

UPPER SKIN PANEL - WING CENTER TANK

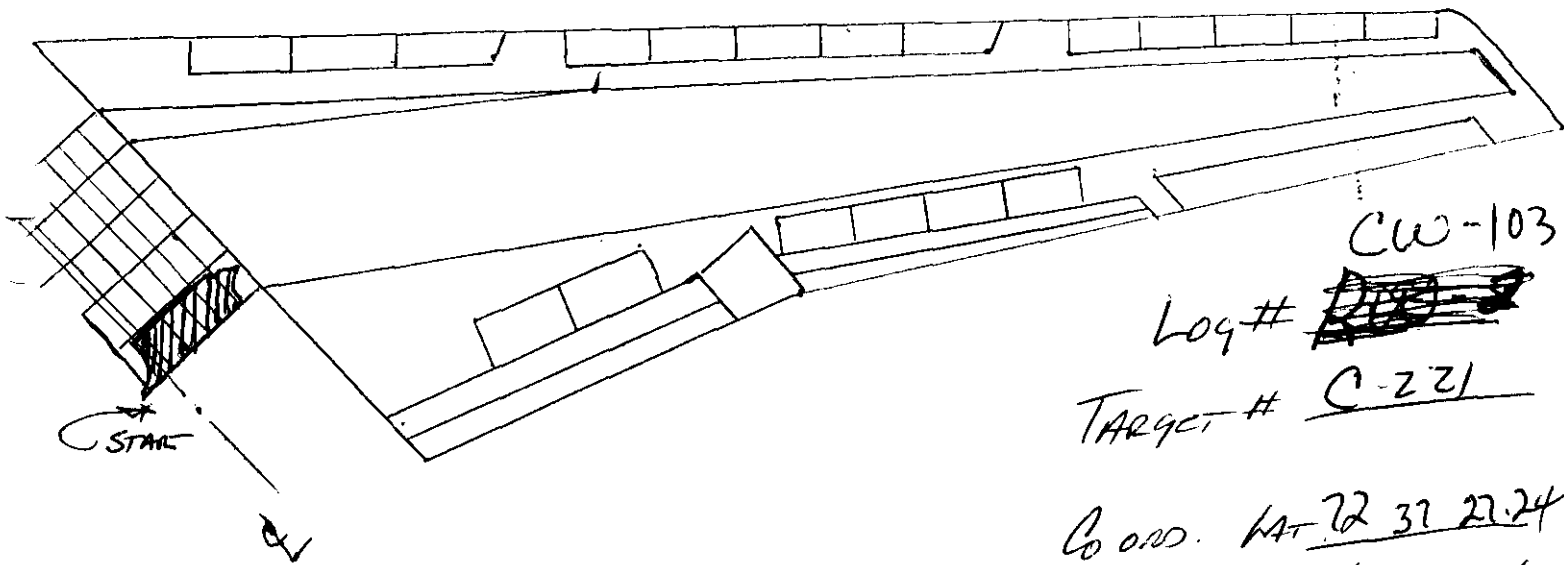
CW-103
C-221
GREEN

This is a portion of skin panel that extends from LBL 5 to RBL 100 and goes from RS to SWB1.

The only portions of the floor beams that remain are the lower chords at RBL 11.3, 34, 57.5, 75.9, and 98.6. The upper surface of this panel is burnt. No stringers remain attached to this panel. Only the skin flange of the upper rear spar chord remains attached. The fracture edge along the fwd edge of the panel goes thru the fastener line at SWB#1. The inb'd edge of the panel is bent upwards 10 degrees starting approx at RBL 8. The aft inb'd tab of the skin is further bent upwards approx 30 degrees.

There is evidence of heavy fire damage. See Fire and Explosion Group notes for further documentation.

Stephen F Klapan
FAA 12-05-96
R. Giacchetti IAM 12-5-96
W. Sturmt 12/5/96 BOEING
J. Hephth 12-6-96 TWA
S'D GREEN 12-6-96 ALPA



CW-103
 Log # ~~RBB-3~~
 Target # C-221
 Coord. Lat 22 37 27.24
 Long 40 39 50.4

TOP SKIN CTR TANK

Debris Field Green

STARTING AT L0BL 15.0 AT REAR SPAR LEFT HAND SIDE OF CTR LINE.
 FRACTURE EXTENDS FWD 3.5° WITH SOOT IN FRACTURE, FROM THAT POINT
 THE FRACTURE CONTINUES TO UPPER S-1 AT L0BL 6.0. ~~AT THIS POINT~~ MINOR
 SOOTING IN FRACTURE LINE. FROM THAT POINT FRACTURE EXTENDS FORWARD
 IN A ~~SHARP~~ JAGGED LINE TO UPPER S-8. MINOR SOOTING ON FRACTURE.
 THE FRACTURE MOVES OUTBOARD ^{TOWARDS R.H. WING} ALONG ~~UPPER~~ UPPER S-8 TO STATION
 R0BL 94.0 THIS FRACTURE HAS MINOR SOOTING EXCEPT BETWEEN
 R0BL 76.0 + R0BL 57.0 WHERE IT IS MODERATE. FROM UPPER S-8 AND R0BL 94,
 THE FRACTURE CONTINUES OUTWARD AND REARWARD AT A 45 DEGREE ANGLE
 TO R0BL 98.58 AND UPPER S-7. THIS FRACTURE IS CLEAN OF VISIBLE SOOT.
 AT UPPER S-7 THE FRACTURE CONTINUES OUTBOARD 4 INCHES AND THEN
 PROCEEDS AGAIN AT A 45° ANGLE TO UPPER S-5 AND R0BL 100.6.
 THIS ~~FRACTURE~~ FRACTURE HAS VERY MINOR SOOTING, FROM THIS POINT THE FRACTURE
 CONTINUES IN A CIRCULAR PATH TO UPPER S-4 AND R0BL 103.6. THIS
~~IS A~~ FRACTURE LINE IS HEAVILY SOOTED. FROM THIS POINT, THE
 FRACTURE EXTENDS REARWARD TO THE REAR SPAR A R0BL 102.6.
 THIS FRACTURE LINE IS ALSO HEAVILY SOOTED. FROM THIS POINT
 THE FRACTURE TRANSFERS TO THE REAR SPAR AND RUNS ALONG
 THE TOP OF THE REAR SPAR FORWARD CAP STRIP AT THE INTERSECTION
 OF THE VERTICAL WEB BACK TO THE ~~ORIGINAL~~ ~~STARTING~~ STARTING
 POINT.

Over

2

THE OUTER 4' FORWARD RIGHT CORNER
OF THE TOP OF THE SKIN IS HEAVILY
SOOTED WITH THE SOOTING DISSIPATING
TOWARDS THE LEFT REAR SECTION.

VIEWING THE SKIN FROM THE BOTTOM:

THE FORWARD R.H. SIDE IS NOT SOOTED. ~~THE~~ SOOTING BEGINS
ON THE R.H. SIDE AT UPPER S-5 AND CONTINUES AFT TO THE
REAR SPAR. SOOTING IS HEAVIEST FROM UPPER S-5 AFT.
THIS HEAVY SOOTING DIMINISHES TOWARDS THE CENTER OF
THE PIECE BUT BEGINS TO GET HEAVIER AGAIN AT
RBBL 57 TOWARDS THE LEFT SIDE OF AIRCRAFT
WHERE IT IS EXTREMELY SOOTED. THIS HEAVILY SOOTED
AREA IS AT RBBL 11.0 FROM 20" INCHES FORWARD
OF THE REAR SPAR TOWARDS AFT.
FRACTURES OF THE RBBL 11.33 INTERCOSTAL SUPPORTS
LEFT ON THE SKIN ARE ALSO SOOTED.

Stephen F. Klupacz Sr
FAA 11-04-96 NO PHOTO

- 65800021 AERODYNAMIC SMOOTHNESS DIAGRAM
- 65800022 AIRCRAFT SKIN DIAGRAM
- 65800023 UPPER SKIN
- 65800024 LOWER SKIN
- 65800711 SEALING WORK - SECTION II
- 65800712 SEALING WORK - SECTION IZ
- 65811589 ALIGNMENT DIAGRAM
- 65825286 MARKING INSTL - MAINTENANCE
- 65830000 GAGE DATA - OUTBOARD WING FITTINGS
- 65830001 GAGE DATA - INBOARD WING FITTINGS
- 65830002 STRUCTURES, VARIABLE INSTL
- 65831378 FINISH & AERODYNAMIC SMOOTHNESS
- 65831707 JACKING INSTRUCTIONS - STRUCTURAL NETWORK
- 65831700 SPECIAL CORROSION PROTECTION APPLICATION
- 65831855 FLUID DRAIN PATH DIAGRAM
- DA-18120 LOFT LINES

- ↑ FWD. MEASUREMENT (SHEAR) LOCATION: LABEL 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000
- ↑ WATER DRAIN LOCATION: LABEL 1808 & 1800, MS1, 2100, 6439, 10328, 18226, 18817, 18831, 18184, 00 (DRY BAY ONLY)
- ↑ STRUCTURAL ATTACHMENT POINT.
- REMOVABLE PANEL OR DOOR.
- ***** SHEAR TIE BR
- ⊠ ACCESS PROVIDED THROUGH WITH PARALLEL-GIRTH WEBS, AT V5 HULLBOD APPLS WITH GROWTH ENGINES HAVE A REMOVABLE DOOR.
- ⊡ NON-STRUCTURAL DOOR
- ⊢ THIS AREA IS A DRY BAY WHEN CFB-50 OR JT9D-70 ENGINES ARE INSTALLED. DRAIN HOLES ARE REQUIRED WHEN DRY BAY IS INSTALLED.

TOP VIEW
 CENTER TANK
 TOP WING SKIN
 CW-403

