

LOG # RF-2 FIS 11.6
SD

TARGET # GREEN TAG C004

COORD: ^{LONG} LAT 72° 37' 26.7"
^{LAT} LONG 40° 39' 45.6

DEBRIS FIELD #1

FUSELAGE

SKIN & STRINGERS

STA 2100 - 2280

STRS 23R - 2R

SEE ATTACHED SKETCH FOR FRAME DETAILS

Dennis Santiago IAM
10/12/96

Tom Todaro
10-10-96
FPA

Shanderhiden TWA 10/9/96

Dennis Santiago 10/12/96

Warner Boeing
② 8/4/96

SK-FAN

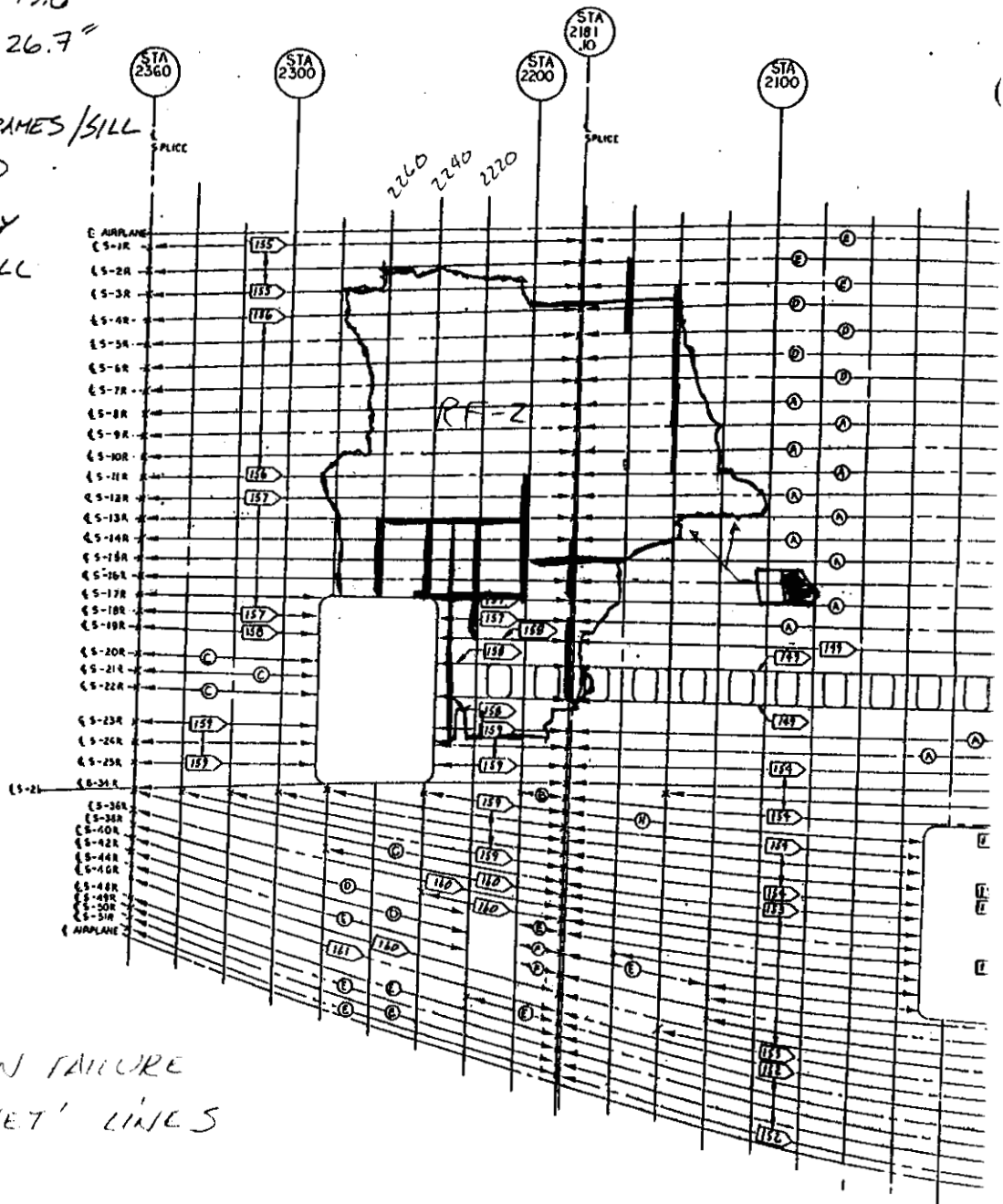
RF-2

RECVD 8/2 - 8/3

LONG 40° 39' 45.6"

LAT 72° 37' 26.7"

HEAVY LINE = FRAMES/SILL
STILL ATTACHED
NOT NECESSARILY
FASTENED AT ALL
LOC'S



NLT TENSION FAILURE
ALONG 'RINET' LINES

Toni Thomas
FAA 10-10-96

at Kinner Coing
8/9/96

FUSELAGE PANEL RF-2

REC'D 8/2 - 8/3

STA 2100 - 2283, STR 23R - 2R

LONG = 40° 39' 45.6" } GREEN TAG # C004
LAT 72° 37' 26.7" }

- WHOLE UNIT VERY CLEAN - NO SIGN OF SOOT/ASH
- SKIN PANEL EXHIBITS DIAGONAL 'WAVES', VERY SHALLOW AND SMOOTH FROM UPR FWD CORNER TO LWR AFT CORNER OF BAY { USED WORD 'WAVE' IN LIEU OF CREASE TO REPRESENT THE SEVERITY OR LACK THERE OF }
- VERY FEW STR CLIPS ATTACHED, ONLY 3 ADDITIONAL TO THE ONES COMMON TO FRAMES
- FRAME AT 2140 IS ONLY ATTACHED TO SKIN AT 1 SHEAR TIE & 2 STR CLIPS.
 - 1 SHEAR TIE HAD NET AREA FAILURE
 - 1 SHEAR TIE HAD 1/2 NET AREA FAILURE & 1/2 TENSION PULLOUTS
 - REMAINING 4 SHEAR TIES HAD TENSION PULLOUTS
- ~~→ A CASUALTY REVIEW OF SKIN FRACTURE SURFACES SHOWS THAT ALL ARE DUE TO OVERLOAD **RA**~~
- STRS 8, 9, 10 & 11 AT STAS 2135 SHOW SIGNS OF COMPRESSIVE TYPE FAILURE, STR STRIPS BUCKLED INTO ONE ANOTHER

Tom Todman
FAA
10-10-96

R. Hanover 8/4/96
Pocing (4)

FUSELAGE PANEL RF-2

- UPR MAIN SILL WEB & INNER CHORD SEVERED FROM UNIT FROM STA 2244 TO END OF PART (AFT)
- UPR AUX SILL WEB IS SEVERED FROM UNIT FROM STA 2260 TO AFT END OF PART
- UPR AUX SILL INNER CHORD IS SEVERED FROM UNIT FROM STA 2240 TO AFT END OF PART
- DOOR EDGE FRAME AND REVEAL IS SEVERED AT APPROX 20" BELOW STOP # 7
- AS A UNIT, PANEL IS FAIRLY IMPACT FREE WHEN COMPARED TO DAMAGE ON LWR FWD CARGO DOOR

Tone
Todmo
FAA
10-10-96

R Hanover 8/4/96
Boeing (5)