

LOG # LF 89

TARGET # LLS 516

COORD: LAT * TWO SETS

LONG * TWO SETS

SKIN PANEL

DEBRIS FIELD GREEN

TAG Z 5058

STA 885 TO STA 938, S'35L TO S'38L

PANEL MATES UP WITH LF24 FWD & LF51 AFT

PANEL HAS REVERSE CONTOUR TOP TO BOTTOM

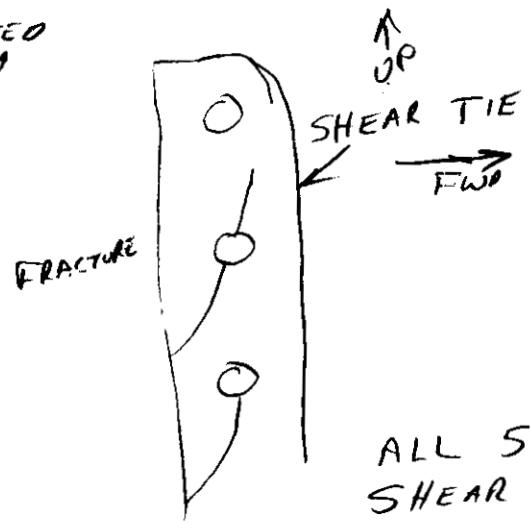
S'36 & S'37 HAVE SQ FWD FRACTURES.

S'37 HAS ^{OUTWARD} BENDING TYPE FRACTURE @ STA 912

TOP & BOTTOM FRACTURES ARE PREDOMINANTLY THRU STRINGER & RIVETS.

NOTE: GENERAL DAMAGE TO THIS PIECE IS ^{CONSISTENT} INCONSISTANT WITH PIECES LOCATED AFT WHICH WERE IN GREEN AREA (NOTABLY LF51)

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE



ALL 5 SHEAR TIES HAVE SIMILAR TEARS

#1
LAT 40-39-37.86
LONG 72-36-34.77

#2
LAT 40-39-150
072-37-074

RECOVERED 10/17/96 @ 11:35:13

Neil Scovell
TWA - 10-19-96

R. Genhitt JAM
10-22-96

Barry Smith
10/18/96 Boeing
Stephen F. Klipfisch
FAA - 10-23-96 No Photo

Φ 8.300
 Φ 8.31L
 Φ 8.32L
 Φ 8.33L
 Φ 8.34L
 Φ 8.35L
 Φ 8.36L
 Φ 8.37L
 Φ 8.38L
 Φ 8.39L LAP

LF 89

FOLDED INWARD

8FW0 90°

LF5



LF89

Φ RIVETS

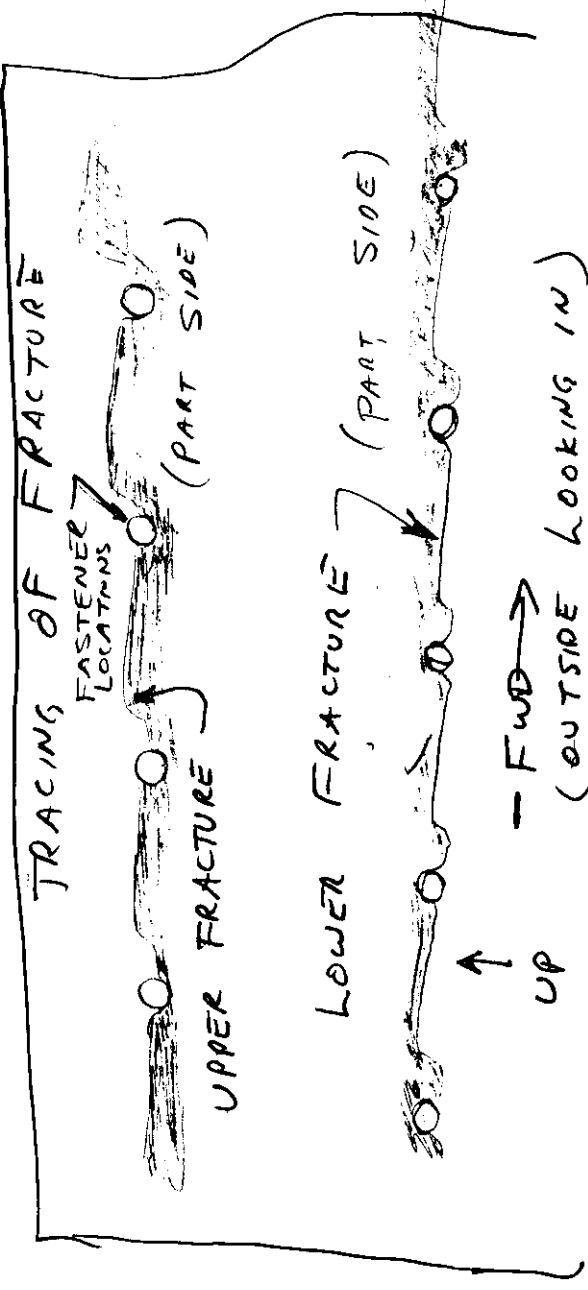
VOID

LF6

LF51

FRACTURE AT SKIN POCKET

LF87B



- FWD →
 (OUTSIDE LOOKING IN)
 ↑
 UP

900
 920
 940
 960
 980

FRONT

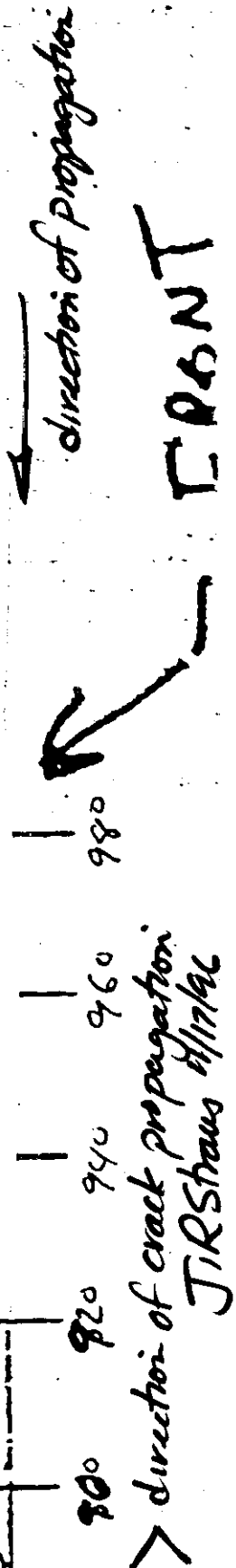
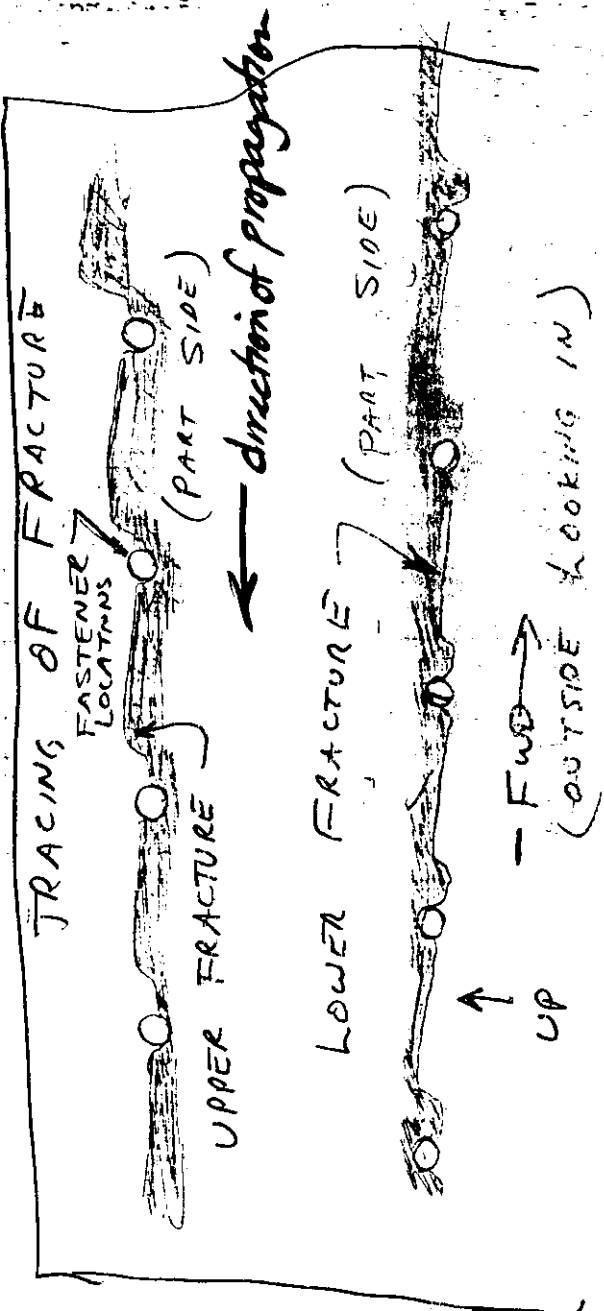
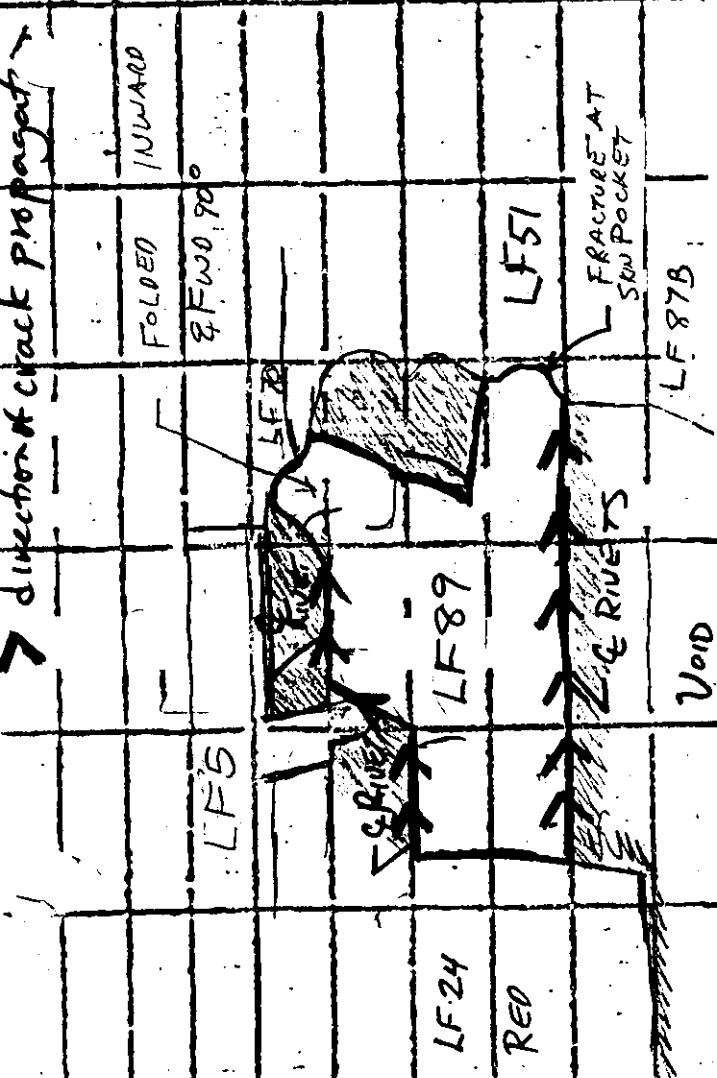
Stephen F. Hupel III
 FAA 10/23/46 AD Photo

8502

> direction of crack propagation

- Φ 8.31L
- Φ 8.32L
- Φ 8.33L
- Φ 8.34L LAP
- Φ 8.35L
- Φ 8.36L
- Φ 8.37L
- Φ 8.38L
- Φ 8.39L LAP

LF 89



Stephen P. Kupchuk
 FAA 16 W 40 125 PHOTO

960° W