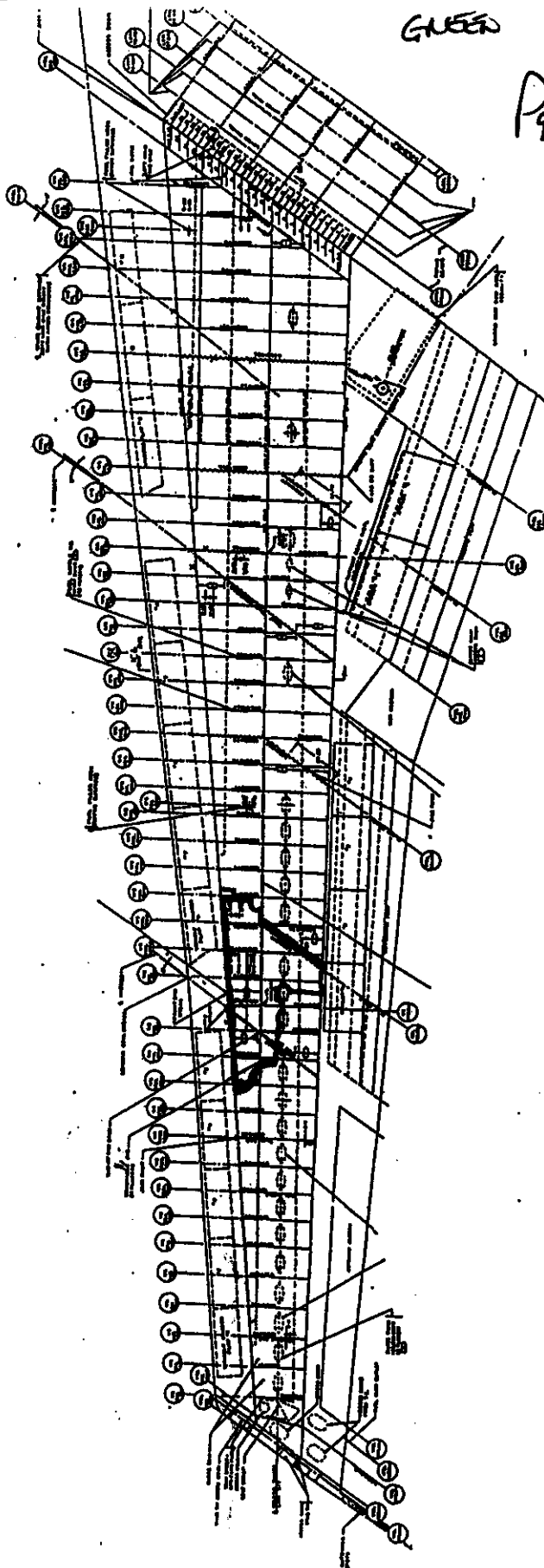
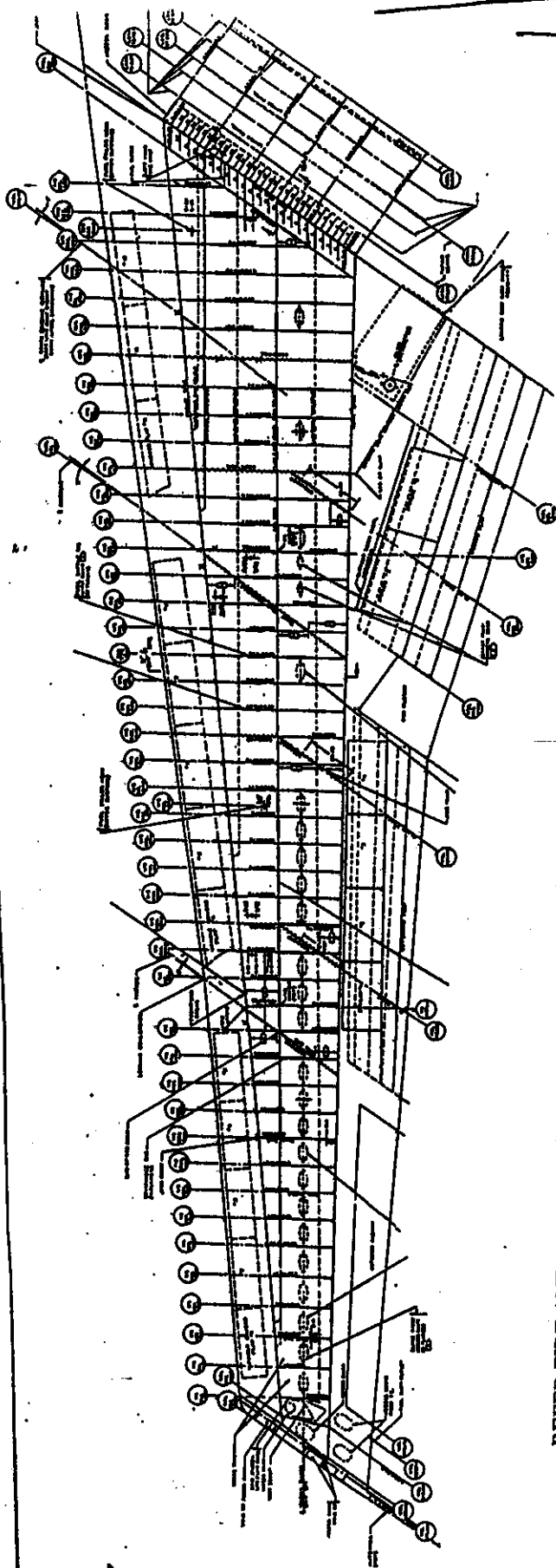


See ADDITIONAL COMMENTS

LW-9  
C-876  
GREEN

Pg 1 of 5



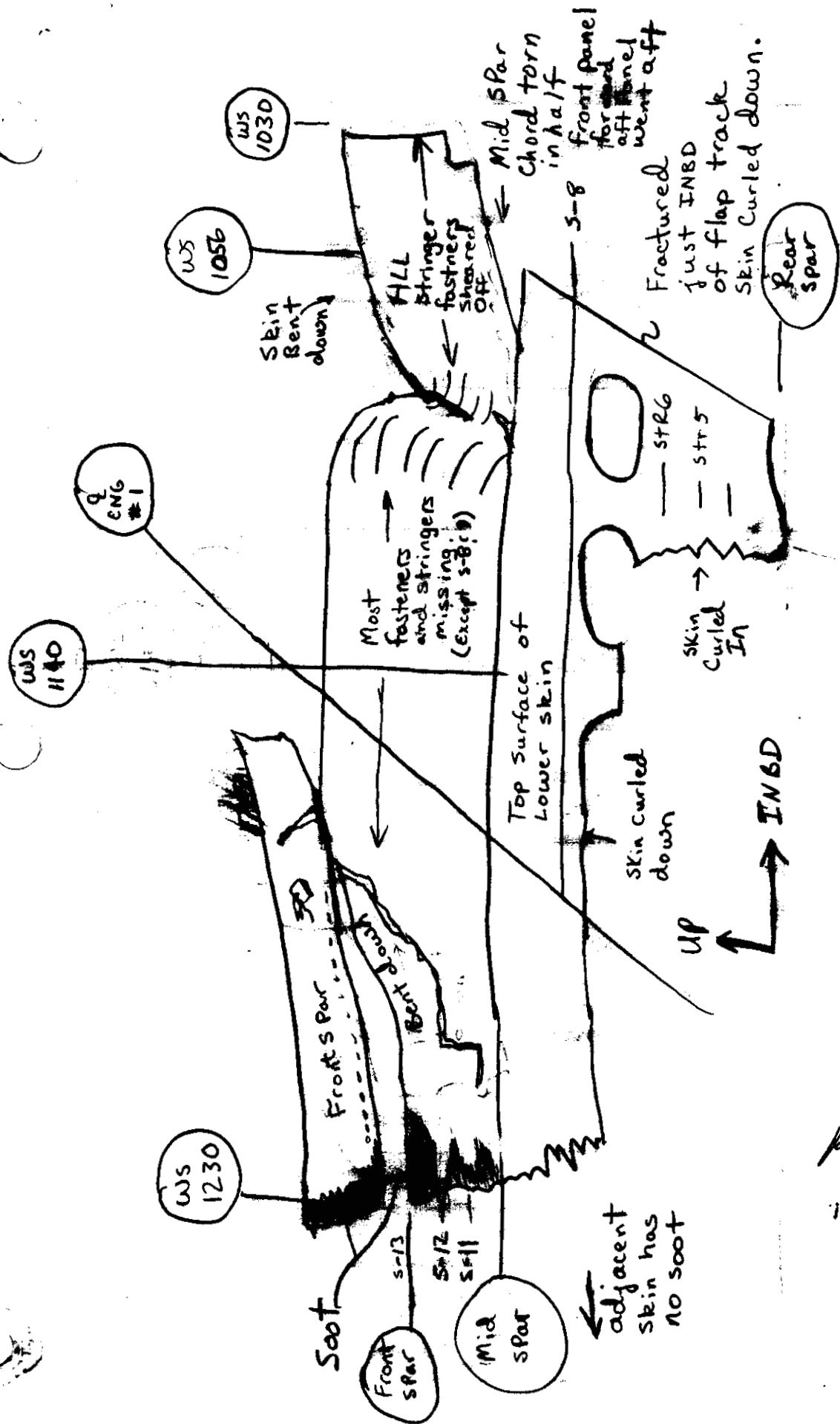
REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

APR 11 1996

Stephen F. Klyne, Jr.  
FBI 10-28-96

Page 1 of 3

LW9  
Pg 2 of 5

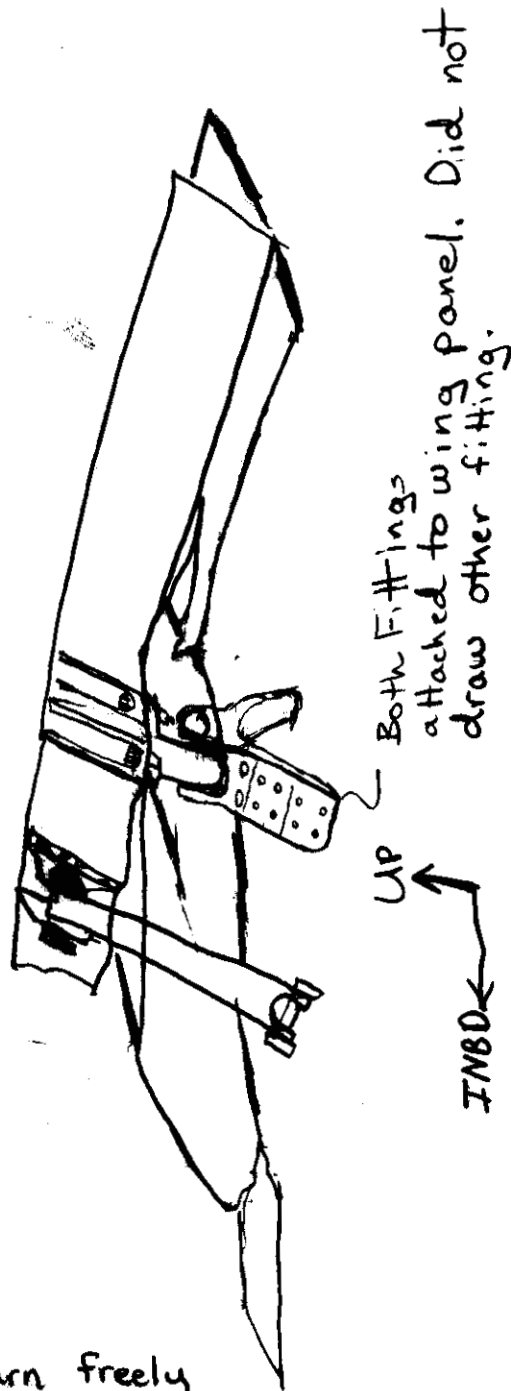


- FAA
- ALPA
- IAM
- TWA
- NTSB
- BOEING

John Benders  
Stephen F. Klupacz  
10-25-96  
Page 3 of 3  
2

LW9

P1315



View looking aft  
at front spar

- Fuse Pins turn freely
- No soot on Front face of Front Spar
- Lower Surface of wing heavily sooted inboard of Nacelle fittings
- Small brackets between Nacelle fittings are burned

*[Signature]*  
ADA 11-11-96

Stephen F. Klypu 1170  
FAA 10-28-96

Page 2 of 3

3

# ADDITIONAL COMMENTS

P. 4 of 6

LW-9

Page 1 of 2

R.T. STETTNER

11-11-96

- 1) THERE IS A LIGHT COATING OF SOOT ON THE FRONT SPAR AT FSSO 1168 AND ON THE PYLON ATTACH FITTINGS -(OUTBOARD MID SPAR).
- 2) THE FOLLOWING PYLON ATTACH FITTINGS ARE HEAVILY SOOTED:
  - A) INBOARD UNDERWING FITTING
  - B) INBOARD MIDSPAR FITTING
  - C) THE AFT AND UNDERSIDE SURFACES ON THE OUTBOARD MID SPAR FITTING
  - D) MID SPAR SIDE LOAD FITTING
- 3) EXTENSIVE BURN DAMAGE ON ATTACHED INTERNAL PYLON SHEET METAL
- 4) THE FRACTURED SURFACES OF THE PYLON WITHIN THE MIDSPAR FITTINGS ARE HEAVILY SOOTED
- 5) THE OUTBOARD MIDSPAR PYLON FITTING HAS LEFT AN IMPRESSION AFT OF THE ATTACH PIN ON THE OUTBOARD UNDERWING FITTING
- 6) THE INBOARD MIDSPAR PYLON FITTING HAS LEFT AN IMPRESSION FORWARD OF THE ATTACH PIN ON THE INBOARD UNDERWING FITTING
- 7) UNDERWING ATTACH LUG FOR THE SIDE LOAD BRACE IS FRACTURED ~~LATERALLY~~ LATERALLY

Tom Tochino  
JAN 12-6-96

ASB AMDTM

D. P. BOEING 6 DEC 96

Tom Tochino  
JAN 12-6-96  
FAA 12-6-96

David D. [Signature]  
JAN 12-6-96

ADDITIONAL COMMENTS

Pg 5A

LW-9  
Pg 2 of 2

R.T. STETNER

11-11-96

- 8) THE OUTBOARD UNDERWING PYLON FITTING IS FRACTURED ON THE INBOARD SIDE FROM 8" AFT OF THE FRONT SPAR LENGTHWISE TO 32" AFT OF THE FRONT SPAR. THE FRONT OF THE FITTING IS PULLED 2" OUTBOARD OF ITS ORIGINAL POSITION AT THE FRONT SPAR. THERE ARE NO SOOT MARKS UNDER THE FITTINGS' ORIGINAL POSITION, ONLY THE SURROUNDING AREA IS SOOTED.
- 9) STRINGER #5, AT THE OUTBOARD END, IS BENT UP 90° AND TWISTED AFT 30°
- 10) THE LOWER SKIN JUST FORWARD <sup>AND OUTBOARD</sup> OF STRINGER #5 IS BENT UP 90° OVER A DISTANCE OF
- 11) THE LOWER SKIN 16" AFT OF STRINGER #5 IS BENT UPWARDS
- 12) THE FRONT SPAR IS ~~FORWARD~~ BENT FORWARD INBOARD OF THE OUTBOARD UNDERWING FITTING AND BENT AFT OUTBOARD OF THE FITTING

*[Signature]*  
12-6-96  
Tom Todaro  
FAA 12-6-96  
Tombodaro  
TWH 12-6-96

*[Signature]*  
BOEING  
6 DEC 96  
Dennis Santiago IAM  
12-6-96