

TARGET (-2B) C1078

COORD. LAT. _____

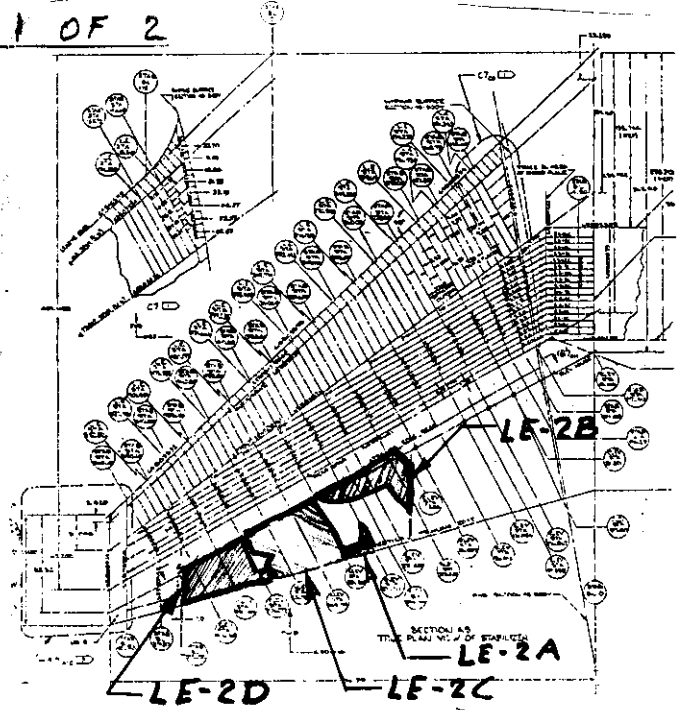
LONG. _____

DEBRIS FIELD GREEN

-2B 8-26-96

DATE LOC. -2C,-2D 9-19-96

NAME: F. LIVINGSTON

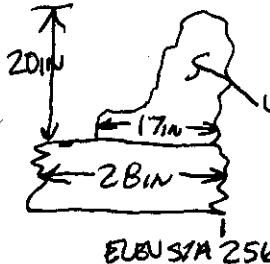


NOMENCLATURE:

LEFT SIDE, OUTBD ELEVATOR PORTIONS, 4 EACH.

DESCRIPTION: LEFT SIDE, OUTBD ELEVATOR PORTIONS, 4 EACH.

LE-2A - SMALL BACKWARD L SHAPED PORTION, BEGINNING
 ELEV. STA. 256 TRAILING EDGE RH 12/11/96
 STAB. STA. ~~335~~ V EXTENDING OUTBD 30 INCHES,
 FORWARD 12 INCHES, INBD 18 INCHES, FORWARD
 18 INCHES AND INBD 12 INCHES, TO ELEV. STA. 296 THEN AFT TO
 HINGE LINE RH 12/11/96 TRAILING EDGE
 RH 12/11/96



LE-2B - PORTION ATTACHED TO FRONT SPAR, 3 HINGE
 TAG# C1078 ELEV. STA. 206, 231 RH 12/11/96 256
 LOCATIONS, STAB. STATIONS ~~335, 360 AND 385~~.
 PORTION EXTEND AFT IRREGULAR SHAPE 3 FEET

TO 4 FEET (SEE SKETCH).
 PART EXTENDS FROM ELEV. STA. 195 (APPROX) TO 281 (APPROX) RH 12/11/96
 LE-2C - PORTION FROM CENTERLINE OF ELEVATOR HINGE
 TO TRAILING EDGE, ELEV. STA. 281 RH 12/11/96
 STAB. STA. ~~485~~ 356 RH 12/11/96 TO STAB. STA. 485 (SEE SKETCH).
 NO HINGES ATTACHED

Dennis Santiago IAM
10/23/96

12-11-96 TWA
 R. HANCOCK 12/11/96 TBC
 12-11-96
 Tom Todaro FAA 12-11-96
 Dennis Santiago
 12-11-96 IAM

10-30-96
 11-5-96

TARGET _____

COORD LAT. _____

LONG. _____

DEBRIS FIELD _____

DATE LOC. _____

NAME: F. LIVINGSTON

DESCRIPTION: (CONTINUED)

LE-2D- PORTION FROM CENTERLINE OF HINGE TO TRAILING
EDGE, ^{ELEV - R/L 12/11/96 356} STAB. STA 485 TO ELEV OUTBD EDGE.

(SEE SKETCH).

NO HINGES ATTACHED R/L 12/11/96

OBSERVATION NOTES:

a) NO BURN DAMAGE.

b) NUMEROUS PUNCTURE DUE TO DEBRIS.

c) ELEVATOR CONSTRUCTION. VERY LIGHT HONEYCOMB
SKIN CONSTRUCTION AND DAMAGE TOLERATE.

d) DAMAGE ASSUMED ^{IS R/L 12/11/96} ~~TO BE~~ IMPACT RELATED.

R Hanover TBC
12/11/96

J. J. [Signature] 12-11-96 WJA

Dennis Santiago IAM
10-23-96

Forest E. Livingston
Lou Zalles FAA

TWA 10-1-96
10-30-96

Tom Todaro
FAA-12-11-96

Dennis Santiago
IAM 12-11-96

[Signature] FAA 12-11-96

LE2A through LE2D

Additional Information

A section of left outboard elevator from elev station 256 to elevator station 284 and from the trailing edge forward approximately 30 inches is designated LE2A. The trailing edge wedge is intact. The upper skin is approximately 20 inches chordwise by 17 inches spanwise. The lower skin is approximately 15 inches chordwise by five inches spanwise. Some indication of dirt at trailing edge area.

A section of left outboard elevator from inboard end to elevator station 281 and from the leading edge aft approximately three to four feet is designated LE2B. The aft failure line has a zig zag shape. Three hinges at elevator stations 206, 231, and 256 remain attached to H2A. In addition, the remaining elevator structure is deformed upwards relative to the actuator backup fitting at Elevator Sta 244. Part is severely deformed. Leading edge structure has some impact damage.

A section of left outboard elevator from elevator station 281 to elevator station 356 and from the leading edge to the trailing edge is designated LE2C. No hinges are attached. Skin panels have minor punctures and abrasions. Leading edge structure has some impact damage. Trailing edge wedge has area of lower skin missing. Upper skin inboard edge has area of skin missing. Some indication of dirt at the inboard trailing edge area. Counter balance weight structure at elevator Sta 321 is bent upwards.

A section of left outboard elevator from elevator station 356 to outboard end is designated LE2D. No hinges are attached. Skin panels have minor punctures and abrasions. Leading edge upper skin is damaged common to the outboard hinge location. Counter balance weight structure from Elev Sta 356 to 381 is bent upwards.

BETWEEN ELEV STA 231 & 206, THE COUNTER BALANCE WEIGHT STRUCTURE IS BROKEN AND THE CORRESPONDING LOWER PANELS BETWEEN THE HINGE LINE AND REAR SPAR ARE MISSING.

R Hanover 12/14/96

TBC

M. J. 12-16-96 TWA

Dennis Santiago IAM 12-16-96

12-16-96 - FAA

Tom Technio FAA

1-10-97