

LOG # RF10

TARGET # _____

COORD: LAT _____

S = Stringer
STA = Station

PAGE (A)

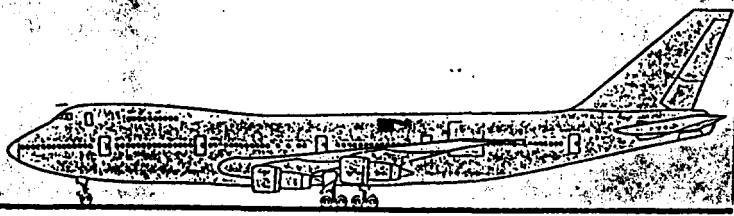
RF10 ATAG - C106 LONG
RF10 BTAG - C115
RF10 CTAG - C2236
RF10 D TAG DEBRIS FIELD
C2235

S-1-R	1440 TO 1520 - IMPACT 1520 TO 1560 MISSING REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE
S-2-R	1440 TO 1520 Severed Pullout in WARR 1520 TO 1580 IMPACT
S-3-R	1420 TO 1460 Pulled AWAY FROM SKIN (Pulled in WARR) 1460 TO 1480 Secured 1480 - 1700 S-3-R MISSING
S-4-R	1420 - 1640 Secured 1620 - 1700 S-4-R - Pulled AWAY FROM SKIN
S-5-R	2" Aft 1640 - 1600 S-5-R Secured 1600 - 1720 Stringer Pulled FROM SKIN
S-6-R	1460 - 1480 Pulled Pulled AWAY FROM SKIN 1480 - 1580 Secured - 1580 - 1700 + 4" Pulled AWAY FROM SKIN
S-7-R	10" Fwd STA 1480 - 1540 + 2" Aft No S-7-R ATTACHED TO SKIN TO 1700 + 10" Aft
S-8-R	10" Fwd STA 1480 - 1540 + 6" Aft No S-8-R ATTACHED TO SKIN TO 1700 + 12"
S-9-R	8" Fwd STA 1480 Aft STA 1480 - 1520 S-9-R NOT ATTACHED TO SKIN 1520 - 1620 No S-9-R 1620 - 1700 S-9-R ATTACHED TO SKIN 1700 - 1720 NO S-9-R Stringer ATTACHED TO SKIN
S-10-R	STA 1480 - 1560 S-10-R NO STRINGER - STA 1560 - 1580 - 1700 Aft S-10-R Pulled AWAY FROM SKIN STA 1600 - 1700 + 7" S-10-R ATTACHED TO SKIN
S-11-R	STA 1500 - 1560 S-11-R ATTACHED @ 1560 S-11-R Severed. 2nd Aft STA 1560 S-11-R 1640 ATTACHED TO SKIN & SEVERED. STA 1640 - 1700 + 7" S-11-R ATTACHED
S-12-R	STA 1500 - 1540 S-12-R ATTACHED TO SKIN @ STA 1540 - 1560 S-12-R MISSING STA 1560 + 14" Fwd S-12-R TO 1620 ATTACHED & SEVERED @ 1620
S-13-R	STA 1620 S-12-R - 1700 + 13" SEVERED 1720 Severed @ Fwd S-12-R Aft Aft STA 1720 S-12-R 1860 + 15" Aft STA 1620 - 1700 S-13-R ATTACHED TO SKIN STA 1700 S-13-R - 13" MISSING
S-14-R	STA 1720 - 1840 + 13" ATTACHED TO SKIN Aft TO STA 1840 + 14" S-13-R MISSING STA 1620 - 1840 + 5" ATTACHED TO SKIN - 5" Aft STA 1840 1860 + 20 S-14-R Pulled AWAY FROM SKIN
S-15-R	STA 1600 - 1620 S-15-R Pulled AWAY FROM SKIN STA 1620 - 1680 ATTACHED TO SKIN & SEVERED STA 1680 - 1700 + 8" SEVERED STA 1720 1860 S-15-R ATTACHED TO SKIN
S-16-R	STA 1620 Aft 5" S-16-R ATTACHED TO SKIN STA 1641 STA 1700 - 1860 S-16-R - ATTACHED TO SKIN Severed @ 1770 Fwd 1820
S-17-R	STA 1620 - 1661 TO L40R Fwd S-17-R STA 1720 - 1860 (Severed @ 1780) & Fwd 1800 @ STA 1800 Fwd STA 1820 - Fwd 1840 & Aft
S-18-R	S-18-R EXTENDS TO STATION 1580 NO SKIN - S-18-R STA 16 - 1600 - 1661 Edge of R-ADA, S-18-R STA 1720 - 1780 S-18-R Fracture @ S-18-R Fracture @ 1820 - 1800 STA 1600 - S-18-R Fwd 5" TO L40R @ 1700 S-18-R
S-19-R	STA 1720 S-17-R - 1780 S-14-R Severed - 14" Aft - S-17-R to STA 1840 + 20
S-20-R / S-22-R	S-20-R TOP OF WINDOW 2 windows S-22-R Bottom of windows STA 1600 - 164 Fwd Aft D/R

RF10A, B, C, D
10/17/76

S-20-R / S-22-R
S-20-R
4 Full windows + 3 windows severed at lower portion window
STA 1720 - 1860
STA 1600 - 164 Fwd Aft D/R
S-18-R
S-17-R
S-16-R
S-15-R
S-14-R
S-13-R
S-12-R
S-11-R
S-10-R
S-9-R
S-8-R
S-7-R
S-6-R
S-5-R
S-4-R
S-3-R
S-2-R
S-1-R

Steve R FAA 2



(Pg 2)

S-23-R	STA/600-1620-13 AS ^T S23R STA/1700-1760 AS ^T 1311
S-24-R	S-24-R STA 1740 FW 1811 - S-24-R 1740-1760 ATTACHED TO SKIN
S-25-R	STA 1790-1760 ATTACHED TO SKIN

ADDITIONAL LOOSE STRUCTURE FOR RF10A (8/28/96 ^{LOU} FAA)

RF10A(1)	PORTION OF FRAME STA. 1520 BETWEEN S5R AND S8R	8/28/96
RF10A(2)	" " " " 1620 " S14R AND S20R	GREEN C.729 8/28/96

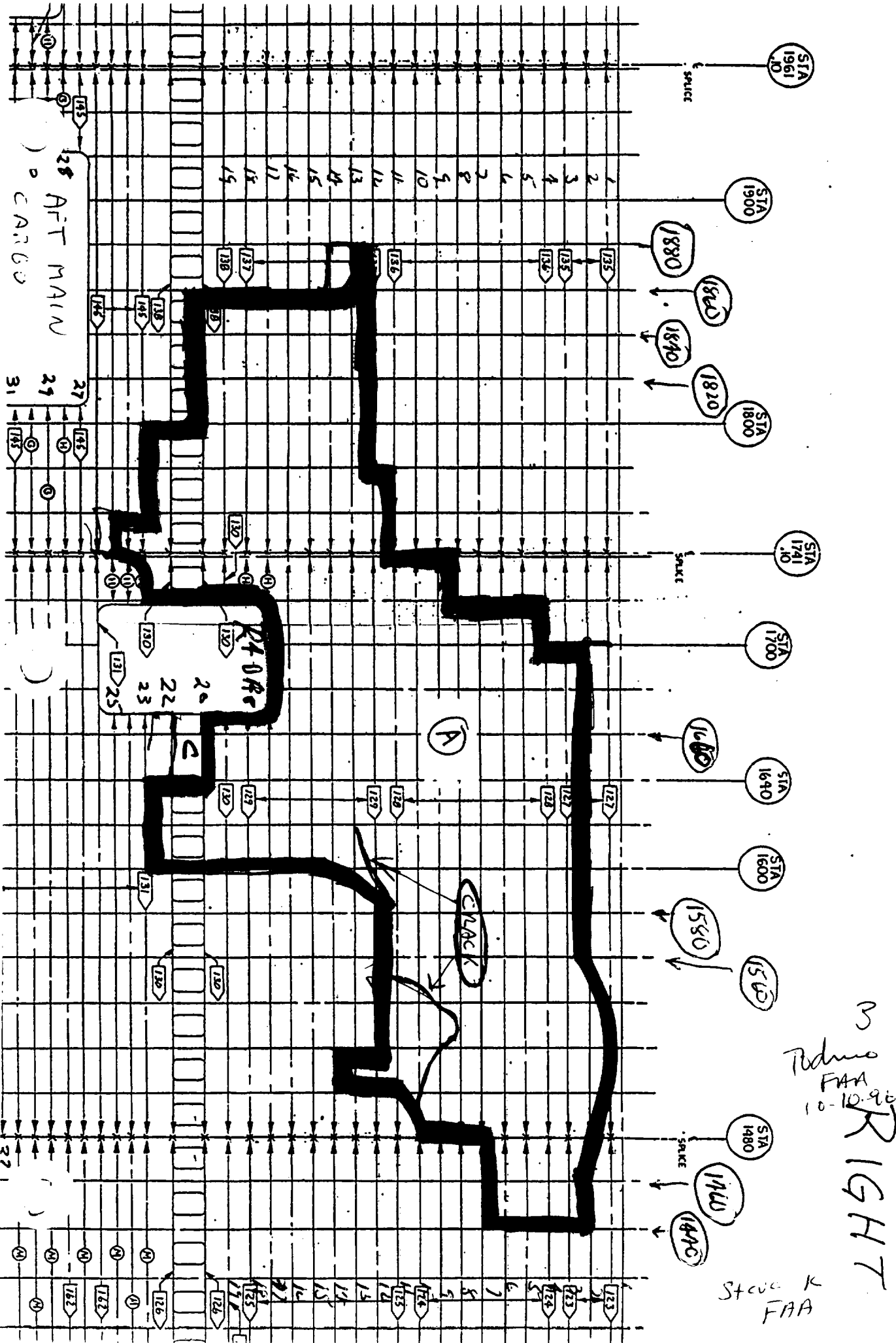
Jim Powers
Boeing
11-10-96

Dennis Santiago
10/12/96 IAM

Tom Tadmo
FAA 10-10-96

Steve K
FAA

REF 10A



Rodrigo
FAA
10-10-96
RIGHT

Steve K
FAA

4

RF10-B
Field #1

#4 R/H M.E.D

Door is crushed @ Bottom Flap to sill
Area.

No Interior Trim Left on Door.

Window pane missing & no interior handle

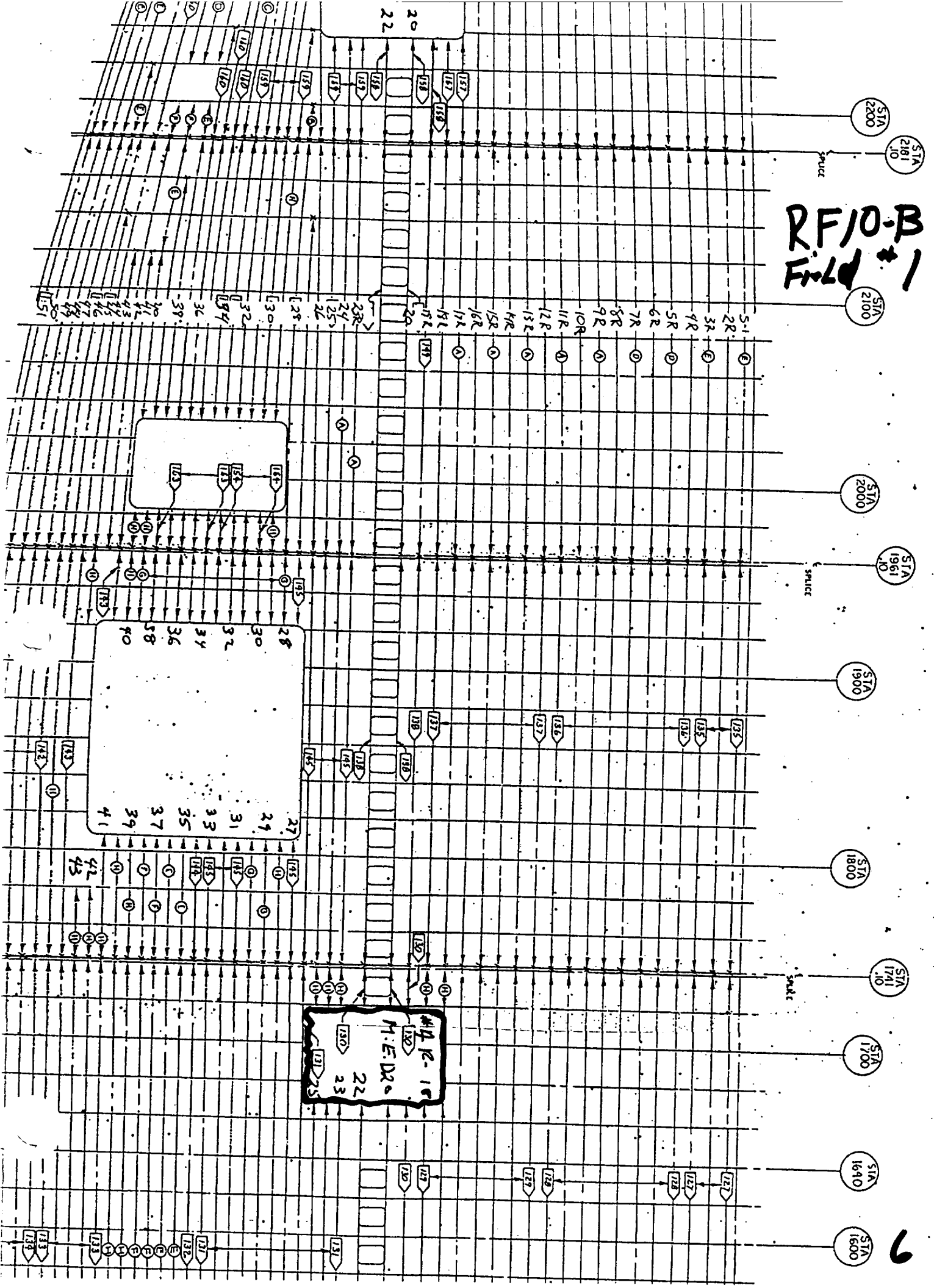
Door is completely distorted out of shape
& mangled & mutilated.

PART D @ FRAME & SKIN 5-20 TO
5-22 STA 1640 AFT. FRACTURED FROM
PART A

Tom Todaro
FAA 10-10-96

Jim Powers
11-10-96

RF 10-B
Field #1



M:R-16
M:R-20
22
23

RFIOC Field #1

STATION 1640 - 1664

STRINGERS 22 - 29

AND ALMOST ALL OF THE LOWER DOOR SILL

S-22R - STA 1640 - 1660 INTACT

S-23R STA 1640 - 1660 INTACT (EXTENDS 11" AFT BENT OUT & INWARD)

S-24R - STA 1640 - 1660 CRUSHED & PULLED AWAY FROM SKIN @ STA 1640

ALL RIVETS MISSING

S-25R STIFFENER SEVERED & BENT INWARD

S-26R STA 1640 - 1660 SPLIT OPEN & ATTACHED TO SKIN

S-27R STA 1640 - 1660 SEPARATED FROM SKIN 8" FWD OF STA 1640
PULLED AWAY FROM SKIN & RIVETS PULLED

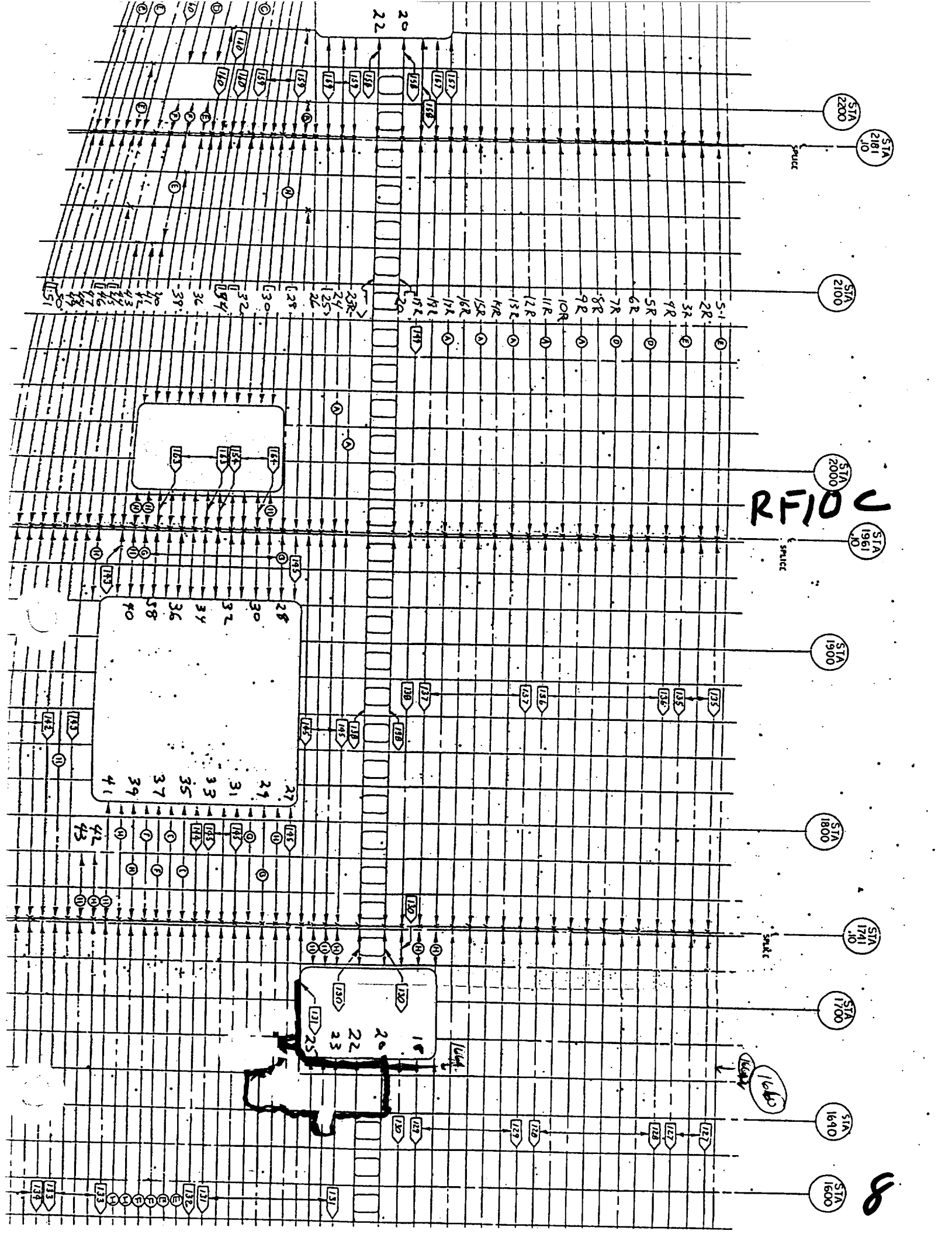
S-28R STA 1640 SEVERED 8" FWD OF STA 1640 & PULLED FROM SKIN

S-29R STA 1640 16" LONG SKIN OVER & AROUND S-29

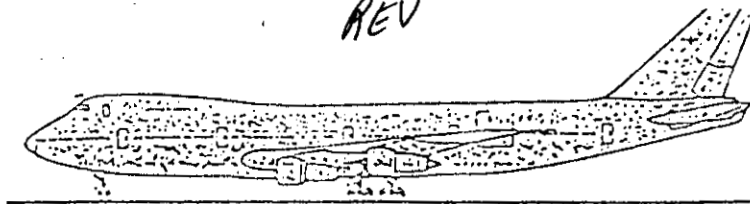
! PIECE MANGLED - BENT OUTWARD & INWARD COMPLETELY
DISTORTED. LOWER DOOR SILL BENT UPWARD

Tom Todaro
FAA 10-10-96

Jim Powers
11-10-96
Boeing



REV



LOG # RF-10A

TARGET # _____

COORD: LAT _____

LONG _____

DEBRIS FIELD _____

THIS PIECE HAS SOURCE TAG = C-106
 AND WAS CUT IN TWO PIECES ~~to~~ at
 STA 1630 TO BE PUT ON MOCK-UP.
 AND THESE PIECES WERE GIVEN
 TAG NOS. AS C-2473 AND C-2474
 THE SEGMENT MOUNTED ON THE MOCK-UP HAS TAG C-2474

Steph

Mich ALPA

Rabauer 3/23/97 Boeing

Denis 4-7-97 TAM

W. G. Galt 4-7-97
TWA

JA Report
4/9/97 ALPA

Tom T. T. T.
FAA 4-11-97