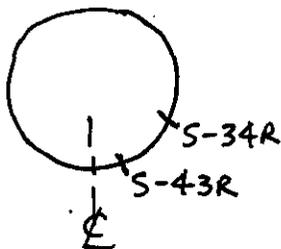


LOG # RF 70 RF 10-2496

TARGET # B167 YELLOW

COORD: LAT _____
LONG _____

DEBRIS FIELD _____



VIEW A-A

FUSELAGE SKIN SEGMENT AT FWD CARGO DOOR, LWR FWD CORNER, STA 520 TO 580, STG 34R TO 43R

B. HOCKING
BOEING
9/6/96

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

Time
Tat # 10-127
Jouffles FAA
10-23-96

SKIN:

- 1) THE SEGMENT SKIN IS A BONDED SKIN ASSEMBLY WITH A COMPOSITE SKIN THICKNESS OF APPROXIMATELY 0.11 INCH.
- 2) THE SKIN SHOWS CONSIDERABLE DAMAGE (TEARS, BENDS, PUNCTURE) HOWEVER THE MOST SIGNIFICANT DAMAGE EXISTING IS CHARACTERISTIC BULGING (INWARD) OF THE SKIN IN THE AREAS BETWEEN STRINGERS AND FRAMES. THIS DAMAGE WOULD RESULT FROM A PRESSURE LOADING ACTING INWARDLY APPLIED ACROSS THE OUTSIDE OF THE PANEL.

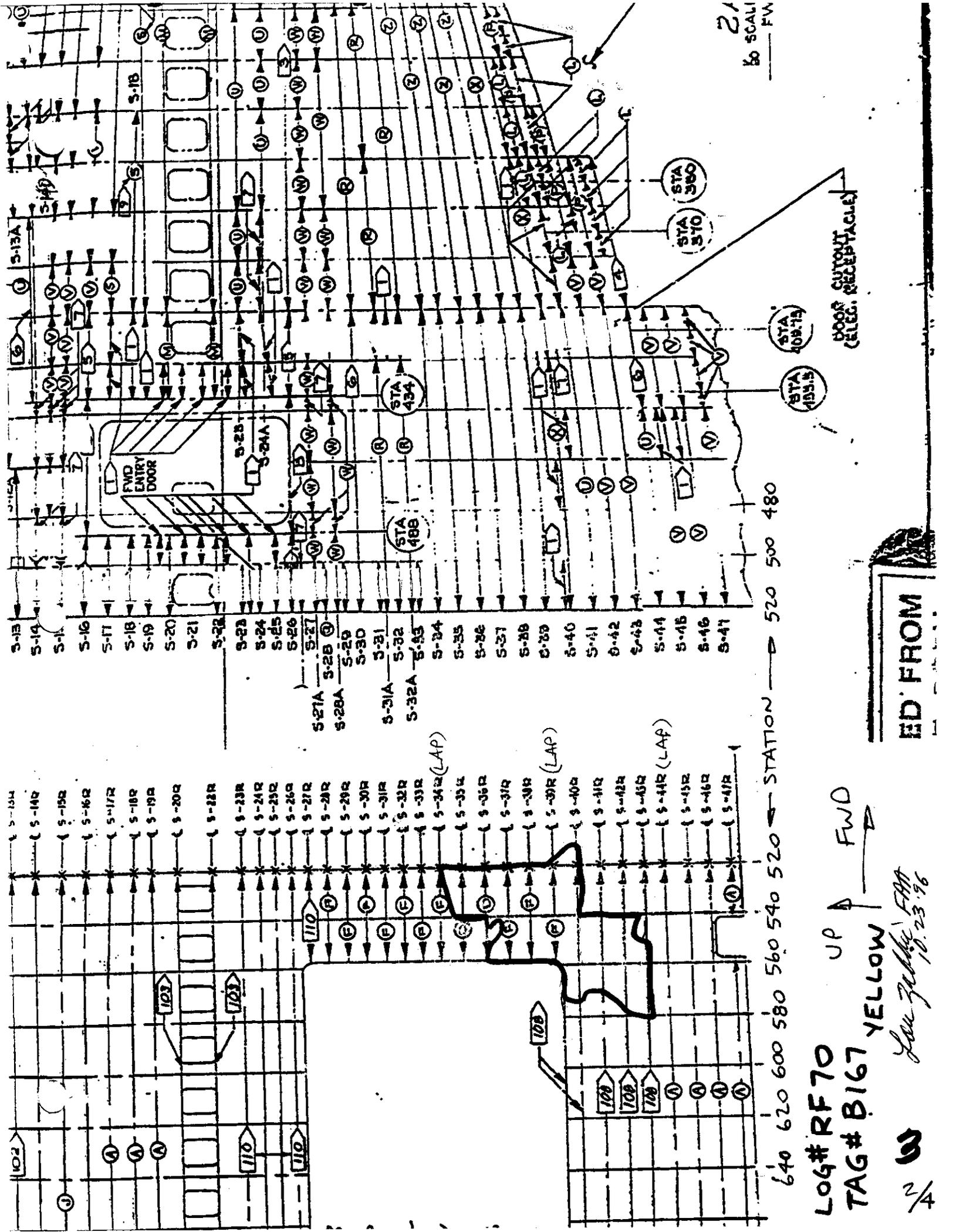
STRINGERS:

- 1) STRINGER 35R REMAINS ATTACHED FROM STA 526 TO 540
- 2) STRINGER 36R REMAINS ATTACHED FROM STA 520 TO 540. ~~36R~~
- 3) STRINGER 37R REMAINS ATTACHED FROM STA 520 TO 560 BUT ~~37R~~ IS IN TWO PIECES BROKEN AT STA 540.
- 4) STRINGER 38R REMAINS ATTACHED FROM STA 520 TO 560 BUT IS IN TWO PIECES BROKEN AT STA 540.
- 5) STRINGER 39R REMAINS ATTACHED FROM STA 515 TO 560 BUT IS IN TWO PIECES BROKEN AT STA 532.
- 6) STRINGER 40R (OUTER CHORD OF DOOR SILL) REMAINS ATTACHED FROM STA 512 TO 572 AND IS INTACT BUT BENDS CONCAVE (LOOKING FROM THE OUTSIDE) ALONG ITS LENGTH.
- 7) STRINGER 41R REMAINS ATTACHED FROM STA 540 TO 569
- 8) STRINGER 42R REMAINS ATTACHED FROM STA 540 TO 560.
- 9) STRINGER 43R REMAINS ATTACHED FROM STA 560 TO 580.
- 10) ALL STRINGERS ARE NOTICEABLE DEFORMED ALONG THEIR LENGTHS.

Dennis Santoro
IAM 10/24/96

(CONTINUED)

2 1/4



21
60 SCALING FW

POOR CUTOFF
(CALC. RECEPTACLE)

640 620 600 580 560 540 520 STATION → 520 500 480

LOG# RF 70
TAG# B167
UP → FWD

YELLOW

See Zuber's FMA
10.23.96

2/4

ED FROM

RF 70 (CONT.)

B. HOCKING
BOEING
9/6/96

John Zebrowski FAA
10.23.96

LOWER MAIN DOOR SILL - CARGO DOOR

- 1) AT STA 528, THE SILL WEB IS FAILED ACROSS ITS DEPTH AND THE INNER CHORD FLANGE ATTACHED TO THE WEB IS ALSO FAILED
- 2) AT STA 545, THE SILL WEB IS FAILED ACROSS ITS DEPTH AND THE INNER CHORD INNER FLANGE IS SEPARATED FROM THE WEB ATTACHMENT FLANGE FROM STA 545 TO 560.
- 3) THE WEB ATTACH ANGLE ON THE AFT SIDE OF THE STA 540 BODY ~~FRAME~~ FRAME IS SEVERED ALONG ITS RADIUS.
- 4) THE WEB ATTACH ANGLE ON THE AFT SIDE OF THE STA 560 BODY FRAME IS SEVERED ALONG ITS RADIUS.
- 5) THE SILL INNER CHORD IS SEVERED AT STA 560 AND AT THE SEGMENT BOUNDARY, STA 580.

6) 1

BODY FRAMES :

- 1) THE STA 520 BODY FRAME IS NOT PRESENT.
- 2) THE STA 540 BODY FRAME FROM S-37R TO S-40R HAS ITS WEB SEPARATED FROM ITS INBOARD CHORD. IN ADDITION THE WEB IS LAYING OVER AGAINST THE SEMI-MONOCOQUE.
- ~~3) THE BODY~~ THE WEB BELOW S-40½R IS TORN AWAY ALONG WITH BOTH INBOARD AND OUTBOARD FRAME CHORDS.
- 3) THE STA 560 BODY FRAME IS MISSING ITS WEB FROM S-38R & UPWARD. THE INBOARD CHORD CONTINUES UP TO S-34R BUT ITS WEB ATTACHMENT FLANGE IS MISSING FROM S-38R & UP. STILL INTACT ARE A DOOR STOP FTG (& BACKUP FTG) AT ABOUT S-36R, A DOOR LATCH PIN AT S-38R, AND A DOOR ROLLER AT S-37½R.

OTHER ITEMS :

- 1) AT A NUMBER OF LOCATIONS ARE REMNANTS OF FRAME TO SKIN SHEAR TIES. AT THE MAJORITY OF THESE SITES, ONLY THE SKIN ATTACHMENT LEG REMAINS.
- 2) ON THE STA 540 FRAME AT ABOUT S-40R ARE THE REMNANTS OF A CARGO SIDE GUIDE ROLLER FTG. JUST INBOARD FROM THAT IS A 2" X 2" PIECE OF ROLLER TRAY BASE STILL ATTACHED TO THE FRAME HORIZONTAL (UPPER) CHORD.
- 3) TWO SKIN PENETRATIONS ARE EVIDENT. ONE IS AT STA ~ 523, S-35¼R AND THE OTHER IS AT STA ~ 568, S-41½R. 2
- 4) THERE IS NO APPARENT SOOTING OF THE SEGMENT
- 5) FRACTURE SURFACES APPEAR TO BE DUCTILE FAILURE.

1 ALSO INTACT ARE A DOOR LATCH PIN WITH BACKUP FTG (65B04667) AND A DOOR ROLLER.

2 THE FIRST ONE IS ~ ½ INCH DIAMETER. THE SECOND IS V-SHAPED, ABOUT 1 INCH X 1 INCH.

4

3/4

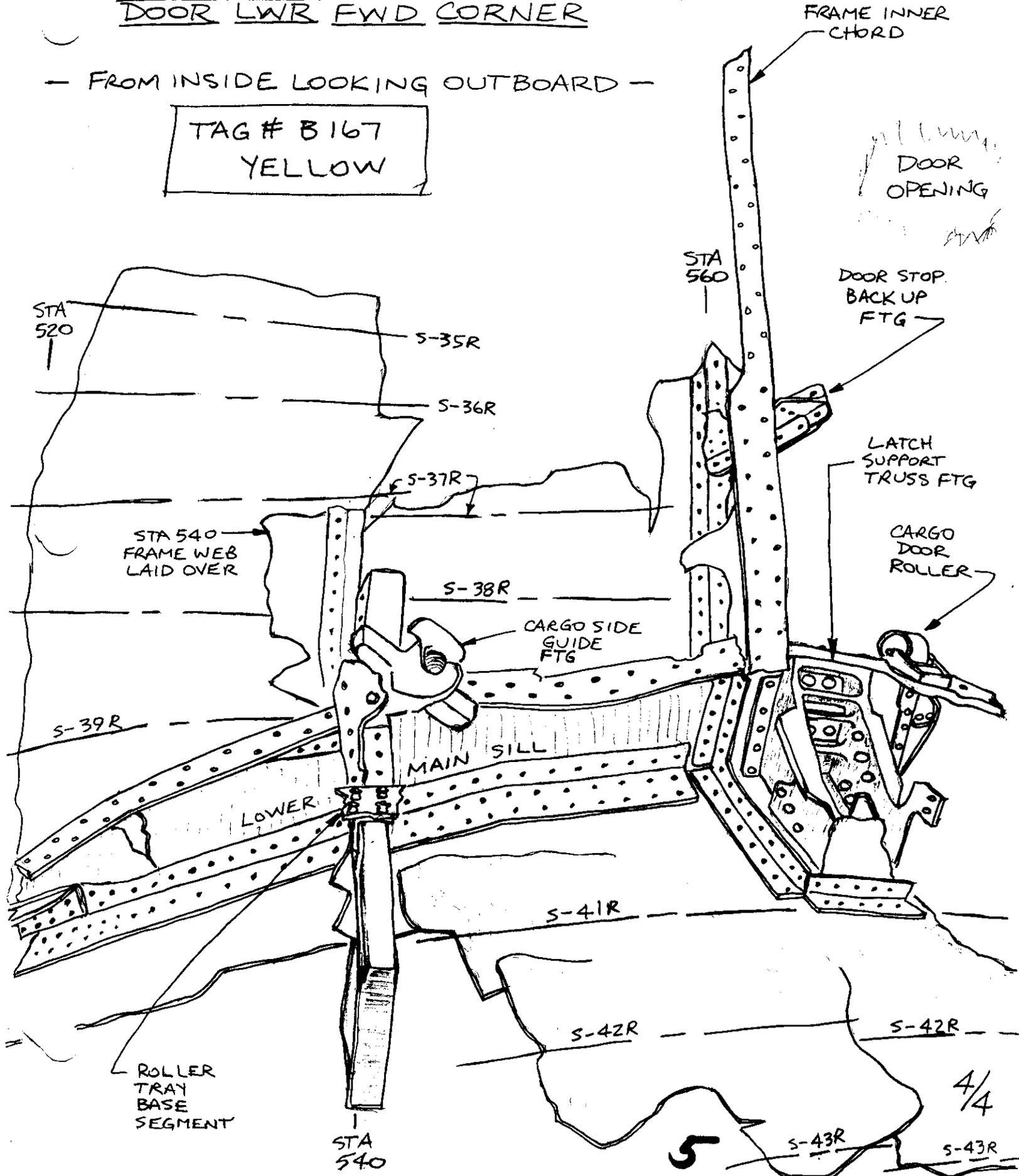
RF 70

B. HOCKING
BOEING
9/7/96
Lou Zylka FAA
10/23/96

SKIN PANEL SEGMENT - FWD CARGO
DOOR LWR FWD CORNER

- FROM INSIDE LOOKING OUTBOARD -

TAG # B167
YELLOW



4/4

5