

LOG # RF 66

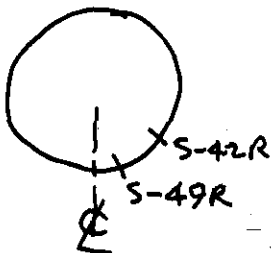
PR
10/21/96

TARGET # C2156 GREEN

COORD: LAT _____

LONG _____

DEBRIS FIELD _____



SKIN SEGMENT IS LOCATED FROM STA ~1536 TO STA ~1620, FROM STG. 42R DOWN TO 49 1/2R.

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

STRINGERS:

- 1) STR 43R REMAINS ATTACHED FROM STA ~1596 TO ~1620.
- 2) STR 44R REMAINS ATTACHED FROM STA 1540 TO STA ~1590. A SECOND PIECE OF S-44R REMAINS ATTACHED FROM STA ~1590 TO ~1620.
- 3) STR 46R REMAINS ATTACHED FROM STA ~1536 TO STA ~1594 WITH "FRAYED" PIECES CONTINUING BACK TO STA ~1613.
- 4) STG 45R REMAINS ATTACHED FROM STA 1540 BACK TO STA ~1596. A SECOND PIECE OF S-45R REMAINS ATTACHED FROM STA ~1596 BACK TO STA ~1615.
- 5) STG 47R THRU S-49R ARE MISSING.

SKIN:

- 1) THE HEAVY GAGE ALUMINUM IS CONSIDERABLY BENT ALL ACROSS THE SEGMENT.
- 2) THE AFTMOST PIECE OF THE SEGMENT IS ALMOST SEVERED FROM THE MAIN REGION WITH THE FRACTURE RUNNING FROM ABOUT STA 1593, STR S-43 1/3R TO ABOUT STA 1659, STG 46R. THIS AFT PORTION REMAINS ATTACHED BY A WIDTH OF PANEL OF ONLY 1 1/2 INCH.

SHEAR TIES:

- 1) AT STA 1540, SHEAR TIE PORTIONS REMAIN ATTACHED BETWEEN S-45R AND S-46R & BETWEEN S-46R TO S-47R. THE FRAME ATTACHMENT LEGS ARE BROKEN OFF.
- 2) AT STA 1560, SHEAR TIE PORTIONS REMAIN ATTACHED BETWEEN S-44R TO S-45R, S-45R TO S-46R, S-46R TO S-47R, S-47R TO S-48R, AND S-48R TO S-49R. THE FRAME ATTACHMENT LEGS ARE BROKEN OFF. IN ADDITION, A STG. CLIP REMAINS AT STG. 44R.

- CONTINUED -

2 1/5

Dennis Santiago
IAM 10/24/96

Tom Toland
FAA 10-18-96

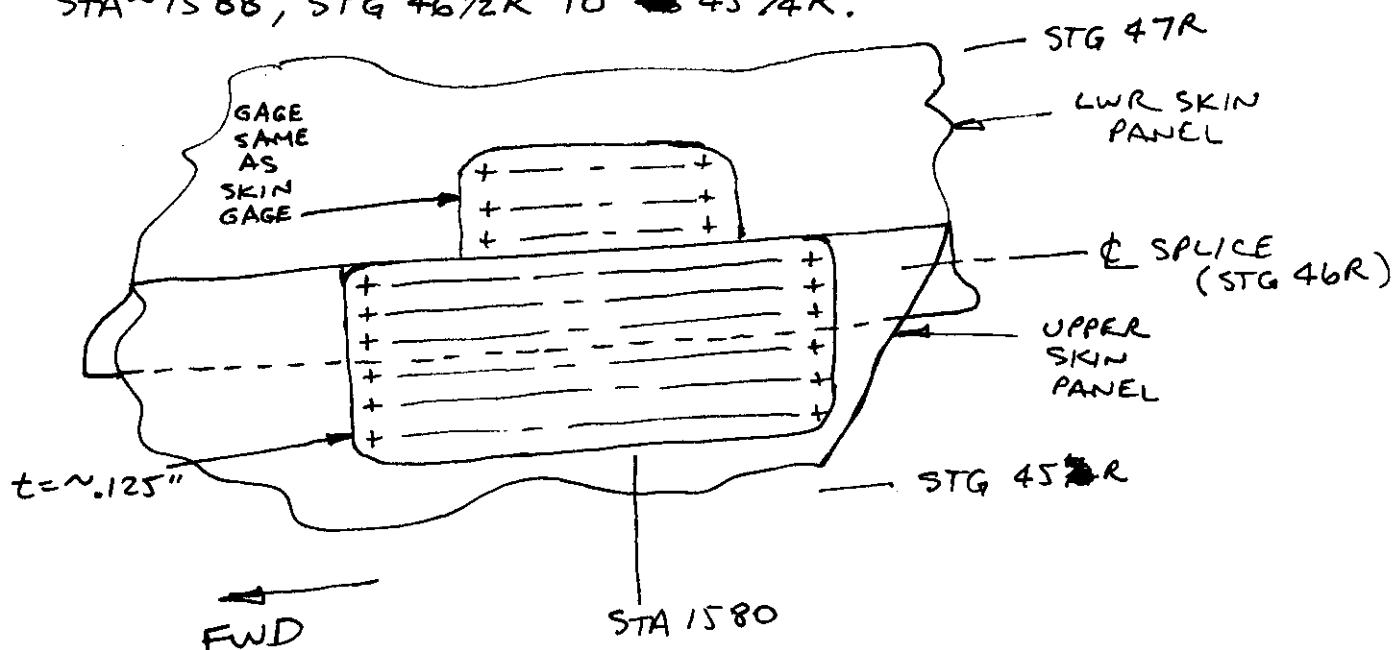
F. McHenry
TAM-10-12/96

SKIN SEGMENT STA~1536 TO STA~1620, STR 42R TO S-49/RSHEAR TIES (CONT.)

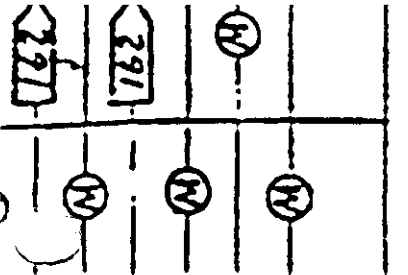
- 3) AT STA 1580, SHEAR TIE PORTIONS REMAIN BETWEEN S-43R TO S-44R, S-44R TO S-45R, S-45R TO S-46R, S-46R TO S-47R, S-47R TO S-48R, S-48R TO S-49R, THE FRAME ATTACHMENT LEGS ARE BROKEN OFF, EXCEPT FOR THE SHRTIE BETWEEN S-46R TO 47R AT WHICH THE SHRTIE FAILED AT THE FRAME ATTACHMENT FASTENERS.
- 4) AT STA 1600, SHEAR TIE PORTIONS REMAIN ATTACHED BETWEEN S-43R TO S-44R, S-44R TO S-45R, AND S-45R TO S-46R. THE FRAME ATTACHMENT LEGS ARE BROKEN OFF.
- 5) NO SHEAR TIES REMAIN AT STA 1620.

ITEMS OF NOTE :

- 1) AN EXTERNAL SKIN REPAIR EXISTS BETWEEN STA~1570 TO STA~1588, STG 46 1/2 R TO 45 1/4 R.



- 2) THERE APPEARS TO BE SOME SLIGHT SOOTING OF THE OUTER SURFACE. THE FWD CORNER OF THE LARGE DOUBLER PICTURED ABOVE AT STG 46R HAS DARK SOOTING ABOUT 1 1/2 INCH BY 3 INCH.
- 3) THE INBOARD SURFACE APPEARS TO BE SOOTED MORE EXTENSIVELY. GRIME IN THE LOWER BILGE REGION SEEMS TO BE DARKER THAN THE STRINGER FLANGES. ALSO, THE AFT REGION OF THE PANEL WHICH IS BENT INBOARD AND FWD IS MORE SIGNIFICANTLY SOOTED ON THE INBOARD SURFACE.
- 4) SOME OF THE FRACTURE SURFACES SHOW SOOTING, AS WELL, PARTICULARLY IN THE AFT REGION BENT I/B & FWD.

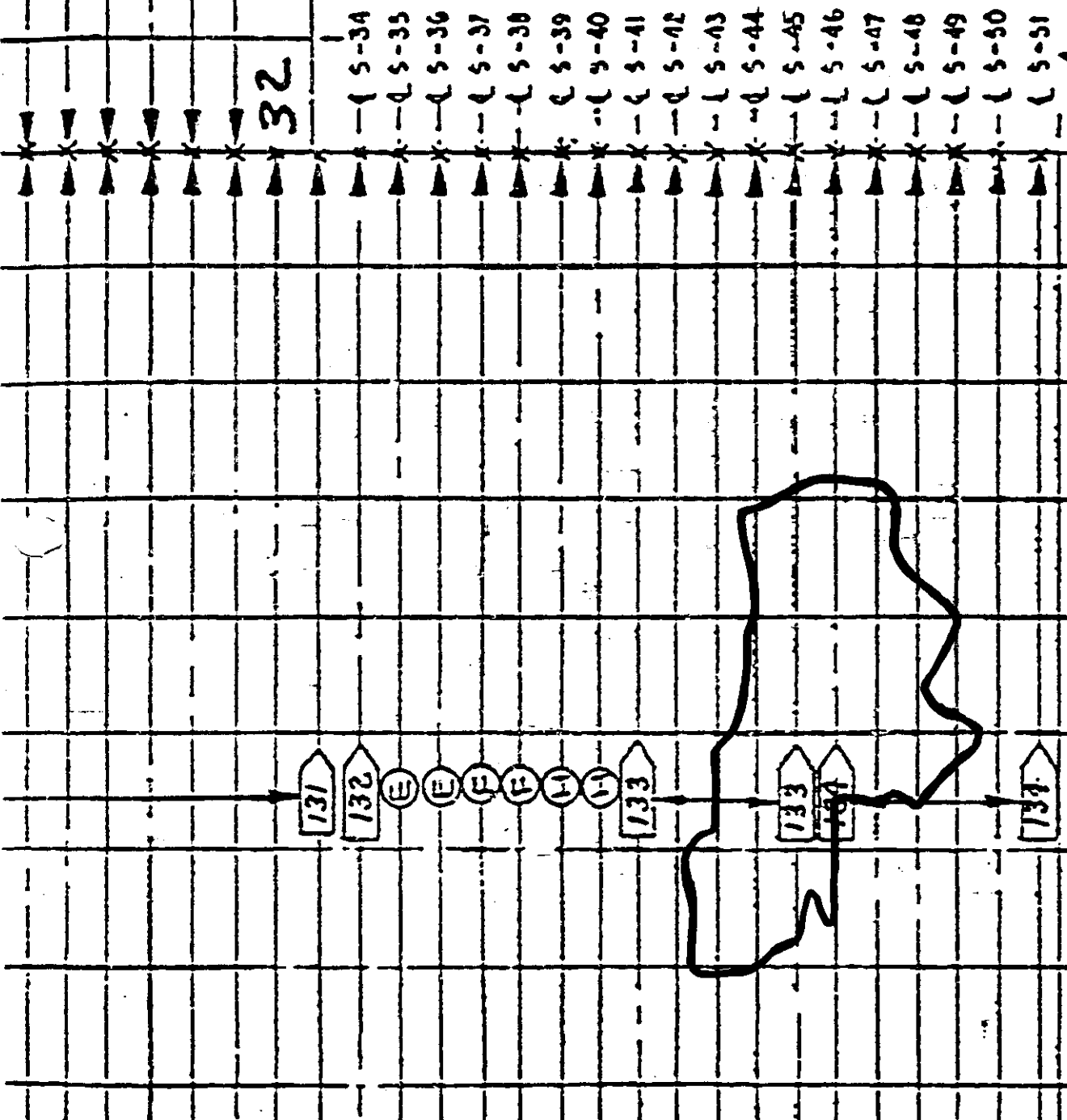


FWD →

LOG# R F 66
TAG# C 2156
GREEN

B. HOCKING
BOEING
8/30/96

DR B



STG#
STATION

STA 1480

1500
1520
1540
1560
1580
1600
1620
1640

4

3/5

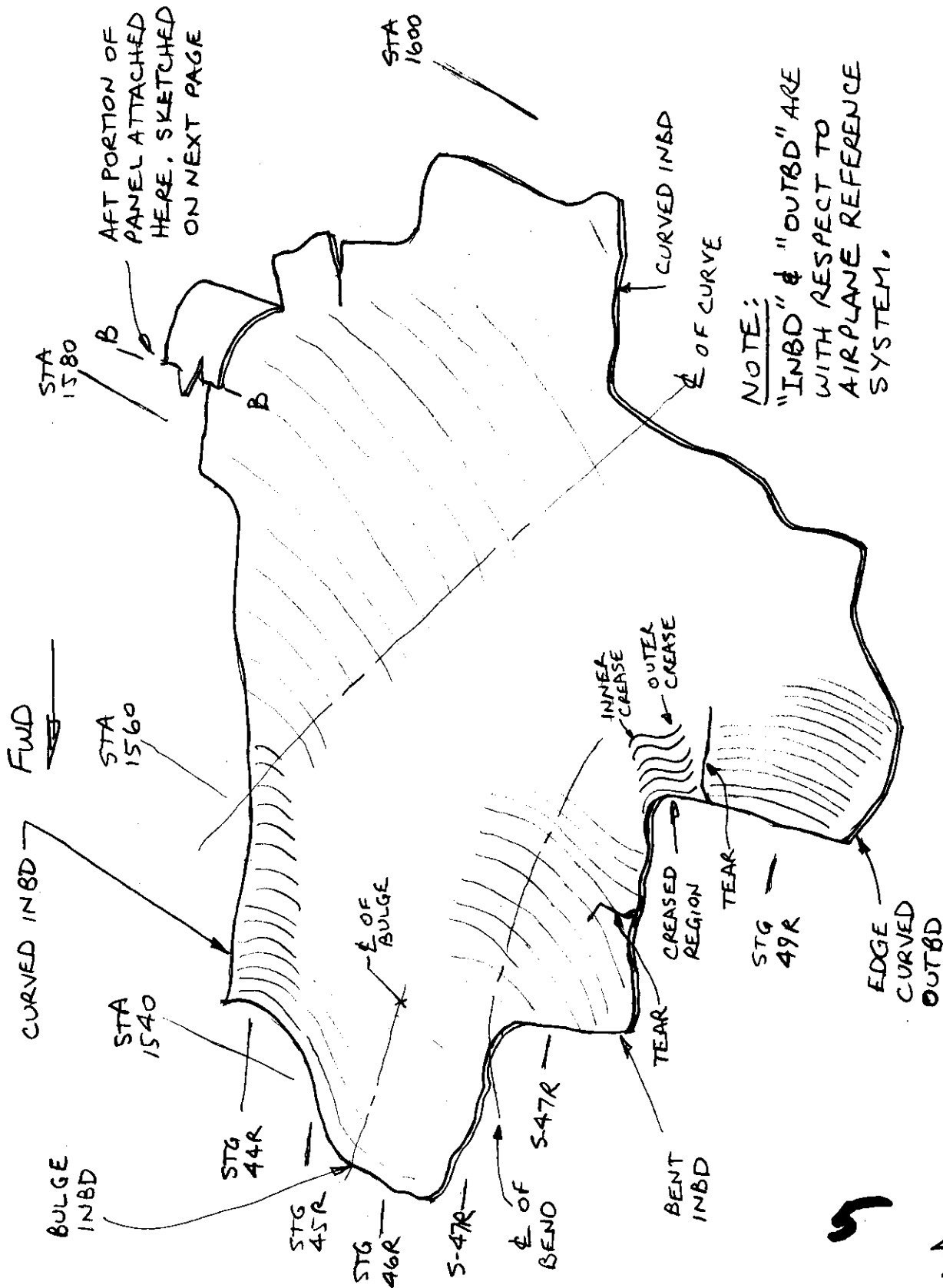
SKIN SEGMENT STA 1536 TO STA 1620, STR 42R TO S-49 1/2R

ITEMS OF NOTE: (CONT.)

5) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

SKETCH OF SKIN BENDING

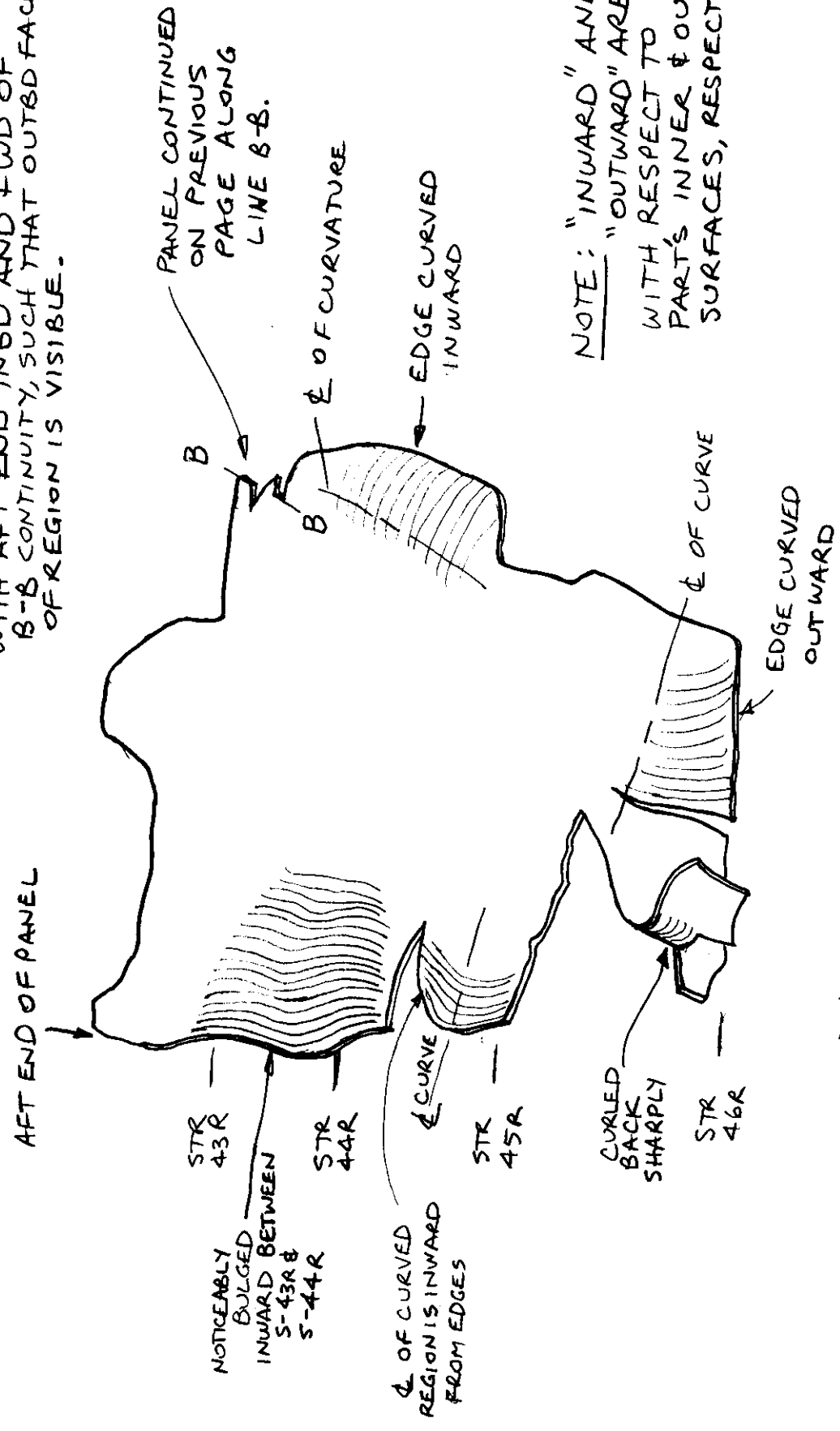
VIEW FROM INSIDE LOOKING OUT



RF66

SKETCH OF SKIN BENDING (CONT.)

VIEW FROM INSIDE LOOKING OUT
REGION SHOWN HERE IS BENT ABOUT B-B
WITH AFT END INBD AND FWD OF
B-B CONTINUITY, SUCH THAT OUTSD FACE
OF REGION IS VISIBLE.



NOTE: "INWARD" AND "OUTWARD" ARE WITH RESPECT TO PART'S INNER & OUTER SURFACES, RESPECTIVELY.

B. HOCKING
BOEING
8/31/96

FWD