

AR CONTINUES AT FORWARD (L2) DOOR FRAME  
HORIZONTALLY FWD 16" ABOVE S24L. TEAR

CONTINUES DIAGONALLY FWD TO S 28L AND STA 780 AND REPAIRS TO START

NOTED DAMAGE!

1- FUSELAGE FRAME STA 840 BENT FWD

2- FUSELAGE SKIN + STRINGERS FROM STA 920-900 BENT FWD.

3- FUSELAGE SKIN COPIES OUTWARD FROM S27L @ STA 930 TO STA 853

15:11 AM  
10-22-96

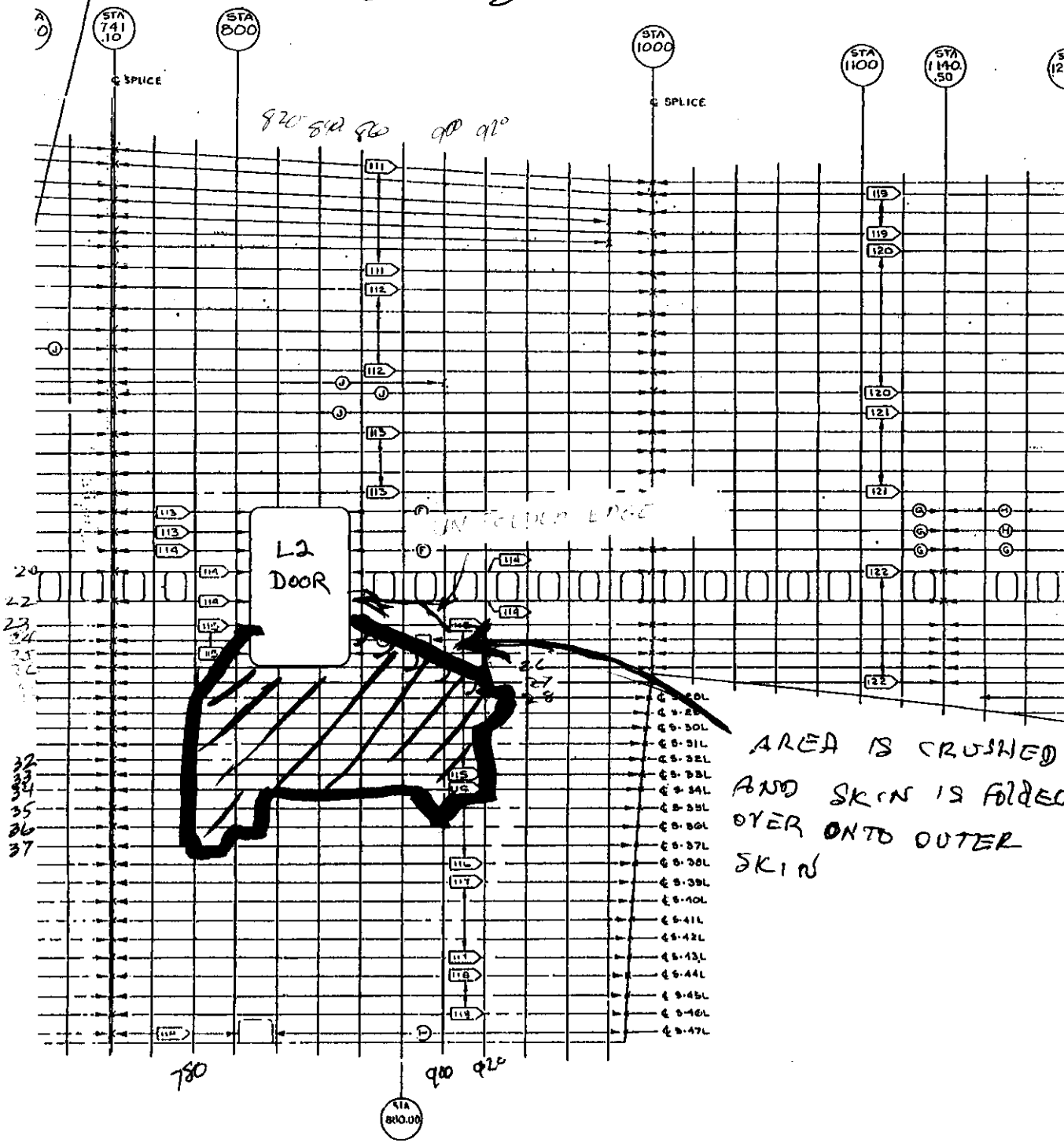
INBD

Lou Zulu  
FAA

8/4/96

LF-5

SEE 65B00004

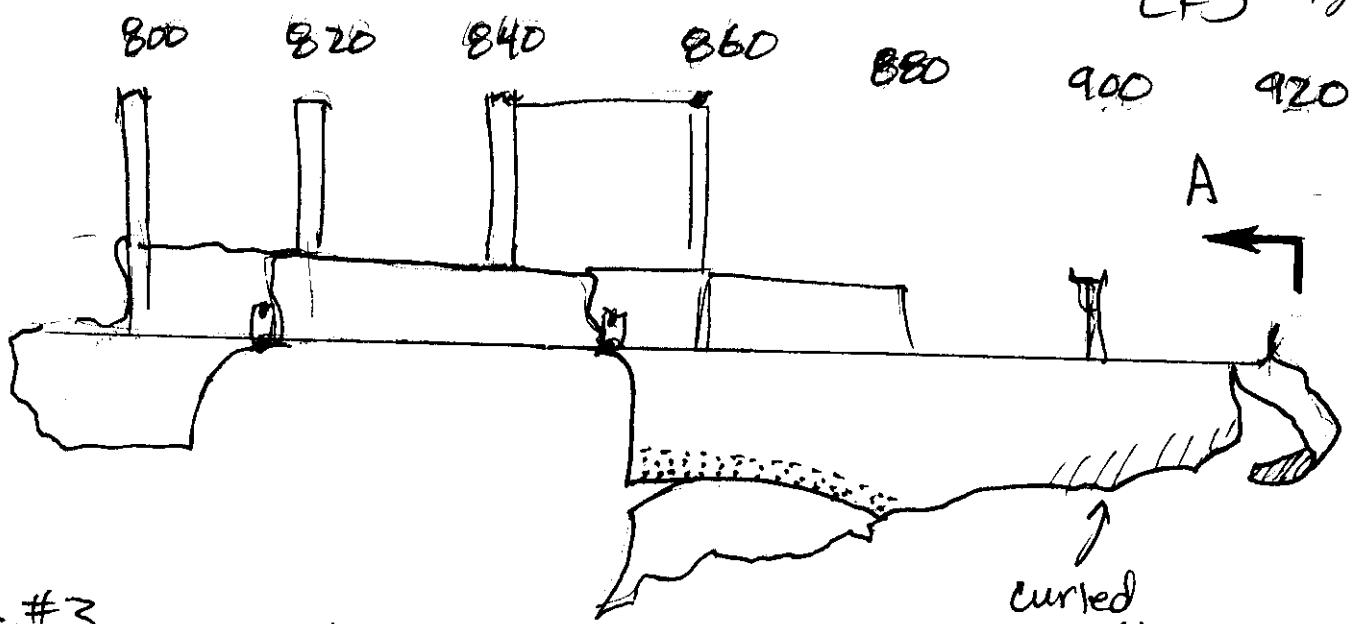


65B00005 3

9

8

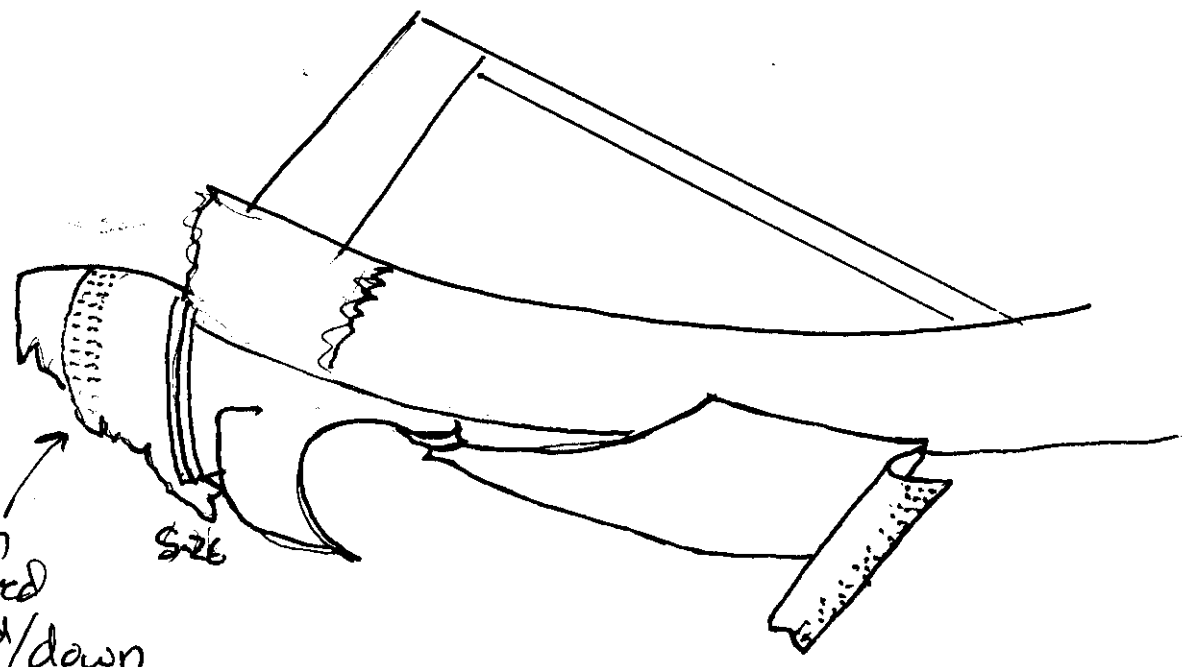




Area #3  
 Red Tag  
 #A022

VIEW LOOKING DOWN  
 LHS

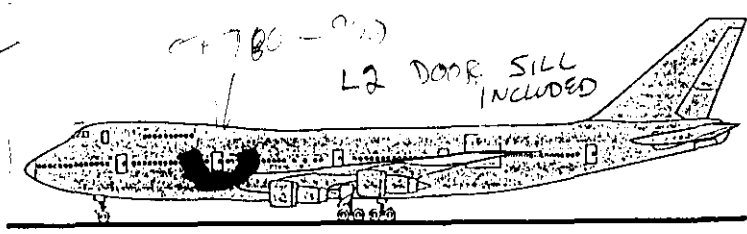
curled  
 Fwd/down



skin  
 curled  
 Fwd/down

VIEW A-A  
 LOOKING AFT

S. Chisholm  
 8/6/96



LOG # LF 5 RTS 10  
509  
 TARGET # LLS-46 (5)  
 COORD: LAT 40-38-42  
 LONG 72 39 07  
 DEBRIS FIELD # 3  
 Pg 115 (near field)



STARTING AT STA 780 (FRAME MISSING) AND LOCATION S37L (STRINGER MISSING - RIVET HOLES ONLY). 18" ALONG S37L FUSELAGE SKIN TEARS DIAGONALLY UP AND AFT TO THE POINT WHICH IS STA 800 AND S36L, PROCEEDS 13" AFT ALONG THE S36L, THEN TEAR PROCEEDS VERTICALLY UP TO S34L. TEAR PROCEEDS AFT ON S34L TO 7 1/2" FWD OF STA 900. TEAR CONTINUES DIAGONAL DOWNWARD 4" BELOW S35L @ STA 900, AND THEN PROCEEDS VERTICAL UPWARD ON A LINE 2" AFT OF STATION 900 TO S33L. TEAR CONTINUES <sup>AFT</sup> ALONG S34L (WHICH IS CRUSHED AND BUBBLED, <sup>AS</sup> SKIN) 3 1/2" AFT OF STA 920 (STA 930 FRAME MISSING). TEAR MOVES VERTICALLY UP TO S30L @ STA 920, TEAR CONTINUES DIAGONALLY AFT TO S28L AND PROCEEDS <sup>(RTS)</sup> ANOTHER 11" AND TURNS VERTICAL FOR 8", THEN TEAR PROCEEDS FWD + HORIZONTALLY TO STA 920, AND CONTINUES VERTICALLY ALONG STA 920 TO S26L. TEAR PROCEEDS DIAGONALLY UPWARD TO A POINT 7" ABOVE S22L @ STA. 853. ~~RTS~~ (3) RTS

Tom Todman  
Jan 10-9-96

CJ [Signature] - JAM  
10-22-96

Bruce Hocking  
10/23/96

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE  
 REFER METALLURGY GROUP NOTES

M & Pochman  
TWA  
9/29/96

Additional Comments

LF-5

85

RTS

- ① STRINGER 34L WITH SKIN ATTACHED IS PUSHED UP AND FOLDED ~~BE~~ ~~INT~~ OUTSIDE OF S33L FROM STA 903 - 920 ✓
- ② AFT JUST BELOW S28L ✓
- ③ FROM STATION 920 AT S26L TO STATION 853 AT S23L THE SKIN IS CURLED OUTWARD WITH AN APPROXIMATE <sup>RADIUS</sup> ~~DIAMETER~~ OF 2 FEET. ✓

B. HOCKING :

- 1) PORTIONS OF STATION 800, 820, 840 AND 860 FLOORBEAMS FROM THE FLOORBEAM SUPPORT STANTIONS OUTBOARD TO THE BODY FRAMES REMAIN ATTACHED. THE STANTIONS REMAIN ATTACHED AS WELL.
- 2) THE DOOR 2L LOWER AUXILIARY SILL <sup>ALONG STG 30L</sup> REMAINS INTACT, BUT ITS INBOARD CHORD EXHIBITS IMPACT DAMAGE AT APPROXIMATELY STA 804, 825, 834 AND 793.
- 3) THE DOOR 2L LOWER MAIN SILL ALONG STG 26L REMAINS INTACT EXCEPT THE SHEAR PANEL BETWEEN STA 860 AND 880 IS RIPPED IN THE FORE/AFT DIRECTION. ALSO, THE SHEAR PANEL & I/B CHORD <sup>& OUTER CHORD</sup> ARE MISSING FWD OF STA 800.

R. Hanover 12/5/96

*[Signature]* - AAA  
12-5-96

Tom Todino  
FAA 12-6-96

Neil Smith - TWA  
12-5-96

*[Signature]* IAA 12-5-96

③