

LOG # RF62

TARGET # GREEN

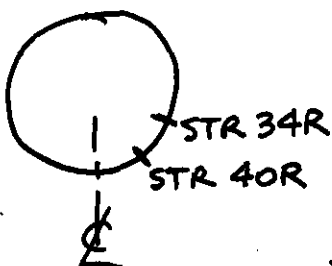
COORD: LAT _____

LONG _____

B. HOCKING
BOEING
8/29/96

DEBRIS FIELD _____

TAG # C2337

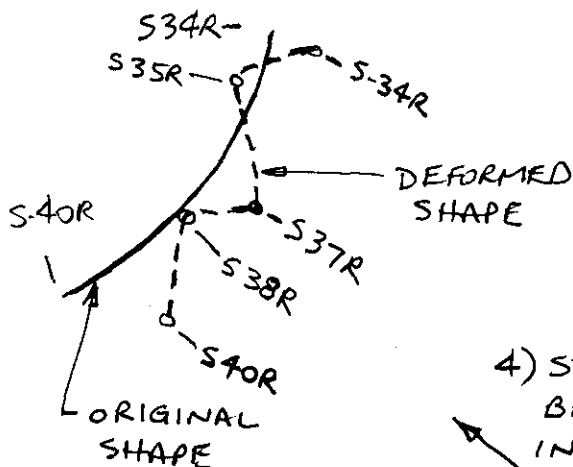


VIEW A-A

SKIN SEGMENT, STA 1920 TO
STA 1940, STG 34R TO 40R

SKIN SEGMENT IS CRUMPLED CIRCUMFERENTIALLY AND IS BENT AS DESCRIBED IN SKETCH BELOW:

STRINGERS



1) STR 34R IS BADLY CRUSHED BUT REMAINS ATTACHED. A CARGO DOOR STOP INTERCOSTAL WEB REMAINS ATTACHED TO THE I/C BUT IS BADLY TORN.

2) STG 35R IS MISSING. ATTACHMENT HOLES ARE ENLARGED BY PULL-THRU.

3) STG 36R NOT TOO BADLY CRUSHED AND REMAINS ATTACHED.

4) STG 37R REMAINS ATTACHED BUT IS BADLY CRUSHED SINCE IT IS LOCATED IN THE MIDDLE OF A SKIN BEND (SEE SKETCH). A CARGO DOOR STOP INTERCOSTAL WEB REMAINS ATTACHED TO THE I/C.

5) STG 38R IS MISSING BUT A PIECE OF THE STRINGER "HAT" TOP IS STILL ATTACHED. A FEW PULLED-THRU FASTENERS EXIST WITH THE CHARACTERISTIC ENLARGED HOLES.

6) STG 39R IS MISSING.

7) THE WEB IS TORN OFF AT THE FIRST ROW OF FASTENERS AT THE WEB SPLICE AT STRINGER 40R. NO STRINGER IS ATTACHED.

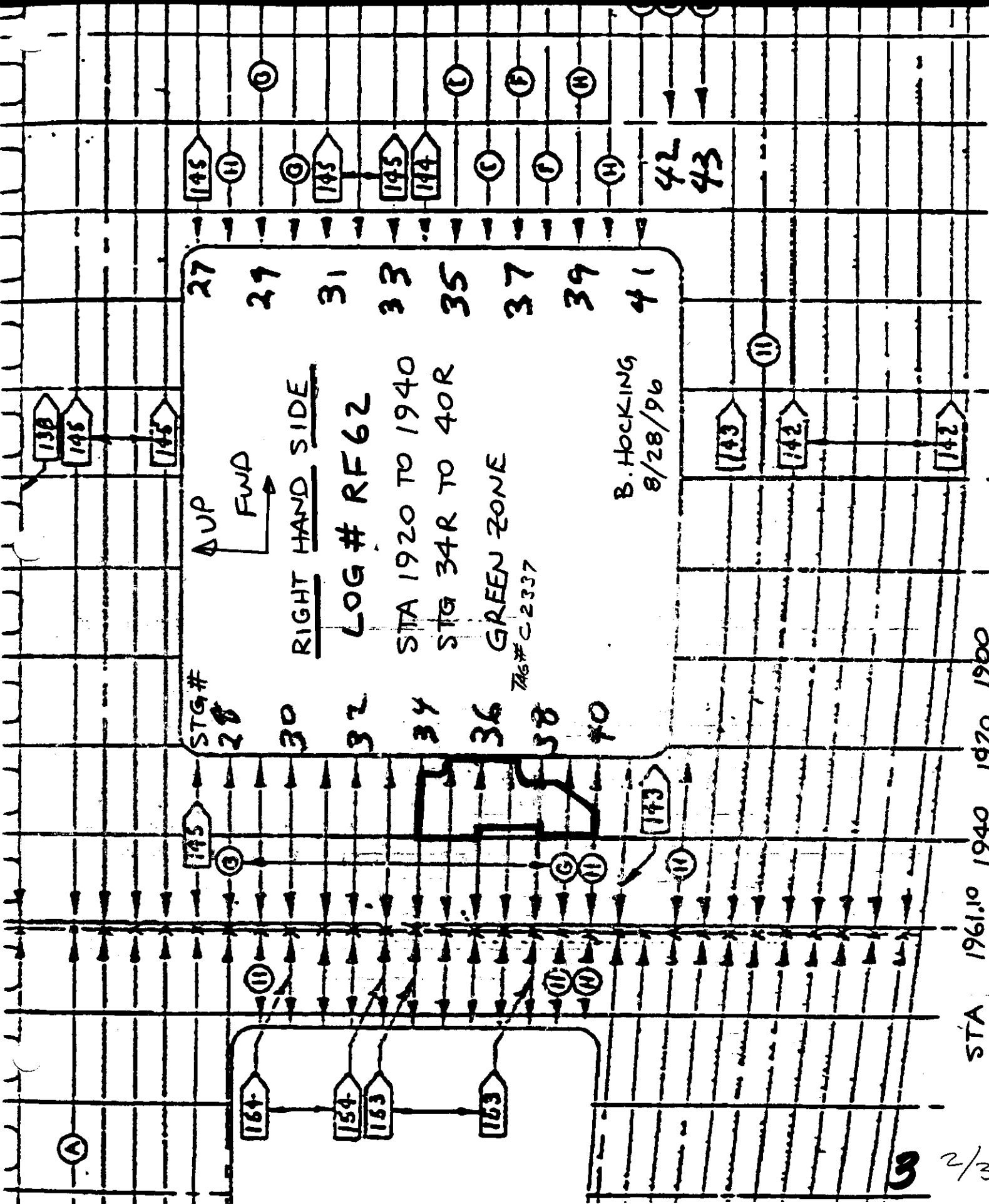
INTERCOSTALS:

AS NOTED ABOVE IN #1) & 4), DOOR STOP INTERCOSTAL WEBS REMAIN ATTACHED AT STRINGERS 34R & 37R. ALSO, AN APPARENT PIECE OF INTERCOSTAL WEB AND ITS ATTACHMENT LEG ARE STILL ATTACHED TO THE SKIN BETWEEN STRINGERS 39R & 40R.

Tom
TODD
FAA 10-18-96

— CONTINUED —

Dennis Santiago
FAM 10/20/96



27
 29
 31
 33
 35
 37
 39
 41

ΔUP
 FWD

RIGHT HAND SIDE
 LOG # RF62
 STA 1920 TO 1940
 STG 34R TO 40R
 GREEN ZONE
 746# C-2337

B. HOCKING
 8/28/96

STG#
 28
 30
 32
 34
 36
 38
 40

STA 1961.0 1940 1920 1900

LOG # RF62 (CONT.)SHEAR TIES

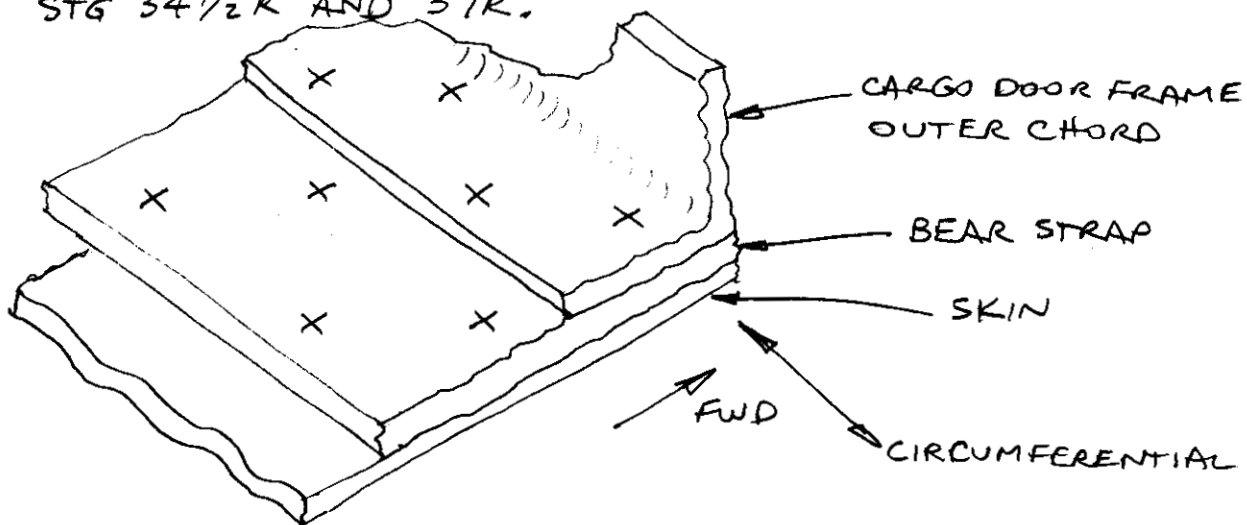
FRAME-TO-SKIN SHEAR TIE LEGS, ONLY, REMAIN ATTACHED TO THE SKIN BETWEEN STGS 35R AND 36R, BETWEEN 38R AND 39R AND BETWEEN 39R AND 40R.

CARGO DOOR FRAME OUTER CHORD

A PORTION OF THE SUBJECT CHORD REMAINS ATTACHED AT THE FORWARD EDGE OF THE PANEL BETWEEN STG 34½R AND 37R. IN ADDITION, A SMALL AMOUNT OF FRAME WEB IS ATTACHED BETWEEN STG 35R AND 36R.

CARGO DOOR FRAME BEAR STRAP:

A LENGTH OF THE SUBJECT STRAP IS PRESENT BETWEEN STG 34½R AND 37R.



OTHER OBSERVATIONS: NO APPARENT CHARRING OF ITEM. FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURES - NOT FATIGUE.