

LOOKING FORWARD

S-23L
NTSB CUT LINE

S-20L WINDOW
S-22L

S-23L

REFER METALLURGY GROUP NOTES

LOG # LF4 ^{RHS 5083} 10-1-96

TARGET # 2931.25

COORD: LAT N 40°39.03.4"

LONG W 072°38'28.2"

DEBRIS FIELD #1

YELLOW TAG B103

(Pg 1)

STARTING

↳ 12" FWD OF STATION 500 @ STRINGER 22L; TEAR RUNS APT AND ALONG STRINGER 22L TO A POINT 3" PRIOR TO STATION 500 TEAR GOES DOWN APPROX 2" DIAGONALLY APT TO A POINT 2" APT OF STATION 500 AND FOLLOWS WINDOW FRAME DOUBLER TO 5" FWD OF STATION 520; THEN VERTICALLY DOWN TO STRINGER 23L TEAR RUNS APT AND ALONG STRINGER 23L TO STA. 560. AND VERTICALLY DOWN STATION 560 FOR 5" APT TO STA 580. TEAR RETURNS TO STRINGER 23 AND CONTINUES APT ALONG STRINGER 23L TO A POINT 4" FWD OF STA. 660. TEAR RUNS DIAGONALLY DOWN & APT TO A POINT 6" BELOW STRINGER 23L AND 5" APT OF STA 660. THE TEAR RUNS APT AND ALONG RIVET LINE 6" BELOW S23L TO STA 740. TEARS TURNS VERTICALLY UP TO S23L (6") APT ALONG RIVET HOLES AT MISSING S23L STRINGER TO STA 780 AND THEN VERTICALLY DOWN 4" AND APT (HORIZONTALLY) TO FWD EDGE OF THE L2 DOOR FRAME.

TEAR RESUMES AT TOP FWD EDGE OF L2 DOOR FRAME TO A POINT 16" APT OF STATION 800 AND 3" BELOW STRINGER S16L
 ↳ TEAR RUNS VERTICALLY 2 1/2" ABOVE S16L AND RUNS DIAGONALLY UP AND APT TO A POINT 10" APT OF STA 820 AT S14L
 STRINGERS S15L, S14L, S13L ARE BROKEN FWD OF STATION 820
 & S12L ALSO B.H. 10/23/96 M&P Pouchon TWA 9/29/96

TEAR CONTINUES VERTICALLY UP 10" APT OF STA 820, S14L TO A POINT THAT IS 5 INCHES APT OF STA 820 @ S12L, TEAR CONTINUES VERTICALLY UP 5" APT OF STA 820, TO S8L, IT CONTINUES 2" APT OF STA 820 @ S8L TO THE NTSB CUT LINE ABOVE S5L.

PROCEED FROM A POINT ^{9"} APT OF STA 820 AND 4" ABOVE S5L ALONG AND FWD OF THE NTSB CUT LINE TO STA 520.

TEAR LINE RUNS ALONG STA 520 (VERTICALLY DOWN) TO STRINGER S18L. TEAR PROCEEDS DOWN AND FWD TO A POINT 2" APT OF STA 500, AND 1" ABOVE S19L, TEAR PROCEEDS DIAGONALLY UP TO A POINT .7" ABOVE S19L, THEN CONTINUES DIAGONALLY DOWN 5" ABOVE S19L AND TERMINATES AT L1 DOOR FRAME DOWN TO STARTING POINT OF PAGE #1

ALL FUSELAGE FRAMES ^{FROM STA.} 1520 THRU ~~740~~ ⁸⁰⁰ ALONG STRINGER S17L ARE FRACTURED (EXTERIOR SKIN REMAINS ATTACHED). FRACTURE LINE DOES NOT INCLUDE THE L2 DOOR FRAME ~~AND STA 800~~ ^{B.H. 10/23/96}. CABIN CEILING/UPPER FLOOR STRUCTURE APPROX 22" FROM FUSELAGE TO TEAR POINT AND RUNS ALONG (APT) SPICE TO STA 740. ~~NO~~ INTERIOR TRIM MISSING.

R Brachetti IAM 10-23-96

Lou Zekker
FAA 8/4/96

Bruce Hocking
BOEING
10/23/96

Tom Todaro
FAA-
10-9-96

LF4

STA 520

STA 600

STA 700

STA 741.10

STA 800

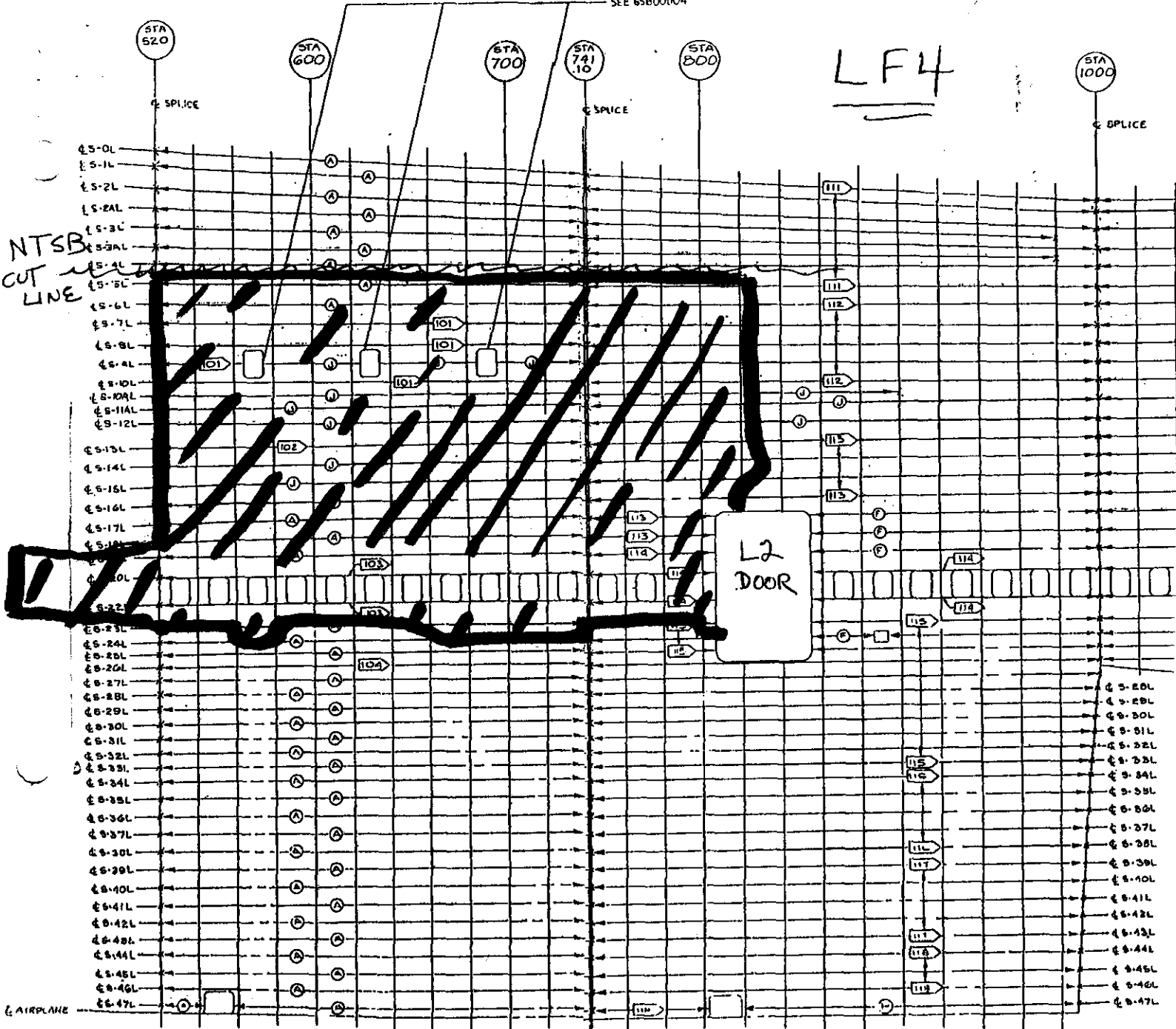
STA 1000

SPLICE

SPLICE

SPLICE

NTSB
CUT
LINE



AIRPLANE

STA 803.00

65B00005 | 3 |

11 | | 10 | | 9 | |