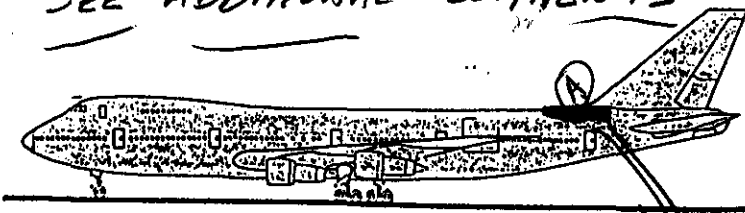


SEE ADDITIONAL COMMENTS



SOW cut from # C117

C2331

LOG # RF9 ^{RTS A-C} ₉₋₂₀₋₉₆

TARGET # _____

COORD: LAT 40 39 45.6

LONG 72 37 26.7

DEBRIS FIELD _____ Pg 14B

Part (A)

- ① LOG # RF9 (A) CONTAINS FUSELAGE SKIN AND STRUCTURE APPROX 35' X 11.5'.
- ② ENCOMPASSES STATION 1900 THROUGH 2320, STRINGERS LEFT SIDE S10L THROUGH S1L, CONTINUING OVER THE TOP OF THE FUSELAGE RIGHT SIDE, S1R THROUGH S6R.
- ③ FRAMES FRACTURED, MISSING, NO EVIDENCE OF TWISTING FORE AND AFT. NO EVIDENCE OF FIRE.

L Zabus
FAA

8/7/96

This Report contains:

RF9A
RF9B
RF9C

Jim Powers
11-10-96
Boeing

Blanchard
TWA 10/7/96
RF9A, B, C, & D

Tom Talley
assess
FAA 8/7/96

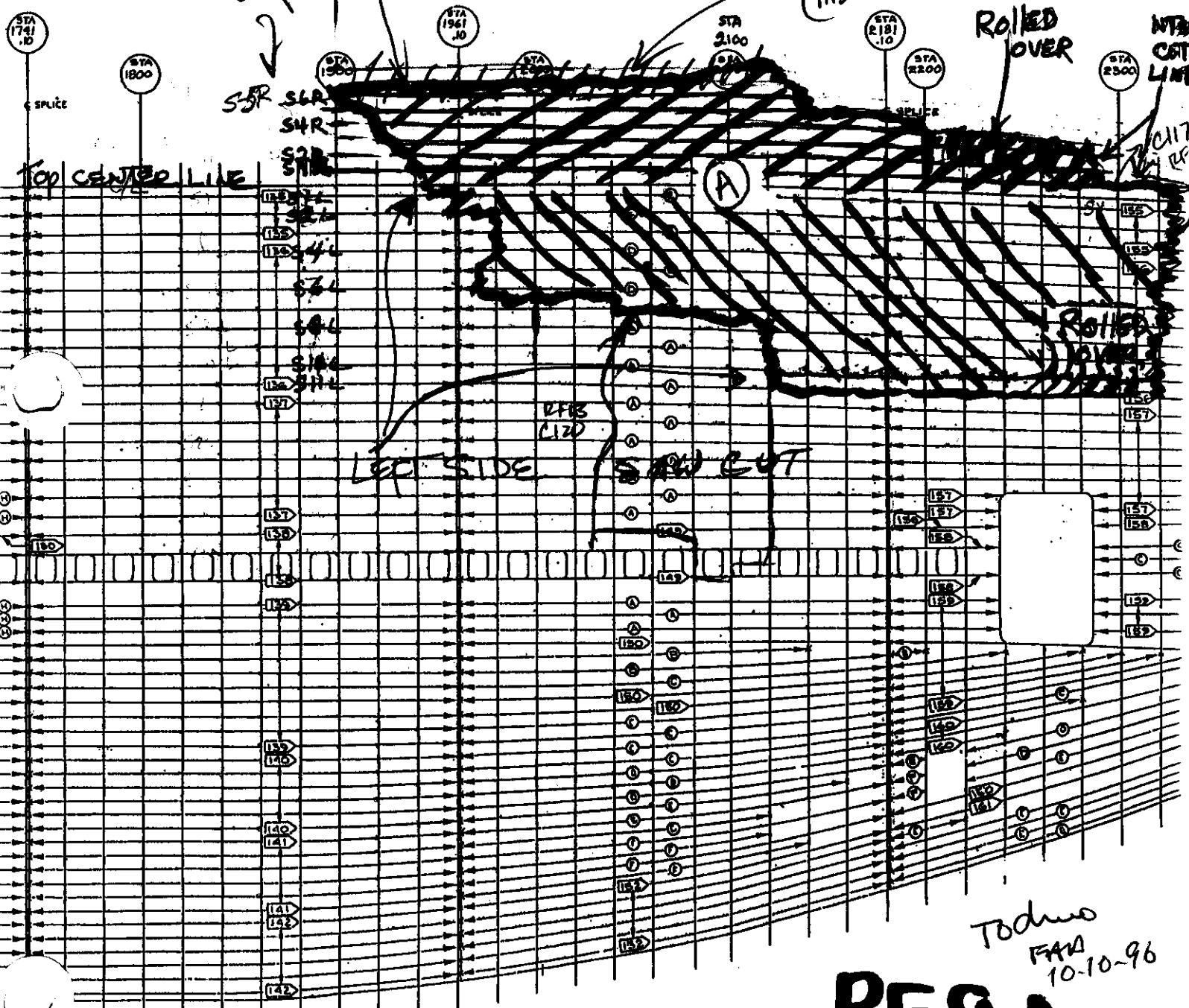
Dennis Santiago IAM
10/12/96

SK FAA

1/3 2

OFF STRINGER (B) ^{BS} / RT
RIGHT SIDE

NTSB cent line
(Matches up with ^{part} (B) here)



35x 115

← FWD

RF9A

Todrus
FAD
10-10-96

C2331

3



COORD: LAT 40-39-456
 LONG 72-37-267
 DEBRIS FIELD 2

PART (B) C117 C2332

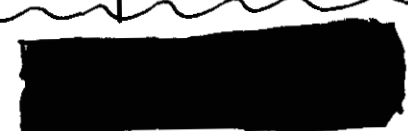
RIGHT
 THIS SECTION OF FUSELAGE MEASURES APPROXIMATELY 20' X 15', AND ENCOMPASSES STA. 1900 THRU STA. 2140, AND FUSELAGE SKIN FROM MAIN DECK PAX WINDOWS UPWARDS TO NTSB CUT LINE, (STRINGERS S22R TO S6R.)

WITH THE EXCEPTION OF THE NTSB CUT LINE (WHICH SEPARATED LOG # RF9; INTO RF9A + RF9B, WHICH WAS NECESSARY DUE TO ITS ORIGINAL HIGH SIZE), THE REMAINING FUSELAGE SKIN IS FRACTURED SHEARED AND JAGGERED AND CONTAINS PORTIONS OF MAIN CABIN PAX WINDOWS.

MANY OF THE ^{omit. str. b/w 10/9/96} STRINGERS AND FRAMES ARE MISSING, AND THE FEW REMAINING MEMBERS ARE FRACTURED AND BENT APT. AND TOM TODDING FAA-10-10-96

THE FUSELAGE SKIN AND STRUCTURE SHOWS NO EVIDENCE OF SMOKE OR FIRE DAMAGE

PART (C)



NOTES: PART C MATES WITH RF2 AND RF9B

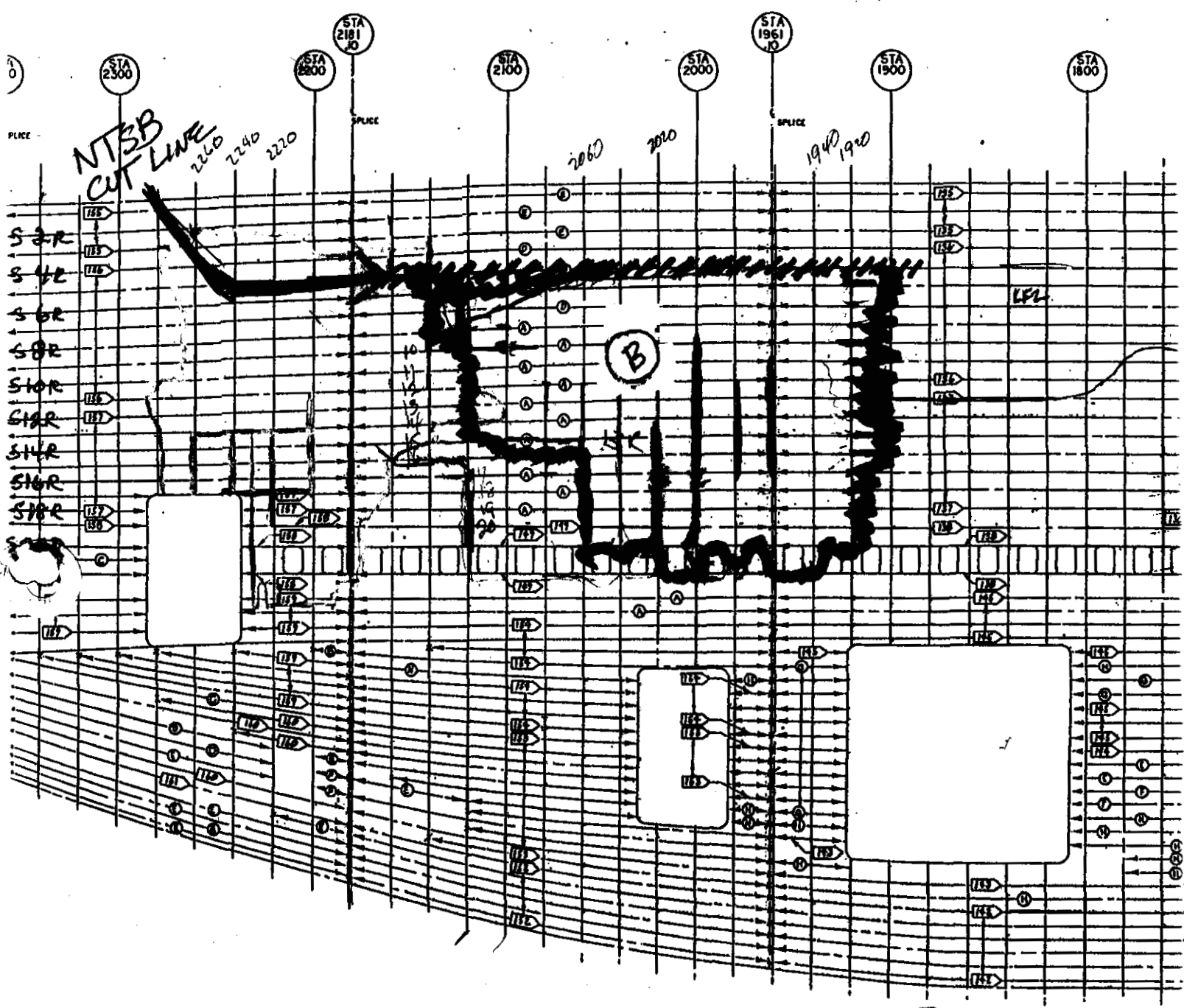
Tom Todding FAA 10-10-96

John Zebus
 FAA

THIS SECTION OF RIGHT FUSELAGE MEASURES APPROX 10' X 7' AND ENCOMPASSES STA 2060 THRU 2180 AND STRINGERS S18R THRU S13R THRU S22R.

ALL FRAMES MISSING (EXCEPT SMALL FRACTURED PORTION OF FRAME BETWEEN S18R + S16R. EDGES OF FUSELAGE SKIN FRACTURED SHEARED AND JAGGERED. ALL STRINGER RUPTURED BETWEEN STA 2080 + 2100 NO EVIDENCE OF SMOKE OR FIRE DAMAGE. SECTION HAS 7 PAX WINDOWS

8/7/96 4



20
12/240

Todd
FMA
10-10-96 20

FWD →

R9(B)

C233Z

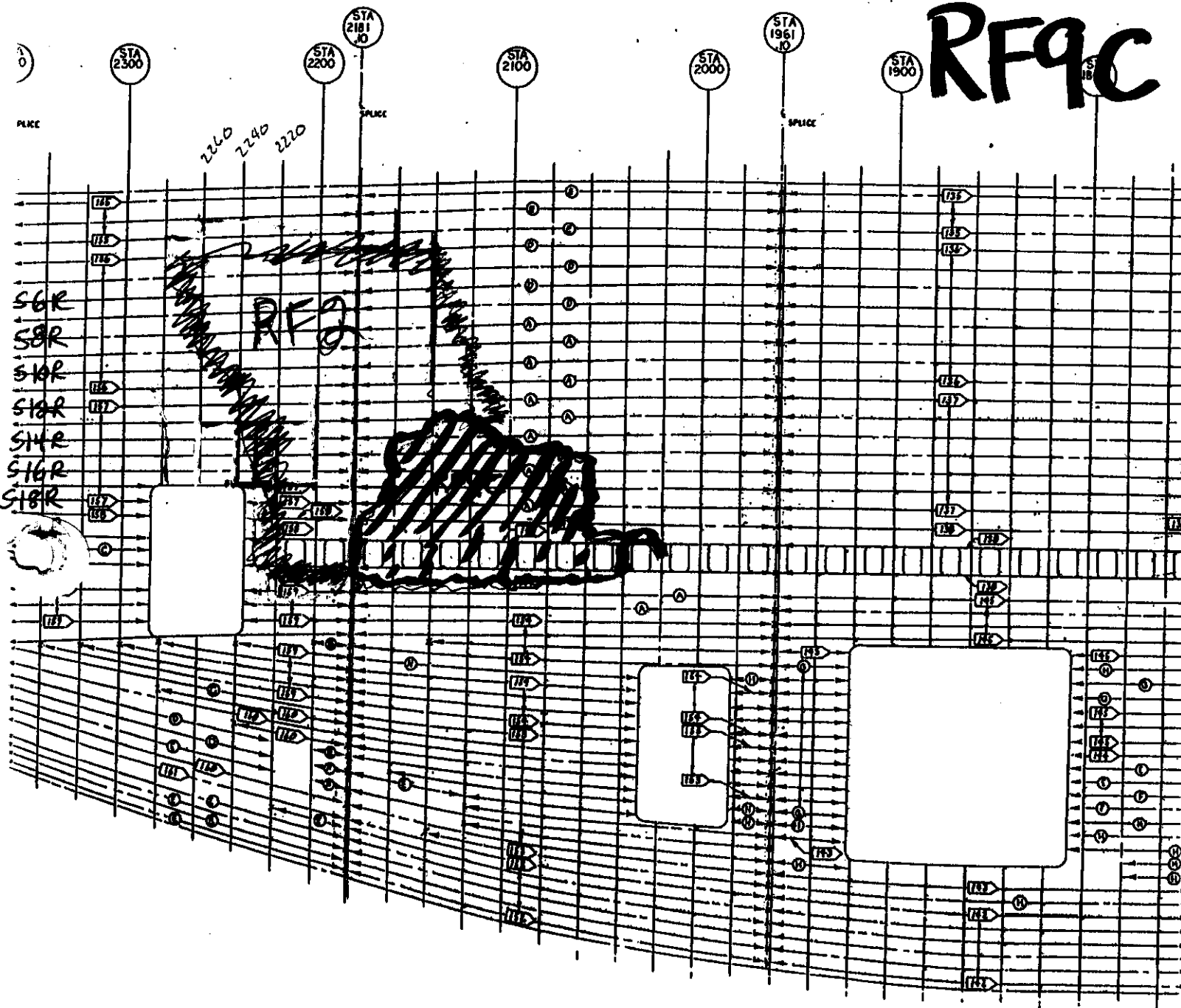
65B0000

12

E F R I

10

5



RFQC

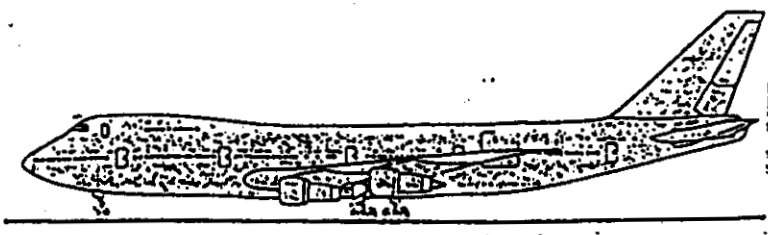
FWD.  **RFQC**

*Toduno
FMA
10-10-96*

E F R I

65B0000

6



LOG# RF9D

TARGET# _____

COORD: LAT _____

LONG _____

SOURCE TAG#
C1697
ACTUAL TAG
C2248

DEBRIS FIELD GREEN

FRAGMENT OF SKIN, LWR. WINDOW BELT.
FS 2018-2040. 10" X 24" LOWER 1/3 OF
WINDOW FRAME. RF9D PART MATCHES
RF9B & RF9C. WINDOW FRAME AND SKIN
FRACTURES, SOME DIS BONDING BETWEEN
FUS. SKIN AND WINDOW DOUBLER AT FWD
LOWER CORNER.

Tom Todaro
FAA 10-10-96

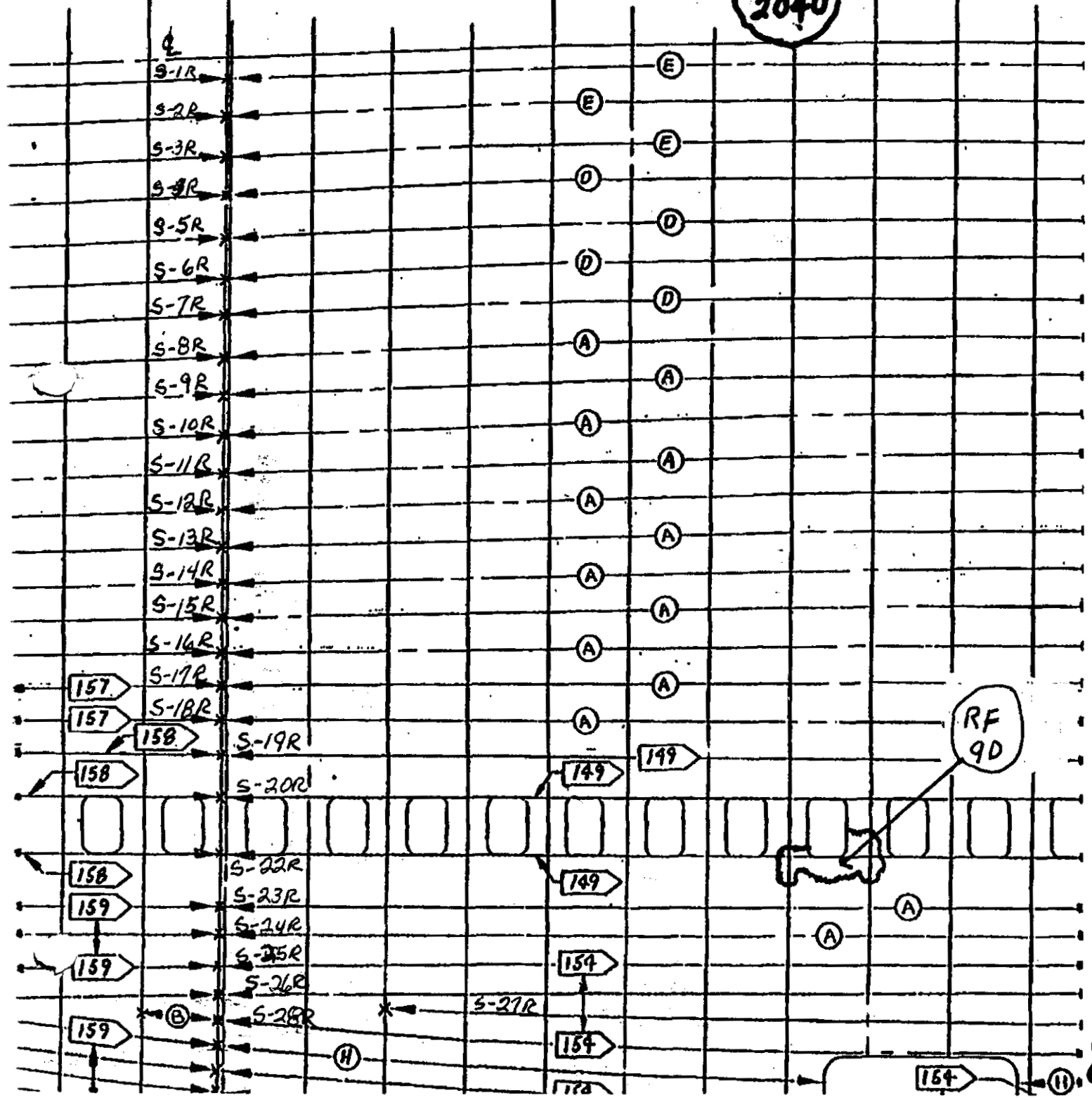
Jim Powers
Boeing
11-10-96

Blonderhuden TWA
10/7/96

STA 2200 STA 2181 .10 STA 2100 GREEN STA 2000
 STA 2020 STA 2040

RF 9D
 C1697

SPLICE



Additional Comments

RF 9 B + C

R.T. STETTNER

SHEARED

1) PREFERENCE TO FUSELAGE SKIN BEING^v APPEARS TO
BE ANALYSIS PREFER TO USE THE TERM
FRACTURED OR SEPARATED

~~RF 9 B + C~~ - ALPA
12-3-96

Rob Hanover - TBC
12/3/96

Neil Scrill
12-3-96

Dennis Santiago IAM
12-3-96

Tom Todua
12-4-96

Jim Powers
11-10-96
Boeing

y