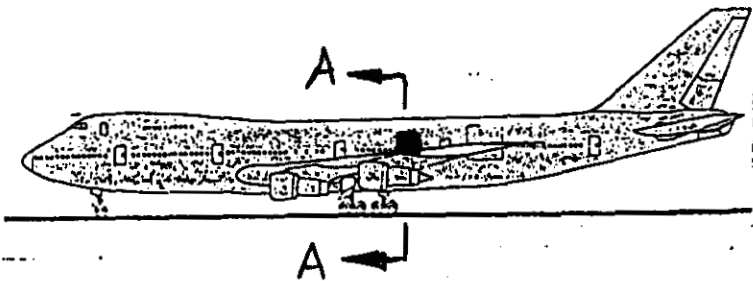


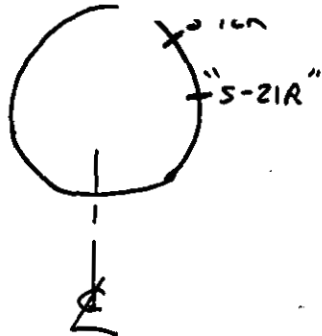
RF 2146



LOG # RF 65
 TARGET # C1661 GREEN
 COORD: LAT _____
 LONG _____

DEBRIS FIELD _____

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE



VIEW A-A

SEGMENT OF SKIN RUNS FROM STA 1500 TO STA 1600, STG 12R TO "STG 21R" (WINDOW BELT)

SEGMENT HAS ONLY TWO SHORT PIECES OF STRINGER STILL ATTACHED. ONE IS A PIECE OF STG 14R FROM STA ~ 1550 TO 1560. THE OTHER IS

A PIECE OF S-19R FROM STA ~ 1572 TO STA ~ 1592. THE LACK OF STRINGERS AND FRAME SHEAR TIE ATTACHMENT TO SKIN APPEAR TO INDICATE OVERPRESSURIZATION CONDITION.

A PIECE OF WINDOW FORGING IS PRESENT BETWEEN STA 1580 AND 1600 RUNNING FROM ABOUT 11 O'CLOCK TO 3 O'CLOCK (VIEWING WINDOW FROM OUTSIDE).

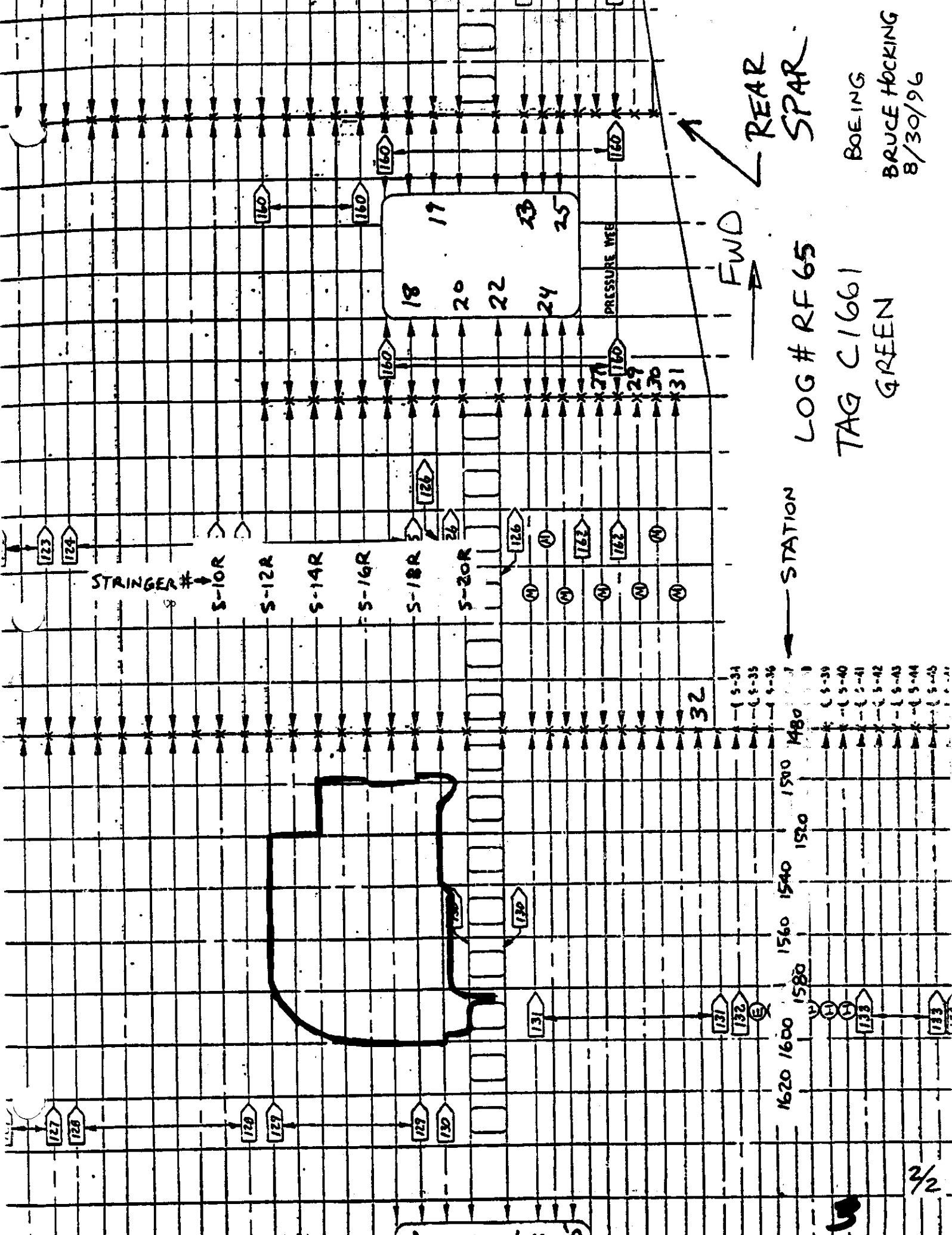
AFT END OF PANEL IS BENT SLIGHTLY OUTBOARD WITH BEND LINE AT ABOUT STA 1570 TO 1575 (BENDLINE RUNNING CIRCUMFERENTIALLY). THE FWD LOWER CORNER IS BENT SLIGHTLY INBOARD WITH A BENDLINE RUNNING ABOUT FROM STA 1500, STG 17R TO STA 1530, STG 19R. THE FWD EDGE, UPPER, IS BENT OUTBOARD WITH BENDLINE RUNNING FROM STA 1520, STG 13R TO STA 1535, STG 12R.

AN ELLIPTICAL CUTOUT LOCATED AT STA ~~1554~~ ¹⁵⁵⁴ TO STA ~~1554~~ ¹⁵⁵⁴, STG 13 1/2 R IS MISSING THE EQUIPMENT WHICH NORMALLY IS INSTALLED THERE. THE INBOARD SURFACE HAS NO APPARENT SOOTING. THE OUTBOARD SURFACE, HOWEVER, DOES EXHIBIT LIGHT SOOTING OVER THE ENTIRE AREA. FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

TWA 2/12/97

Dennis Deering IAM
10/24/96

Tom Todino FAA 10-11-96 2 1/2



LOG # RF 65

TAG C1661

GREEN

BOEING
BRUCE HOCKING
8/30/96