

UPPER SKIN PANEL - WING CENTER TANK

CW-105
C-188
GREEN

This section extends from the rear spar to S-18 and its inbd edge is at RBL 80. It is still attached to the upper portion of the fuselage that is heavily burnt. Portions of all the RH ends of the stringers remained attached. Portions of the RBL 98 floor beam also remained attached.

The fracture line running approx at RBL 80 is extremely jagged and the end of the panel and the attached stringers are bent upwards at a 45 degree angle starting at RBL 100. The stringer free flanges are buckled and fractured at RBL 100. The remaining sections of the floor beam are buckled and portions of the web, stiffeners, and chords are missing in local areas. The upper chords of the stub beam that attach to the BL 98 floor beam are buckled and bent aft. The stringer end splice fittings remain attached to the stringers and at most locations remain attached to the double plus chord. The inbd end of the stringer S-10 thru S-13 match the general deflection of the upper panel and are also bent fwd. The tension fitting at RBL 98 at both SWB1 and the Midspar remain attached on the upper and lower surfaces of the skin. A portion of both the midspar and SWB#1 remain attached to the upper skin near the side of body. The portion of SWB#1 is bent fwd at its inbd end and the portion of midspar is bent slightly aft.

There is heavy sooting and fire damage on the upper surface and some soot on the lower surface. See Fire and Explosion Group notes for further documentation.

Stephen F Klupach SA
FAA 12-05-96
R. Gradlitt JAM 12-5-96
Wm Stewart 12/5/96 BCFIMU
D. Appleby 12-6-96 TWA
SD GREEN 12-6-96 ALPA

RIGHT HAND WING UPPER SKIN

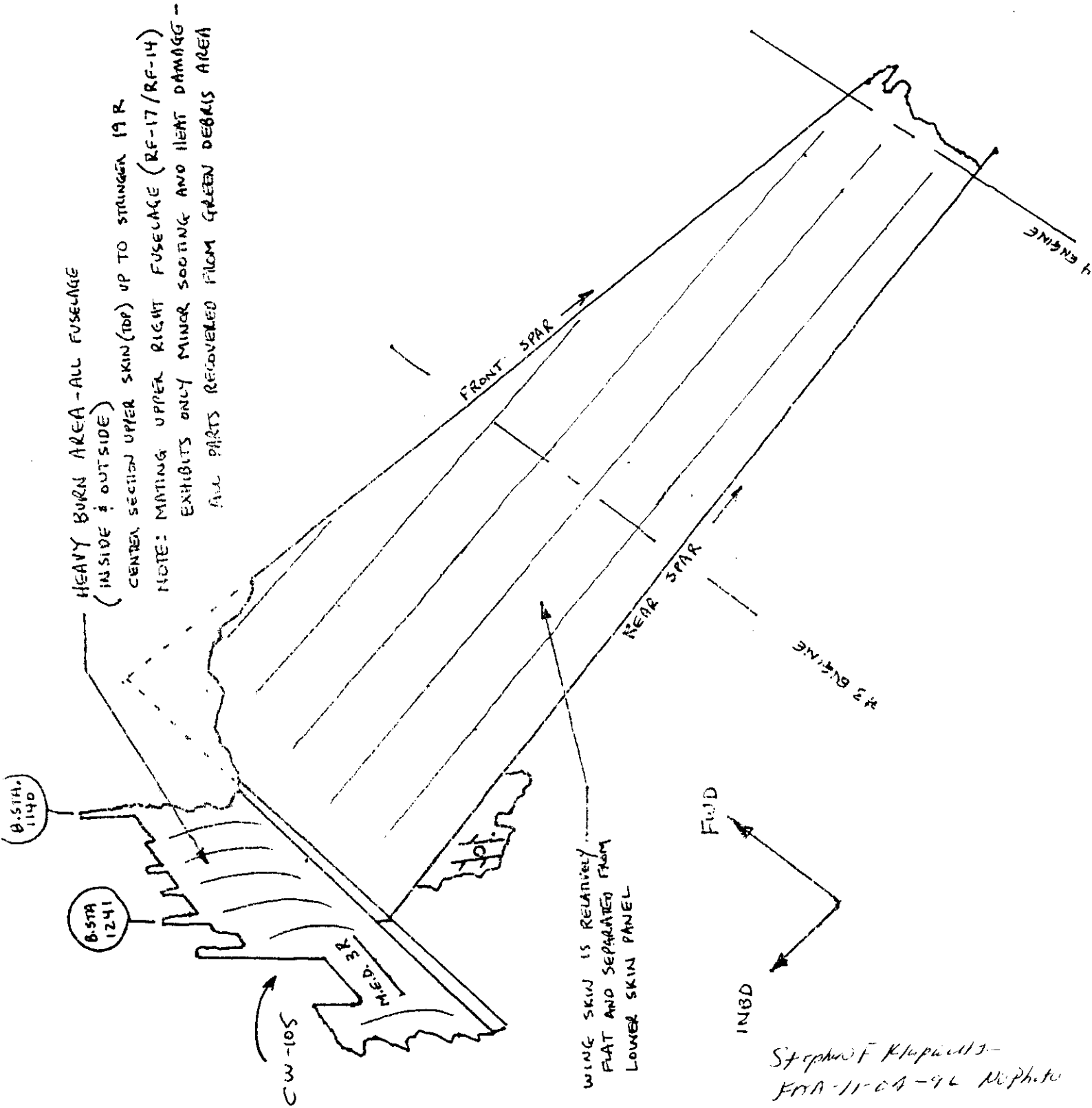
RW-8

C-183 GREEN DEBRIS AREA

40° 39' 50"

72° 37' 28"

8/7/96



HEAVY BURN AREA - ALL FUSELAGE
(INSIDE & OUTSIDE)

CENTER SECTION UPPER SKIN (TOP) UP TO STRINGER 19 R.

NOTE: MOTTING UPPER RIGHT FUSELAGE (RF-17/RF-14)

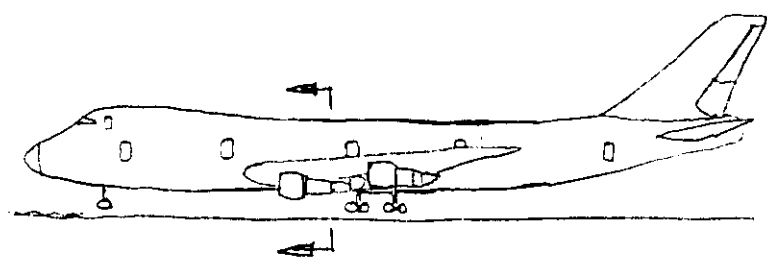
EXHIBITS ONLY MINOR SOOTING AND HEAT DAMAGE -

ALL PARTS RECOVERED FROM GREEN DEBRIS AREA

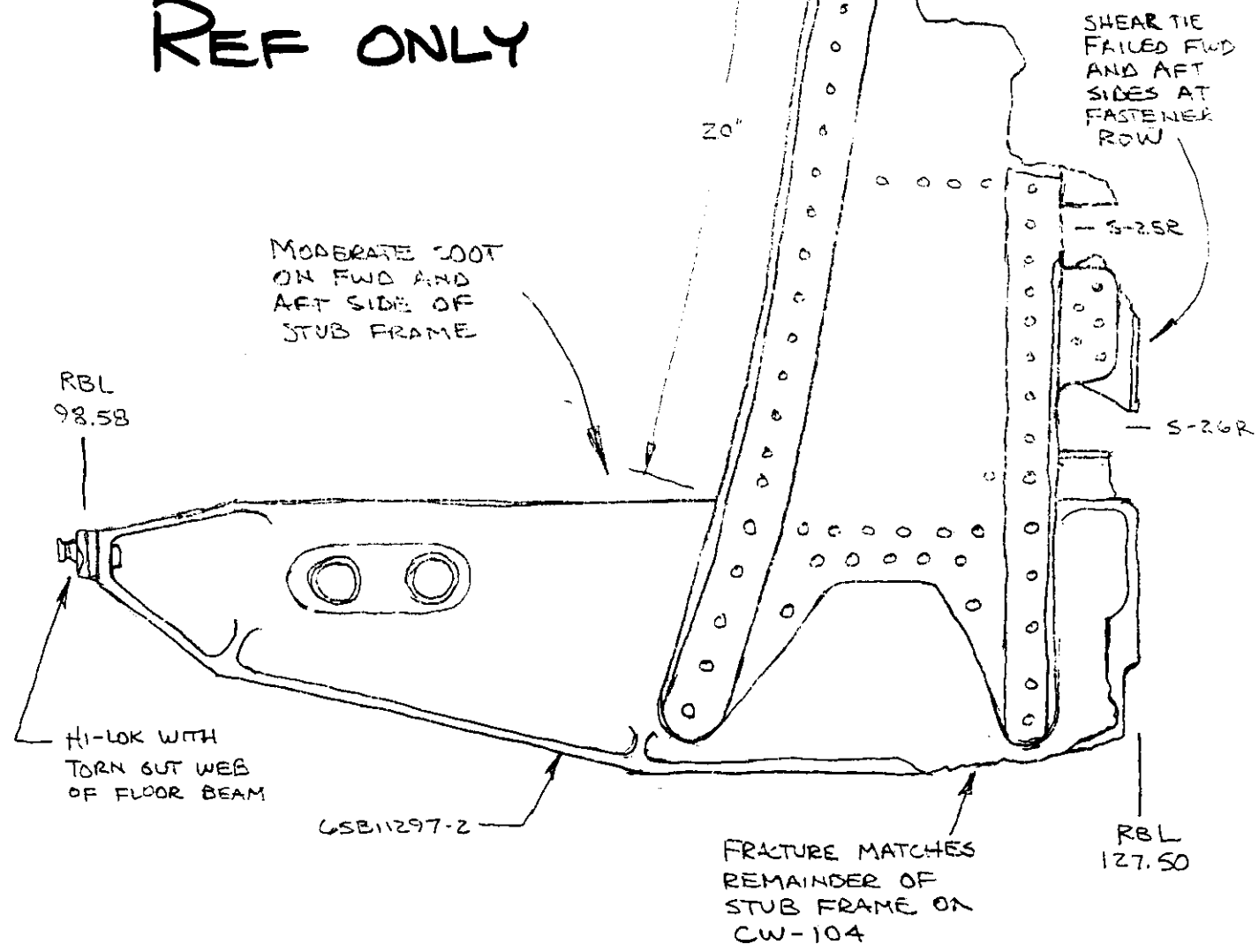
WING SKIN IS RELATIVELY
FLAT AND SEPARATED FROM
LOWER SKIN PANEL

Stephen F. Klupnick -
FRA-11-6A-96 NUPHOTO

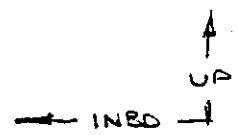
RF-76
Z-2526
GREEN DEBRIS FIELD



REF ONLY



RIGHT STUB FRAME
STA 1060



Walter Stuyart
9/1/86

NOTE: EVEN THOUGH PART IS MODERATELY SOOTED, IT IS CLEAN IN COMPARISON TO ADJACENT UPPER WING PANEL CW-104

Stuyart F. K. 1/1/86
FMA 11-09 96 NO PA. 10

REFERENCE ONLY

LF-68
Z-3100
GREEN TAG

REMAINING SKIN MATCHES
FRACTURE ON LF38
(NOTE: NO SOOT ON LF38)



STA 1060 STUB FRAME

L.H. SIDE

↑

UP

← INBD

Stephen F. Klapp, H-1
FAA 11-07-96 no photo

W. Stuygaut 7/16/96

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