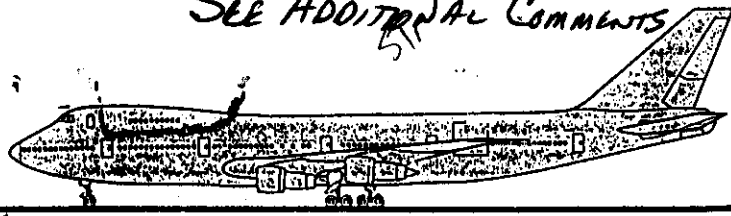


SEE ADDITIONAL COMMENTS

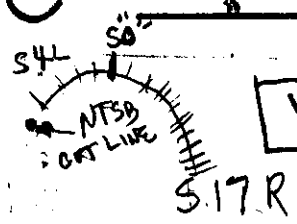


LOG # RF4 ¹⁵¹ RS 4-20-76

TARGET # 2931.2S

COORD: LAT N 40° 39' 03.4"

LONG W 072° 38' 28.2"



YELLOW TAG B 103

DEBRIS FIELD # 2
(middle field)

(This is a continuation of LF4)

REFER METALLURGY GROUP NOTES

STARTING AT NTSB CUT LINE 7" ABOVE S4L AT STA 520
NTSB CUT LINE EXTENDS 3" APT TOP STA 820. FUSELAGE TEAR
PROCEEDS UPWARD TO S6L AND APT ALONG RIVET LINE OF S6L FOR 18"
TEAR CONTINUES UP TO S3L AND DIAGONALLY FORWARD AND UP
TO STRINGER "O". TEAR CONTINUES APT ALONG THE S "O" LINE FOR 19"
FROM STA 820, TEAR CONTINUES VERTICALLY DOWN (Jagged) TO 13 R
TEAR RUNS PARALLEL TO S13R (FWD) TO STA 780, AND DIAGONALLY
DOWN 8" TO STA 760. AT STA 760 TEAR PROCEEDS STRAIGHT
DOWN STA. 760 TO 2" BELOW S15R. FROM S15R TEAR CONTINUES
DOWN & DIAGONALLY FWD TO 6" BELOW S16R AT STA 740.

FROM STA 740 FWD TO STA 560 IS TORN AND CRUSHED
ALONG STRINGER S15R AND S16R. ^{S-19 BACK TO S16 (RS) 5/14}

TO TAIL SECTION
FR 10-10-96

FUSELAGE TEAR CONTINUES VERTICALLY UPWARD ALONG STA 560 TO
S13R. TEAR EXTENDS ALONG S13R FROM STA 580 TO STA 540,
AND CONTINUES VERTICALLY UP TO STA 540. TEAR EXTENDS
VERTICALLY UP ALONG STA 540 TO S11R.

ATA POINT 6" BELOW S12R (AT STA 540) TEAR CONTINUES FWD
ALONG RIVET HOLES OF S13R TO STA 520. UPWARDS TO S5R
TEAR EXTENDS APPROX 9' FWD OF STA 520 TO S3L

(2)

SK FRM Jim Powers
Boing 11-10-86

Dennis Lortz 10/12/96 IAH

AT S3L TEAR CONTINUES VERTICALLY DOWN TO
NTSB CUT LINE BETWEEN S4L AND S5L

ALL STRUCTURAL FRAMES FRACTURED STA 520 TO 740
ALONG S6R.

NO INTERIOR TRIM ATTACHED

ALL FRAMES ARE BENT AFT AT TEARS

Lou Zalkus

FAA 8/4/96

TWA Brandstuder 10/9/96

Tom Todino FAA 10/10/96

RF4

~~DIA~~

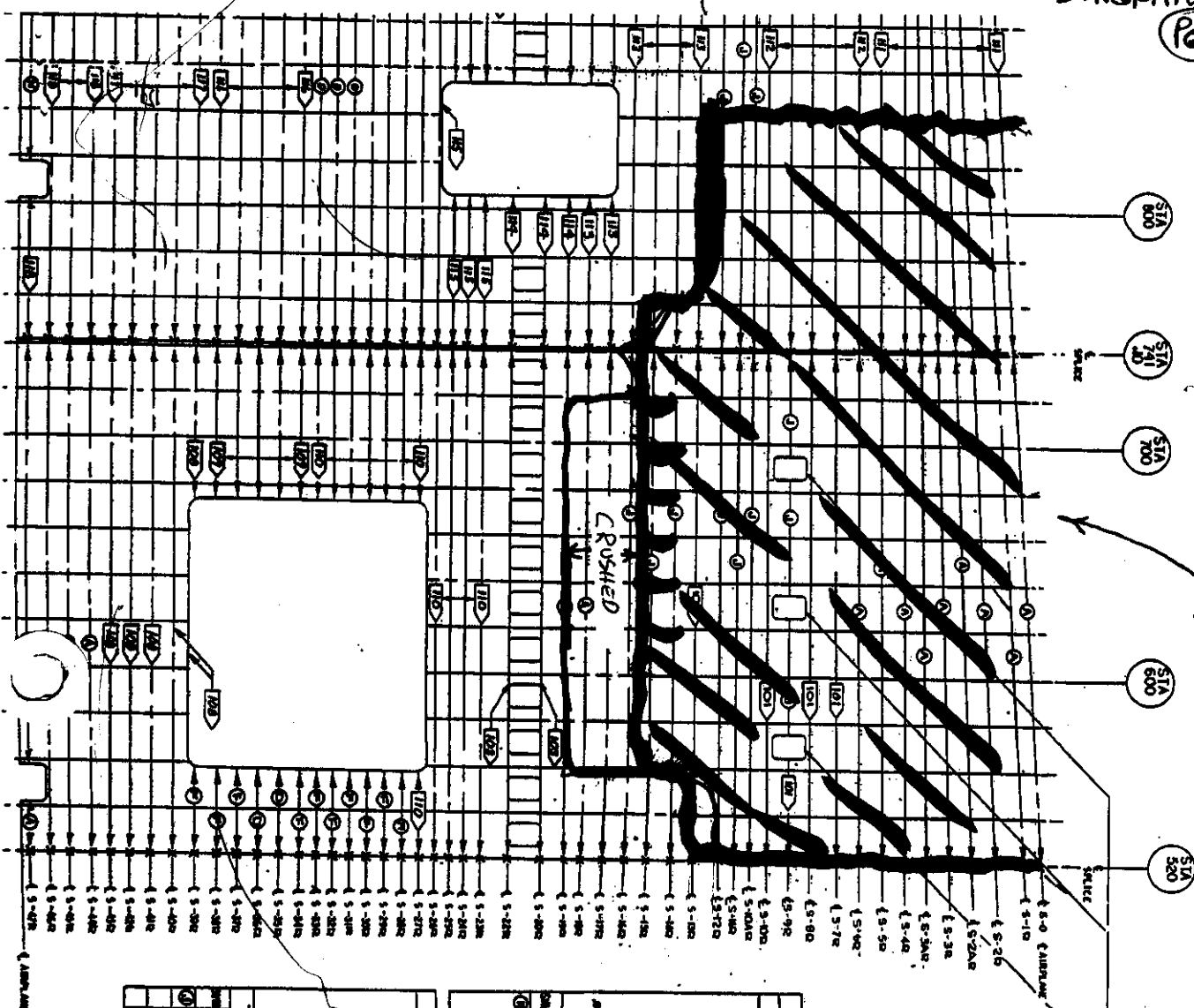
ALSO SEE OTHER P 4 DIAGRAM

~~PA~~

ALL FRAME
BUT AT
AT ENDS

13R

CONTINUED
ON SHEET 1



THIS CHART IS GOOD FOR SH 2 ONLY

NO.	AREA	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
111	250	200	270	280	1824	0	121	0	0

CHART II

THIS CHART IS GOOD FOR SH 2 ONLY

CHART III

NO.	AREA	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
112	250	200	270	280	1824	0	121	0	0

THIS CHART IS GOOD FOR S

CHART I

NO.	AREA	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
113	250	200	270	280	1824	0	121	0	0

THIS CHART IS GOOD FOR

CHART IV

NO.	AREA	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
114	250	200	270	280	1824	0	121	0	0

R/H

SHEET 2

Tom Todman
FAA 10-10-96

5

RFH

R. J. STETNER

- 1) FRAME 520 EXTENDS DOWN TO ~~S17R~~ S16R
- 2) " 680 " " " ~~S18R~~ S17R
- 3) " 740 " " " S17R

Touhidus
12-4-96

[Signature]
12-3-96 - ALPA

R. Hanover
12/3/96 TBC

Neil Scovill
12-2-96

Dennis Santiago
12-3-96

6

1. Frames 560, 580, 600, 620, 640 and 660 are bent outboard in the web plane. These bends lie across S13R.
2. Frames 680, 700, 720, 740 are bent aft beginning near S14R. Some twist is visible, but no ~~out~~ bending in the web plane is visible, (INBOARD VS. OUTBOARD).
3. At S2R, all remaining formers are twisted [▷] outboard - chord forward and are detached from the skin. This involves formers 740, 720, 700, 660, 640, 620 and 600.

JD Green

ALPA

08-22-96



▷ TWISTED AROUND NEUTRAL AXIS SEE PICTURE

Neil Scoville
12-3-96

~~ALPA~~ ALPA
12-03-96

Dennis Santiago
12-3-96
RANOWER TBC
12-3-96

⑥