

LOG # LF27

SDG
RTS 10-7-96
A-6

TARGET # _____

COORD: LAT 40 39 47

LONG 72 37 27

DEBRIS FIELD

- A C-2352
- B C-146
- C C-150
- D C-149
- E - C2354
- F C-153

SECTION LF27A MEASURES APPROX $5\frac{1}{2}' \times 3\frac{1}{2}'$ AND ENCOMPASSES FRAMES 1740 THRU 1800 AND STRINGERS S30L THRU S34L. ALL FRAMES MISSING AND ALL STRINGERS FRACTURED, ALSO S33L + S34L MISSING. FUSELAGE SKIN IS IRREGULAR IN SHAPE AND ALL EDGES SHEARED AND TORN AT RIVET HOLES. NO EVIDENCE OF FIRE/SMOKE DAMAGE.

SECTION LF27B MEASURES $5' \times 5'$ AND ENCOMPASSES FRAMES 1760 THRU 1800, AND STRINGER LOCATION S25L THRU S31L. ALL FRAMES MISSING, AND ALL STRINGERS FRACTURED, ALSO STRINGERS S25L, S26L, & S27L MISSING. FUSELAGE SKIN IS IRREGULAR IN SHAPE AND ALL EDGES SHEARED AND TORN. THIS SECTION MATCHES UP TO LF3 AND LF27A NO EVIDENCE OF FIRE/SMOKE DAMAGE.

SECTION LF27C MEASURES APPROX $3\frac{1}{2}' \times 3\frac{1}{2}'$ AND ENCOMPASSES FRAMES STA 1820 THRU 1840, AND STRINGER LOCATIONS S27L THRU S31L. ALL FRAMES MISSING, STRINGERS S29 + 30 FRACTURED AND PULLED FROM FUSELAGE SKIN/RIVETS, ALL OTHERS MISSING. FUSELAGE SKIN IS IRREGULAR IN SHAPE AND ALL EDGES ARE EITHER SHEARED OR TORN. THIS SECTION MATCHES UP TO LF27B, LF3 AND LF27D NO EVIDENCE OF FIRE OR SMOKE DAMAGE.

Townshend
FAA
10-a-96

B. Hocking
BOEING
10/24/96

Neil Scovell
TWA-10-6-96
C of Hale - JAM
10-26-96

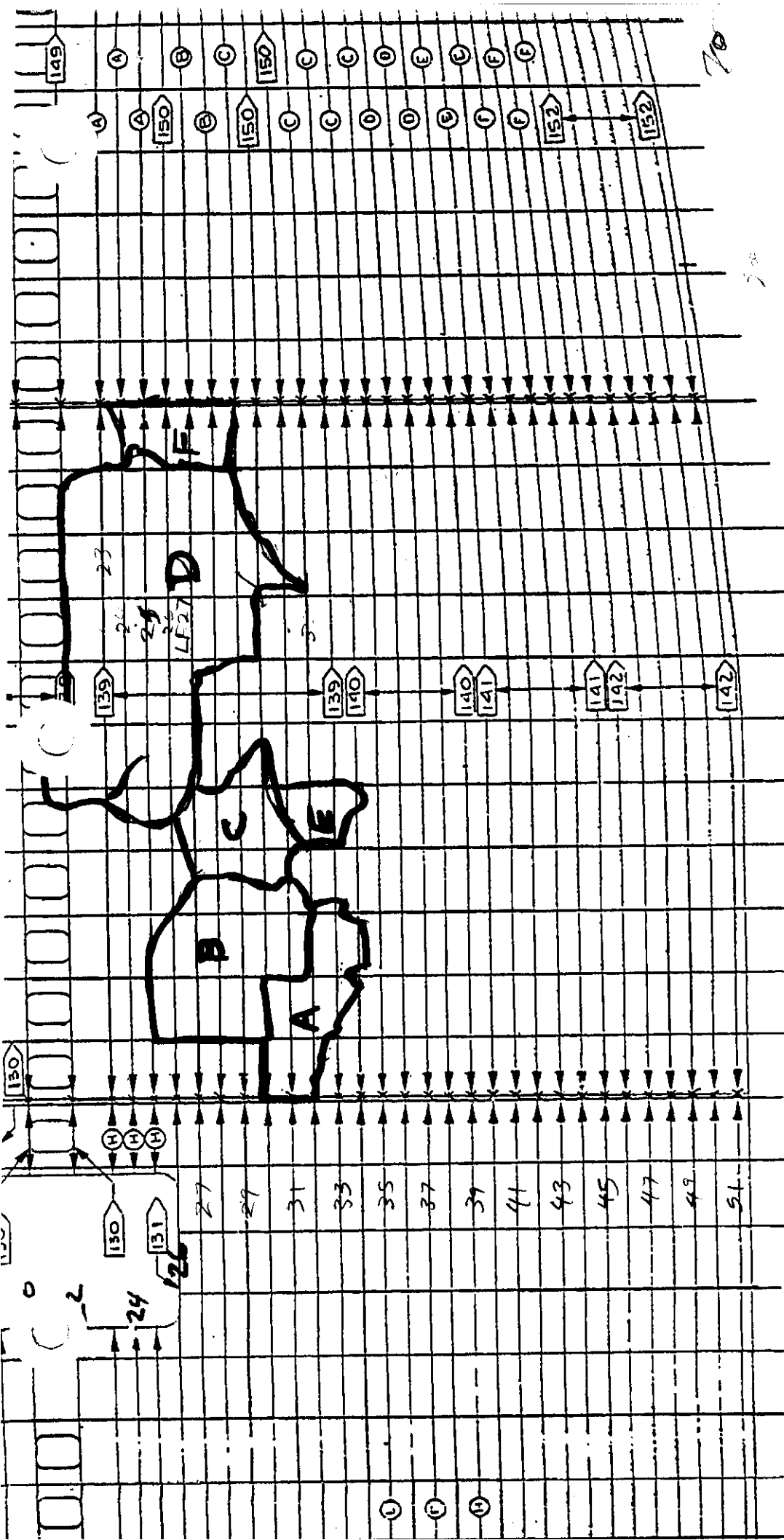
John P. Miller
FAA
8/12/96

SECTION LF27D MEASURES APPROX $12' \times 6\frac{1}{2}'$
AND ENCOMPASSES FRAMES 1840 THRU 1940 AND STRINGER
LOCATIONS S22L THRU S30L. ALL FRAMES ARE MISSING
SO ARE STRINGERS S22L, S24L, S25L, S26L, S29L & S30L.
REMAINING STRINGERS S23L AND S27L ARE FRACTURED.
FUSELAGE SKIN IS BENT AND EDGES ARE SHEARED, TORN & IRREGULAR.
TWO PARTIAL WINDOW OPENINGS ABOVE AND BETWEEN
FRAMES 1840 TO 1860 AND 1860 TO 1880. THIS
SECTION MATCHES UP WITH LF3 AND LF27E.
NO EVIDENCE OF FIRE OR SMOKE DAMAGE.

SECTION LF27E MEASURES APPROX $2' \times 1\frac{1}{2}'$
AND ENCOMPASSES FRAME STATIONS 1820 + 1840, AND STRINGERS
S31L THRU S34L. NO STRINGERS OR FRAMES ARE ATTACHED.
FUSELAGE SKIN IS JAGGERED AND TORN. THIS SECTION MATCHES
TO LF27C, LF27B, AND LF27A. NO EVIDENCE OF FIRE
OR SMOKE DAMAGE.

SECTION LF27F MEASURES APPROX $2\frac{1}{2}' \times 1\frac{1}{2}'$ AND
ENCOMPASSES FRAME STATIONS 1940 THRU 1960 AND STRINGERS
S24L THRU S29L. NO STRINGERS OR FRAMES ATTACHED.
FUSELAGE SKIN IS JAGGERED AND TORN. THIS SECTION MATCHES
TO LF27D, LF3 AND LF28A. NO EVIDENCE OF FIRE
OR SMOKE DAMAGE.

Lou Zalkin
FAA
8/12/96



LF27

LF 27

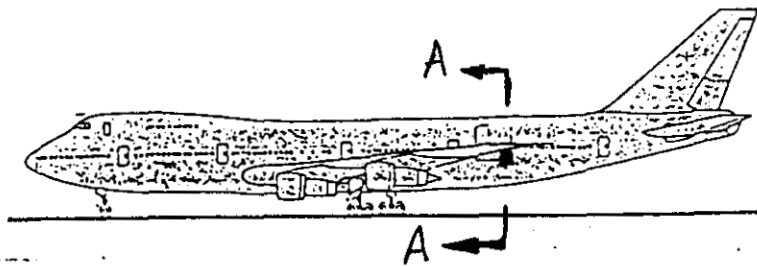
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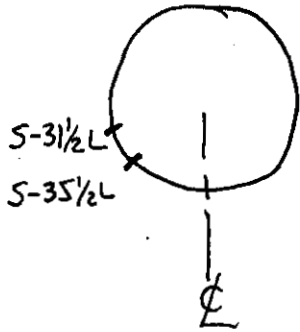


LOG # LF27G

TARGET # C2355 GREEN

COORD: LAT _____
LONG _____

DEBRIS FIELD _____



VIEW A-A

SKIN SEGMENT, STA 1920 TO 1940,
STG 31 1/2 L TO STG 35 1/2 L.

SKIN:

(CIRCUMFERENTIALLY)

SKIN IS ACCORDIONED DRAMATICALLY WITH SHARP BENDS AT STG 33L, STG 33 3/4 L, STG 34 1/2 L. IT IS TORN ALMOST THROUGH LONGITUDINALLY AT STG. 33L — ONLY 2" REMAIN BEFORE COMPLETE SEPARATION.

STRINGERS:

- 1) STG. 34L REMAINS ATTACHED BETWEEN STA. 1920 TO 1940.
- 2) STG 35L REMAINS ATTACHED BETWEEN STA 1920 TO 1940.

OTHER ITEMS:

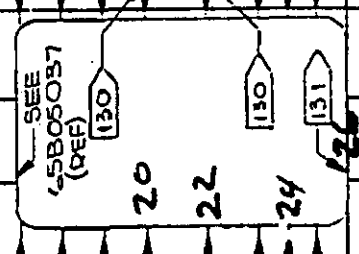
- 1) A STABILIZATION INTERCOSTAL REMAINS ATTACHED ALONG THE UPPER SIDE WALL OF STG 35L.
- 2) THERE IS LIGHT SOOTING / DIRT ALONG THE INBOARD SURFACE OF THE PANEL.
- 3) FRACTURE SURFACES APPEAR TO BE ~~BE~~ DUCTILE FAILURES.

B. HOCKING
BOEING
9/2/96

4

STATION

1741.10 1760 1780 1800 1820 1840 1860 1880 1900 1920 1940



NO STRINGER

26L 28L 30L 32L 34L 36L 38L

LF276 GREEN

FWD

B. HOCKING 9/1/96

BOEING

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