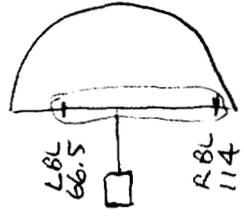


LOG # RF126
 TARGET # C2460
 COORD: LAT _____
 LONG _____

B. HOCKING
 BOEING
 3/2/97

DEBRIS FIELD GREEN



LARGEST SEGMENT OF PRESSURE DECK
 STRUCTURE, STA 1265 TO 1448, LBL 66.5 TO RBL 114
 (1238 FOR SEAT TRACKS) --

VIEW A-A

SEE SKETCH & ROADMAP ON FOLLOWING PAGES.

THE SUBJECT SEGMENT HAS THE FOLLOWING
 SIGNIFICANT FEATURES:

- FLOORBEAM SEGMENTS ATTACHED ALONG A NUMBER OF DIFFERENT SEAT TRACK BUTTLINE LOCATIONS (SEE P. 2)
- FORWARD EDGE BENT DOWNWARD INTO THE WHEEL WELL AREA.
- LAVATORY PROVISIONS (FLUSH LINE, WATERLINE, SEAT TRACK FITTINGS, FLOOR PANELS) REMAIN ATTACHED.
- THE TRANSVERSE INTERCOSTAL BETWEEN THE LBL & RBL 11.33 FLOORBEAMS REMAINS ATTACHED. (AT STA 1308).
- THE STA 1350 BULKHEAD UPPER CHORD (HORIZONTAL FLANGES) REMAINS ATTACHED ALONG THE FULL WIDTH OF THE SEGMENT.
- THE FORWARD PORTION OF THE BODY LANDING GEAR WHEEL RECESS ON THE RIGHT HAND SIDE REMAINS ATTACHED.

PANEL BEND: (SEE P. 2 FOR BEND LINE LOCATION)

THE FORWARD PORTION OF THE PANEL IS BENT DOWNWARD AND AFTWARD INTO THE WING LANDING GEAR WHEELWELL CAVITY. WITH THE PANEL SUSPENDED IN JETASaurus REX, THE FORWARD PORTION HANGS AT AN ANGLE OF APPROXIMATELY 130° FROM THE HORIZONTAL.

LAVATORY PROVISIONS: (FOR H & J LAVS; SEE LF135 FOR K & L LAVS)

FLUSH LINES, WATER LINES AND ELECTRICAL WIRES REMAIN ATTACHED TO THE BENT-DOWN PORTION OF PANEL, PRIMARILY BETWEEN R & LBL 11.33 FLOORBEAMS. SYSTEMS PENETRATIONS ARE EVIDENT THRU THE RBL 11.33 FLOORBEAM, THRU THE RBL 11.33 TO LBL 11.33 INTERCOSTAL AT STA 1308 AND THRU THE PRESSURE DECK WEB ITSELF. IN ADDITION, LAVATORY TIE DOWN FITTINGS REMAIN

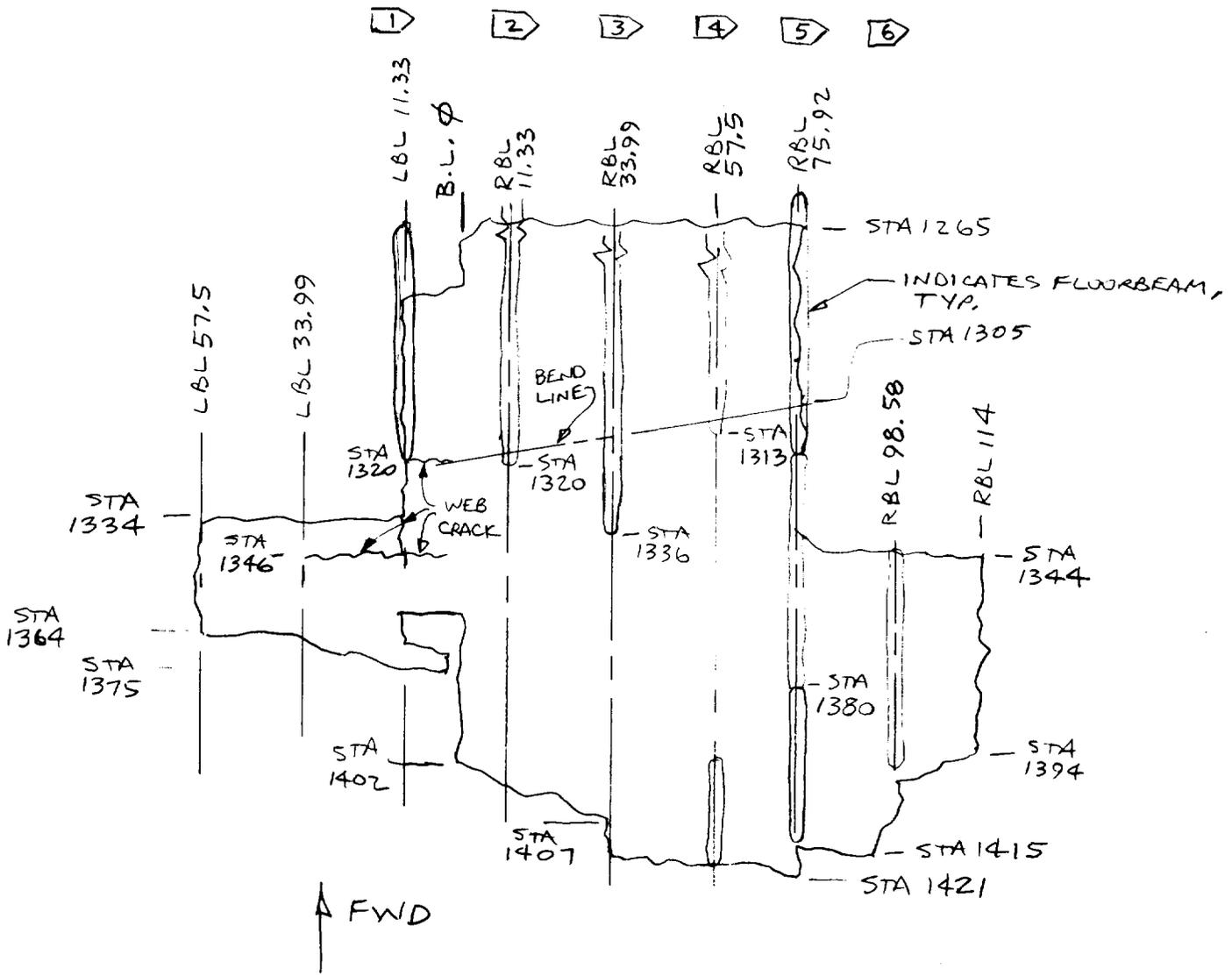
Handwritten notes:
 3-18-97
 Dennis Hartog JAM
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LD Johnson - ALPA
 3-18-97
 Dennis Hartog JAM
 3-18-97

— CONTINUED —

Stephen F. Krupiec III
 3-18-97

RF/26 (CONT.)



PLAN VIEW

- 1 REMNANT OF LBL 11.33 FLOORBEAM EXTENDS FROM STA 1265 TO WEB CRACK AT 1320.
- 2 REMNANT OF RBL 11.33 FLOORBEAM EXTENDS FROM STA 1245 (FORWARD OF EDGE OF PANEL) TO STA 1320.
- 3 REMNANT OF RBL 33.99 FLOORBEAM EXTENDS FROM STA 1250 (FWD OF PANEL EDGE) TO STA 1336.
- 4 REMNANT OF RBL 57.5 FLOORBEAM EXTENDS FROM STA 1250 (FWD OF PANEL EDGE) TO STA 1313. ANOTHER REMNANT EXTENDS FROM STA 1394 TO STA 1420

—NOTES CONTINUED ON NEXT PAGE—

REFER TO PREVIOUS PAGE FOR FOLLOWING FLAGNOTES

- 5) REMNANTS OF RBL 75.92 FLOORBEAM AS DESCRIBED:
- A) A PORTION EXTENDING FROM STA 1260 TO 1320 REMAINS ATTACHED TO THE REGION OF PANEL FORWARD OF THE P. 2 INDICATED BLEND LINE.
 - B) A PORTION EXTENDING FROM 1370 TO 1380 HAS BEEN CUT FROM RF126 AND IS NOW TAGGED AS RF126-1.
 - C) A PORTION EXTENDING FROM STA 1380 TO 1415 REMAINS ATTACHED TO THE PANEL.
- 6) REMNANT OF RBL 98.58 FLOORBEAM EXTENDS FROM STA 1344 TO 1394.

LAVATORY PROVISIONS: (CONTINUED FROM P. 1)

ENGAGED IN THE SEAT TRACKS WHICH COMPRISE THE LBL & RBL 11.33 FLOORBEAM UPPER CHORDS. FLOOR PANELS ARE STILL ATTACHED TO THE FLOORBEAM UPPER CHORDS IN THE LAVATORY VICINITY.

THE STA 1350 BULKHEAD UPPER CHORD

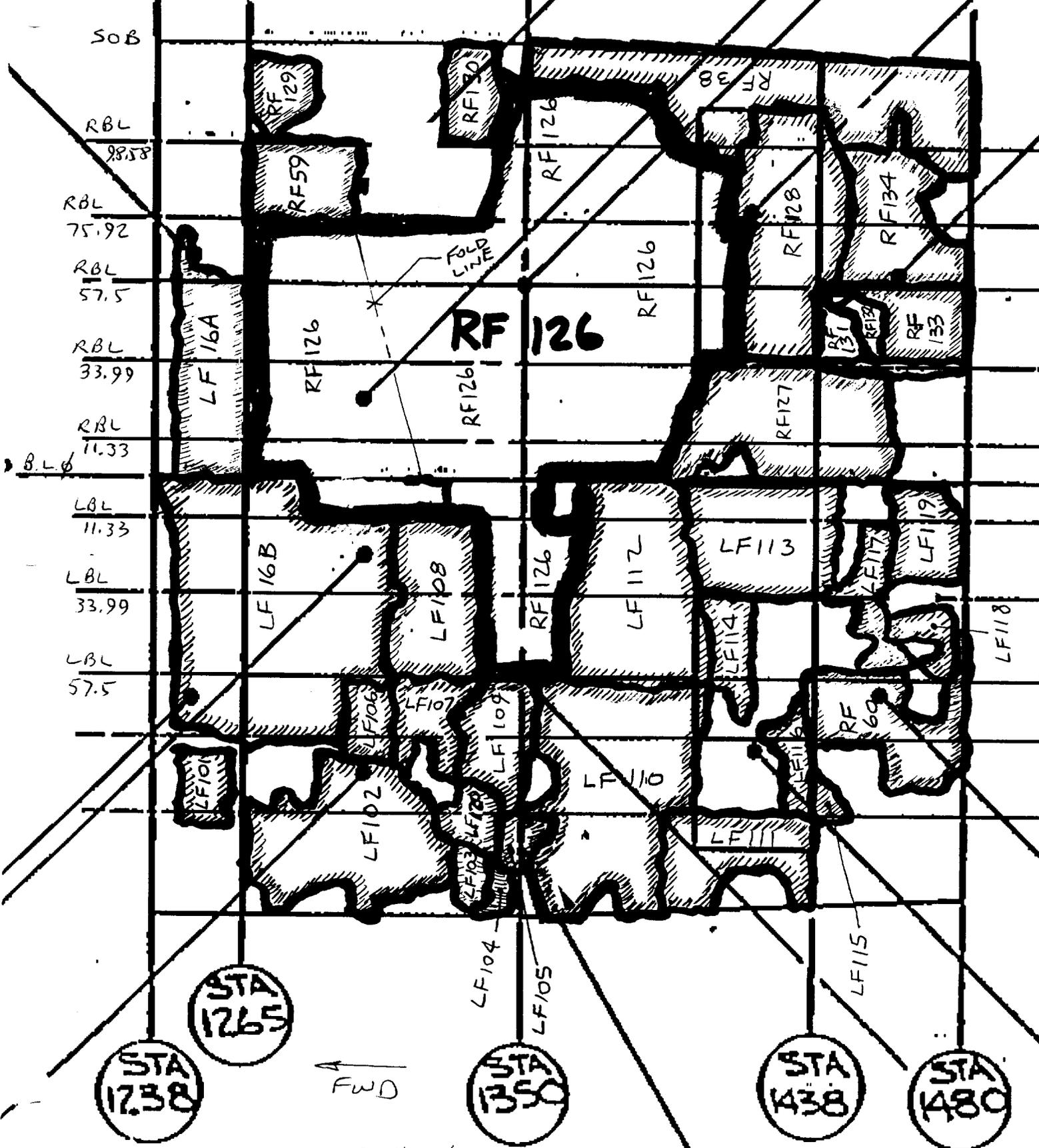
ONLY THE HORIZONTAL FLANGES OF THE STA 1350 BULKHEAD UPPER CHORD REMAIN ATTACHED TO RF126. THE HORIZONTAL FLANGES SEPARATED FROM THE VERTICAL FLANGE ALONG A FRACTURE LINE RUNNING ALONG THE RADII AT THEIR INTERSECTION. ALONG MOST OF THE FRACTURE LINE, FAILURE WAS BIASED TOWARD THE TANGENTS OF THE RADII WITH THE VERTICAL FLANGE.

THERE APPEARS TO BE NO SOOTING OF SURFACES ANYWHERE ON THE SUBJECT PANEL.

Stephen F. Klupnick
FAA 03-06-97

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