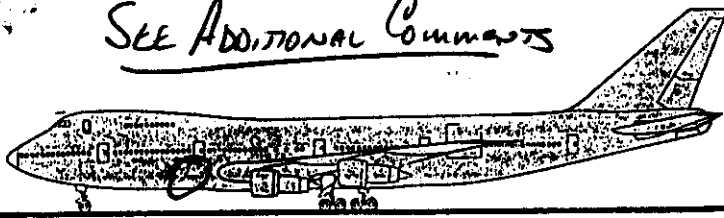


SEE ADDITIONAL COMMENTS



LOG # RF3 ^{SDG} ^{D. J.} ^{AS} ^{-A-F-96} ⁴⁻³⁰⁻⁹⁶

TARGET # 2931.2S

COORD: LAT 40 39 03.4"

LONG 072' 38' 28.2

YELLOW TAG BOOB

DEBRIS FIELD #2
(middle)

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

TARGET AREA RF3 ALSO INCLUDES RF3A, AND RF3B. OVERALL AREA OF ALL THREE AREAS MEASURE APPROX 18'x14'

9'x11'5"

TARGET RF3 CONTAINS APPROX 20% OF THE MAIN CARGO DOOR STRUCTURE AND SKIN. ALL DOOR FRAMES ARE FRACTURED AND BENT APT. DOOR IS CUT THRU BETWEEN REMAINING PORTIONS AT STA 64.5 AND 652.9 SKIN MATERIAL JAGGERED AND CRUSHED. NO EVIDENCE OF FIRE OR SMOKE DAMAGE.

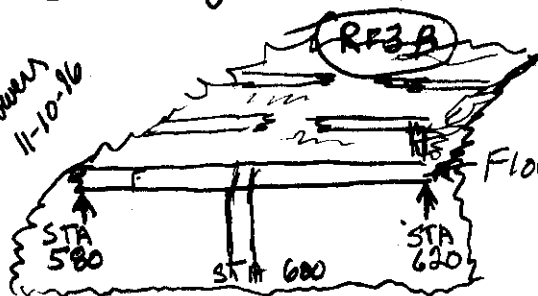
16'6" x 9'5"

TARGET RF3A REMAINS ATTACHED TO DOOR STRUCTURE ^(RF3) BY MEANS OF THE LOWER DOOR LOCKS STILL ENGAGED TO DOOR SILL. THIS STRUCTURE IS SEVERELY CRUSHED, AND MANY FRAMES MISSING, AND STRINGERS MISSING AND FRACTURED. THIS TARGET COVERS STA 600 THRU 780 AND STRINGERS S23R THRU S44R NO FIRE DAMAGE

5'x4'

TARGET RF3B CONTAINS THE UPPER TOP DOOR OPENING STRUCTURE FROM STA 600 THRU 640 AND STRINGERS S26R, S25R ALSO ATTACHED IS PORTION OF FLOOR BEAM TO FUSELAGE. STRINGERS FRACTURED AND SKIN CRUSHED AND JAGGERED NO EVIDENCE OF FIRE/SMOKE DAMAGE

Tom Todman
FAA
10-10-96
Jim Owens
11-10-96

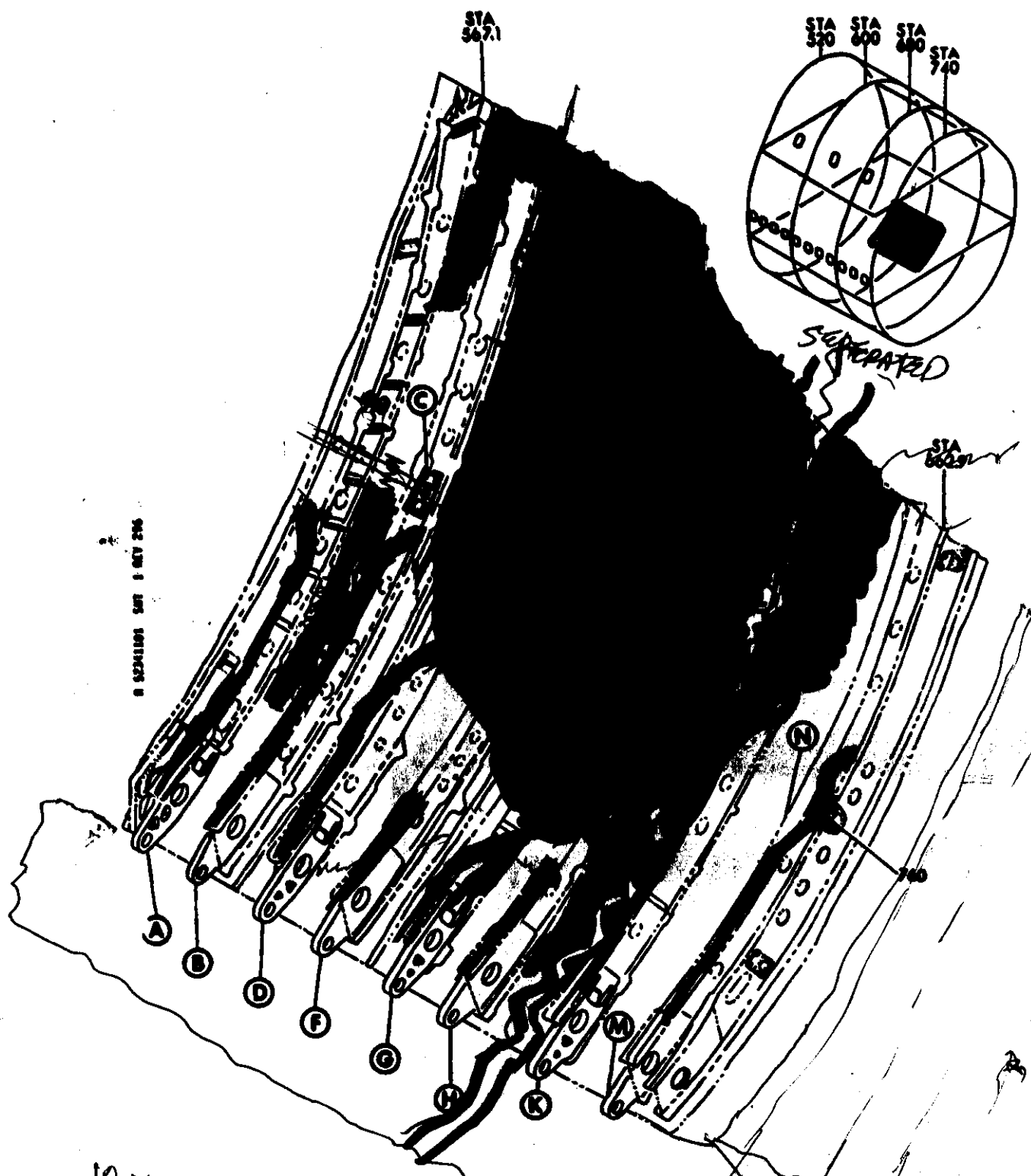


Shandrududin
TWA RF3-RF3H
10/14/96
D. Santiago
I AM
10/12/96

Lou Zetta
FAA
8-6-96
S RF-08 (2)

RF3

RF3



8 82341101 SEP 1 OCT 206

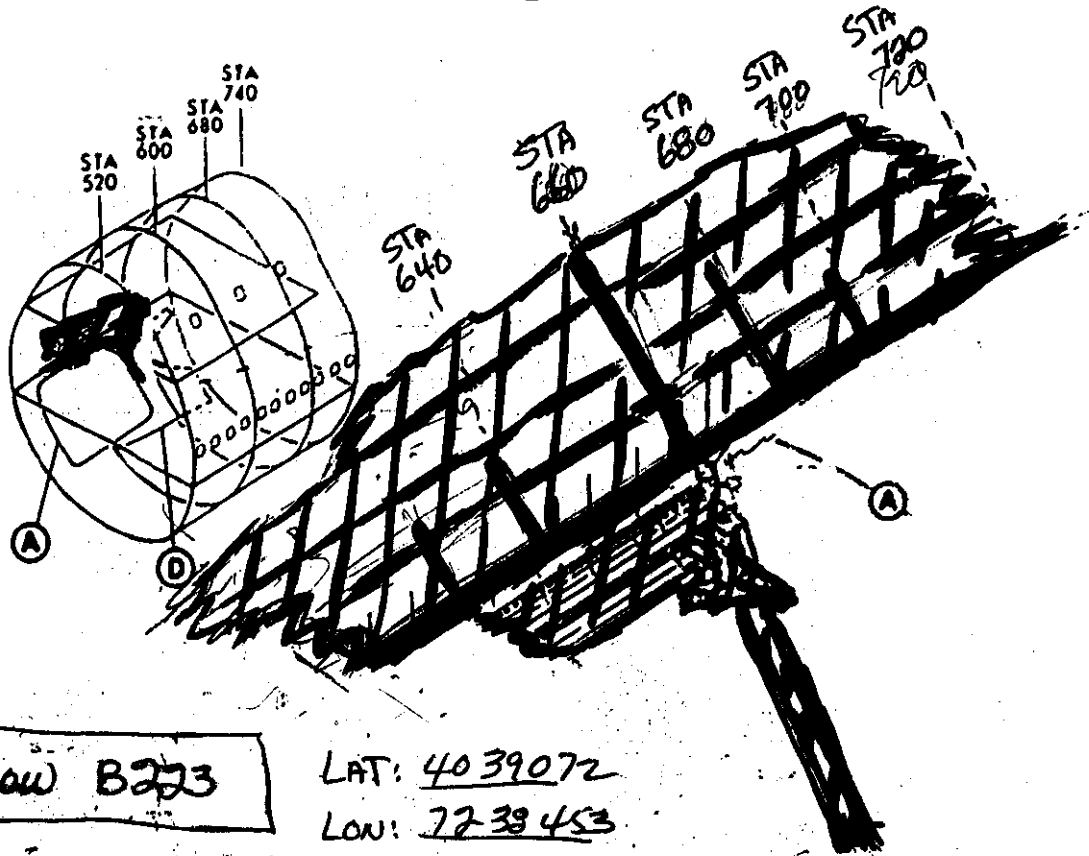
12x

FRAME INSTL-STA 567.1 TO 662.9 FWD CARGO DOOR
FIGURE 1 (SHEET 1)



BOEING 747

RF3C



YELLOW B223

LAT: 40 39 07Z
LON: 77 38 45Z

THIS SECTION CONTAINS FUSELAGE SKIN AND REAR TOP PORTION OF FWD CARGO DOOR FRAME, AFT PORTION OF DOOR FRAME, AND AFT ~~ACTUATING~~ MECHANISM, (STILL ATTACHED VIA DOOR HINGE.) THIS SECTION MEASURES APPROX 8 1/2' X 3 1/2' AND ENCOMPASSES FRAME STATIONS 600 THRU STA 720, AND STRINGERS S 24, S 25, + S 26. ALL STRINGERS ARE FRACTURED, MANY FRAMES MISSING, AND PORTIONS REMAINING AT VARIOUS STATIONS ARE FRACTURED AND BENT AFT. FUSELAGE SKIN IS CRUSH SHEARED AND JAGGERED.

NO EVIDENCE OF FIRE OR SMOKE DAMAGE

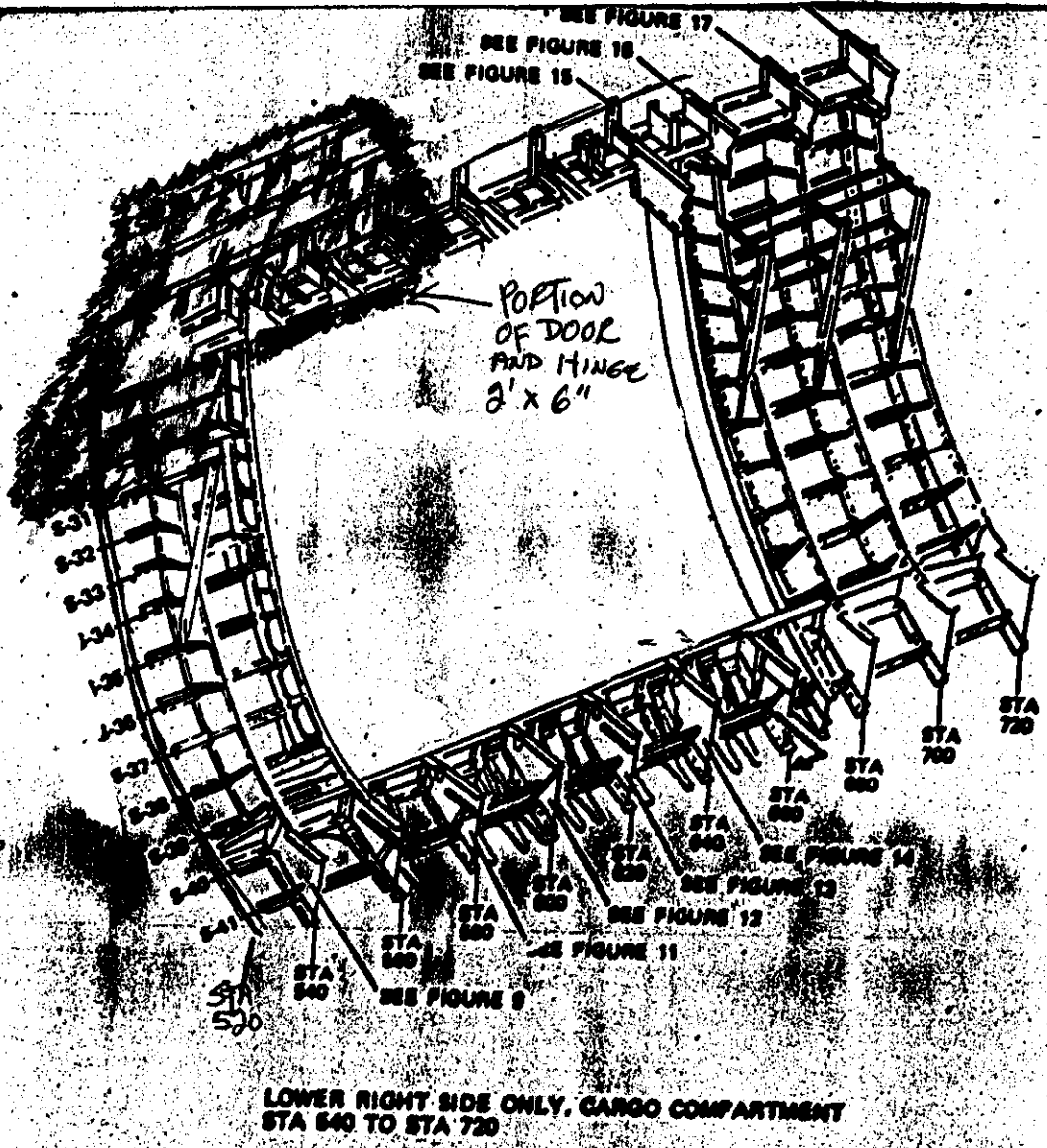
Tom Toland
FAA 10-10-96

Leifert
FAA
8/10/96
(4)

Yellow B189

LAT 40° 30' 072
LON 72° 38' 453

RF3(D)



Tom Todino
FAA 10-10-96

FWD

This piece of fuselage skin and structure measures approx 4 1/2' x 4' and encompasses frames 540 thru 580, and stringers S24R thru S30R. Also attached (by hinge) is small fwd upper section of door.
 Original stringers and frames fractured and missing. Fuselage skin is jagged, crushed and rolled over fwd of STA 540.
 No evidence of fire or smoke damage

Tom Todino
FAA 10-10-96

(6)

Lou Zebbia
FAA
8/12/96

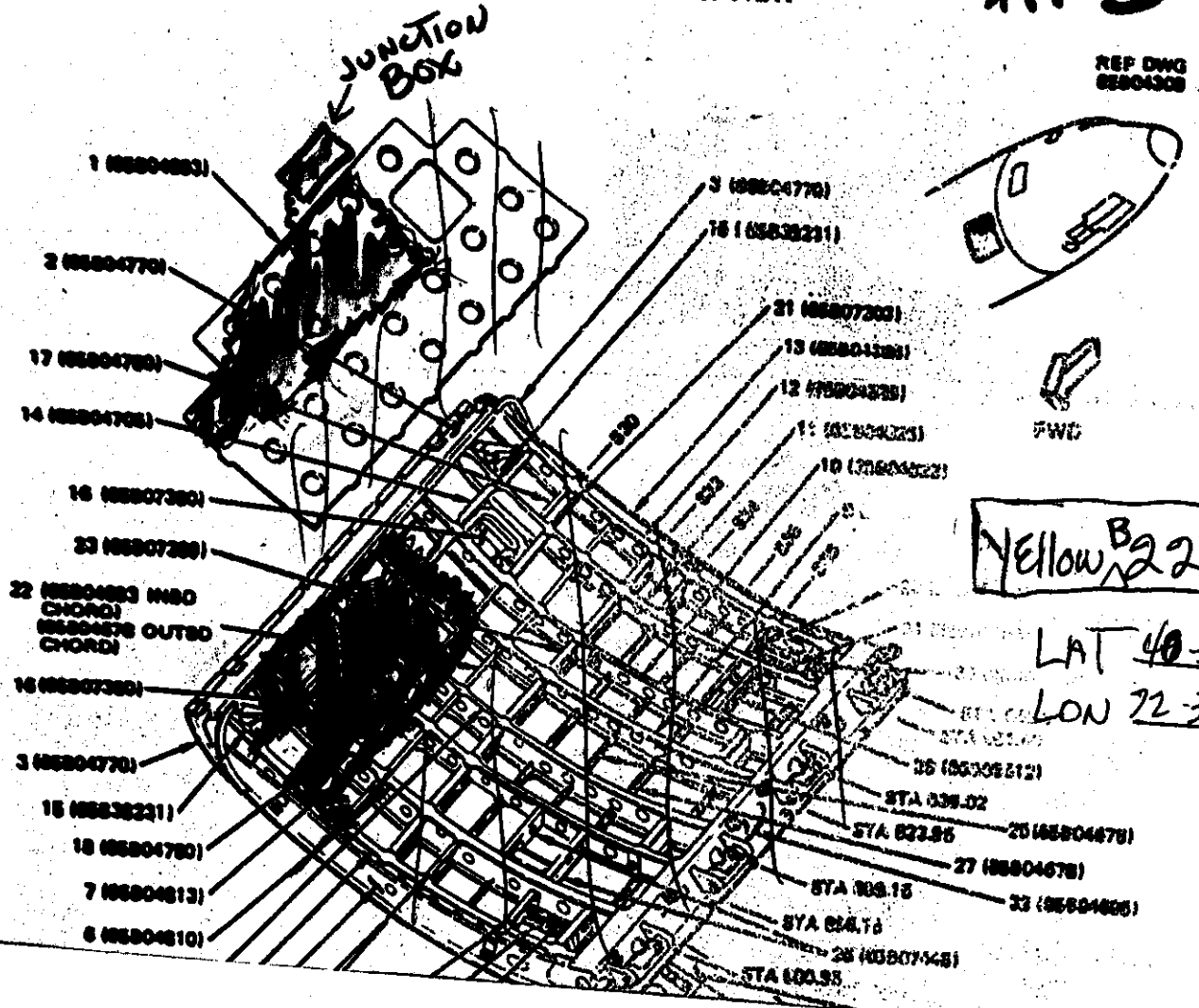
BOEING
747



STRUCTURAL REPAIR

RF3 E

REF DWG
8804308



LAT 40-39-07Z
LON 72-38-45Z

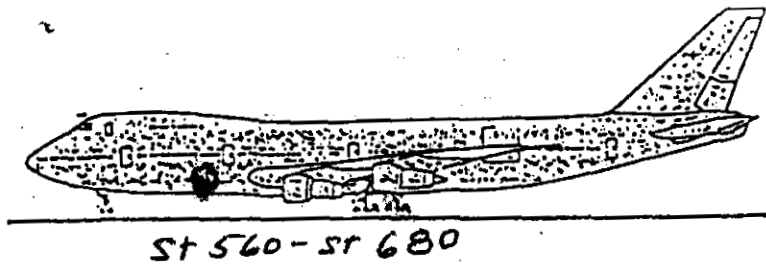
LE
M
L
S

This portion contains small section of upper cargo door (with portion of fwd pressure door opening). Electrical junction box not secured to structure, but is attached to portion of door by electrical wires. Section measures approx 4' x 4 1/2'. All door skin jagged and crushed. No evidence of fire or smoke damage.

Tom Todino
FAA 10-10-96

Lou Phillips
FAA
8/12/96

(70)



LOG # RF3G & RF3H
TARGET # B007-RF3G
COORD: LAT _____
LONG _____

DEBRIS FIELD Yellow

Piece of Fwd Door mid section lower portion contains #3 Lower Latch Mechanism in the Locked Position & Attached to a lower portion of the Door Sill with two rollers at the opening edge.

Section measures approximately 40" x 48" Piece severely mutilated with cracks & fractured & jagged edges, punctures in skin inward.

RF3H NO TARGET ~~OTHER~~ THAN TAGS ATTACHED TO Piece.

Piece of Fwd CGO Door Fwd Section lower portion contains #1 & #2 Lower Latch Mechanism in the Locked Position & a section of lower Door Sill (1) one roller at opening

Section measures approximately 48" x 60"

Piece HAS many fractures & rips & Bent in & outward SHARP jagged edges complete deformation of

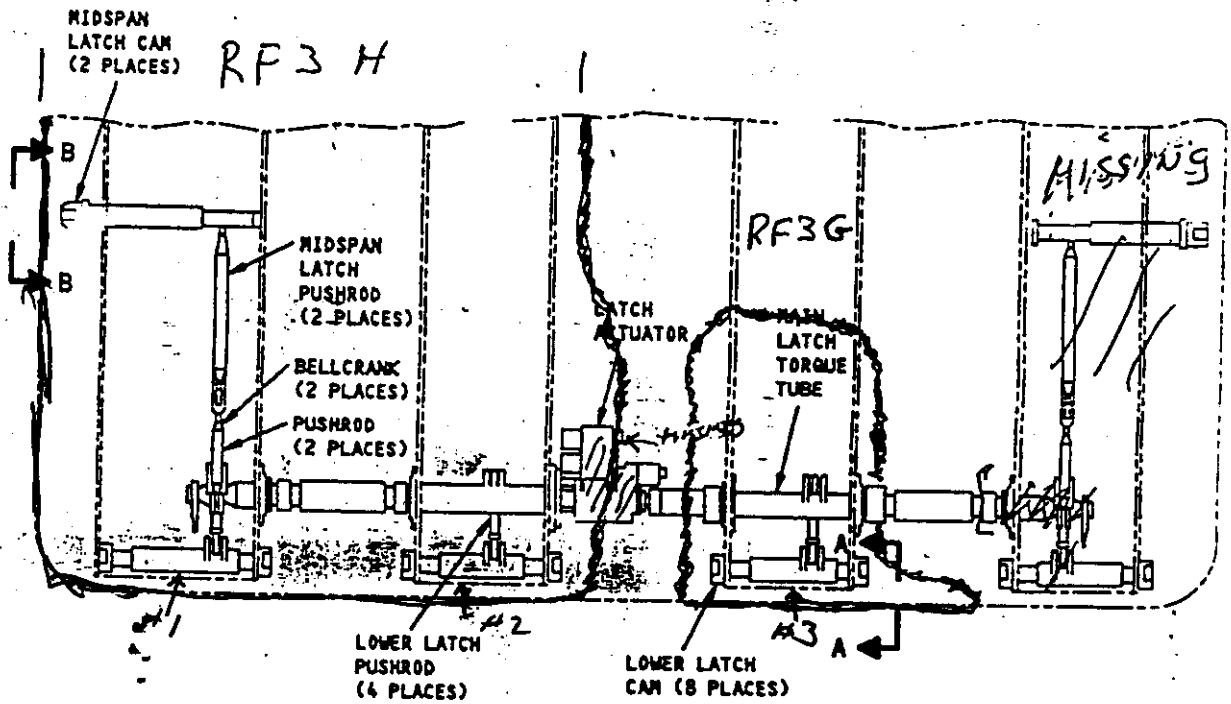
Piece.

Tom Todman
FAA 10-10-96

Dennis Santiago ^{10/12/96} Steve K
FAA

10-07-96

98



LATCH MECHANISM

(A)

Latch Mechanism
Figure 503 (Sheet 2)

EFFECTIVITY

52-21-00

9

~~SECRET~~

RF3

R.T. STETTNER


- 1) All ~~RF3~~ CARAO Door AND Surrounding SKIN OF RF3 COMPONENTS EXHIBIT SIGNS OF INWARD BENDING OF OUTER FUSELAGE SKIN AT NON REINFORCED AREA'S. WITH MULTIPLE INWARD PUNCTURES AND TEARS. THESE CONDITIONS EXIST ON THE FOLLOWING PARTS RF3A, B, G, H, F, ~~A~~ E, D.
- 2) BLUE TRANSFER MARK EXISTS AT STATION 600 APPROXIMATELY 1 FOOT ABOVE DOOR HINGE ON INSIDE.

Tom Tedesco
12-3-96 FARA

Dennis Santiago
12-3-96

Rob Harauer
12-3-96 TBC

Neil Saville
12-3-96


12-3-96 ACRA

(10)

REV/ADD

RF3I

YELLOW TAG B327
8-10-96-9

PIECE OF FORWARD CARGO DOOR FROM APPROX
STA 595.6 TO 650.4 AND STRINGER 33R TO 37R.
THIS PIECE WAS SEVERELY BENT AND DISTORTED. NO SOOT
OR FIRE DAMAGE WAS EVIDENT. SEE PHOTO FOR DETAILS.

Dennis L. Hastings IAM
4-7-97

[Signature]
TWA 4-7-97

9th Rm ALPA
4/9/97

Tom Todman
FAA 4-10-97

RF3J

YELLOW TAG B220
8-7-96-15

SMALL PIECE OF UPPER REAR CORNER OF FORWARD
CARGO DOOR. APPROX STA 652 TO 670 AND STR 28R
TO STR 30R. HEAVILY DISTORTED. NO EVIDENCE OF SOOT
OR FIRE. SEE PHOTOS FOR DETAILS.

Dennis L. Hastings IAM
4-7-97

[Signature]
TWA 4-7-97

9th Rm ALPA
4/9/97

Tom Todman
FAA 4-11-97

[Signature]
3/15/97 BOEING

RF3 FORWARD CARGO DOOR

QA Report ALPA
4/19/97
J. Myrland
4-7-97
JWA

D.1 RF3K AFT PRESSURE LIMITING DOOR - SEE MAP
DOOR IS FAIRLY COMPLETE WITH SPRING
MECHANISM. EXTERNAL SKIN IS PEELED
UPWARDS. FBI # 8-7-96-15
TAG # B2101 YELLOW

QA Report ALPA
4/19/97
J. Myrland
4-7-97
JWA

D.1 RF3L FWD PRESSURE LIMITING DOOR - SEE MAP
DOOR IS FAIRLY COMPLETE WITH SPRING
MECHANISM, AXLE THRU SPRING AND PORTION
OF SUPPORT INTERCOSTAL. EXTERNAL SKIN IS
PEELED UPWARDS. FBI # 8-7-96-15
TAG # B2102 YELLOW

QA Report ALPA
4/19/97
J. Myrland
4-7-97
JWA

D.2 RF3M SEGMENT OF CARGO DOOR SKIN, LOWER EDGE
HAS CUTOUT EDGE FOR FWD PRESSURE LIMITING
DOOR. UPR EDGE MATES WITH RF3B. PART IS
CONCAVE, I.E. DEFORMED INWARD. HAS A FEW PUNCTURE MARKS
ON INSIDE
FBI # 8-10-96 TAG # B334 YELLOW

QA Report ALPA
4/19/97
J. Myrland
4-7-97
JWA

D.2 RF3N SEGMENT OF CARGO DOOR SKIN - SEE MAP.
THE PART IS DEFORMED SUCH THAT THE FORWARD
HALF IS BENT OUTBD APPROX 90° RELATIVE
TO THE ~~END~~^{AFT} HALF OF PART.
FBI # 8/7/96-15 TAG # B2029 YELLOW

THE ABOVE PARTS (K-N) ^(EXCEPT M) DO NOT HAVE ANY SIGNS
OF PUNCTURES, SOOTING NOR FIRE DAMAGE

Dennis Santiago IAM
4-4-97

R. Hanover 3/27/97

FORWARD CARGO DOOR

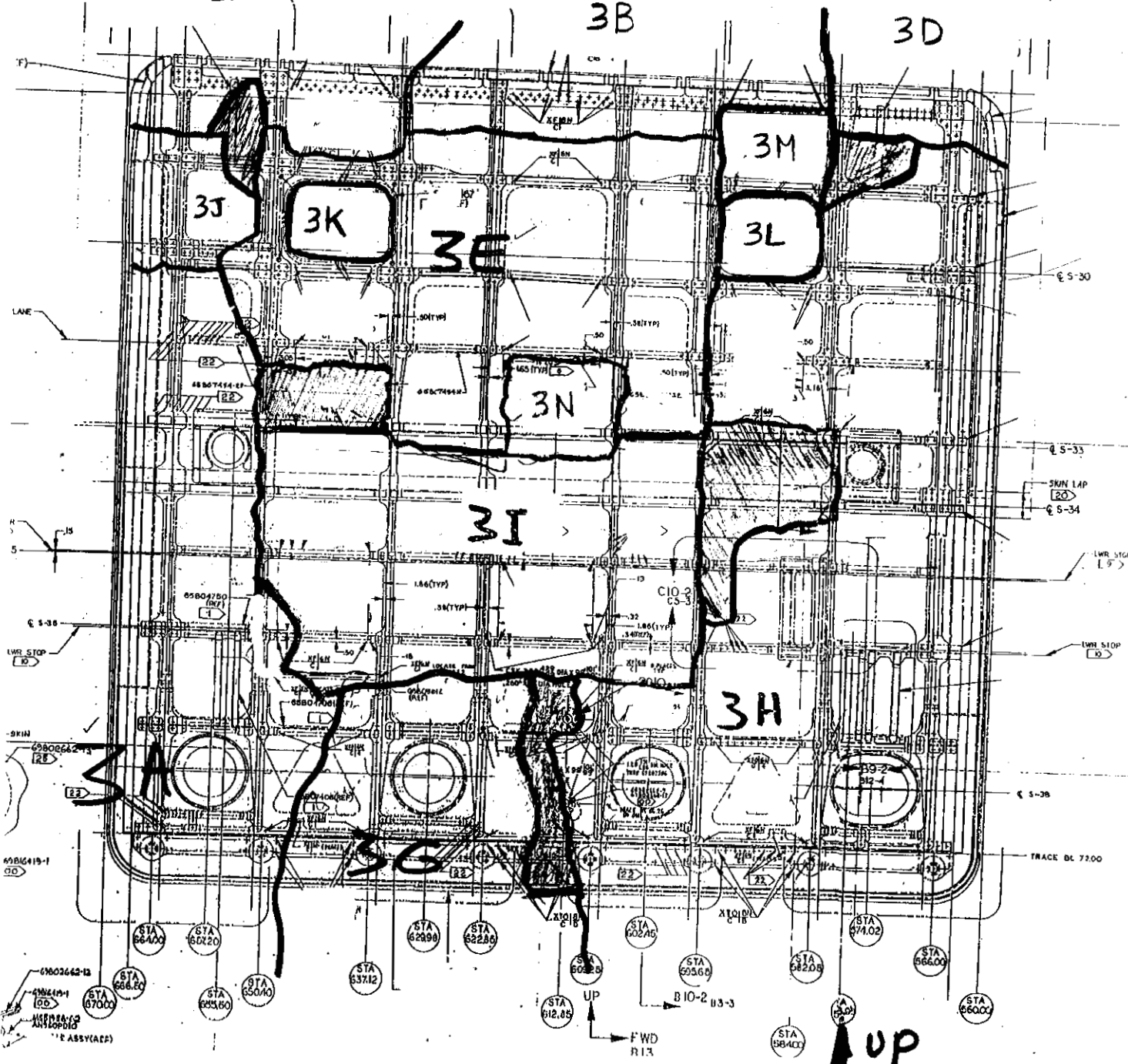
RF3

*REVISED MAP OF FORWARD CARGO DOOR; FOR PARTS A, B, C, D, F, G & H SEE ORIGINAL MAP ALSO.

3C

3B

3D



SHADDED AREAS ARE MISSING

