

RTS 10/1/96
SOG

LOG # LF-3

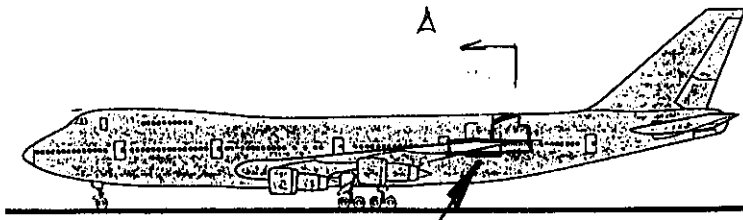
TARGET # GREEN TAG # C-003

COORD: LAT 40° 39' 46.66" N

LONG 72° 37' 26.7" W

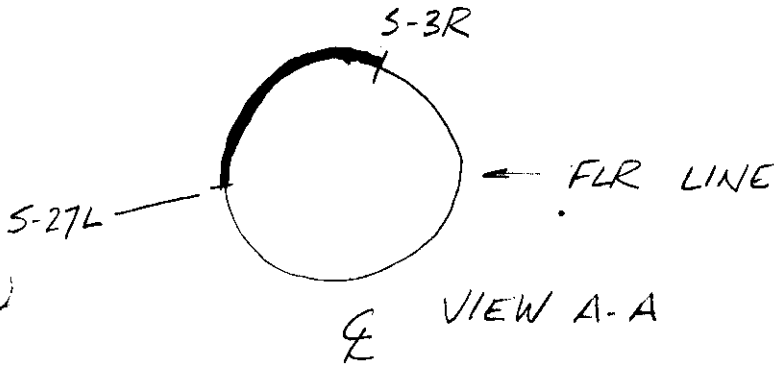
DEBRIS FIELD #1

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See
Additional
Comments

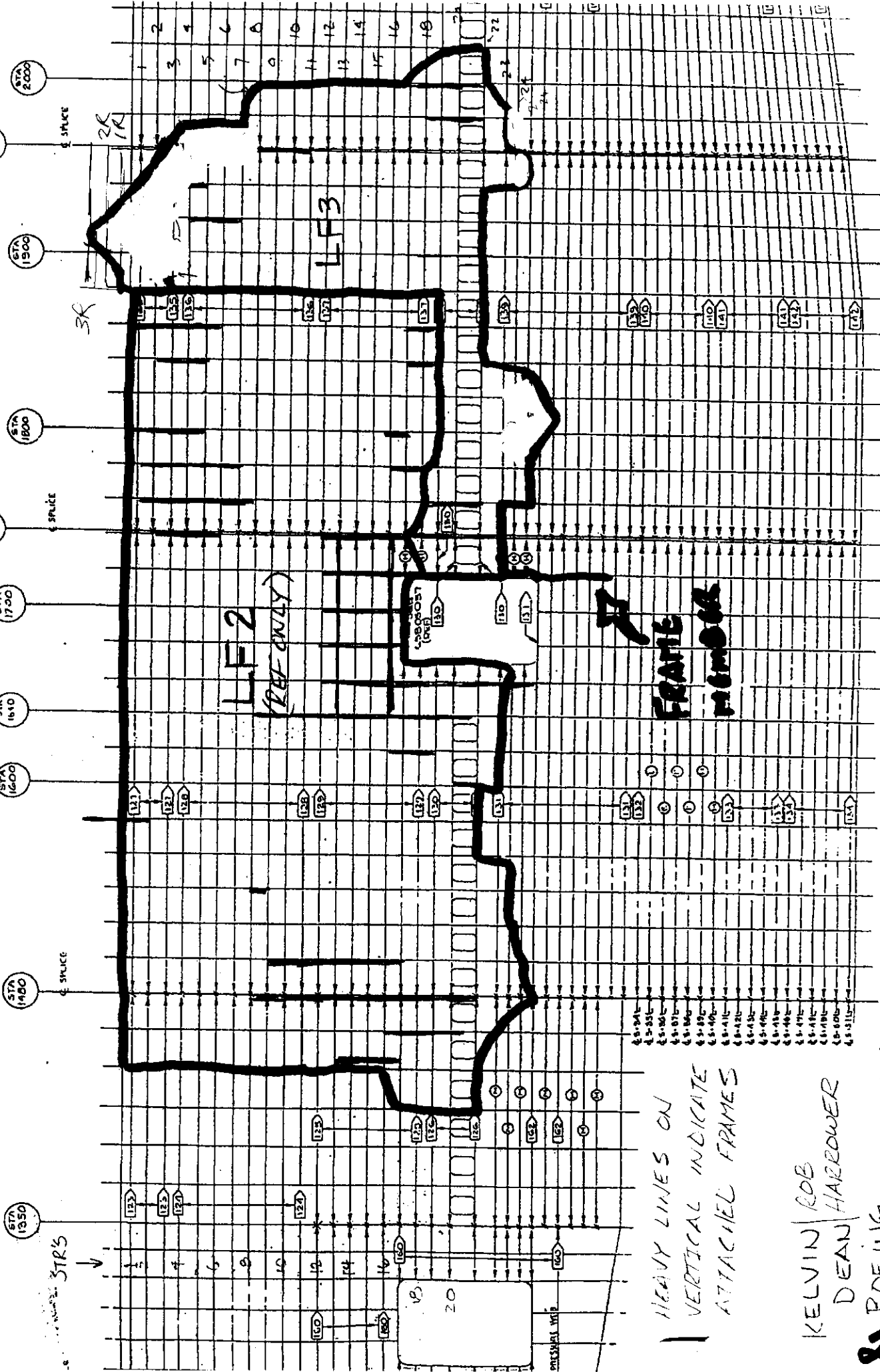
FUSELAGE SKIN AND STRINGERS
STA 1720 - 2018, STR 27L-3R



UNIT COMPRISED OF SKINS PLUS STRINGERS
WITH A FEW FRAMES ATTACHED - SEE NOTES

R. Guadetti IAM 10/23/96
L. Phillips FAA 10/21/96
M. Pouchman TWA 9/29/96
K. Hanauer Boeing 8/4/96

LEF SIDE



STR'S

HEAVY LINES ON
VERTICAL INDICATE
ATTACHED FRAMES

KELVIN ROB
DEAN HARROWER

BOEING
10/14/96
DEVELOPED VIEW -
LEFT SIDE
SCALE: 1/4" = 1'-0"

SEE JOB LF2 FOR THAT PANELS WRITE-UP

LF-3 FUSELAGE SKIN

REC'D AT HANGER 8/3

LOC'N CODE = GREEN C-003

LAT = 40° 39' 46.66" N

LONG = 72° 37' 26.7" W

DEBRIS FIELD #

STA 1720 - 2018, STR 27L - 3R

PANEL IS CLEAN AND FREE OF SOOT/ASH

SKIN IS FREE OF SHEAR WRINKLES

UNIT HAS 15 WINDOWS, ONE HAS GLASS

DOOR # 4L AFT EDGE FRAME IS SEVERED JUST ABOVE
STOP # 9 AND JUST BELOW STOP # 1

NO PUNCTURES TO REPORT

J. Zebrow FAA 10/21/96
K. Hancock 8/4/96
Boeing 3

Additional Comments

LF 3

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A crease runs diagonally up and aft beginning at FS 1880, stringer 18L. The crease turns more upward at FS 1940, stringer 15L. This location has a ^{12"} skin tear that crosses the crease line and has been displaced by the crease. The crease continues from this location to FS 2000, S-13L. The fracture sites at S 18L, 16L, 15L, 14L and 13L lie at or very near this crease.

SD GREEN ALPA
08-14-96

~~ALPA~~
12-5-96

R Hanover - TBC
12/5/96

Neil Scoville - TWA
12-5-96

Len Zukus FAA
12-5-96

Chiffel IAM
12-5-96