

LOG # LF39
 TARGET # _____
 COORD: LAT _____
 LONG _____

SEE ADDITIONAL COMMENTS

DEBRIS FIELD # 1 green
 (far)

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

Green Tag # C860 LF39A

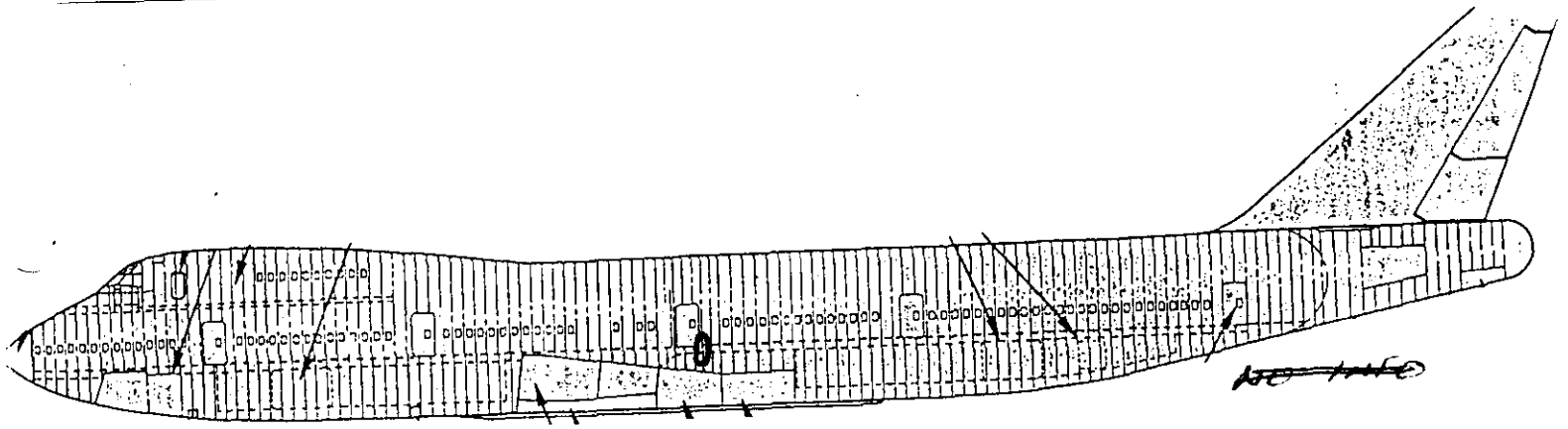
LHS Skin Panel, STA 1319 to STA 1440,
 S-5L to S-23L.

This skin panel segment includes the aft upper portion of the Door 3L cutout. All stringers and door sill structure is intact and in place. The aft Door edge frame is intact with stops #2 through #9 in place.

There is moderate sooting on the panel internal surface. This part mates with a panel aft labelled as LF2. Panel LF2 has no sooting on the interior surface. Both this panel and LF2 exhibit what appears to be light sooting on the external surface. The two windows aft of STA 1350 are still in place and both internal & external surfaces are smooth. Moderately heavy sooting on window internal surface and light sooting on external surface. There appears to be some heat damage to velcro stripping on edge frame I/c. (plastic stripping is somewhat melted & curled). Interior face of attendant assist handle appears to be lightly melted.

Chris Hobbs
 8/19/96

10-23-96 Neil Scoville TWA-10-10-96 Stephen F. Kelly
 10-23-96



GREG TA9 C112

LF 39 B

DESCRIPTION: STATION 1350 FRAME JUST ABOVE BULKHEAD

PART MEASURES 70" LONG X 16" WIDE AT GREATEST POINT. FRAME IS FRACTURED AT FACTORY SPLICE BETWEEN S20L AND S22L DOWN TOWARD S22L WHERE IT IS SEPARATED FROM OUTER SKIN FOR THE REMAINDER OF ITS LENGTH

THE FRACTURE SURFACES OF THE FRAME AT THE SPLICE ARE HEAVILY SOOTED. ALL SURFACES OF THE FRAME EXHIBIT LIGHT TO MODERATE SOOTING. THE BOTTOM FRACTURE SURFACES OF THE FRAME EXHIBIT MODERATE TO HEAVY SOOTING. ATTACHMENTS FOR STRINGERS S22L, S24L, S25L, AND S26L ARE STILL ATTACHED ON FRONT FACE.

R. T. STETNER

ALPA

Neil Lovvick

TWA 10-10-96

Stephen F. Klappholz
FNA-10 22-96

2

3

LICE
LHS

STA
1319

STA
1350

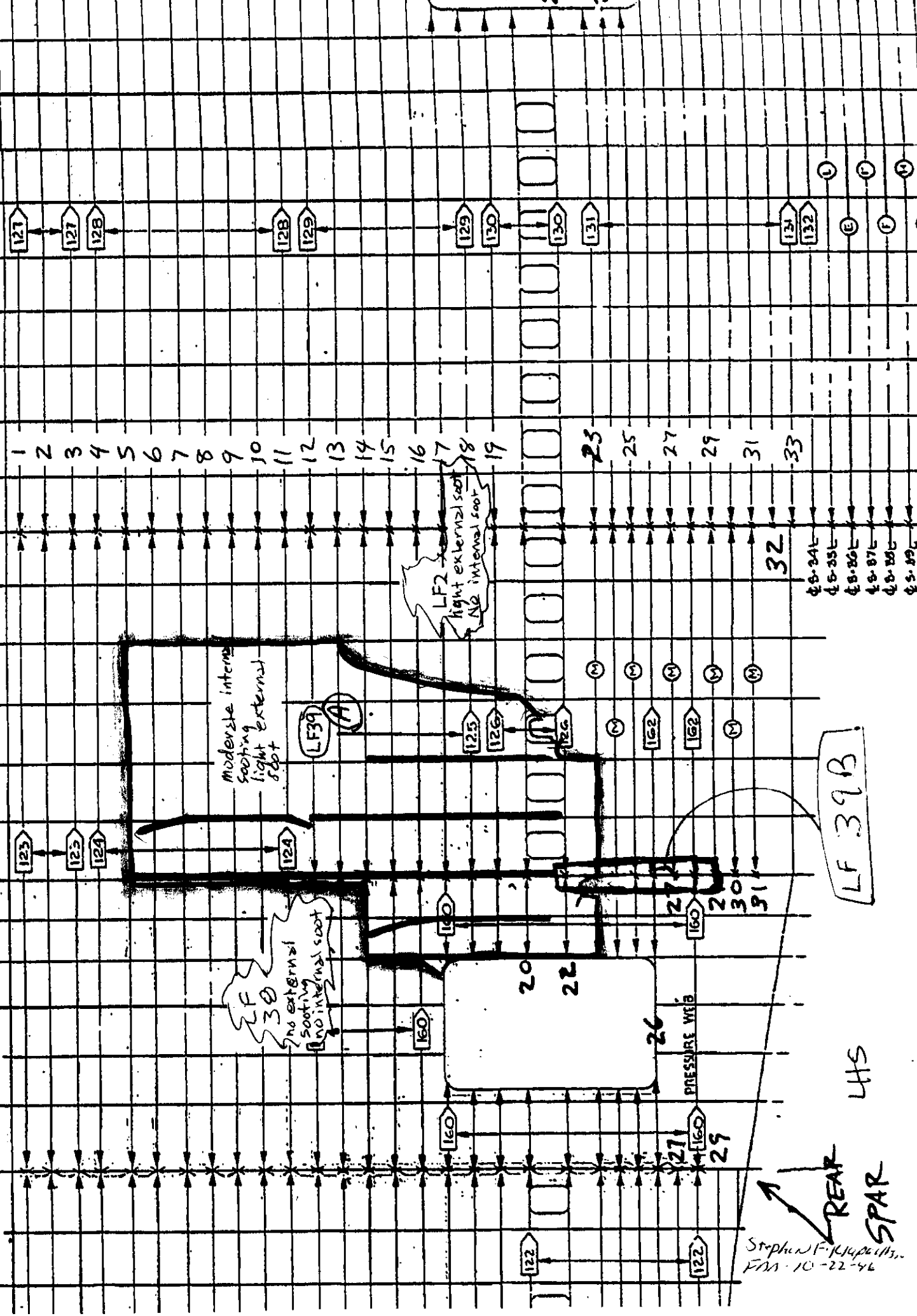
STA
1378

STA
1480

LF39

1600

SPURCE



Stephen F. Kujala
FMA-10-22-46

LHS

REAR
SPAR

LF 39B

48-24L
 48-25L
 48-26L
 48-27L
 48-28L
 48-29L

32

31

30

29

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25

24

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22

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ADDITIONAL COMMENTS

LF 39A

THERE IS A BLACK SUBSTANCE ON THE STA 1350 BULKHEAD INBOARD CHORD FROM STG 15L UP TO FRACTURE POINT AT STG 6L. A PIECE OF BLACK, HARD RUBBER IS LODGED AT END OF STG 9L JUST FWD OF THE BULKHEAD.

Dennis Santiago IAM
12-6-96

[Signature] - ALAA
12-6-96

R Hanauer TBC
12/6/96

Neil Scoville - TWA
12-6-96

P. Hocking
BOEING
11/2/96

Tom
Tadina
FAA 12-6-96

Stephen F. King
FAA 10-22-96

LF 39A (REV)

LF 39A

R.T. STETTNER

1) THE STATEMENT THAT REGARDING LF 2 SHOULD NOT BE INCLUDED ON THE FACTUAL OF LF 39 THIS DATA SHOULD BE IN LF 2

2) THERE IS ONE SPOT THOUGH ON LF 2 THAT IS SOOTED ON INSIDE FWIS OF 1438 BETWEEN S15L + S14L

~~3) THE FRACTURE SURFACE OF FRAME STATION 1350~~
SEE LF 39B

THERE IS A BLACK SUBSTANCE ON THE STA 1350 BULKHEAD INBOARD CHORD FROM STG 15L UP TO FRACTURE POINT AT STG 6L. A PIECE OF BLACK, HARD RUBBER IS LODGED AT END OF STG 9L JUST FWD OF THE BULKHEAD.

THIS IS A COPY,
ORIGINAL IN
LF #1 BOOK
B.H.

B. Hocking *Boeing*
BOEING TWA 3/25/97

11/2/96

Tom Todman
FAA 11-5-96

Denis Harting
3-26-97

[Signature]
FAA 11-10-96

Stephen F. K...
FAA 10-22-96