

LOG # LF 45 ^{RR} ₁₀₋₁₁₋₉₆

TARGET # 4

COORD: LAT _____

LONG _____

TAG GREEN # **C976**

DEBRIS FIELD _____

LF 45A STA. 1480-1540
STR. S.27-S.40C

Section Sta. 1480 Bulkhead is approx 6' tall
2' x 3" foot. section is missing between
Sta 29-31.

AFT SECTION IS APPROX 4' x 4' FROM
bulkhead STA. 1480-1540. STR. S.27-S33

STR. 27+S28 are missing. Sections of S29
S31+S32 ARE MISSING.

STR. S.35-S40 ARE MISSING. SECTION OF
SKIN FROM S.35-S.40 IS ALSO MISSING

SKIN CONDITION IS FOUND ~~to~~ BE DAMAGED WITH
CURLING IN SECTIONS PULLED AWAY FROM RIVETS

No sooting is evident.

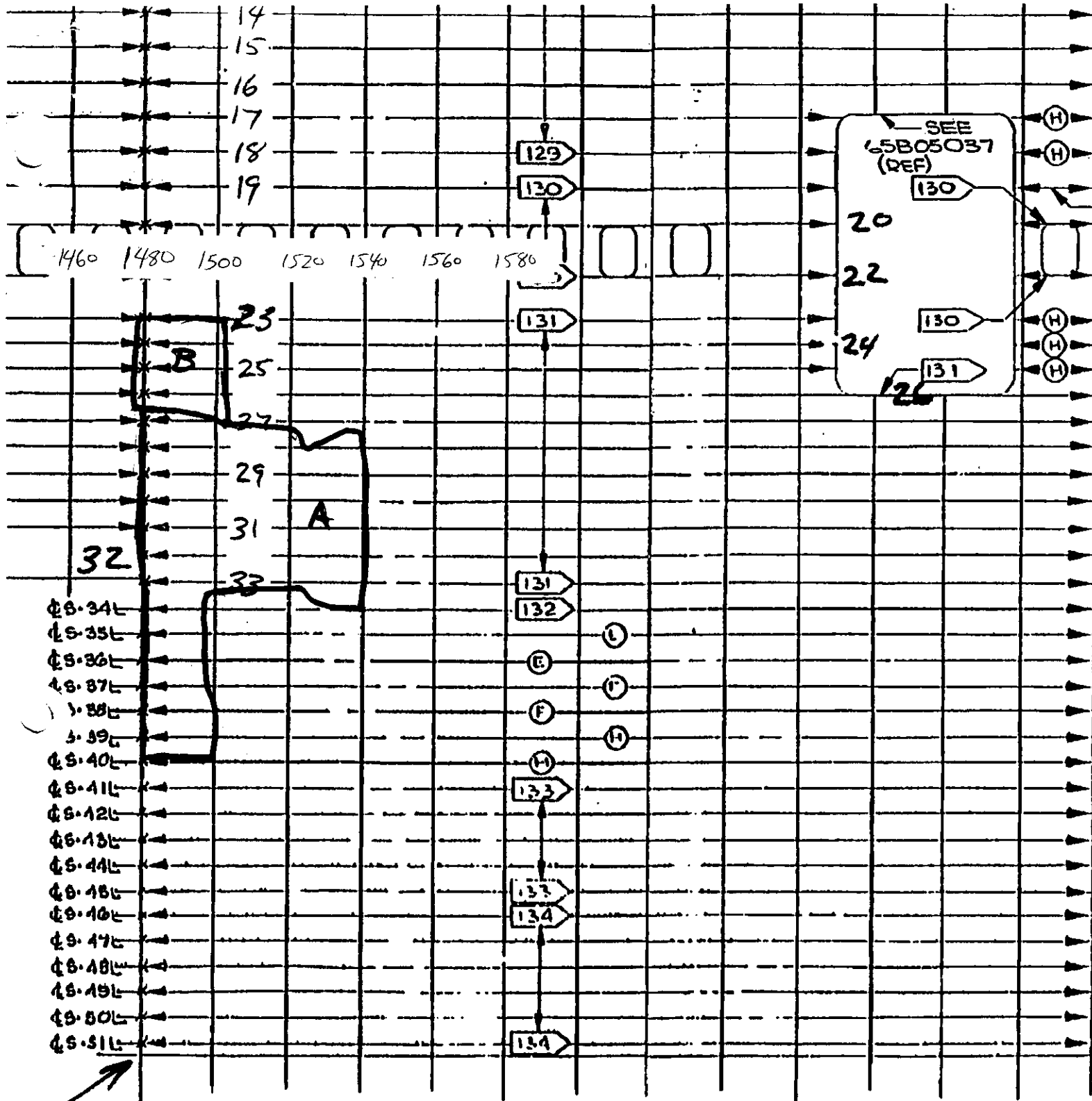
A. LICHTSI
FAA

CP Hal-Imm
10-28-96

Neil Scull

10-10-96 Review
Stephen F. Klepach on
FAA 10-22-96

(over)



LF45

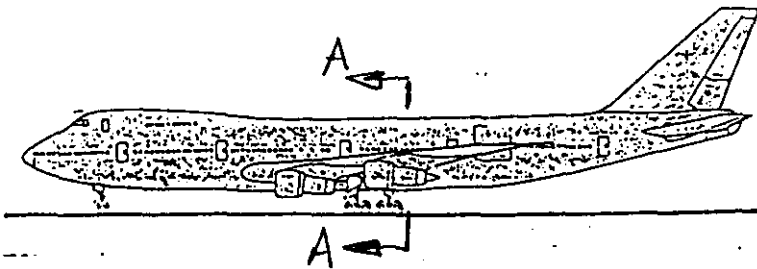
TAG C976

DEVELOPED VIEW -
FT SIDE

1/20

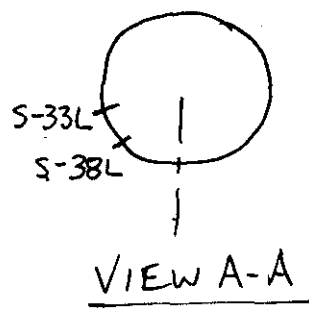
REVISIONS

Stephen F. Kluppel
FAN 10-22-96 2



LOG # LF45C
 TARGET # C2256 GREEN
 COORD: LAT _____
 LONG _____

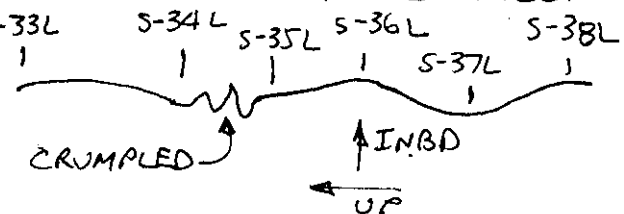
DEBRIS FIELD _____



SKIN SEGMENT, STA 1500 TO 1520,
 STG 33L TO 38L

SKIN :

- 1) THICKNESS OF SKIN VARIES FROM ~0.14 INCH TO ~0.06 INCH AT UPPER EDGE & LOWER EDGE, RESPECTIVELY.
- 2) SKIN IS CRUMPLED CIRCUMFERENTIALLY BETWEEN S-34L AND S-35L AND IS TORN AT THREE SHARP CREASES IN THAT BAY.
- 3) OTHER LOCATIONS ON THE SEGMENT APPEAR TO EXHIBIT INWARD DEFORMATION. BETWEEN S-33L AND S-34L THE SKIN IS DEFORMED INWARD IN SUCH A MANNER THAT WOULD SUGGEST THAT IT EXPERIENCED AN INWARD ACTING PRESSURE. ALSO, IT APPEARS THAT STG'S 36L & 38L WERE PUSHED INWARD PULLING THE SKIN WITH THEM. CIRCUMFERENTIALLY THE SKIN APPEARS AS SKETCHED:



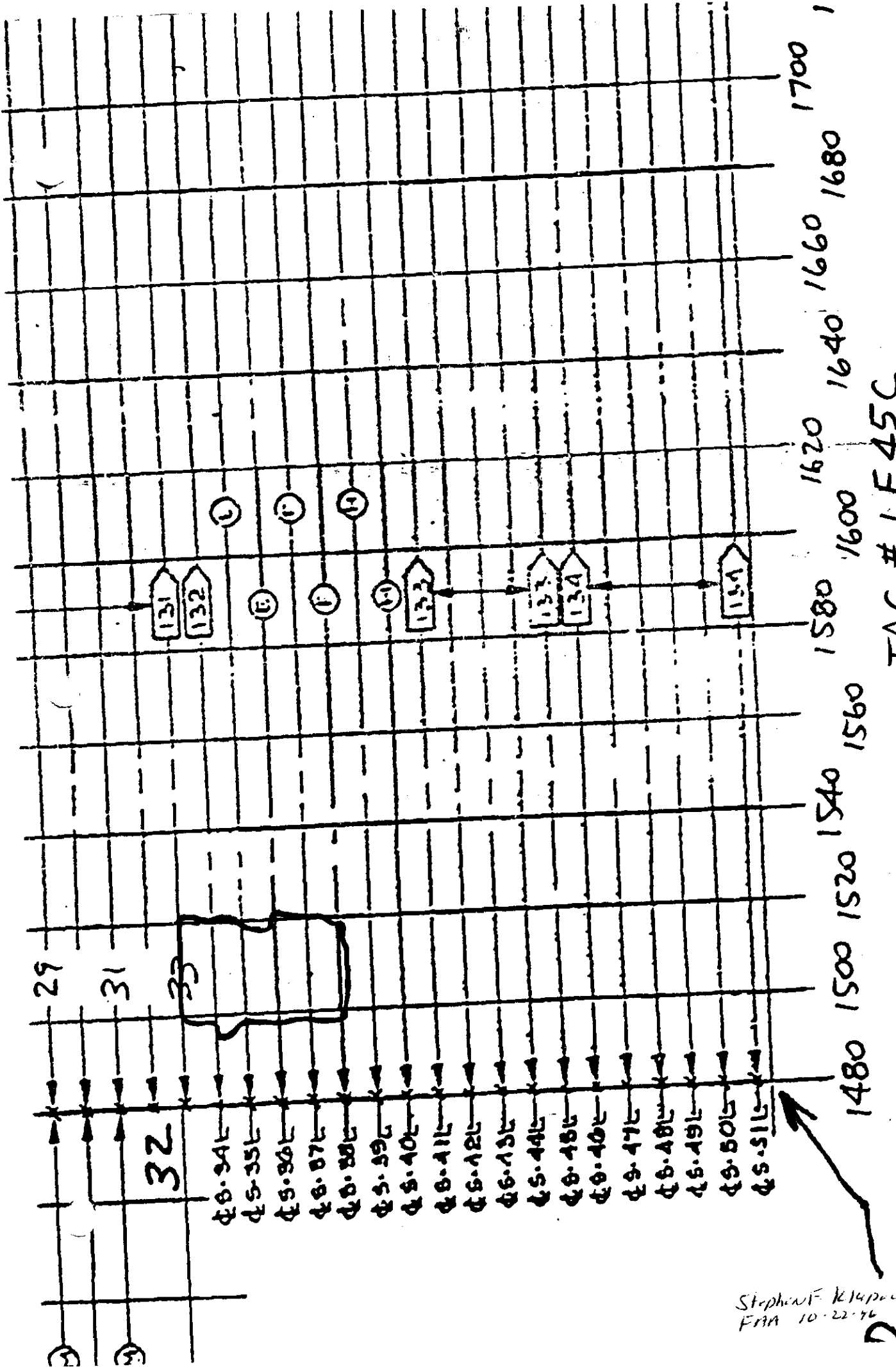
STRINGERS :

- 1) STRINGERS 33L, 37L AND 38L ARE MISSING.
- 2) STRINGER 34L, 35L & 36L REMAIN ATTACHED OVER THE SEGMENT WIDTH (~20 INCHES)
- 3) S-34L IS TORN IN ITS TWO SIDE WALLS AT THE OUTBOARD RADII. ONE TEAR RUNS FROM STA 1500 TO STA ~1503. THE OTHER RUNS FROM STA 1500 TO STA ~1510.
- 4) S-35L & 36L ARE EACH DAMAGED AT THEIR ENDS (i.e., FRAYED OR TORN).

OTHER ITEMS :

- 1) REMNANTS OF FRAME TO SKIN SHEAR TIES EXIST AT THE FOLLOWING LOCATIONS: STA 1500, S-34L TO 35L, S-35L TO 36L, AND S-37L TO 38L - THE SKIN ATTACH LEGS REMAIN. AT STA 1500 AND STA 1520 BETWEEN S-33L AND 34L, THE SHEAR TIES ARE INTACT BUT BENT.
- 2) THE REMNANTS OF A STABILIZATION INTERCOSTAL EXISTS AT S-34L. THE I/C WEB IS TORN OFF AT THE STG EXCEPT AT THE STG'S AFT THREE INCHES WHERE THE WEB REACHES ABOUT FOUR INCH HEIGHT.

(CONTINUED)



Neil Stowell
 BOEING
 TWA-10-10-96 9/9/96

TAG # LF45C
 GREEN

DEVELOPED VIEW
 LEFT SIDE

SCALE: 1/2

STEPHEN F. KILPATRICK
 FAA 10-22-96

LF45C (CONT.)

B. HOCKING
BOEING
9/9/96

OTHER ITEMS (CONT.)

- 3) THERE IS NO APPARENT SOOTING OF THE SEGMENT.
- 4) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

Stephen F. Klupack III
FAM 10-22-96
NOTE photo of LF45C

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