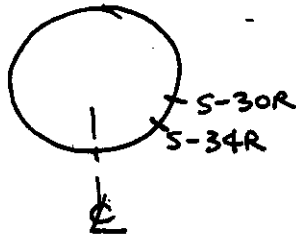


LOG # RF73 10/21/96  
 TARGET # GREEN  
 COORD: LAT \_\_\_\_\_  
 LONG \_\_\_\_\_

DEBRIS FIELD \_\_\_\_\_



VIEW A-A

SKIN SEGMENT, STA 1940 TO 1961.1,  
 STG 30R TO 34R  
 (BETWEEN AFT CARGO DOOR & BULK CARGO DOOR)

B. HOCKING  
 BOEING  
 9/9/96

SKIN:

- 1) THE SEGMENT HAS AN INWARD BEND (OUTSIDE CONCAVITY) BETWEEN STA 1940 AND 1961.1. THIS APPEARS TO BE THE RESULT OF AN INWARD ACTING PRESSURE APPLIED TO THE OUTSIDE SURFACE.
- 2) THERE IS A FWD/AFT CREASE LOCATED AT ABOUT S-31R WHERE THE SKIN ABOVE, UP TO S-30R, FOLDS OUTWARD & DOWN OVER THE SKIN BELOW IT.
- 3) FROM STA 1940 TO STA ~1954, THE SKIN FAILED AT THE TOP ROW OF FASTENERS AT THE S-34R LAP SPLICE. AFT OF STA ~1954 BACK TO STA 1961.1, THE SKIN FAILED AT THE LOWER ROW OF LAP SPLICE FASTENERS
- 4) RE: THE CIRCUMFERENTIAL SPLICE AT STA 1961.1, FROM S-34R TO S-32 1/2 R THE INSIDE SPLICING STRAP FAILED CIRCUMFERENTIALLY. FROM S-32 1/2 R TO S-31 1/3 R THE SKIN AFT OF STA 1961.1 FAILED CIRCUMFERENTIALLY AT ITS AFT COLUMN OF FASTENERS. ABOVE S-31 1/3 R THE SKIN FAILED ON AN OBLIQUE LINE RUNNING FWD & UP TO S-30R.

STRINGERS:

- 1) S-31R & S-34R ARE MISSING
- 2) S-30R REMAINS ATTACHED TO THE SKIN BUT IS DEFORMED WITH STRINGER SIDEWALLS ~~ARE~~ PUSHED IN TOWARD ONE ANOTHER.
- 3) S-32R REMAINS ATTACHED AND IS FLATTENED OUT AGAINST THE SKIN.
- 4) S-33R REMAINS ATTACHED BUT IS HEAVILY DAMAGED WITH ITS UPPER SIDEWALL & FLANGE MISSING.
- 5) ~~REMNANTS OF~~

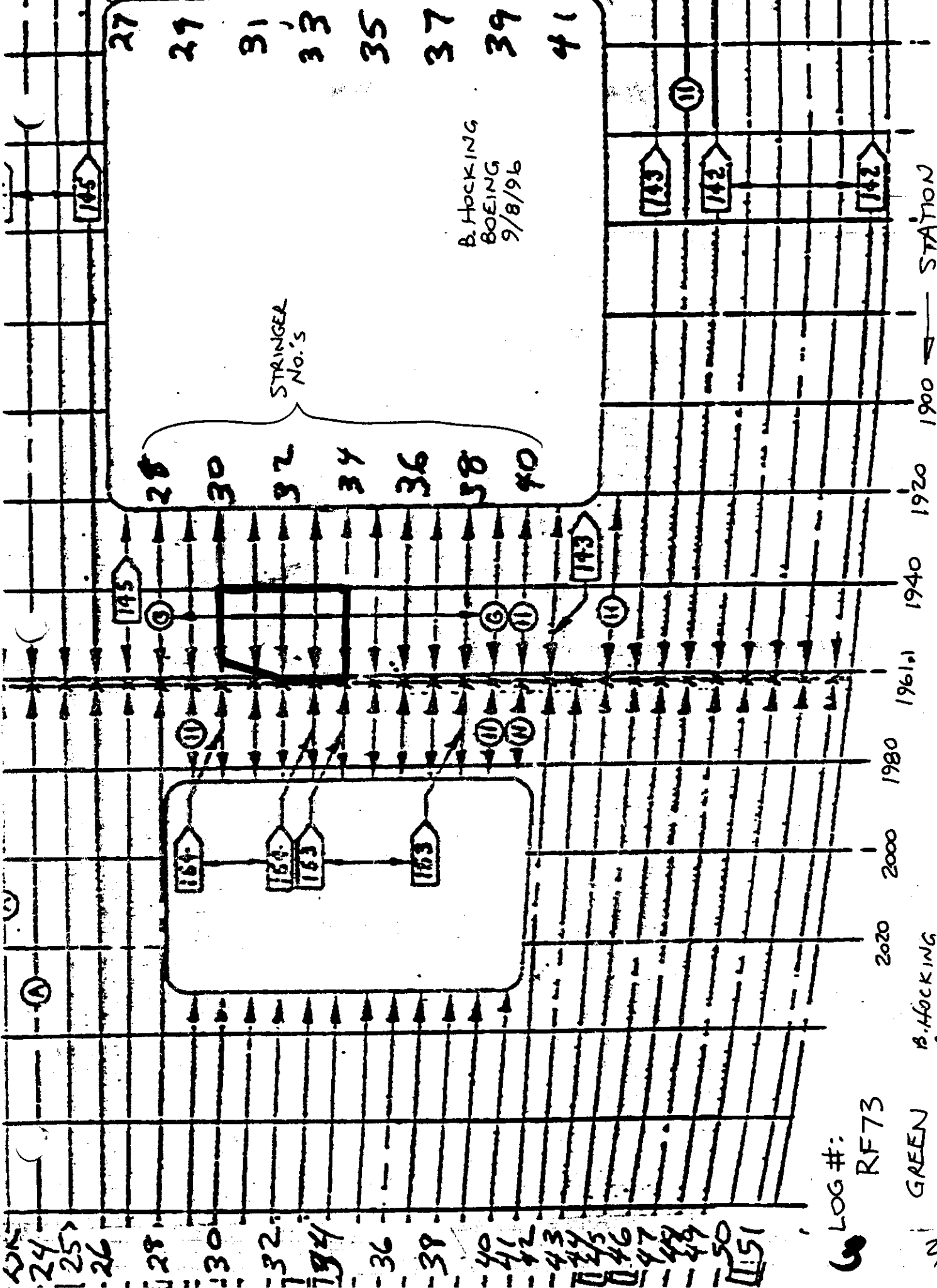
OTHER ITEMS:

- 1) REMNANTS OF SKIN TO FRAME SHEAR CLIPS REMAIN ALL ALONG THE CIRCUMFERENTIAL JOINT AT STA 1960.

Dennis Santiago  
 IAM 10/24/96

(CONTINUED)

Tom Tolson  
 FAX  
 10-23-96



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LOG #: RF73  
 GREEN

B. HOCKING  
 BOEING.  
 9/9/96

2000 2020 1980 1961 1940 1920 1900 ← STATION

Tom Todine  
 FAA 10-23-96

RF73 (CONT.)

B. HOCKING  
BOEING  
9/9/96

OTHER ITEMS (CONT.)

- 2) THERE IS NO APPARENT SOOTING OF THE SEGMENT.
- 3) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE

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