

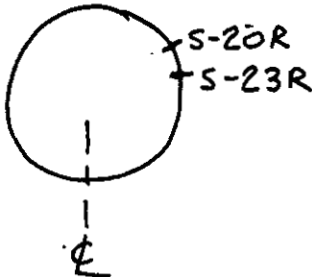
LOG # RF75

PTS
10-21-96

TARGET # C2082 GREEN

COORD: LAT _____
LONG _____

DEBRIS FIELD _____



SEGMENT OF WINDOW BELT,
STA 1847 TO 1877, S-20R TO S-23R

VIEW A-A

FORGINGS:

- 1) THE FORWARD WINDOW FORGING IS COMPRISED OF A PORTION FROM 2 O'CLOCK TO 7 O'CLOCK (FROM INSIDE LOOKING OUT). IN ADDITION, IT IS BROKEN AT THE 3 TO 4 O'CLOCK POSITION.
- 2) THE AFT WINDOW FORGING IS COMPRISED OF A PORTION FROM 4 O'CLOCK TO 10 O'CLOCK (INSIDE LOOKING OUT). IN ADDITION, IT IS BROKEN AT THE 8 TO 9 O'CLOCK POSITION.

STIFFENERS:

- 1) S-22R REMAINS ATTACHED FROM STA 1848 TO STA 1871.

OTHER ITEMS:

- 1) SKIN TO FRAME SHEAR TIES REMAIN ATTACHED TO THE SKIN AT STA 1860 BETWEEN S-20R TO S-22R AND BETWEEN S-22R AND S-23R. THE LEG WHICH ATTACHES TO THE FRAME FOR EACH SHEAR TIE IS MISSING.
- 2) THE WINDOW BELT DOUBLER IS DISBONDED FROM THE SKIN ALONG ITS LOWER EDGE.
- 3) THERE IS NO APPARENT SOOTING OF THE PART
- 4) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

*7mab
10-12-96*

Denis Santiago
IAM 10/24/96

B. HOCKING
BOEING
9/10/96
Stephen F. Klappichon
FAA-10-23-96

2 1/2

B. HOCKING
BOEING
9/9/96

RIGHT HAND
SIDE

LOG# RF75
TAG# C2082

1920 1900 1880 1860 1840 1820 1800 STATION

