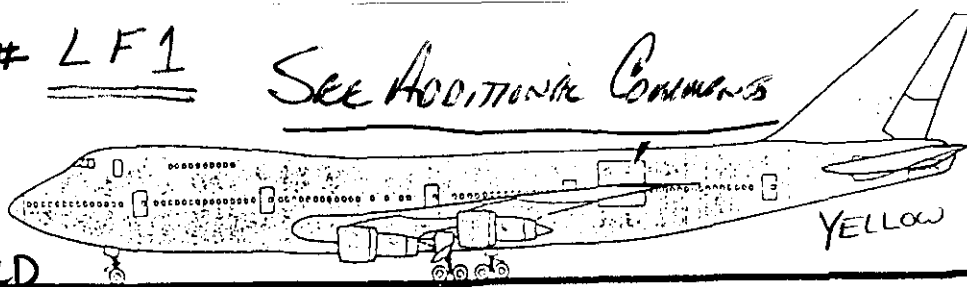


LOG# LF1

SEE ADDITIONAL COMMENTS



JEKAS FIELD

X 3

(Near Field)

40 39 03,4
72 38 28,2
TARGET
29 31,2

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

FUSELAGE SEGMENT LH.

① ~~THE~~ THE FWD SECTION OF SKIN LOCATED @ FUSELAGE STATION 580 HAS FRACTURED IN A STRAIGHT LINE OVER THE 580 FORMER SHEAR TIES FROM THE STRINGER 23L DOWN TO STRINGER 38. THE STRINGERS ALSO WERE SEVERED AT THE SAME STATION.

³⁹ THE SKIN BT STRINGER 38 TO 39 ~~AT~~ STATION A ~~PORTION~~ OF 580 TO 600, HAS BEEN RIPPED AWAY. WITH AN ~~INDICATION OF~~ ~~THE~~ ~~MATERIAL~~ ~~BEING~~

③ THE SKIN IS SEVERED ALONG THE STRINGER 39 FROM STATION 600 BACK TO STATION 660. THIS BREAK IN THE SKIN HAS ROUGH TORN ~~MATERIAL~~ EDGES. THEY ARE THREE HOLES ^{TORN} ~~TEARS~~ VERTICAL OVER FORMER STA 620, STA, 640, STA 660. THE TEARS ~~ARE APPROX~~ RUN VERTICAL ^{FROM} TO STRINGER ³⁹ TO STRINGER 37, AND ~~ABOUT~~ VERY IN WIDTH FROM 6" TO 3". THE ROUGH EDGES AROUND THE HOLE TURN OB.

Bruce Hocking
BOEING
10/23/96

B.H.
10/23/96

OM & R...
10-21-96

George Dodd
10-21-96

REFER METALLURGY GROUP NOTES

George Dodd TWA
Steve...
FAA 10-21-96

B.H.
10/23/96

④ AT STATION 670, THE SKIN IS ROUGH
~~FROM~~ ^{TORN} FROM STRINGER 38 VERTICAL TO STRINGER
~~30 SKIN LAP. HAVE THE FOLLOWING.~~

THE PORTION OF SKIN FROM 670 AFT TO STA 720
AS SEEN ~~IN~~ ^{IT} ITEM 4 HAS BEEN ~~TOOK~~ ^{TORN} AWAY.

THIS SECTION ~~IS~~ ^{RUNS FROM} STRINGER 39 TO STRINGER ~~32~~ 34

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10/23/96

STARTING AT STATION 720 THE SKIN EXTENDS
DOWN TO STRINGER 39. THE LEADING EDGE
OF THIS TEAR IS ROUGH ~~TOOK~~ ^{TORN} AND THE METAL
IS SEVERELY CRUMPLED RUNNING BACK TO STATION
780, ALL FORMERS ARE ~~TOOK~~ ^{TORN} AWAY FROM ^{the} SKIN

⑤ THE AFT SECTION SKIN IS ROUGH ~~TOOK~~ ^{TORN} FROM
STATION 780, VERTICAL TO STATION 800.
SEE ITEM 5,

⑥ THE TOP SECTION OF SKIN HAS SEVERED
ALONG THE TOP ROW OF FASTENERS IN THE SKIN
SPlice LOCATED AT STRINGER 23. THIS RUNS
FROM STA 780 FWD TO STA 740. AT
STA 740 THE SKIN IS ~~TOOK~~ ^{TORN} ALONG ^{STA} 740 DOWN
TO STRINGER 24, ~~FROM~~ FROM 740 THE SKIN

GEORGE LOU - TWA
Steve Kinsport
FAA
10-21-96

① CUT? 50% ③
 IS CUT ALONG THE ROW OF FASTENERS
 AT STRINGER 24 TO STATION STA 660
 SEE ITEM ⑦. AT STATION 660 THE CUT ①
 IS NOW MOVES VERTICAL TO STRINGER 23,
 WHERE IT IS SEVERED ALONG THE BOTTOM
 ROW OF FASTENERS IN THE SKIN LAP LOCATED
 AT STRINGER 23, THIS CONTINUES FWD TO
 STATION 580. SEE ITEM ⑧

STATION FORMERS

STA-600: FORMER ATTACHED ONLY TO SKIN
 BETWEEN STRINGER 23 & 24. Former is completely
 severed at stringer 27 & AT STG 23

STA 620 Former runs from stringer 24
 to stringer 35. It is only attached to
 skin between stringer 24 and 28. all fasteners
 below stringer 25 have been sheared. ②

STA 640. Former runs from stringer 24 to
 stringer 35. It is attached from stringer 24 to
 stringer 27. All remaining fasteners sheared down
 to stringer 35. ②

GEORGE Dodd TWA

B.H.
10/23/96

B.H.

B.H.

~~Former~~ Former 660:

Former is SEVERED AT STINGER 22^{1/2} and runs down to stinger ~~30~~^{31 L}. It is attached to the skin from stinger 24 to stinger ~~28~~²⁹.
Former 680

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10/23/96

B.H.
10/23/96

SEVERED ABOUT 6" ABOVE STINGER 24 and runs down to stinger ~~30~~³⁵. It is attached to the skin from stinger 24 to ~~29~~³⁰. The bottom portion of the former at stinger 32 bends about 25° aft.

- RB (3)

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10/23/96 RB (4)

Former 700:

Severed about 6" above stinger 24 and runs down to stinger ~~34~~³⁵ at about stinger ~~31~~²⁹. Broken and turned about 30° aft. It is attached to the skin from stinger ~~24~~³² to ~~31~~.
ALSO BROKEN AT STG 32L

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- RB (5)

B.H.

Former 720:

Extends about 6" above stinger 24 and runs down to stinger ~~32~~³⁵. It is attached to the skin ~~and~~ from 24 to 31.

- RB (6)

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10/23/96

Page 17

FORMER 740

B.H.
10/23/96

Runs from stinger ^{22 1/2} ~~28~~ to ³² ~~31~~ It is attached - RTB (7)
to the skin from 24 to ~~31~~ ³²

FORMER 760

B.H.
10/23/96

Runs from stinger 23 to ³¹ ~~28~~ - RTB (8)
It is attached between 23 to ²⁶ ~~28~~ and
²⁸ ~~27~~ - stinger ³¹ ~~29~~. It is completely sewed
at stinger ~~27~~ ²⁸

The OB floor beams are attached to
formers 600, 620, 640, 660, 680, ^{& PORTIONS AT STA 700, 720 & 740}
a piece of seat track is attached to the
floor beams between 640 - 680.

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10/23/96

Notes

- (1) Cut refers to a skin fracture
- (2) Fasteners have been pulled through skin with no lateral loading - not sheared.
- (3) Very few rivet holes show any elongation.

S. D. Green ALPA

B.H. SKIN IS CRUMPLED IN THE HOOP DIRECTION BETWEEN STG 32 AND 34 FROM STA 700 TO 760. IT IS ALSO TORN IN THIS
10/23/96 SAME STG REGION FROM STA 730 TO 760

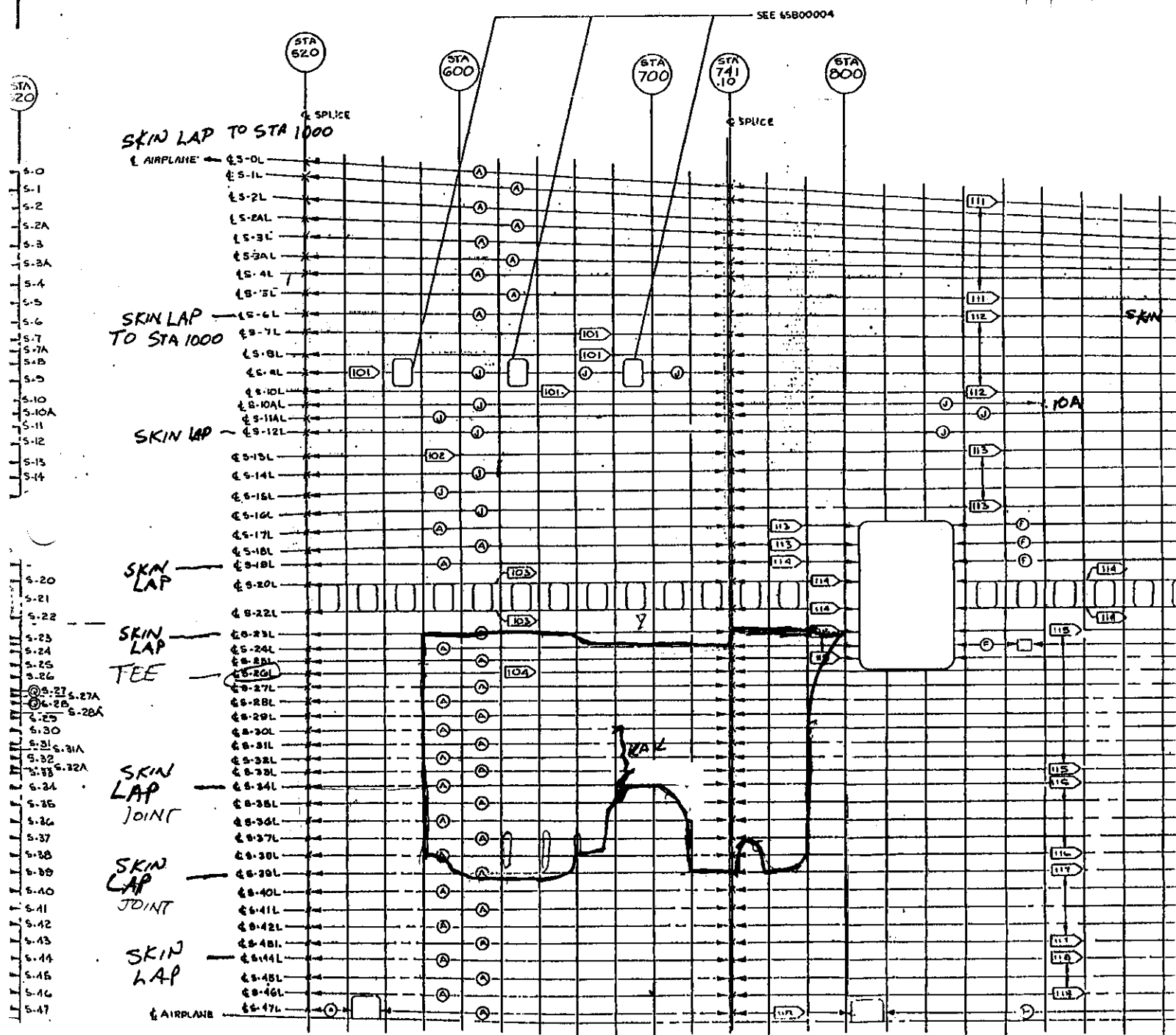
AN APPARENT SKIN REPAIR HAS BEEN PERFORMED IN THE REGION 720 TO 740, STG 25 TO 28.

B.H. 10/23/96

LEFT

Page 7
LEFT

FLANG



LEFT HAND
SKIN PANEL
← FWD

THIS PAGE DONE BY
BARRY SMITH OF BOEING
DATE 28/1/96

81A
810.00

65B00005 3

Steve Klupach
FAN 10 21-96

6

ADDITIONAL COMMENTS

NOTE: CIRCLED NUMBERS ARE FLAGGED IN ORIGINAL DOCUMENT.

LF-1

12/7/96

- R3 ① - #38 STRINGER IS MISSING FROM STATION 580 TO 593 ✓
- ② - STATION 580 FORMER IS MISSING ✓
- ③ - FORMER STA 680 EXTENDS FROM JUST ABOVE 24 DOWN TO JUST BELOW STRINGER 34 ✓
- ④ - STA. 680 FORMER (M.S. 12-5-96) IS ATTACHED TO FUSELAGE SKIN BETWEEN STRINGERS 24 TO 30 INCLUSIVE ✓
- ⑤ - STA. 680 FORMER (M.S. 12-6-96) - BROKEN AFT AT STRINGER 32 ✓
- ⑥ - FORMER 720 EXTENDS FROM ^{6" ABOVE} STRINGER 24 DOWN STRINGER 34 AS A COMPLETE FORMER WITH A PARTIAL FORMER CONTINUING DOWN TO STRINGER 35 ✓
- ⑦ - 740 GOES FROM 23 DOWN TO 32 ✓
4" ABOVE (M.S. 12-5-96)
- ⑧ - FORMER 760 IS PRESENT BUT SEVERED INTO TWO PIECES TOP PIECE RUNS FROM STR 23 DOWN TO STR 28, FROM THAT POINT THE FRACTURE EXTENDS DIAGONALLY INBOARD TO STRINGER 29 AND THE ~~INBOARD~~ INBOARD CAP EXTENDS TO STR 30 THE POINTS OF ATTACHMENT TO THE SKIN ARE CORRECT AS INDICATED ✓

⑨ FORMERS ^{AT STA 740 & 760} ARE NOT MENTIONED @ S-23

Rob Hanauer - TBC
12/5/96
Yousaf Ali FAA
12/5/96

Neil Scoville - TWA
12-5-96

C. J. Hale 12-5-96
JAM

FAY
STETTLER

STEVE KLIPACHEN
FAA 10-21-96

⑩

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