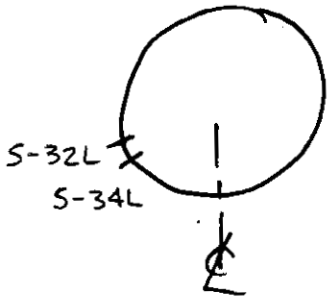


LOG # LF64 RTS
10-10-96
 TARGET # GREEN
 COORD: LAT _____
 LONG _____
 DEBRIS FIELD Z 2520



SKIN SEGMENT, STA 990 TO 1000,
 STG 32L TO 34L

SEGMENT IS JUST FORWARD OF THE
 WING CENTER SECTION ON LEFT SIDE
 OF AIRPLANE.

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

Toni Tedesco
 FAA
 10/9/96

C. J. Hule - IAM
 10-13-96

B. HOCKING
 BOEING
 9/11/96
 REV. A 9/12/96

Brandon Hudson FAA 10/3/96

STA: 940

960

980

1000

1020

1040

STRINGER #:

Q S. 28L

Q S. 29L

Q S. 30L

Q S. 31L

Q S. 32L

Q S. 33L

Q S. 34L

Q S. 35L

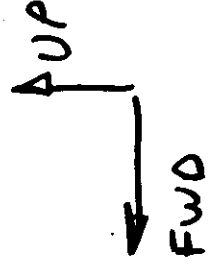
Q S. 36L

Q S. 37L

Q S. 38L

LOG # LF 64
GREEN

B. HOCKING
BOEING
9/11/96



111

115

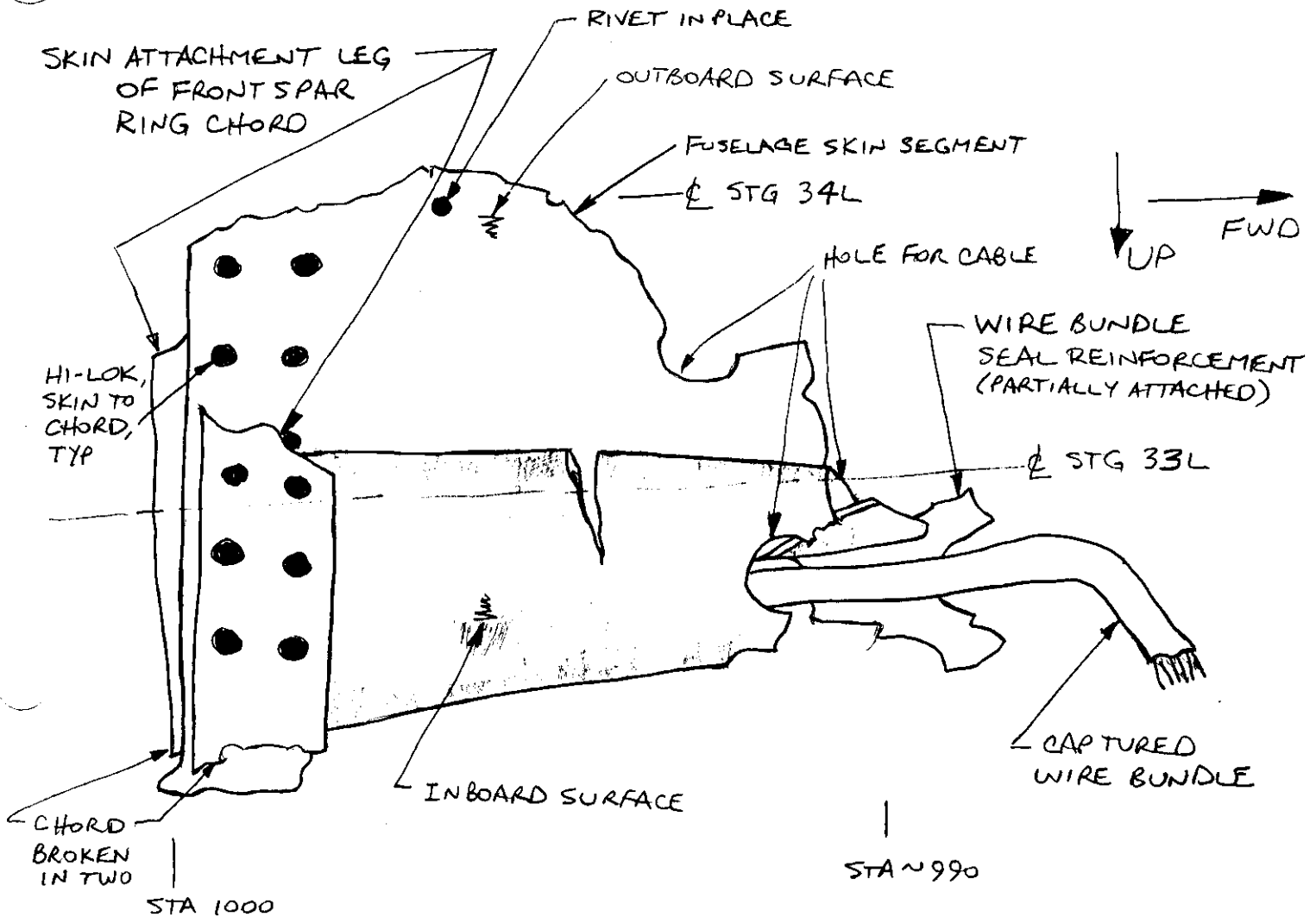
115

115

2

115

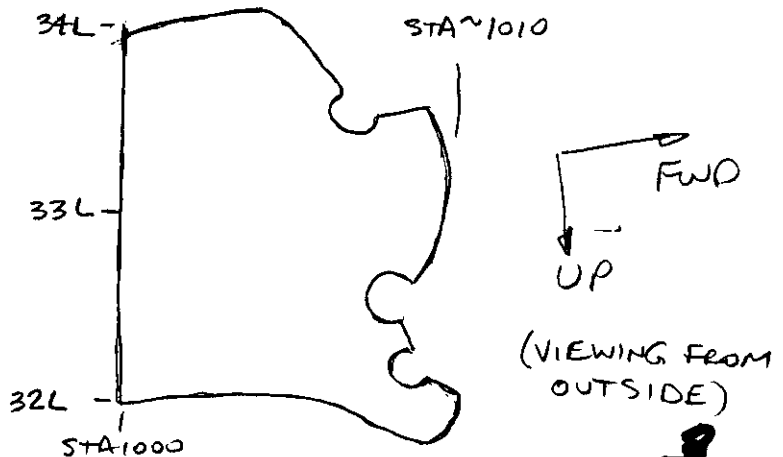
SKIN SEGMENT, STA 990 TO 1000, STG 32L TO 34L



SKIN IS DRAMATICALLY COILED WITH VARIABLE OUTSIDE RADII. AT STA 1000 THE CURVE RADIUS IS ABOUT 1 1/2 INCH. AT STA ~990 THE CURVE RADIUS IS ABOUT 1 INCH. ~~THERE IS LIGHT SOOTING OF THE OUTBOARD SURFACE.~~

FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

IF THE COILED SKIN WERE UNCOILED, THE SEGMENT'S SHAPE WOULD APPEAR AS SKETCHED →



NOTE: NO SOOT OR FIRE DAMAGE APPARENT.
CJH:JAM
10-13-96