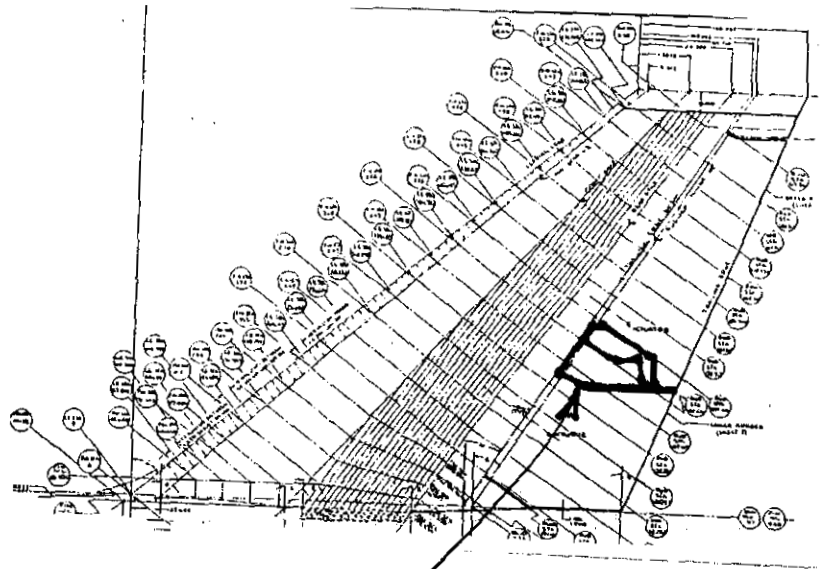


R3 RUDDER

FLOATER

BLUE TAG E2033

FBI # NOT AVAILABLE



REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

R3

UPPER RUDDER SECTION MEASURING APPROXIMATELY 55" x 6' FROM RUDDER STATION 147.7 TO 207.6 RUNNING FROM LEADING EDGE TO TRAILING EDGE.

THE LEFT HAND SIDE HAS TWO SECTIONS OF HONEY COMB MISSING, THE REST OF THE PANEL IS CRACKED - SEE SKETCH.

THE FRONT SPAR HAS NUMEROUS AREAS OF CRACKING AND IMPACT RELATED DAMAGE. AN AREA OF THE LHS SKIN PANEL IS NOT ATTACHED FROM RU. STA 182 TO 207, FROM FRONT SPAR TO REAR SPAR. THE HINGE FITTING HAS NEGLIGIBLE DAMAGE, BOLT REMAINS IN HINGE FITTING PIVOT POINT. THIS PART MATES WITH PART R5. SURFACE OF PART IS DIRTY AND GUTTER IS PRESENT. NO OBVIOUS SIGNS OF SOOT NOR FIRE DAMAGE. THE LEADING EDGE SEAL SHROUD HAD A LARGE AMOUNT OF IMPACT DAMAGE.

[Signature] 12-16-96 TWA

[Signature]
12-13-96

R Hanauer TBC
12/13/96

Dennis Lantieri IAM

12-16-96

Stephen F. Klupach sr FAA

01-10-97

Additional Information

Upper rudder from rudder station 147.722 to 207.615 running from leading edge to trailing edge. Front spar has numerous areas of cracking and impact related damage. Leading edge seal shroud has a large amount of impact damage. An area of left skin panel is not attached from rudder station 182.651 to 207.615 from the front spar to rear spar. Skin panels have numerous areas of cracking. Hinge fitting and ~~rod fitting~~ have negligible damage. Bolt remains in hinge fitting. Bolt and rod remain in rod fitting. Outer skins have minor punctures and surface abrasions.

Mupke 12-9-96 TWA

Ritt 12-13-96 AOPA

Stephen F. Klupcott Jr FAN
01-10-97

rod is damaged