

CW-135

Z3211 Green Tag (9-30-96-1)

Center Wing Section Upper Skin Panel

Panel extends forward from rear spar to span-wise beam #1, and from LBL 98.6 inboard to about LBL 5. The panel is curved about an axis that is parallel to LBL lines, with the upper surface of the panel on the convex side (upper surface tension/ stringer side in compression): When placed on a flat floor, with the interior side down and CAT-A-LAC coating on top, the middle bay between LBL 34 and 57.5 is approximately 12 inches above the floor.

The skin attachment flanges of the fore-aft chords at LBL 98.6, 75.9, 57.5, 34, and 11.3 on the upper surface of the panel remain. Segments of the vertical flange are missing, with fracture at the base flange radius (vertical flange on LBL 98.6 is mostly gone).

Wing stringers on the lower surface of the panel are entirely gone. Most of the stringer fastener holes located in the skin contain fastener shanks, fractured at the surface of the panel (shear failure). A small percentage of fasteners are missing entirely with no hole elongation. A few fasteners remain that have fractures that are at an angle to the fastener shank direction.

Fracture around the periphery of the part is jagged, and is free of pre-existing cracking. In one region, the fracture extends through the fastener line that is used to connect the span-wise beam, between LBL 34 to 11.3.

Interior surface of panel has varying intensities of sooting, including surfaces where stringers had previously been attached. The intensity is most severe along the 12-inch edge along the inboard edge of the panel. Exterior CAT-A-LAC coating is darkened / sooted over surface. Intensity of soot varies.

SD GREEN 11/21/96 ALPA

Stephen F. Klapperton

FAA - 11-07-96

W. M. H. 11-22-96

C. G. H. 11-28-96 IAM

L. Thomson

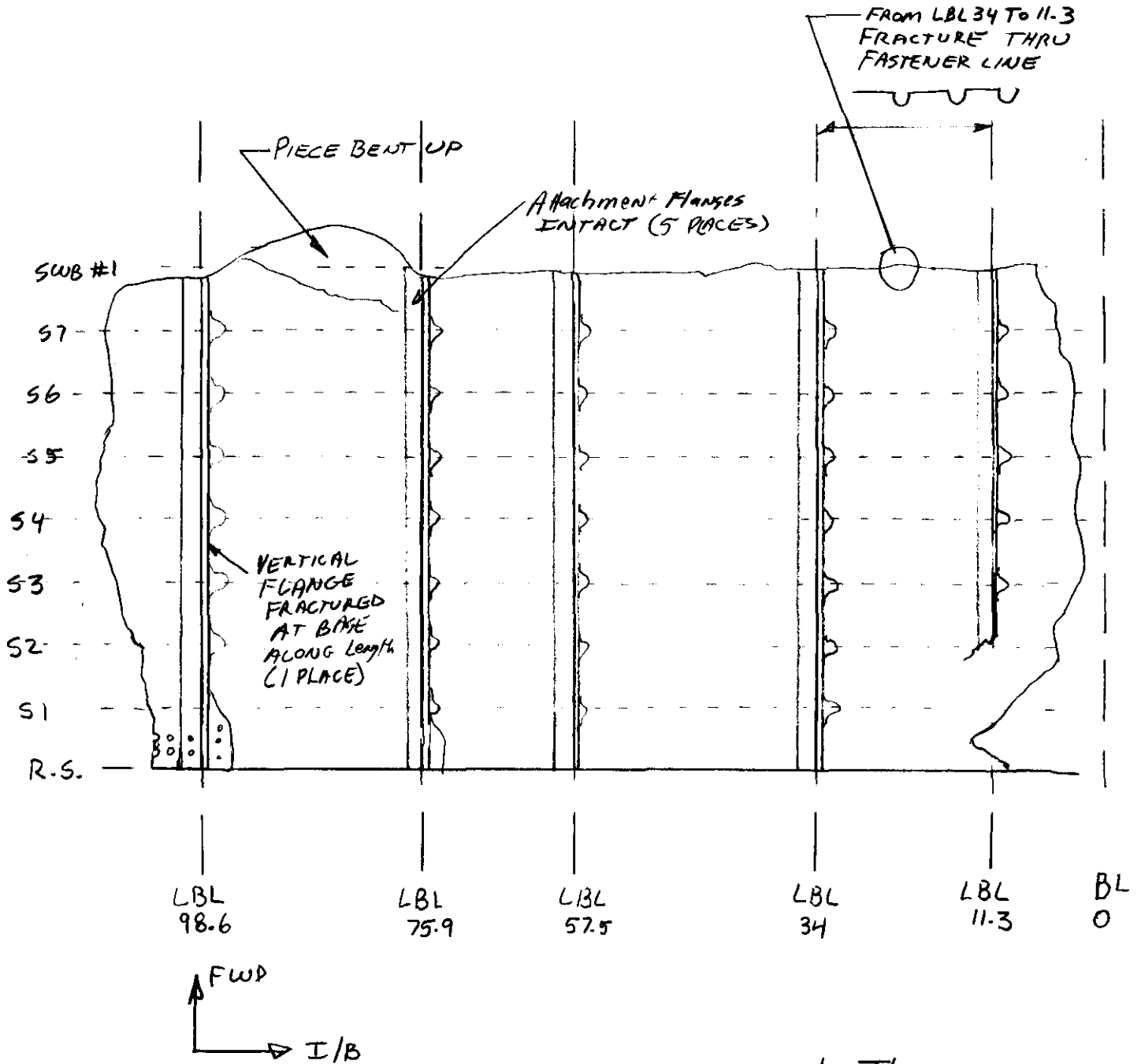
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CENTER SECTION UPPER SKIN PANEL



Stephen F. Klapac II Jr.
FMA-11-CA-96 UC Photo

L Thomson
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