

LOG # LF42 ^{1/23}
 TARGET # 2
 COORD: LAT 7
 LONG 11
 DEBRIS FIELD 1

GREEN 2006

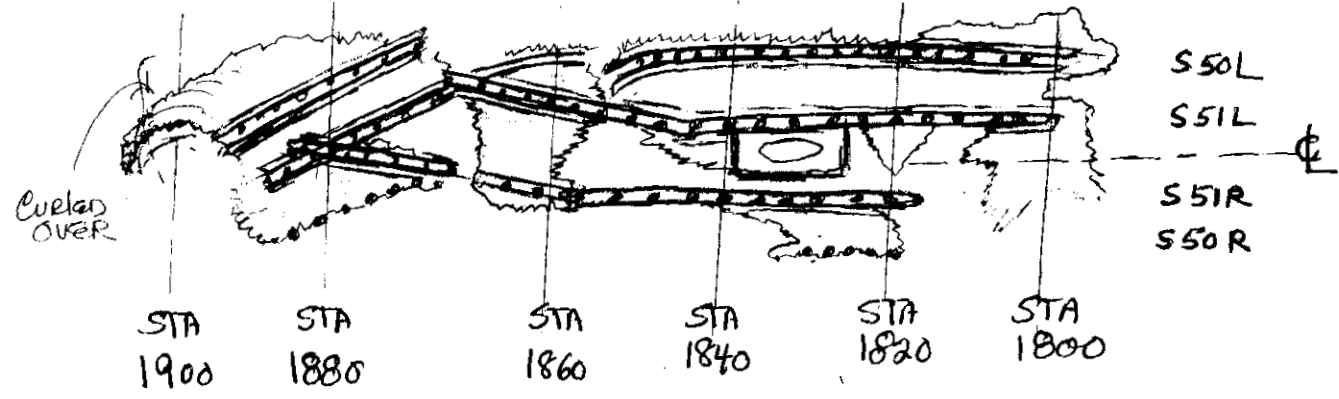
REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

LF 42A

Pg 10F5

This section of fuselage measures approx 9' x 2' and encompasses station location 1800 thru 1900, and stringer locations S50L, S51L, (⊕) S51R and S50R. NO FRAMES ATTACHED TO STRUCTURE, WHICH IS TWISTED AND CURLED OVER.

- a) STRINGER S50R MISSING
- b) " S51R TWISTED AND FRACTURED AT STA 1860, REMAINING SECTION FROM STA 1820 TO 1800 MISSING
- c) STRINGER S51L TWISTED AND FRACTURED AT STA 1860
- d) " S50L " " " " " 1860



SPIN PUNCTURES OUTWARD	between	S51R + S51L,	STA	1900 - 1880
" PUNCTURES/TEARS	"	S51R + S51L,	STA	1880 - 1860
"	"	S51R + S51L	"	1860 - 1820
"	"	S51R + S51L	"	1820 - 1800

NO EVIDENCE OF FIRE OR SMOKE DAMAGE

Tom Todaro
FAA
10-29-96

C. F. Hale - ERM
10-23-96

Grid Smith
TWA-10-11-96
FAA
L. J. Smith
8/21/96

LF42B

PG 2 of 5

DEBRIS FIELD #1

PIECE OF FUSELARGE MEASURES APPROXIMATELY

6'8" x 3'

STATION 1780-1860+17" Aft

STRINGERS S46L S50L

S-46L STA 1820 10" FWD SECURED TO SKIN & 8" Bent
IN A UPWARD POSITION & PULLED FREE OF SKIN

S-46L Aft STA 1840 PULLED AWAY FROM SKIN & MISSING
RIVETS.

A 4" x 3" HOLE IN SKIN CURLED OUTWARD BETWEEN
S46 & S47 JUST Aft OF STA 1820

S-47 DEFORMED, CRACKED & PORTION MISSING

S-47 EXTENDS 8" FWD STA 1820 & 20" OF STA 1820

S-47 CRACKED MULTILATED & PORTION MISSING, BETWEEN

S-47 & S-48 JUST Aft STA 1820 @ 3" x 2 3/4" HOLE IN SKIN
& CURLED OUTWARD

S-48 STA 1780-1860+17" - S-48 MULTILATED, DEFORMED
PORTION MISSING, CRACKED

BETWEEN S-47 & S-48 HOLES JUST FWD STA 1800 4" x 1" CURLED
OUTWARD, HOLE IN SKIN 4" x 3" JUST Aft OF STA 1840 CURLED
INWARD & OUTWARD.

JUST Aft OF STA 1860 SMALL PUNCTURE 2" x 1" CURLED
OUTWARD

S-49 SEVERED @ STA 1800 - STA 1800 Aft TO STA 1860+17"
STRINGER ATTACHED TO SKIN MANGLED CRUSHED & CRACKED

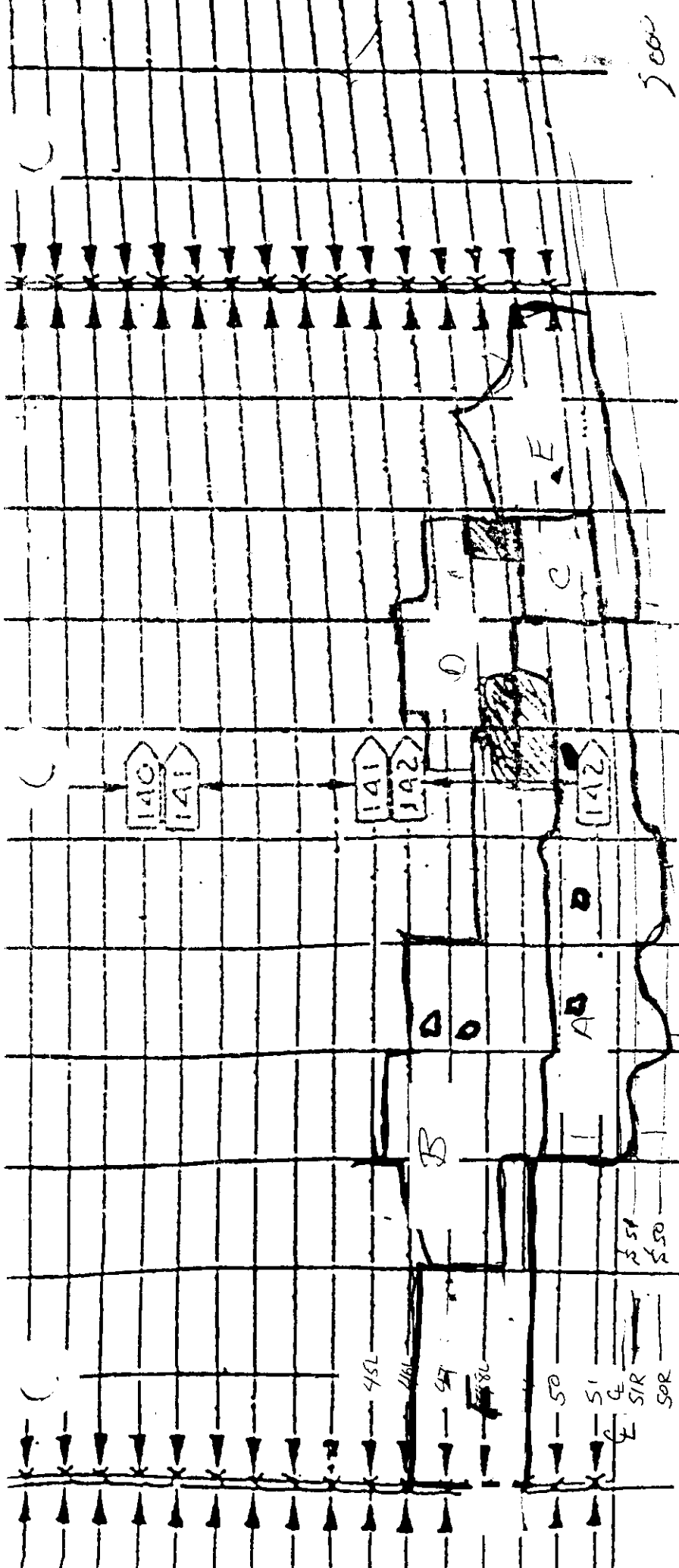
STEVE K
FAA

08/21/96

From
Tommy
10-a-96

Neil Scoville
KUA-10-10-96

2



1960

1900

1810

1800

1741

LF 42

LF42C

PG 4 OF 5

THIS SECTION OF FUSELAGE IS APPROX 20" X 20" and ENCOMPASSES STRINGERS 50L AND 51L. THE SKIN SECTION ENDS SHY OF STANGERS 51R AND 49L. THE SKIN IS BENT INWARDS AND IS TORN OR RIPPED. THERE IS NO SIGN OF BURNING OR SMOKE DAMAGE. SKIN STARTS AT STATION 1900 AND ENDS AT 1920.

Joe Rachiele
JOE RACHIELE
FAA

LF42D

THIS SECTION OF FUSELAGE IS APPROX 15" X 45" and ENCOMPASSES STRINGERS 47L AND 48L FROM STATION 1875 TO 1920. THIS SECTION OF SKIN ALSO CONTAINS A 4" SECTION OF S49 AT STATION 1900. THE SKIN ALSO HAVE RIVETS THAT WOULD BE ATTACHED TO S46L FROM STATION 1880 TO 1900. THIS SECTION IS TORN AND SLIGHTLY BENT. THERE IS NO SIGN OF BURNING OR SMOKE DAMAGE

Joe Rachiele
JOE RACHIELE
FAA

GREEN
TAG C391 ^{RIS} → LF42E

THIS SECTION OF FUSELAGE has an overall size of approx 60" long X 30" wide. ENCOMPASSES 551R FROM STA 1900 thru 1960, 551L FROM 1920 thru 1960, 550L FROM STA 1920 thru 1960 AND S49L FROM 1920 thru 1940. THIS SECTION IS TORN AND Bent with NO signs of burning or smoke damage.

Joe Rachiele
JOE RACHIELE
FAA

Neil Sprinkle
TWA-10-10-96

FAA

GREEN C952

This SECTION OF FUSELAGE MEASURES APPROXIMATELY 2 1/2' x 2' (WITH APPROX 6 1/2' OF STRINGER S 49L ATTACHED).

THIS SECTION ENCOMPASSES FRAME STATION 1780 THRU STA 1741 (BUTT LINE), AND STRINGERS ^{LOCATION} S 46L THRU S 49L

- a) STRINGER S 46L MISSING
- b) STRINGERS S 47L, S 48L, + S 49L FRACTURED AND BENT.

FUSELAGE SKIN JAGGERED AND BENT OUTWARD ALONG S 47L, AND AT OTHER LOCATIONS ALONG EDGES.

FUSELAGE SKIN PUNCTURE (OUTWARD) AT STATION 1760 BETWEEN STRINGERS S 48L + S 47L.

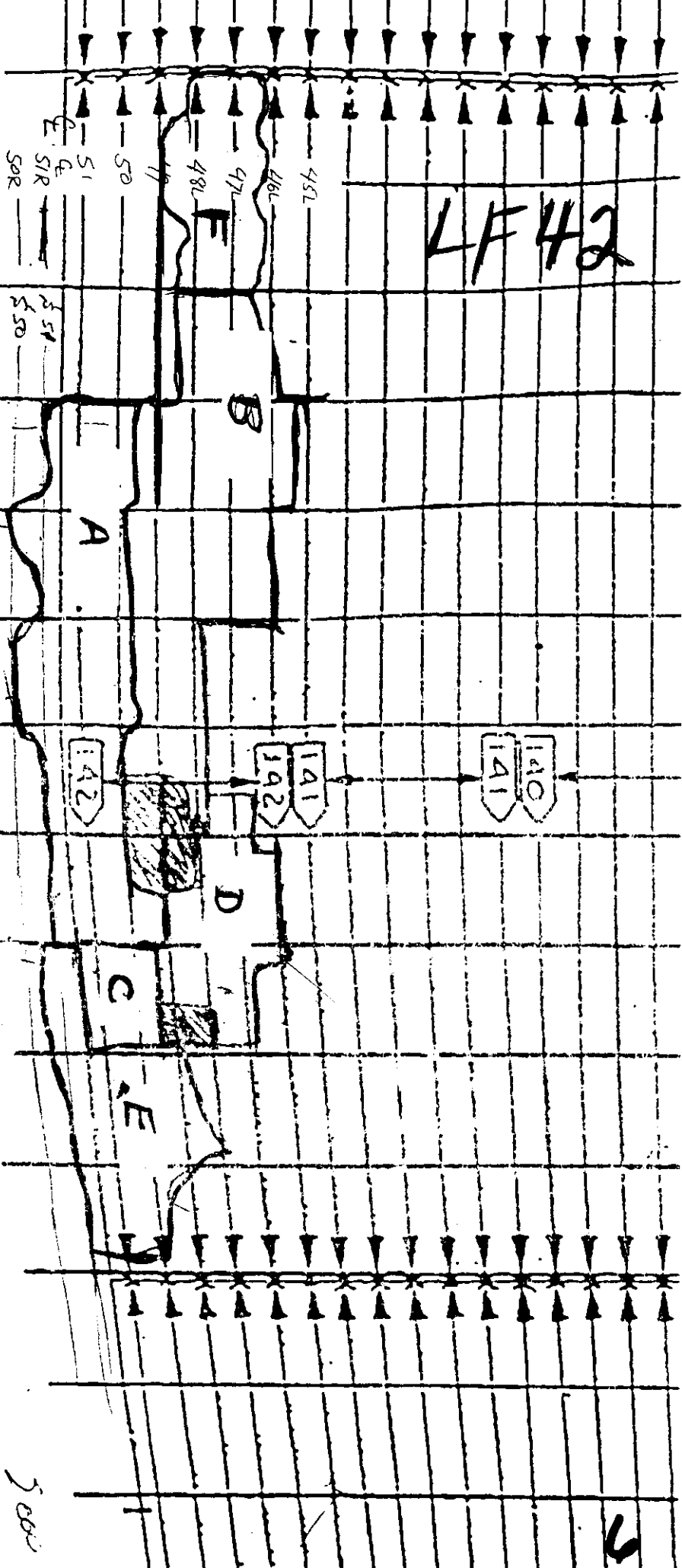
NO EVIDENCE OF FIRE OR SMOKE DAMAGE

Lois Zuber FAA
8/21/96

Neil Swindle
TWA - 10-10-96

LF 42

1741



1800

50

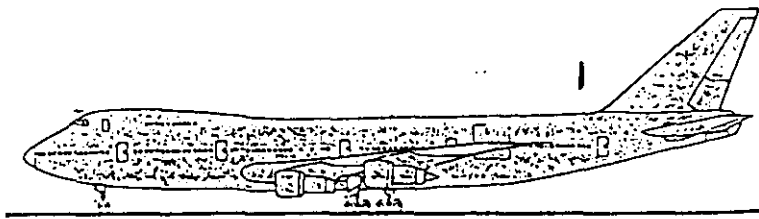
1810

1900

1960

500

LF 42



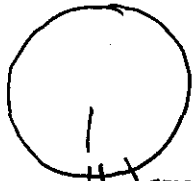
LOG # LF42G

TARGET # C2174 GREEN

COORD: LAT _____

LONG _____

DEBRIS FIELD _____



STG 48R

STG 51R

VIEW A-A

SKIN SEGMENT, STA 1961.10 TO STA ~1916,
STG 48R TO STG 51R.

SKIN:

- 1) THE SKIN GAGE APPEARS TO BE APPROXIMATELY .07 TO .08 INCH THICK
- 2) THE FWD END OF THE PANEL, STA ~1916 TO ~STA 1921 APPEARS TO BE BENT INBOARD AND AFTWARD.
- 3) IT APPEARS THAT ITEMS OF MASS MAY HAVE EXITED THE AIRPLANE AT THE FOLLOWING LOCATIONS: STA 1926, STG 48R TO STG 49R; STA ~1942, STG 48R TO STG 49R. EDGES CURL O/B.
- 4) THE SKIN PANEL APPEARS TO BULGE INWARDLY BETWEEN EACH ~~STRINGER~~ ADJACENT STRINGERS.

STRINGERS:

- 1) STG 49R REMAINS ATTACHED FROM STA ~1920 TO ~1952.
- 2) STG 50R REMAINS ATTACHED TO THE PANEL FROM STA ~1920 TO STA ~1960.
- 3) HALF OF A STRINGER SPLICE FTG REMAINS ATTACHED AT STG 50R FROM STA 1954 1/2 TO STA 1960.

OTHER ITEMS:

- 1) FRAME SHEAR TIE PORTIONS (LEG AGAINST SKIN PANEL) REMAIN ATTACHED AT STA 1940, STG 5-50R TO 5-51R, AND AT STA 1960, STR 49R TO 50R AND STR 50R TO 51R.
- 2) OUTBOARD SURFACE OF THE SKIN PANEL APPEARS TO BE MODERATELY SOOTED.
- 3) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

Neil Lowell

TWA 10-10-96
Stephen F. K...
FAR 06-12-97

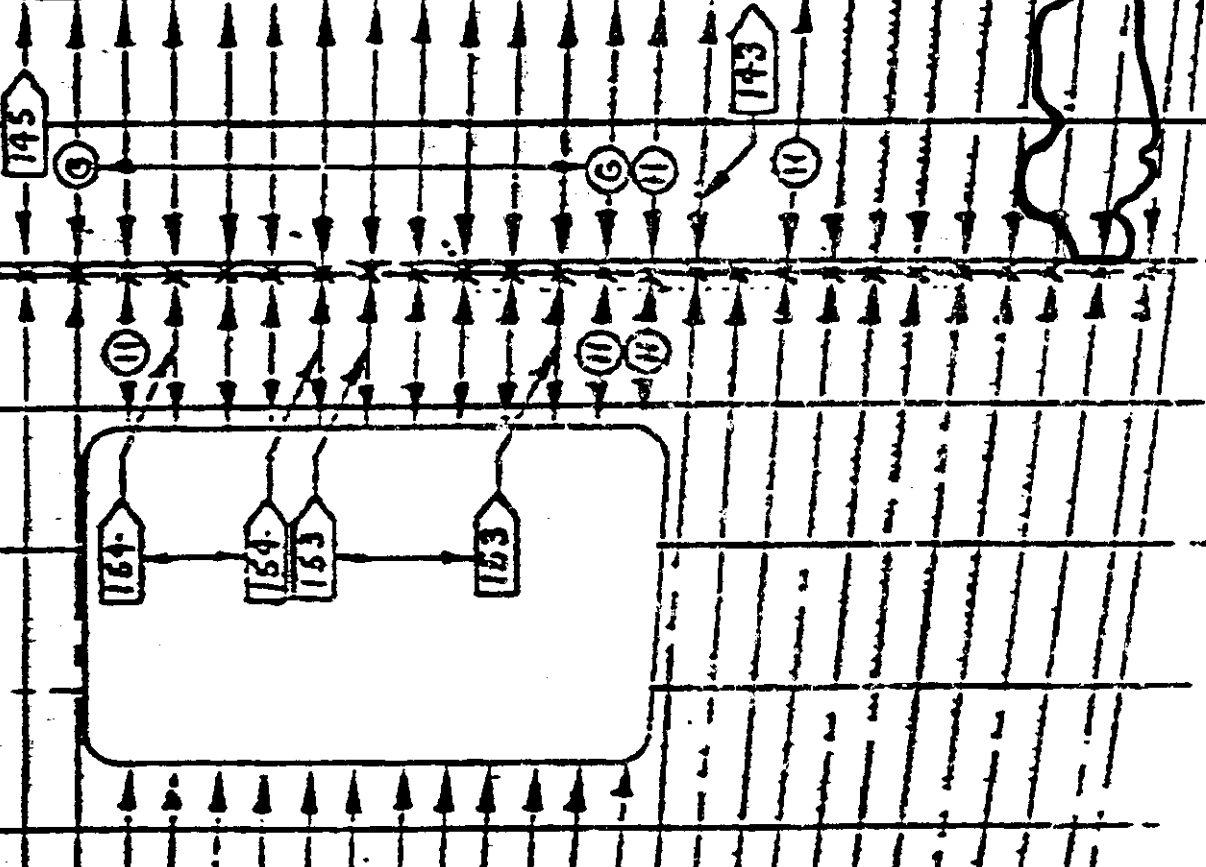
*C. H. ... IAW
10-28-96*

B. HOCKING
BOEING
9/2/96

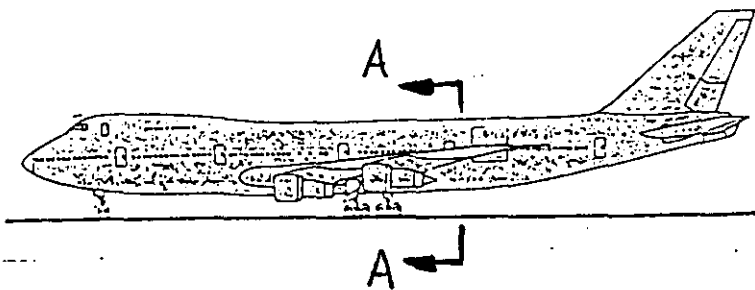
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NOTE:
RIGHT HAND
SIDE VIEW
 FWD →
 LOG # LF42G
 TAG # C2174
 GREEN
 B. HOCKING
 BOEING
 09/2/96



STATION → 2000 1980 1961.10 1940 1920 1900 1880



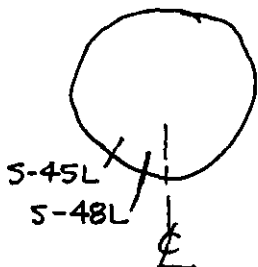
LOG # LF42H

TARGET # ~~C2174~~ GREEN
C2386

COORD: LAT _____

LONG _____

DEBRIS FIELD _____



VIEW A-A

PANEL SEGMENT, STA 1720 TO 1750,
STG 45L TO 48L

SKIN

- 1) REGION INCLUDES THE INTERSECTION OF TWO SKIN SPLICES. THE CIRCUMFERENTIAL SPLICE AT STA 1741.10 IS REPRESENTED FROM STG. 45L TO 48L. THE LONGITUDINAL SPLICE AT STG 46L IS REPRESENTED FROM STA 1720 TO 1750.
- 2) THE SKIN IS OF HEAVY GAGE, ~0.160 TO 0.180 INCH, HOWEVER IT APPEARS THAT SOMETHING OF MASS EXITING THE AIRPLANE THRU IT CENTERED AT ABOUT STA 1730, STG 48L. TAKEN AS A WHOLE, WITH PANEL, LOG # LF53, IN THIS VICINITY, THE SKINS BEND OUTBOARD NOTICEABLE WITH A CENTRALIZED PORTION ATTACHED TO LF42H BENT OUTBOARD SIGNIFICANTLY.
- 3) AN EXTERNAL SKIN REPAIR APPEARS TO EXIST IN THE REGION STA ~1722 TO ~1734, STG 45 1/4 L TO 46L.

STRINGERS:

- 1) STG 45L REMAINS ATTACHED FROM STA ~1723 TO STA 1740
- 2) STG 46L REMAINS ATTACHED FROM STA ~1721 TO STA ~~1732~~ ~1752
- 3) STG 47L IS MISSING
- 4) STG 48L REMAINS ATTACHED FROM STA ~1732 TO STA ~1740
- 5) STRINGER CLIPS ARE PRESENT AT STA 1740 FOR STRINGERS 45L AND 46L.
- 6) STRINGER SPLICE FITTINGS (OR A PORTION OF ONE) EXIST AT STA 1740 FOR STRINGERS 45L, 46L AND 48L.

OTHER ITEMS:

- 1) A SMALL PORTION OF THE STA 1740 FRAME REMAINS ATTACHED AT STG 46L.
- 2) THERE IS NO APPARENT SOOTING.
- 3) FRACTURE FACES APPEAR TO BE DUCTILE FAILURE.

Stephen F. Chapman
FAA 02-14-97

Neil Scumell
TWA-10-10-96

B. HOCKING
BOEING
9/2/96

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