

LOG # RFB 506  
TARGET # \_\_\_\_\_  
COORD: LAT \_\_\_\_\_  
LONG \_\_\_\_\_

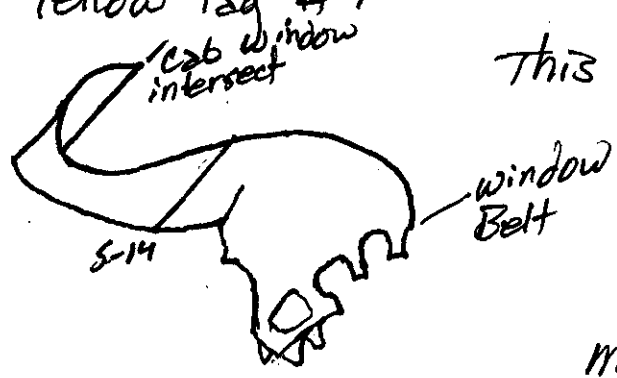
See Additional Comments

DEBRIS FIELD #2  
yellow (middle)

REFER METALLURGY GROUP NOTES

RHS Fwd upper section 41 skin Assy's.

① Yellow Tag # ? ~~Buff~~



This panel is very curved. No frames remain attached and there are no stringers above 5-17. Fastener holes are mainly open and appear to have failed with rivet tension (skin puckers inbd).

Stringers that do remain are bent but not flattened.

② Yellow Tag # B256

Bent similar to ①. Again, no frames remain on panel. The ~~att~~ upper end of the panel curled outbd 360°. All holes aft of STA 260 are open, all holes fwd of STA 260 are filled. Most stringer segments fwd of 260 remain.

③ Yellow Tag # B263

Upper ~~att~~ end of panel is bent inbd and

SK FAA T00 FAA

Done Today  
FAA 10-10

forward. The fwd window belt area is also bent inbd. The STA 134 ring and STA 140 B/khd are detached. Almost all stringers remain. The STA 160 frame is attached for 3 bays above the window belt, STA 180 frame is attached for 6 bays, and STA 200 attached for 12 bays. The STA 220 frame is gone.

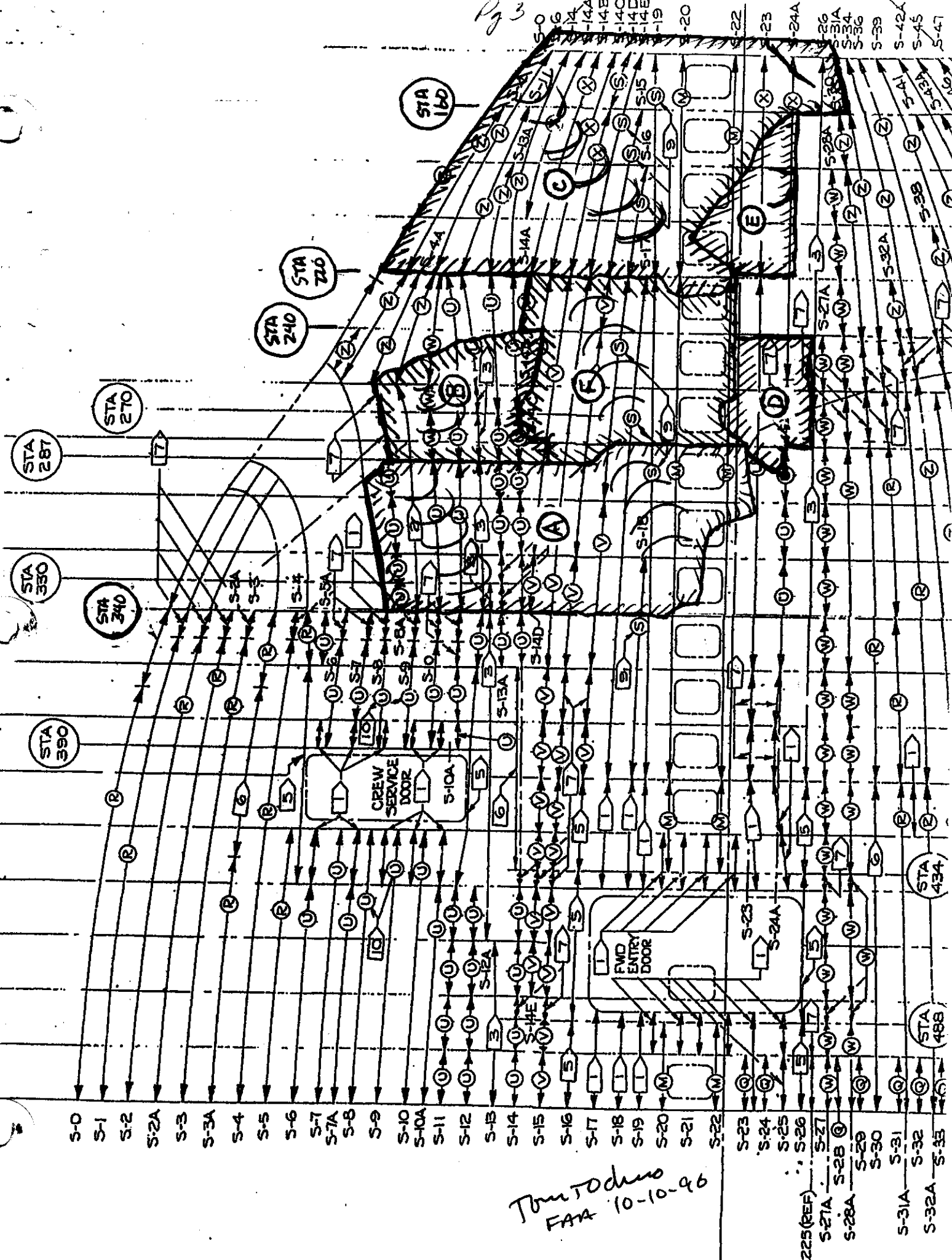
✓ (D) Yellow Tag # B068  
This small piece is very twisted and deformed. The stringers are flattened and there are no frames.

✓ (E) Yellow Tag # B268  
Panel is twisted and ripped. All internal structure is flattened.

✓ (F) Yellow Tag # B248  
Panel is curled similar to adjacent panel (A)

No panels show any obvious signs of smoke or fire damage.

S. Christolm  
8/10/96  
Tom Todaro  
FAA 10-10-96  
The Boeing  
10-11-96 TWA



Tom Tochino  
FAA 10-10-96

94.225 (REF)

S-27A

S-28A

S-31A

S-32A

Additional comments

Pg 4

RF8

R.T. STETTNER

1) RES A STATEMENT "... APPEAR TO HAVE FAILED WITH RIVET TENSION," IS ANALYSIS, PREFER TO INDICATE SKIN IS DEFORMED INWARD AROUND RIVET HEADS. (OR SOMETHING TO THAT EFFECT.)

Rob Hansen TBC  
12/3/96

Neil Scoville TWA  
12-3-96

Dennis Santiago IAM  
12-3-96

~~ALPA~~ 12-3-96  
ALPA  
Tom Todman  
12-4-96

✓