

FUSELAGE SKIN
 STA 1350-1394
 STR 23L - LONGERON

LOG # LF 71
 TARGET # Z 2537 PART A
Z 3268 PART B
 COORD: LAT _____
 LONG _____

DEBRIS FIELD GREEN

9-11-96 -4 ← PART A
 " 9-19-96 -1 ← PART B

PIECE IS APPROX 48" HIGH X 8 1/2" WIDTH. AND ENCOMPASSES STRINGERS 25L THRU 31L AT STATION 1350. HYLOCK BOLTS ARE PULLED THRU. THE EIGHT REMAINING HYLOCKS SHOW SIGNS OF TENSION PULL. THERE IS NO INDICATION OF FIRE OR SMOKE DAMAGE.

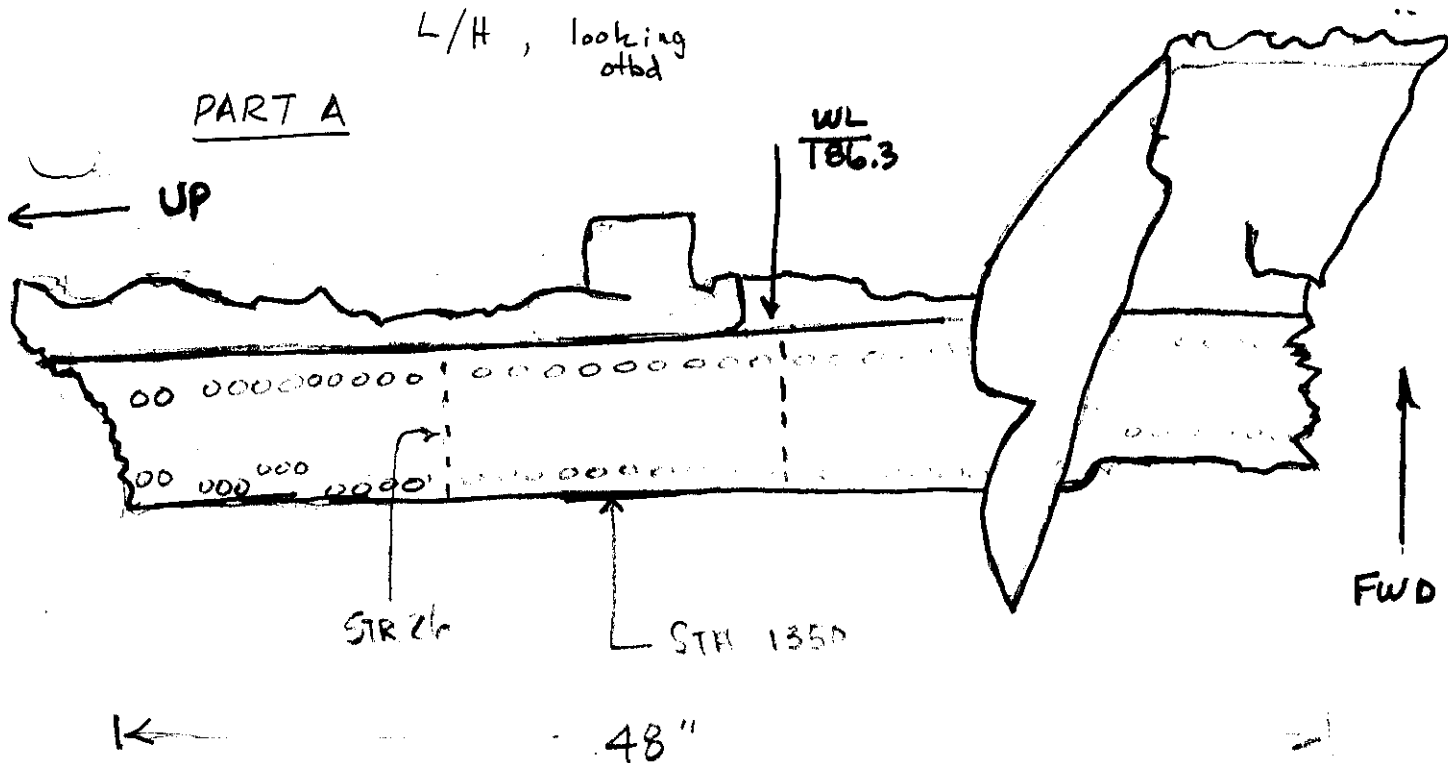
CSH-IAM
 10-14-96 EXTERIOR APPEARS TO HAVE A SOOT/DIRT PATTERN

L/H, looking
 outbd

PART A

UP

WL
 T86.3



FWD

48"

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

Blaenderhuden TWA 10/3/96

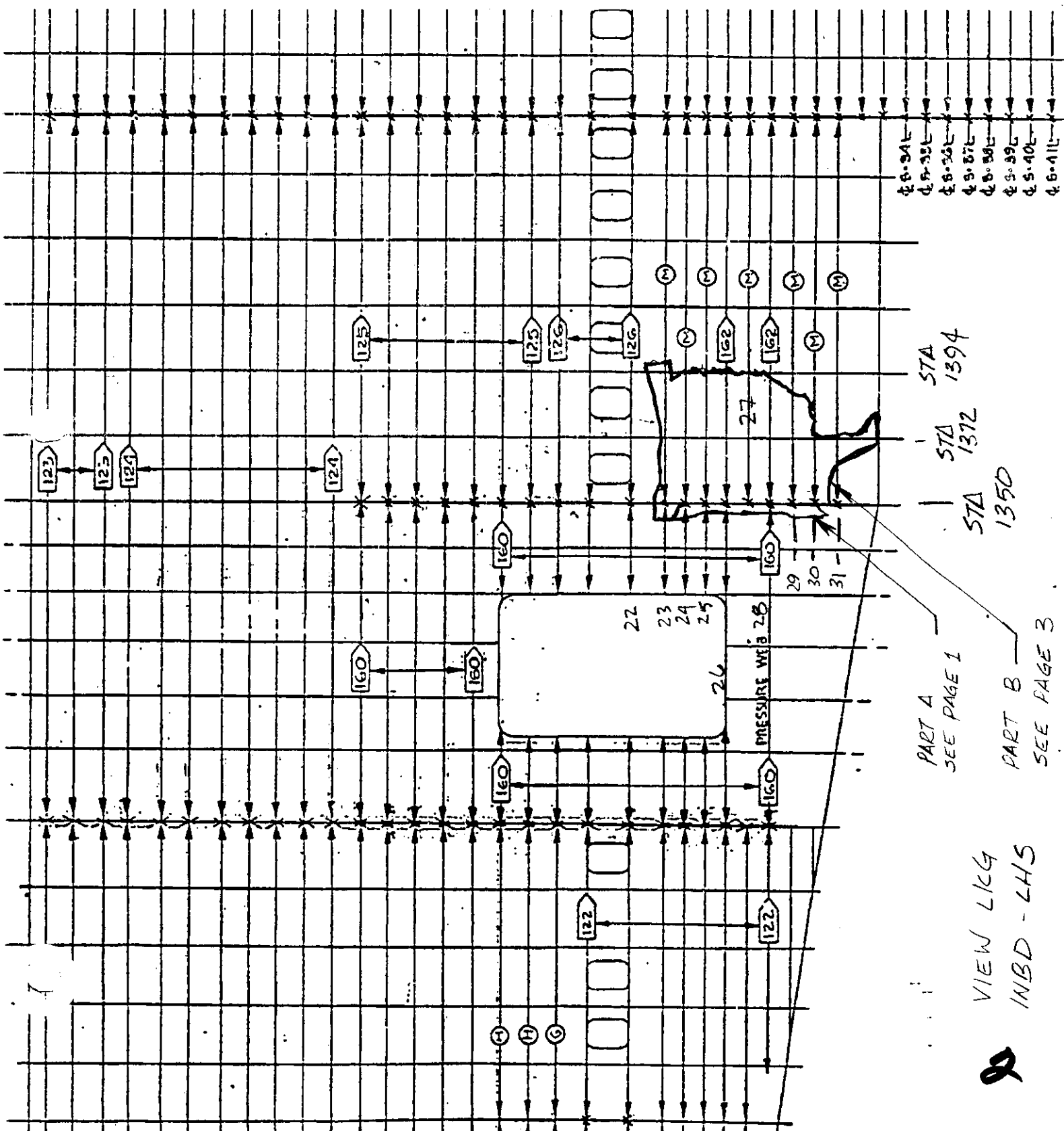
CF Hale-IAM
 10-14-96

Tom Todino FAA

RH 9/24/96

9/22/96

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48.34E
48.35E
48.36E
48.37E
48.38E
48.39E
48.40E
48.41E

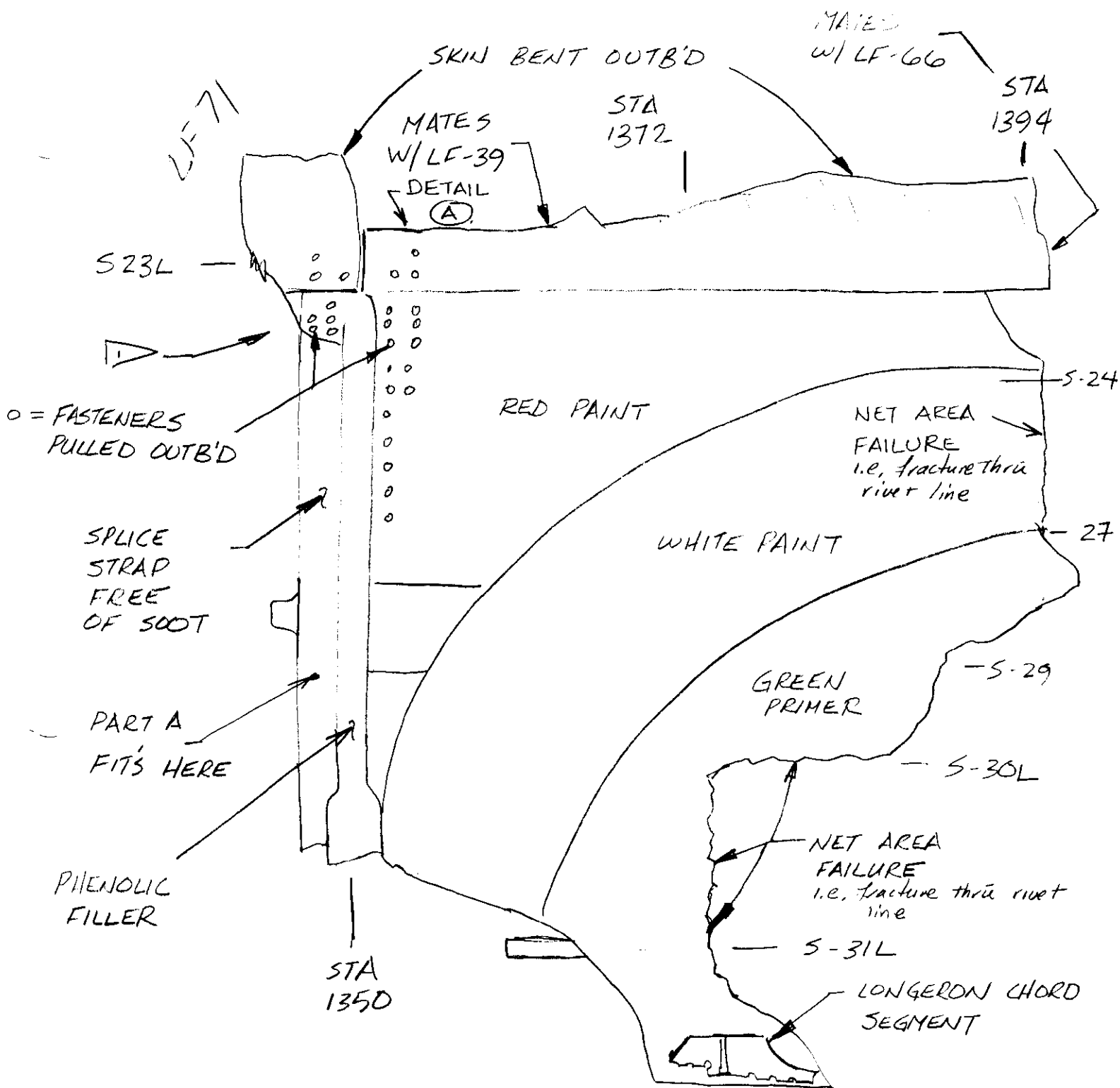
STA 1394
STA 1372
STA 1350

PART A
SEE PAGE 1

PART B
SEE PAGE 3

VIEW LK4
INBD - LHS

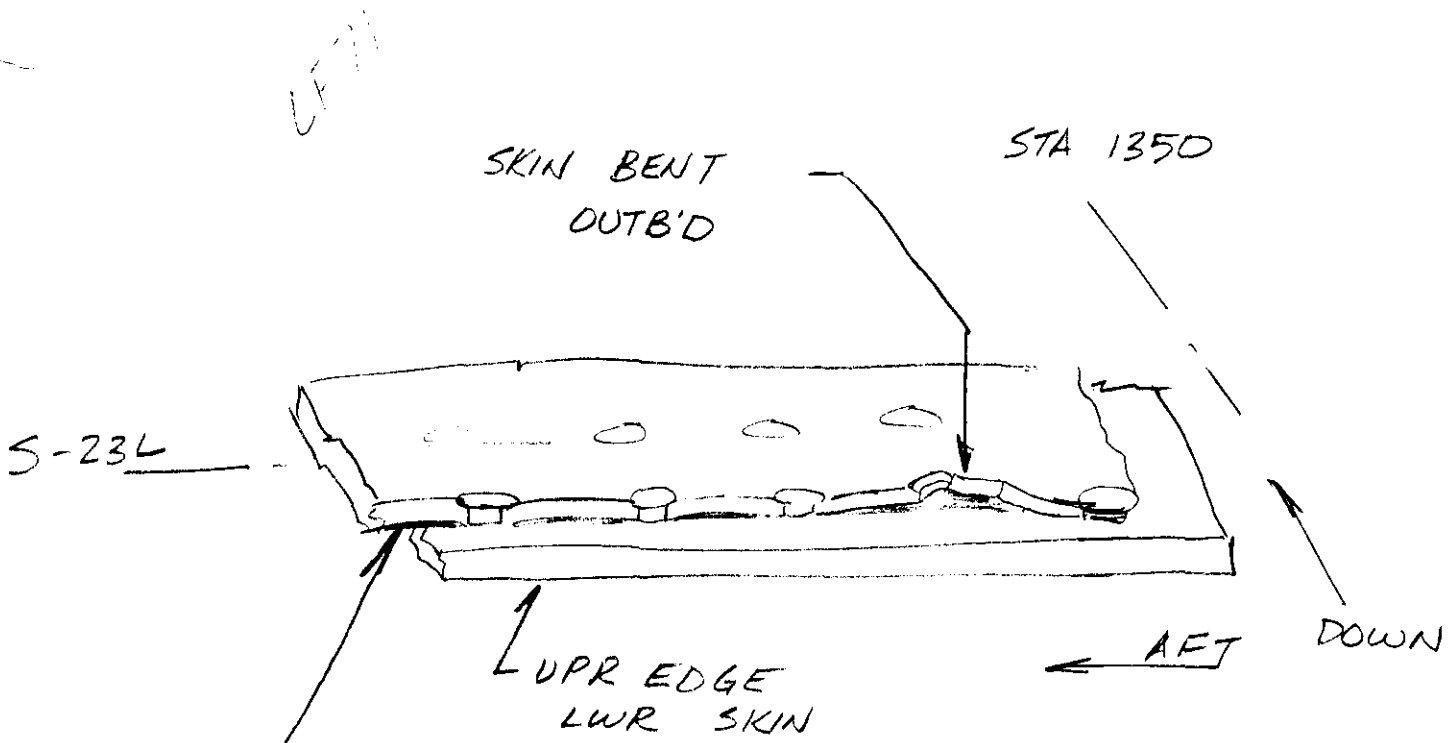




• MODERATE SOOTING THRU OUT EXTERIOR OF SKIN

VIEW LOOKING INBD

▷ SKIN & SPLICE STRAPS PULLED OUTB'D FROM STA 1350 BHD OUTER CHORDS

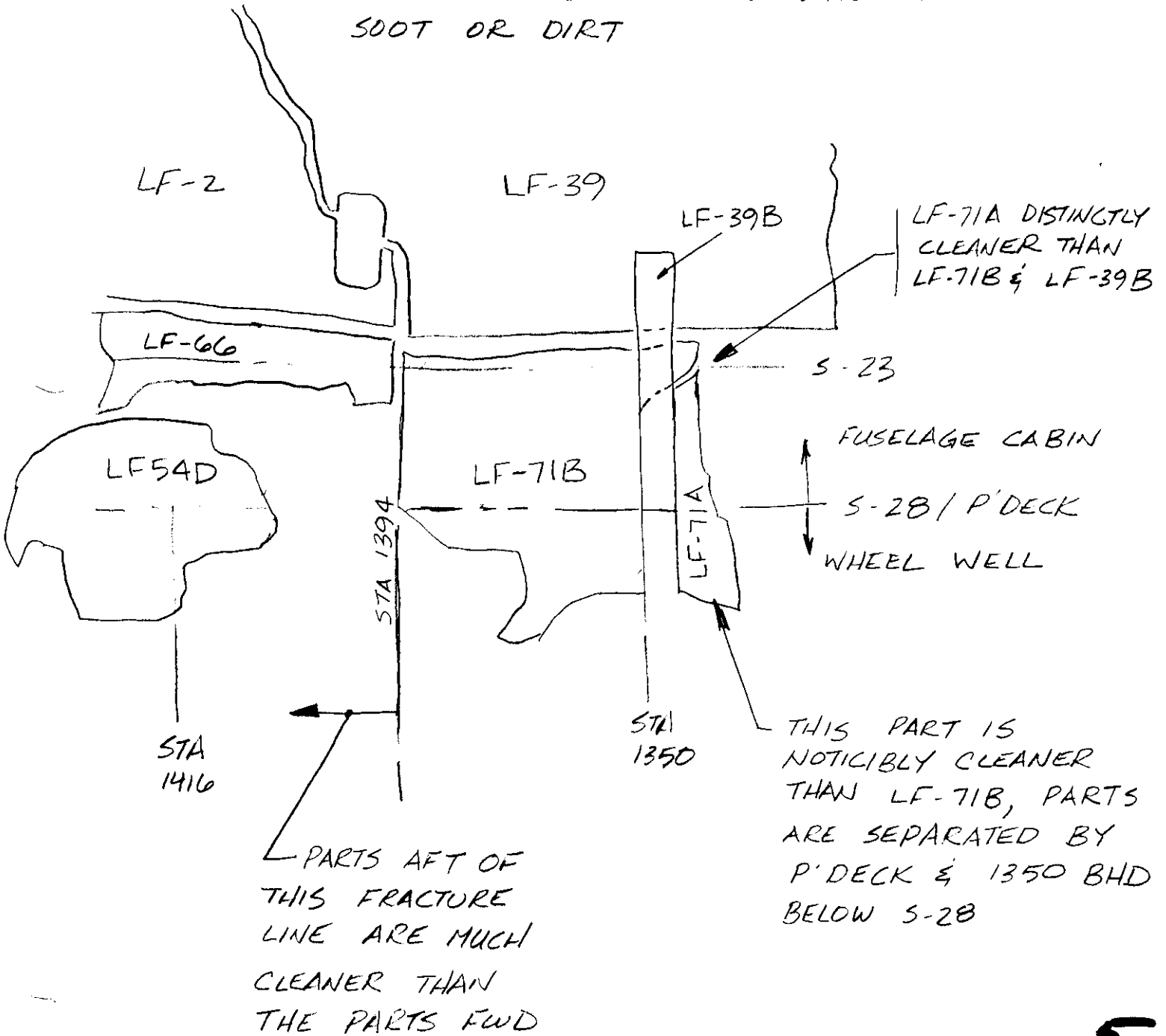


NET AREA FAILURE
 PILLDWINING BETWEEN FASTENERS
 NOTE, NET AREA FAILURE STA 1350 - 1366
 NOTE, SKIN FWD & AFT OF THIS LOCATION IS
 BENT OUTB'D

DETAIL (A)
 VIEW LOOKING DOWN ON EDGE
 OF PART

DISCOLORATION;

- SKETCH SHOWN IS RUDIMENTARY, JUST TO SHOW GENERAL SLOTTING/DIRT PATTERN
- VIEW LOOKING OUTBOARD ON SKIN INTERIOR SURFACE
- REVIEW W/ FIRE/EXPLOSION PERSONEL COULD NOT DISTINGUISH IF DISCOLORATION WAS DUE TO SOOT OR DIRT



LF-39B = STA 1350 BHD SEGMENT

GENERAL NOTES, FOR INB'D SURFACE OF SKIN

- PART LF-71B IS MEDIUM-HEAVY DISCOLORED AND MATCHES WELL W/ PART LF-39 & LF-39B.

• SHEAR TIES ARE MISSING AT;

STA 1394, STR 24L-28L

1372, STR 23L-24L, 26L-27L, 28L-29L,

$\frac{1}{2}$ SHEAR TIE MISSING AT STA 1372, STR 29L-30L

THE DISCOLORATION COVERS FOOTPRINT WHERE ABOVE SHEAR TIES WERE AT ALL LOCATIONS EXCEPT ONE.

I.E. - SHEAR TIE WAS REMOVED PRIOR TO PART BECOMING DISCOLORED

NOTE, THE INTACT WINDOWS ON PART LF-39, STA 1350-1394 INDICATE MAJORITY OF DISCOLORATION FROM INTERIOR

ON EXTERIOR, THE LF-71B PART IS DISTINCTLY DIRTIER THAN THE LF-39 PART AT THE ADJACENT BORDER. (ONLY LOOKED UNDER THE EDGE OF LF-39 {BIG PART})

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Pg 6
K Hanover 9/24/96