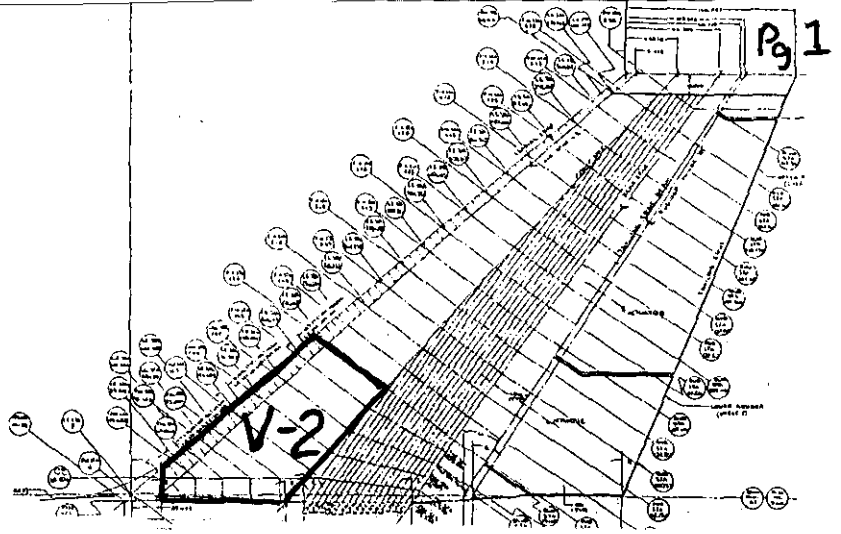


Log V-2

TARGET _____

COORD: Lat
Long

DEBRIS FIELD FLLOATING TAG # E2007



Starting at the lower edge of the leading edge the subject part can be described as follows;

1) At the mating surface with the Dorsal Fin (Part V-7), the L.H. Side is crushed upward with a portion of the Leading Edge skin missing and frames exposed. The right hand side lower 5 inches (approx.) is bent outboard.

2) The leading edge is crushed at numerous locations. There is one skin puncture on the leading edge, approx 36 inches long by 16 inches wide between Fin Sta 47 and 63.

3) At the upper end of the subject part at Fin Sta 220, the leading edge is crushed down and there is evidence of slight blue color paint transfer on the buffed leading edge skin.

4) There is also blue color paint transfer on the front spar fracture at Fin Sta 220, RBL 2.

5) The front spar web from Fin Sta 117 to 169 with a 45" segment of fin sta. 143 rib attached, LHS spar chord to the RHS spar chord, has been torn loose and displaced forward toward the leading edge. Failure modes of the chord-to-web attachments are a combination of sheared rivets, sheared out webs, bearing failures in web, and web fractures through rivet lines. The leading edge portion of the Fin Sta 143 rib that was attached to the displaced section of the front spar web has been wedged into the separation at the LHS fin sta 169 panel joint.

6) The LHS panels above and below Fin Sta 169 have separated for their entire length from the aux spar to the front spar due to rib chord failure.

7) At fin sta. 195, LHS, the lower panel has been pulled outboard 3" maximum at front spar, over a length of 30" towards the aux spar. The front spar chord is fractured at fin sta. 195. In addition to the previous damage, the left side front spar chord is bowed between fin sta. 117 to the fracture at fin sta. 195 with an apex at fin sta. 169.

[Signature] = ACDA
12-13-96

[Signature] TBC
12/13/96

[Signature] 12-16-96 WA
Dennis Santiago
IAM 12-16-96

TD memo FAA
1-10-97

V-2

- 8) Left side outer aft skin attachment splice area along skin flange front spar, exhibits popped rivet heads and sheared rivet failures.
- 9) Right side of vertical fin extends aft of front spar, a total of 3 stringers (16R-14R) between WL2.92 and fin sta. 143, 2 stringers(16R,15R) up to fin sta. 195, with the last stringer 16R terminating at its' production end just below fin sta. 220.
- 10) At the vertical fin lower attach splice to the bulkhead area, the lower portion of the structure is bent outboard relative to the fin vertical surface.
- 11) The rib at fin sta. 195 aft of the front spar attached for 16" with the left hand side chord extending aft 40".
- 12) A 50" portion of the rib at fin sta.169 aft of the front spar is attached by wire harness only.
- 13) Ribs between fin WL 25 and the fuselage body forward of the front spar are all bent forward approximately 30 degrees relative to the front spar. The rib 15" aft of the aux. spar is missing.
- 14) No fire damage.
- 15) No evidence of corrosion.