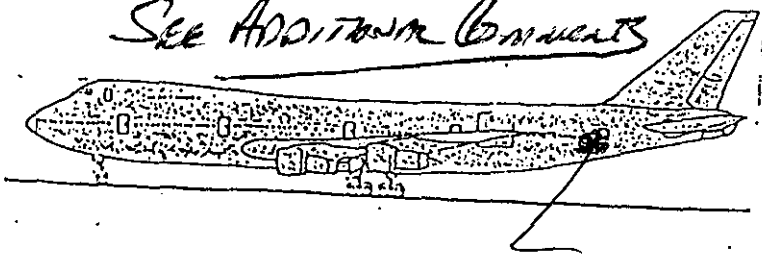


SEE ADDITIONAL COMMENTS



LOG # LF 33 SOG RTS 10-7-96 A-B

TARGET # 14 10/10/93

COORD: LAT ?

LONG ?

GREEN C410

DEBRIS FIELD

SKIN STRINGER, FRAME AND DOOR # 5

Tom Todman
10-9-96
CFR 10-27-96

~~STA~~

LF 33A

L This section of fuselage measures approximately 14' x 9' and encompasses stations 2140 thru 2280, and stringer locations S11L thru S24L. 60% of the L5 entry door is attached to this structure. Fuselage skin is rolled over, crushed, and twisted throughout. Skin edges are jagged, and contain 2 window openings.

All stringers are fractured and pulled loose from skin along various stations. Stringer S11L missing.

All frames are fractured. Frame section at stations 2140, 2160, and 2180 ^① missing. Small sections of remaining frames are attached at:

STA 2180	Secured at	Stringers	S17L thru	S21L
" 2200	" "	" "	S17L "	S21L ②
" 2220	" "	" "	S18L "	S24L ③
" 2240	" "	" "	S18L "	S24L ④
" 2260	" "	" "	S14L +	S15L ⑤

No evidence of fire or smoke damage.

LF 33B

TAG C 2384

This section of fuselage measures approx 3' x 1 1/2' and encompassed frame stations 2260 - 2300, and stringer locations S11L, S12L, S13L. There are no stringer or frame sections attached. Skin edge is jagged. No evidence of fire or smoke damage.

Neil Sewell TWA 10-9-96 FAA 8-15-96

B. Hocking
BOEING 10/25/96

LOG # LF 33A
REVISIONS & ADDITIONS

Pg 3 of 3

- ① STA 2180 FRAME SEGMENT MISSING FROM STG 11L TO STG 17L.
- ② STA 2200 FRAME SEGMENTS SECURED FROM STG 12L TO 16L, FROM 17L TO 19L, AND FROM STG 20L TO 22L.
- ③ STA 2220 FRAME SEGMENTS SECURED FROM STG 13L TO STG 18L, FROM 19L TO 22L, AND THEN IS CRUSHED BY BENT UP LWR SKIN.
- ④ ~~STA 2240 FRAME SEGMENT SECURED FROM STG. 13L (SILL) DOWN TO POSSIBLY STG 24L WHERE IT IS CRUSHED BY INWARD/UPWARD BENDING LOWER SKIN.~~
- ⑤ STA 2260 FRAME SEGMENT SECURED FROM STG 13L (AUX. SILL) DOWN TO STG 16L (MAIN SILL).

UPPER AUXILIARY DOOR SILL (STG 13L) REMAINS ATTACHED FROM STA 2200 TO 2232 AND THEN IS DETACHED ^A BACK TO STA 2240. FROM OUTER SKIN

- ④ STA 2240 FRAME SEGMENT SECURED FROM STG 13L (AUX. SILL) DOWN TO STG 16L (MAIN SILL)

FWD DOOR FRAME AT STA 2232 IS SECURED FROM STG 13L (AUX. SILL) DOWN TO ^{AS NEAR AS CAN BE DETERMINED} ~~POSSIBLY~~ STG 24L WHERE IT IS CRUSHED BY INWARD/UPWARD BENDING LOWER SKIN.

MAIN UPPER DOOR SILL REMAINS ATTACHED FROM STA 2200 BACK TO STA 2240.

A REMNANT OF THE UPPER AUXILIARY SILL IS ATTACHED ALONG STG 13L FROM STA 2240 BACK TO STA 2280 BUT LACKS SOME WEB AND MOST OF ITS INBOARD CHORD.

R. Hocking / BOEING
10/25/96

THERE IS A BURN MARK ON THE OUTER SKIN SURFACE AT APPROXIMATELY STA 2215, STG 24 1/4.

~~Handwritten signature~~ -ADA
12-6-96

R Hanover - TBC 12/6/96

Dennis Santiago IAM
12-6-96

Neil Scoville - TWA
12-6-96

(N)
Tom Todman
FAA 12-6-96

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