

WING CENTER SECTION - SPANWISE BEAM # 2

CW-701
C-874
GREEN

This portion of SWB#2 extends from the right hand S.O.B. rib to the stiffener at RBL 98.5 and from near the upper chord to approx 25" above the ~~lower~~^{lower} chord. It contains a portion of the stiffener at RBL 98.5, 106, and 112.4. It also contains the upper 24" of the stiffener that attaches SWB#2 to the S.O.B. rib.

This portion of web and stiffener is heavily distorted and bent and has multiple folds creating a section that is 16" wide (originally 30" wide). The lower portion of this segment is generally bent outbd. The upper 6" of the SOB rib stiffener remains attached to the SWB web and 25" of the stiffener flange that attaches to the SOB rib remains with a 8" x 27" portion of rib web still attached. 36" of the stiffener to SWB#2 web attach flange is separated from the SWB#2 web and the fasteners in the stiffener indicate fastener shear failures. There is a soot shadow outline of this stiffener on the web. The three vertical SWB stiffeners are fractured vertically thru the web of the stiffener. The horizontal stiffeners in the outbd web bay remain attached to the web but are bent where the web is folded back on itself. A portion of the fuel vent tube remained in the web cutout but has been cut out by the NTSB.

There are spike tooth fractures evident in this part. Refer to the metallurgical report for complete details.

See the fire and explosion group report for documentation on soot patterns.

SD GREEN ALPA

12-06-96

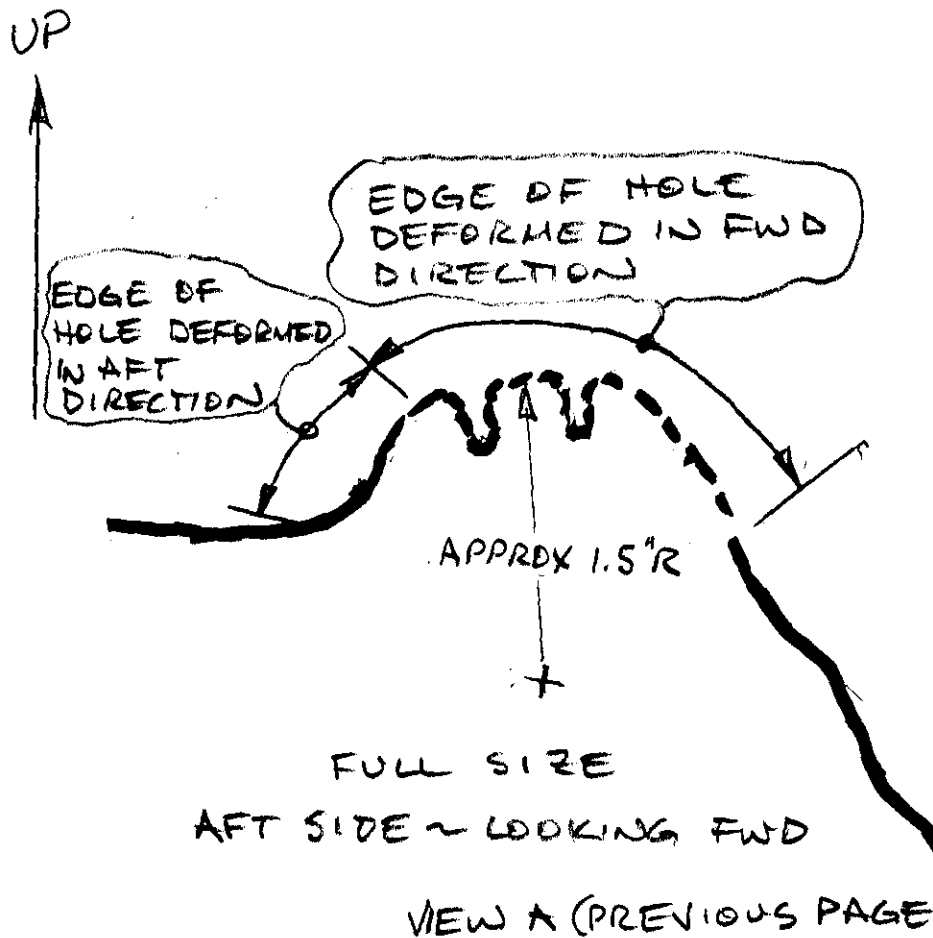
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AA Renner BOEING 12/12/96

SWB # 2 WEB SEGMENT

SUPPLEMENT TO CW-701 WRITEUP



A. REIMER
4/10/97

THIS DETAIL IS PART OF CW-701 AT THE LWR OUTBD EDGE OF THE "CURTAINED" AREA. ALL AROUND THIS DETAIL THERE IS SEVERE DISTORTION.

Blondschick TAM 3/24/97

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FMA-01-09 97

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4-2-97