



LW-11  
C-884 Green Tag

Lower Wing Skin Lower Side

This skin panel extends from WS 1028 to 670, and from front spar to mid-span. The panel is severely curved, with the exterior side on the concave side (out-of-plane deformation at panel mid-length is approximately 7 feet normal to the skin).

The exterior side of the skin is sooted, with varying intensity (dark intensity soot over O/B 50% of panel length). Interior surface is free from soot.

Stiffeners 11, 12, 13, 14 are missing entirely. The majority (~70%) of the holes are filled with fasteners, fractured flush at the interior surface (shear). Remaining holes are empty, with no hole elongation. Shear witness marks, caused by scraping fastener heads, exist on some stringer 13 fastener locations, oriented in a roughly 45-deg direction (measured counterclockwise from an outward stiffener span direction).

The skin-splice stringer # 15 is mostly intact with all attach flange fasteners in place. The stringer web is fractured at base over 80-in length at I/B end of panel, with curvature in this region going aft and I/B (opposite direction of the skin curvature). Stringer web and flange are fractured in 3 other places. Regions of stringer 15 web and cap are distorted in a wave-form / rotation modes (similar in shape to stringer flange crippling deformations).

Portions of the mid spar chord attach flanges are attached. Areas where the chord and associated fasteners are missing have elongated holes, oriented at +/- angles relative to mid-spar direction.

Stringers 16, 17, 18 are missing, except for 2 to 3 foot lengths of attach flange on each stringer. Holes are similar to those described above for other stiffeners. Front spar attachment flange attached along length.

Fractures free from soot.

REF. FILE FOR DETAIL.

*John L. Thomson* - BOEING  
L THOMSON  
10-3-96

*[Signature]* 11-11-96 - ALPA

*D. Santiago* - IAM  
11-5-96

*McKinney* - TWA  
10-13-96

- NTSB

*Lawrence* - FAA  
10-28-96

ADDITIONAL COMMENTS


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R.T. STETTNER

11-11-96


- 1) PANEL SPLICE "J" STRINGER AT STRINGER 15  
LOCATION PANEL SPLICE EXHIBITS SIGNS OF BUCKLING  
DEFORMATION COMPRESSIVE BENDING AT VARIOUS LOCATIONS BETWEEN  
WING STATIONS 834 TO 944.

 - ACDA  
12-6-96

TRUCKING  
TWA 12-6-96

Dennis Santiago IAM  
12-6-96

Tom Todaro  
FAA 12-6-96

  
BOEING 6 DEC 96

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