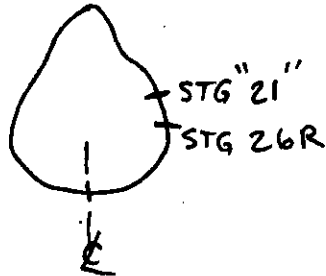


LOG # RF69 RIS 10-21-96
 TARGET # UNKNOWN
 COORD: LAT _____
 LONG _____
 DEBRIS FIELD _____



VIEW A-A

SKIN SEGMENT STA 300 TO 340,
 STG "21"R TO 26R

SKIN:

- 1) SKIN SEGMENT IS TORN AND BENT SIGNIFICANTLY. A FWD PORTION OF THE SEGMENT IS BENT AFTWARD, BACK UPON ITSELF.
- 2) THE SEGMENT INCLUDES A PORTION OF WINDOW CUTOUT REINFORCEMENT AT THE BOTTOM OF THE WINDOW BELT.

STRINGERS:

- 1) THE LEG OF STG 22R WHICH IS SANDWICHED BETWEEN THE WINDOW FORGINGS AND THE WINDOW DOUBLER REMAINS ATTACHED BETWEEN STA 300 AND 340.
- 2) STG 23R REMAINS ATTACHED FROM STA 300 TO 340, HOWEVER THE ZEE SHAPE HAS BEEN ~~FA~~ FLATTENED BACK AGAINST THE SKIN.
- 3) STG 24AR REMAINS ATTACHED FROM STA 300 TO 318. THE ZEE SHAPE HAS NOT FOLDED OVER BUT INSTEAD HAS BEEN CRUSHED OUTBOARD TO THE SKIN.
- 4) THE ATTACHMENT LEG OF STG 26R REMAINS ATTACHED TO THE SEGMENT FROM STA 300 TO 317.

OTHER ITEMS

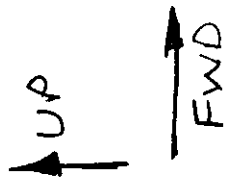
- 1) CONCERNING THE WINDOW FORGING BETWEEN STA 300 AND 320, THE CENTRAL RING PORTION OF THE FORGING IS MISSING, LEAVING ONLY THE ATTACHMENT FLANGE BOLTED TO THE SKIN.
- 2) THE WINDOW FORGING BETWEEN STA 320 AND 340 HAS ITS CENTRAL RING PARTIALLY SEVERED. THE RING REMAINS ATTACHED FROM THE 9 O'CLOCK POSITION DOWN TO THE 7 O'CLOCK POSITION ONLY (LOOKING FROM INSIDE, OUTWARD).
- 3) THERE APPEARS TO BE NO SOOTING OF THE SEGMENT.
- 4) THE FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

*Tracy King
 10/24/96*

Dennis Santiago IAM
 10/24/96

B. HOCKING *See Yellow PAA*
 BOEING 9/6/96 **2** 10-23-96 1/3

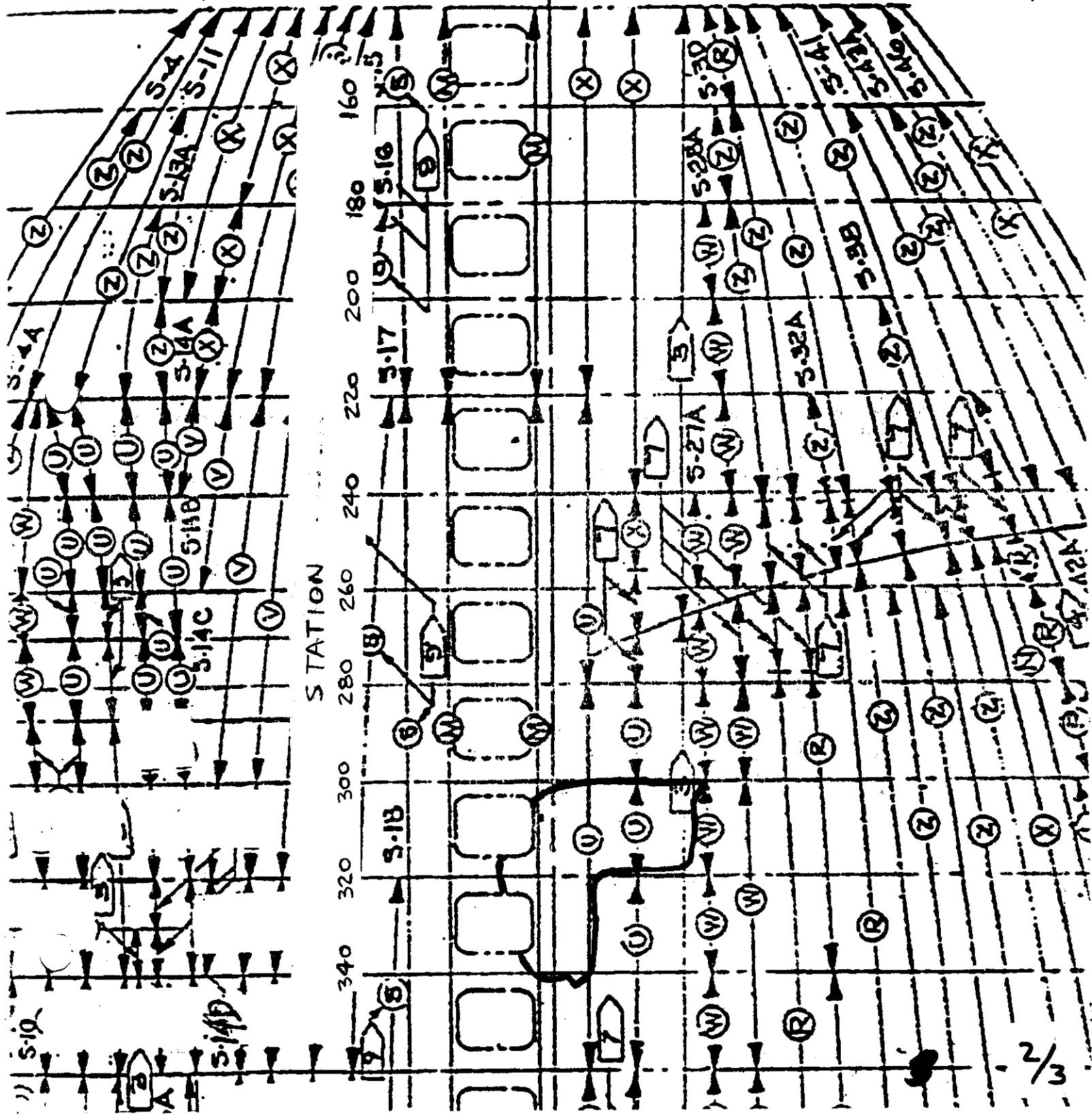
LOG# RF69



- S-0
- S-6
- S-14
- S-14A
- S-14B
- S-14C
- S-14D
- S-14E
- S-19
- S-20
- S-22
- S-23
- S-24A
- S-26
- S-21A
- S-34
- S-36
- S-39
- S-42A
- S-45
- S-47

← STRINGER #

B. HOCKING
 BOEING
 9/6/96
Spekles FM
 11.23.98

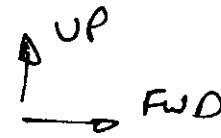
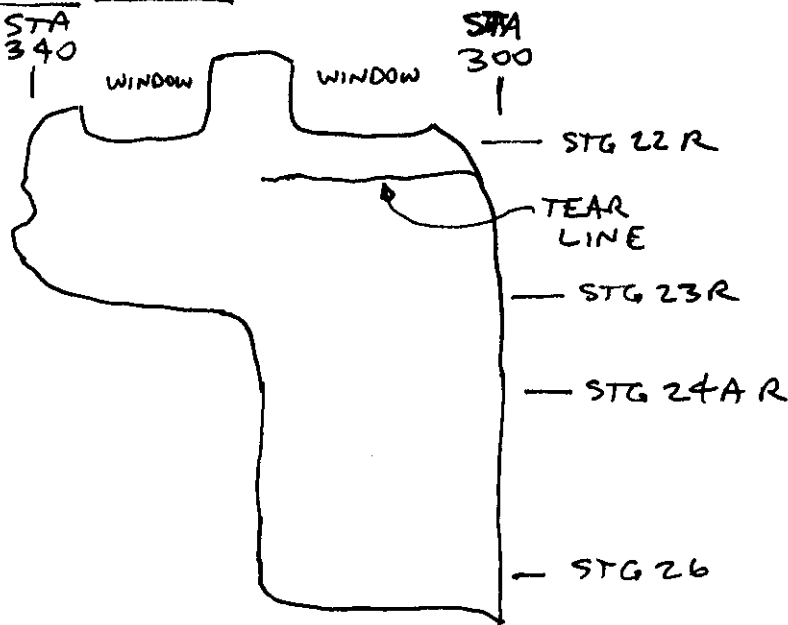


RF 69 (CONT.)

B. HOCKING
BOEING
9/6/96
John Zalkow FAA
10/23/96

THE DEFORMED SHAPE OF THE SEGMENT IS SHOWN SIMPLISTICALLY BELOW:

ORIGINAL SHAPE :



DEFORMED SHAPE :

