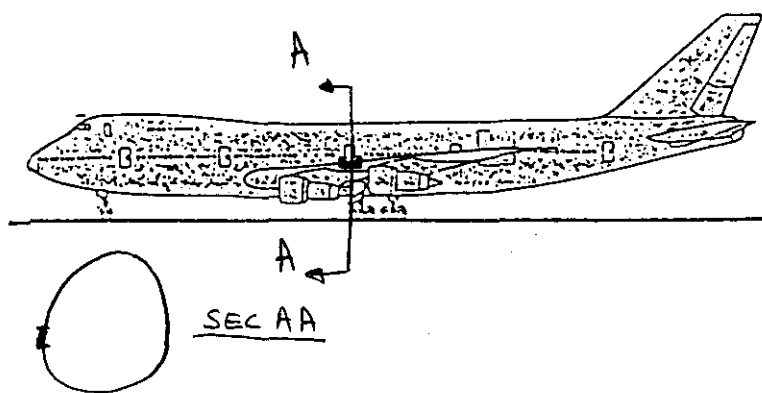


RTS 10/13/96



LOG # LF 67 A, B, C

TARGET # see list

COORD: LAT _____

LONG _____

DEBRIS FIELD GREEN

part	tag	lot
LF 67 A	Z 3304	9/12/96-2
LF 67 B	Z 2548	9/12/96-2
LF 67 C	C 2345	8/18/96-G

FBI records associate with "C" = GREEN

Body skin and Bear Strap below main entry door 3L. Also includes a piece of Overwing Longerons, on LF 67A, from Sta 1280 to 1300.

The thick skin is bent and has multiple partial tears in it. The upper aft portion of LF 67A is torn and bent out, just aft of the door. The lower portion is torn and bent out below the door.

Where LF 67B is fit to LF 67A, LF 67B is positioned so it is folded in and aft 180°, back onto LF 67A. The skin and bear strap at the fwd end of LF 67A are separated and fractured at slightly different locations.

The lower, forward steel corner doubler of the door cut out is curled aft 270°.

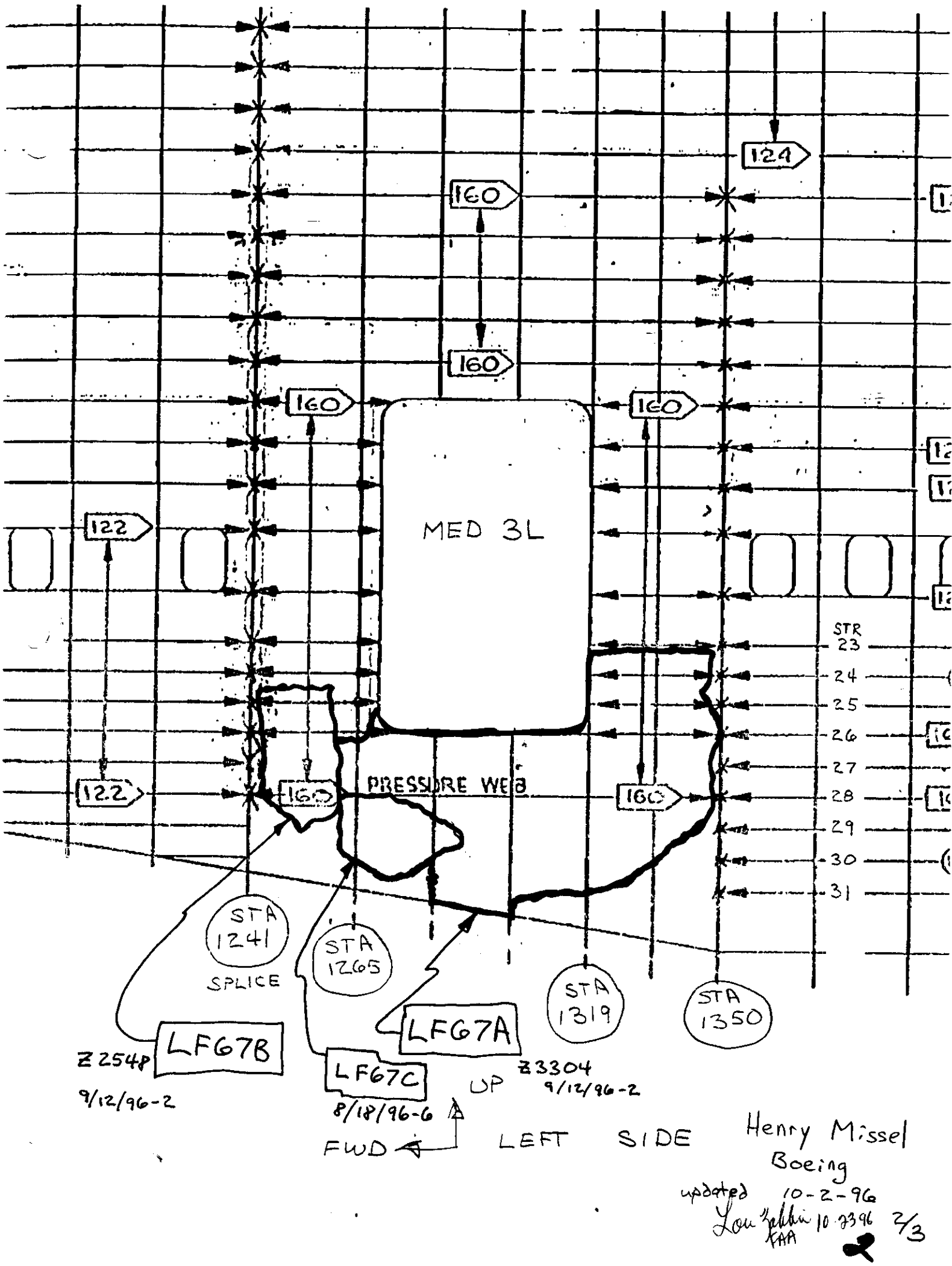
The skin flanges of the horizontal and vertical members remain attached to the skin, but the chords are generally failed at the radius of their inboard flanges. Page 3 indicates where the skin failed in relation to the fastener lines.

Henry Missel
Boeing 10-2-96
J. J. Fisher FAA
10-23-96

10/13/96
Shandwick TWA
9/11-10/12/96

CSH-10-13-96

NOTE: NO SOOT OR FIRE DAMAGE TO ANY OF THE LF 67 A-B-C PARTS



Z 254P
9/12/96-2

LFG7B

STA 1241
SPLICE

LFG7C
8/18/96-6

FWD

LFG7A

PRESSURE WEB

MED 3L

UP Z 3304
9/12/96-2

LEFT SIDE

Henry Missel
Boeing

updated 10-2-96
Lou Zebbin 10-23-96
FAA 2/3

STR
23
24
25
26
27
28
29
30
31

122

122

160

160

160

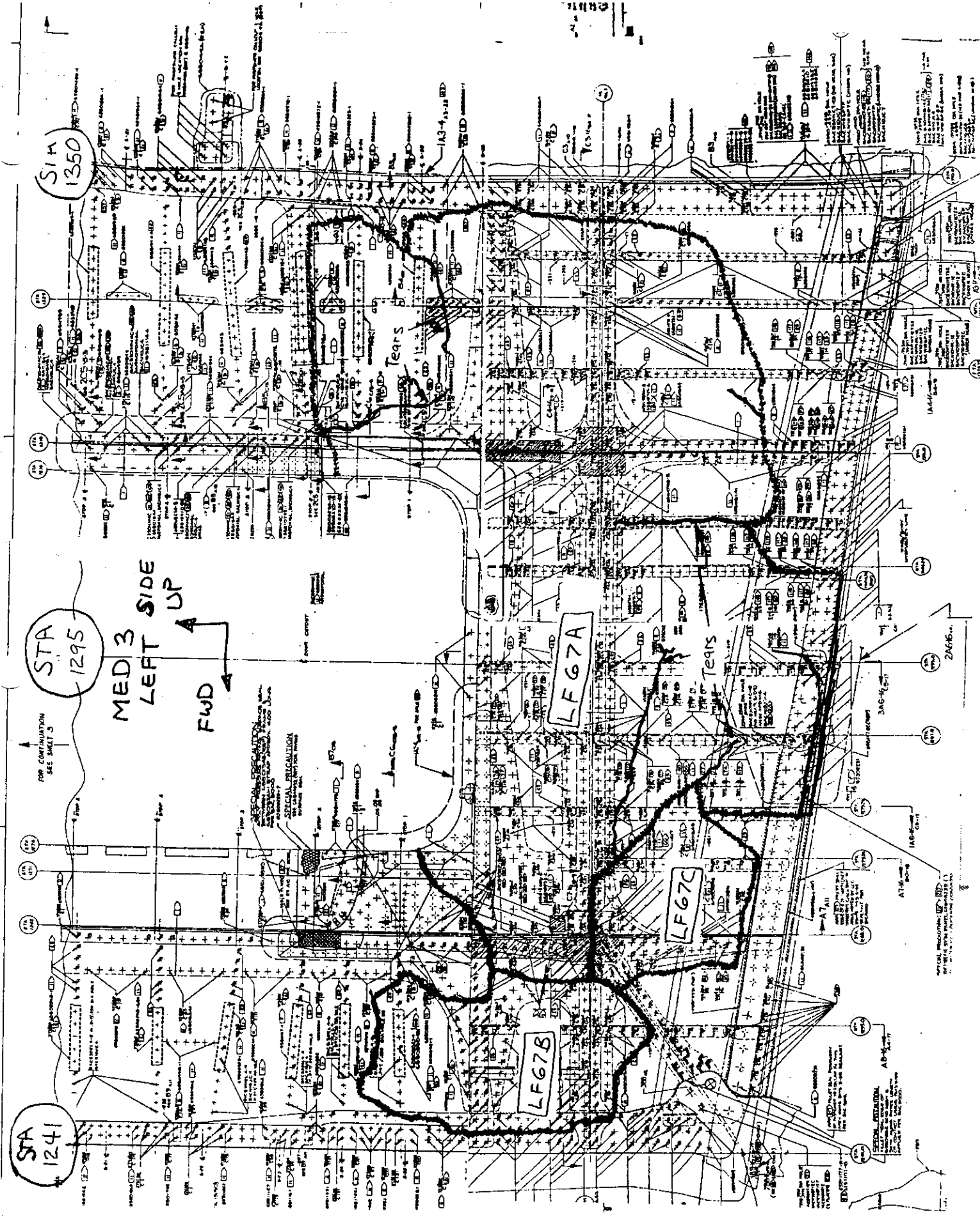
160

160

124

STA 1319

STA 1350



Lou Zullo FAA Henry Missel
 10-23-96 Boeing
 10-2-96