

See Additional
Comments

LOG # LF 35 ^{SDG}
 TARGET # C401 ^{RTS 10-7-96}
 COORD: LAT 2
 LONG ?

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

DEBRIS FIELD GREEN
 Pg 1047

LF 35 A

SEE 3)
 B.H.
 10/26/95

This section of fuselage skin measures approximately 5 1/2' x 3 1/2' and encompasses frame stations 2200 to 2240 and stringers S34L to S46L. All frame sections are missing, and all stringers are crushed and ruptured. Skin edges are jagged and torn, and is of irregular shape, crushed (accordion style) in center. This section contains a rectangular opening - approx 22" x 14" (outflow valve) there is no evidence of fire or smoke damage.

LF 35 B

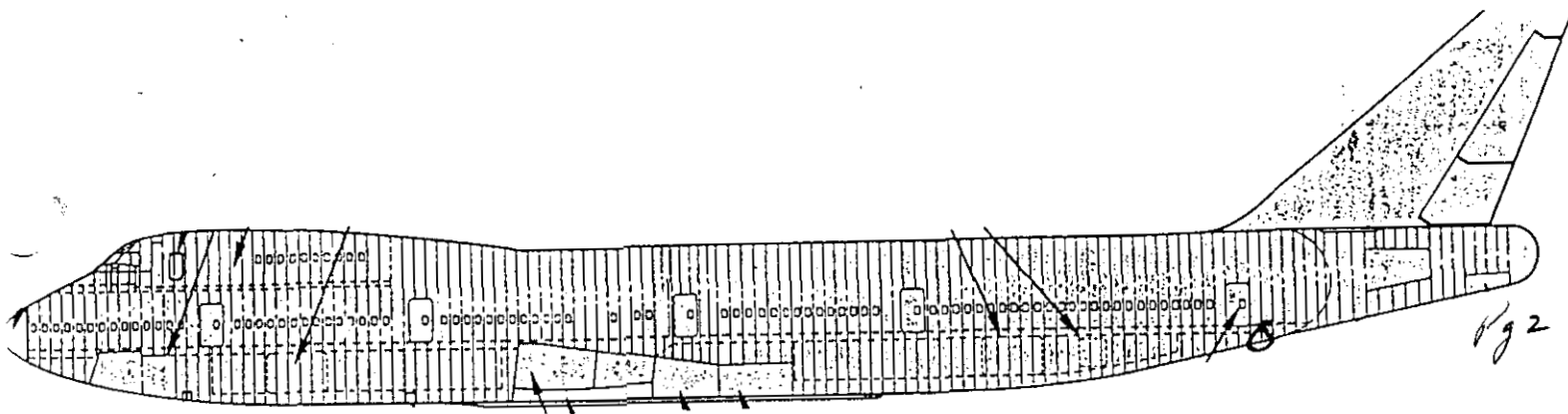
This section of skin measures approx. 7' x 5' and encompasses STA 2160 thru 2220, and stringers 40R to 51R thru ϕ and continues up on ~~left~~ side to stringer S47L. With the exception of a small section of frame 2181 attached at S46R + S45R, all other frames are missing. All stringers are ruptured and crushed. Skin shape is irregular, and all edges are jagged and torn, and rolled. No evidence of fire or smoke damage.

Tom Todino
 FARA 10-9-96
 C. H. H. - IAM
 10-27-96

B. Hocking
 BOEING
 10/26/96

Neil Scovell
 10-10-96 - TWA

Lawrence
 FARA
 8/15/96



LF 35C

THIS PIECE OF FUSELAGE MEASURES 50" X 42"
AND ENCOMPASSES STATIONS 2200 TO 2160

BETWEEN STRINGERS ~~35A~~ 40L AND 49L

IT FITS UP TO 35A IN FRONT AND IN FRONT
OF AND ON TOP OF 35B

SECTION OF FUSELAGE IS BENT IN A 150° "V"

AT STATION 2180 FROM INSIDE TO OUT.

THE TOP OF THE PIECE AT STATION 2180 IS BENT
IN AND AT 30° ALL EDGES ARE JAGGED AND
BENT. NO EVIDENCE OF FIRE OR SOOT DAMAGE

ON INSIDE SURFACE. OUTSIDE SURFACE ~~IS~~ EXHIBITS
NORMAL GREASE-DIRT STEAKING

PUNCTURES AT FOLLOWING LOCATIONS

- 1) 4" FWD OF 2180 BTWN S44L + S46L OUTWARD
- 2) 7" AFT OF 2180 BTWN S48L + S49L OUTWARD
- 3) 11.5" AFT OF 2180 BTWN S48L + S49L OUTWARD

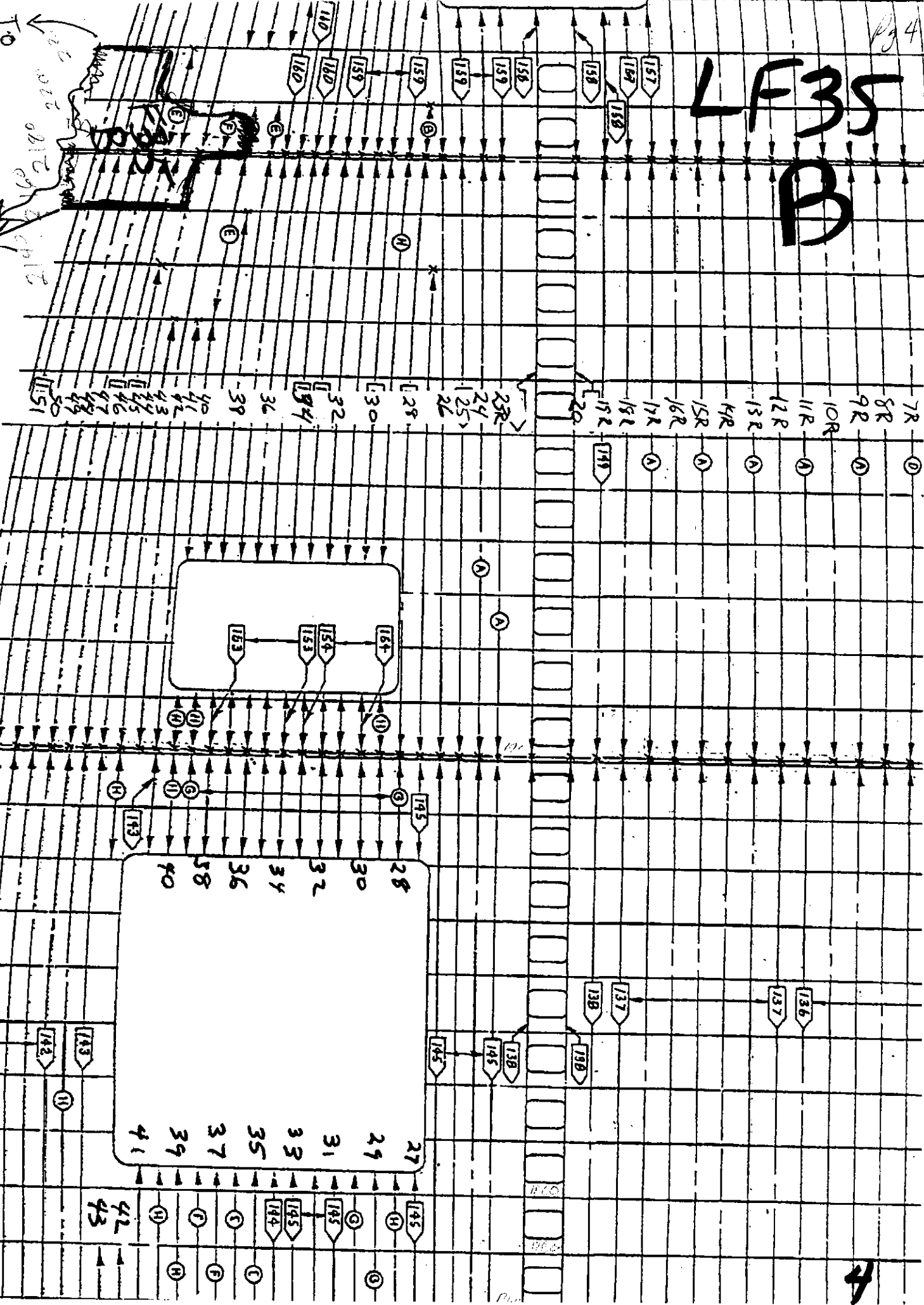
Tom Todino
FAA 10-11-96

Neil Scoville
TWA- 10-10-96

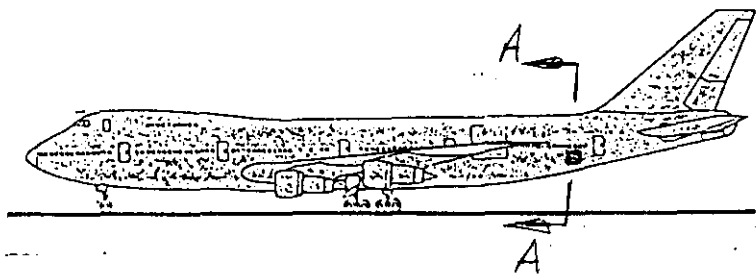
RT STEWART
ALPA

LF35 B

STRANGER
347
STRANGER
347

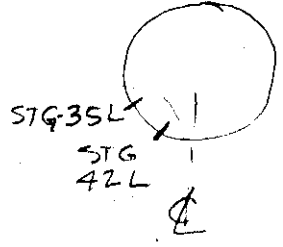


A



LOG # LF35D
TARGET # UNKNOWN GREEN
COORD: LAT _____
LONG _____

DEBRIS FIELD _____



~~BATCH NUMBER 8-26-96-36 DATA NOT AVAILABLE AT TIME OF DOCUMENTATION TO DETERMINE REGION FOUND IN. RW.~~

VIEW A-A

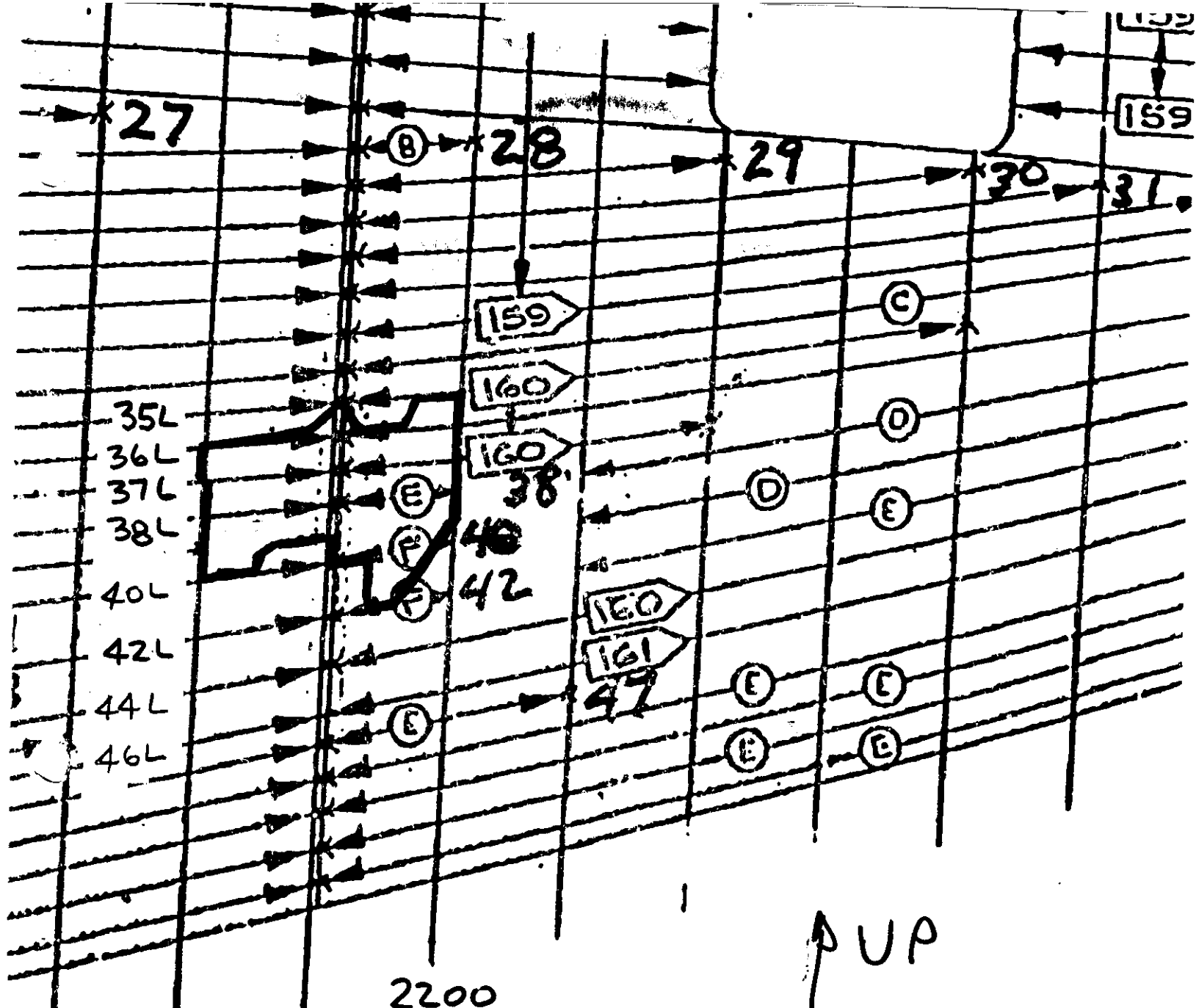
SKIN SEGMENT FROM STA 2160 TO STA 2200, STG 35L TO 42L.

SEGMENT IS BADLY CRUMPLED IN BOTH THE CIRCUMFERENTIAL AND RADIAL DIRECTIONS. ATTACHED STRINGERS ARE ALSO SMASHED AND TWISTED. GENERAL SHAPE OF SEGMENT IS AS FOLLOWS:

- 1) THE UPPER AND LOWER EDGES OF THE PANEL ARE BENT OUT BOARD FROM THE CENTER REGION (IS STG 37L & 38L)
- 2) THE FORWARD EDGE OF THE PART IS BENT OUTBOARD AND STG 37L IS BROKEN AT ABOUT STA 2174 TO ALLOW THIS.
- 3) STG 36L RUNS FROM ABOUT STA 2164 TO ABOUT STA 2185. STG 37L RUNS THE LENGTH OF THE SKIN SEGMENT BUT IS BROKEN AS NOTED IN #2. STG 38L RUNS FROM STA 2179 TO 2197. STG 40L RUNS FROM STA 2181 TO 2197. ALL OTHER STRINGERS ARE MISSING.
- 4) THERE TWO PENETRATIONS: ONE AT ABOUT STA 1289 BETWEEN STG 38L & 40L (FLAIRED FROM I/B TO O/B) ANOTHER (POSSIBLE) AT STA 2175 BETWEEN STG 36 AND STG 37.
- 5) NO APPARENT SOOTING OF PART. FRACTURES APPEAR TO BE VERY JAGGED & DUCTILE RATHER THAN FATIGUE RELATED.

Tom Tochnos
FAA 10-29-96

B. HOCKING
8/28/96



STA 2160 2181 2200

FWD
PUP

L/H

LOG# LF35D

B. HOCKING
8/28/96

6 Pg 4

Additional Comments

LF 35A

R.T. STEITNER

- 1) THE FRAME STATIONS ARE CORRECT BUT IT BORDERS BETWEEN STRINGERS S34L TO S46L ✓
- 2) OUTWARD PUNCTURE JUST 15th INCHES AFT OF @ STR 40L
OUTFLOW VALVE OPENING 1/4 INCH IN DIAMETER
- 3) SEGMENT OF STA 2220 FRAME REMAINS ATTACHED BETWEEN STG 38L TO 44L — B.N. 10/26/96 ✓

LF 35B

- 1) PUNCTURE OUTWARD BETWEEN STRINGERS 50L - 51L
10.5 INCHES AFT OF 2200 ✓
- 2) BLUE PAINT TRANSFER ONTO STRINGER 48L
11 INCHES AFT OF 2200 ✓

LF 35C

- 1) MANUFACTURED HOLE AT STA ~ 2189, BETWEEN STG 44L & 46L IS OPEN. WHAT WAS ATTACHED HERE IS NOW MISSING. PART OF PLASTIC MOUNTING BRACKET REMAINS ATTACHED ON INSIDE SURFACE.

B.N. 10/26/96

Dennis Santiago IAM
12-6-96

TOM Tedmo
FAA 12-6-96

R. Henauer - TBC
12/6/96

~~ATD~~ - AENA 12-6-96

Paul Scoville - TWA
12-6-96