

LOG # LF6 11-11-96  
SOS

TARGET # \_\_\_\_\_  
COORD: LAT 40°38'34"

LONG 72°39'00"

TAG 6A = A141

TAG 6B ? (8/4/96 - 65 → GRAPPLE)  
B2016 YELLOW

DEBRIS FIELD #3  
red

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

RED TAG A141

Belly Skin from Aft end of section 42,  
from Front Spar Bulkhead to STA 740.

Debris is in 2 parts, Part (A) and (B) as shown on next sheet. Parts are separated through the electrical access hatch centered at 810. Most frames are not attached to the panels (except for the skin flanges of the shear ties). There are 4 of the deep web portions of frame web attached from STA 900 to 960 with some cargo floor attached. The horizontal flange of the front spar outer chord is still attached to the panel (billed at extrusion radius). No obvious sign of fire damage.

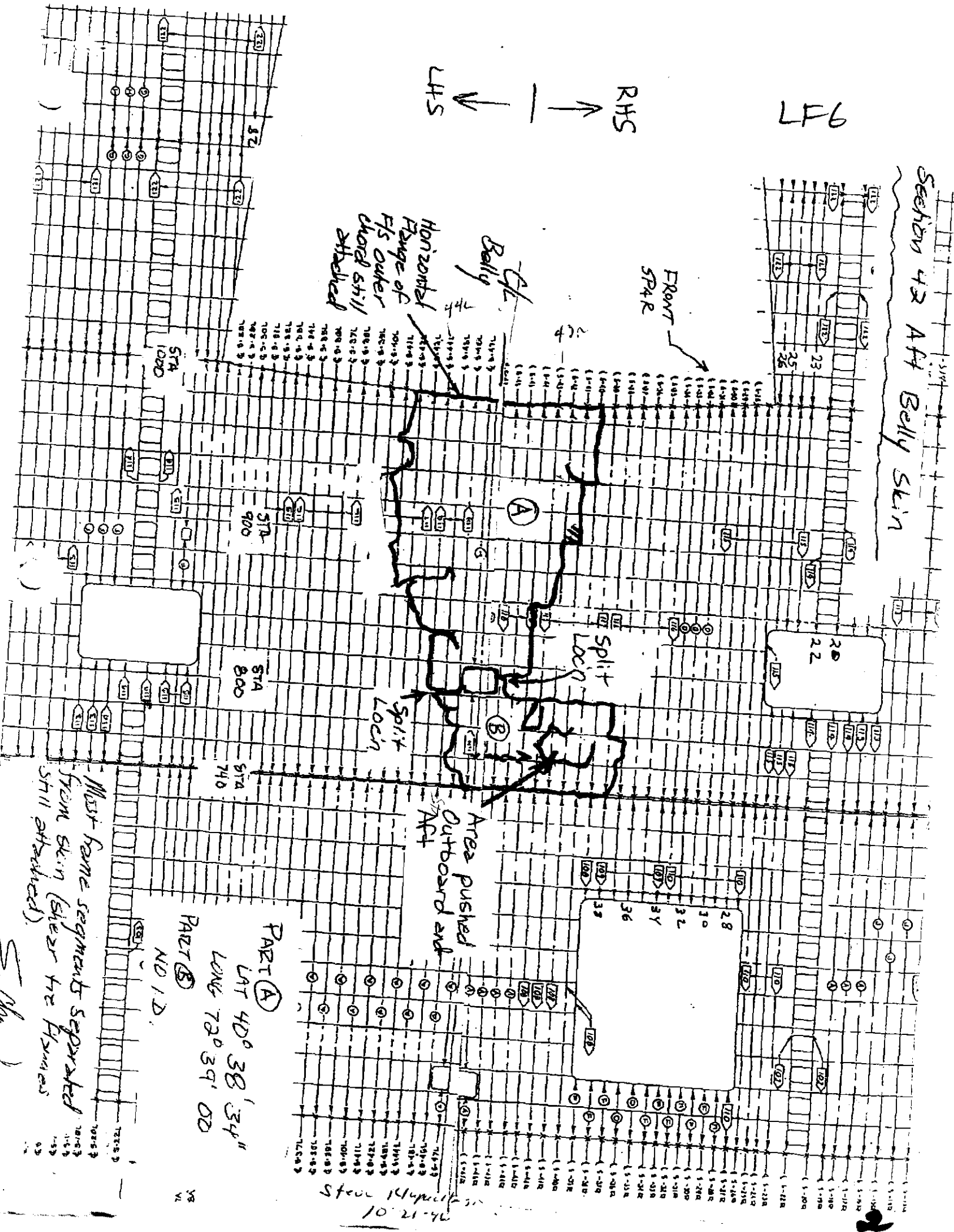
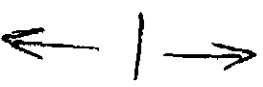
PART (B) HAS CONSIDERABLE WATER IMPACT DAMAGE (SKIN PUSHED INBOARD BETWEEN STRINGERS) & RESULTING BROKEN STRINGERS AND SKIN TEARS. NO FRAMES ATTACHED.  
R. Brackley IAM 10-24-96 at Peachtree Field 9/29/96  
Steve Klumpert I-AP 10-21-96  
B. Hocking (BOEING) 10/24/96

Section 42 AF Belly Skin

LF6

RHS

LHS



Horizontal Range of F/S Outer chord still attached

Belly

FRONT SPAR

(A)

(B)

Split Locn

Split Locn

Area pushed Outboard end

PART (A)

LAT 40° 38' 34"  
LONG 72° 39' 00"

PART (B)  
NO. 1 D.

Steel 14x14  
10-21-40

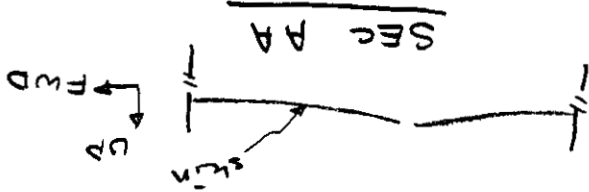
Must have segments separated from skin (shear the H/waves still attached)

S. One

VS

LFGA  
SUPPLEMENTAL  
PAGE

SEE ALSO RF 96  
SUPPLEMENTAL PAGE



FWD  
A R/H  
OTBD  
STR  
4OR

LOOKING  
DOWN  
ON  
SKIN

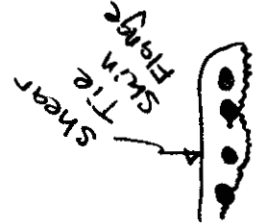
— STA  
900

NO Shear Tie.  
Holes open.  
Holes appear  
round and  
clean.

Holes give the very  
slight 'impression'  
that the rivet  
tipped fwd and  
inbd.

Skin is not  
puckered at  
fastener holes.

STR  
4IR



Str 4IR  
holes feel  
like rivets  
tipped  
fwd. like rivet  
tipped fwd.

Skin is not  
puckered.

Very Shallow,  
gentle inbd  
displacement,  
see SEC AA

*Handwritten signature*  
TAA 2/25/97

V. Loeon  
ALAA 3/27/97

Demetrius King  
3-26-97

Henry Missel, Boeing  
1-30-97

At Sta 980:  
Btwn Str 4OR to 4IR  
no shear tie remains.  
Generally, inbd of Str 4IR,  
the shear tie skin  
flange only, is  
attached to the skin

Tom Todman  
TAA 3-27-97