section of left inboard elevator from elevator station 181 to outboard edge of inboard elevator and from the leading edge to the trailing edge is designated LE1B. Upper and lower skins show minor abrasions. The lower skin outer surface has the appearance of hydraulic fluid or grease streaking and is sooted on the trailing edge, lower surface.

In the center of the panel there is a $\frac{3}{4}$ diameter approx puncture that penetrates through the whole part.

R Harrower 12/14/96

Dennis Harting IAM 12/16/96

W. M. 12-16-96 TWA

12-16-96 ACPA

Tom Todino FAA

1-10-97