

LW-4

C-2293 Green Tag

Left wing lower surface, extending from SOB to WS 670, Aft End of Wing Skin.

This part adjoins LW-3.

The panel includes exterior skin, some of stringers 1 to 14, and some associated clips/strap pieces attached to the stringer caps. The end fittings are still attached to the skin. Stringers 1,2, 10, 11, 12, 13, 14 are fractured off of the skin near the side-of-body. Two of the stringers are attached to the skin over the majority of the panel length, and are fractured at high skin curvature locations. The two remaining stringers are attached at the end fitting at the inboard end, and not attached anywhere else. These stringers extend off the panel in convoluted shapes.

The panel itself is extremely deformed: It is bent more than 90 at two locations, with the axis of curvature perpendicular to the stringer direction. The bends are such that the skin is on the inside of the radius, and the stringers are on the outside. A portion of the skin (outboard 95" of panel, front spar-to-stringer 4) is bent close to 180 (back on itself).

Many fasteners used to attach the stringers to the skin panels are pulled out of the skin, leaving holes that are still round, with no significant deformation. Of the fasteners that failed, and still remain, many have fractures that are flush with the skin or stringer flange surface, where others have fractures that are angled across the width of the fastener shanks. Some fastener hole elongation was identified in the wing skin at the front spar interface.

Sooting was identified on the exterior surface of the panel. The darkness of the soot residue is most extreme at the interface along the side of body, as well as from wing station WS 470 to 670. A portion of the exterior surface at the inboard few feet of this panel, between stringers 1 and 4, exhibit a rough / blotched surface texture. In the blotched regions, the skin has been removed.

The access door, located closest to the SOB is ^(print?) gone, with the frame in place. A portion of the interior face sheet of the panel is still in place, and covers roughly 25% of the opening. The other inspection panel and frame are missing entirely.

STEPHEN J. KLUGER - FAA
10-10-96 [Signature] - NTSB
11-10-96 [Signature] - ALPA
11-5-96 D. Santiago - IAM
[Signature] 10/15 - TWA
[Signature] - BOEING
10-3-96

LW 4
C-2293

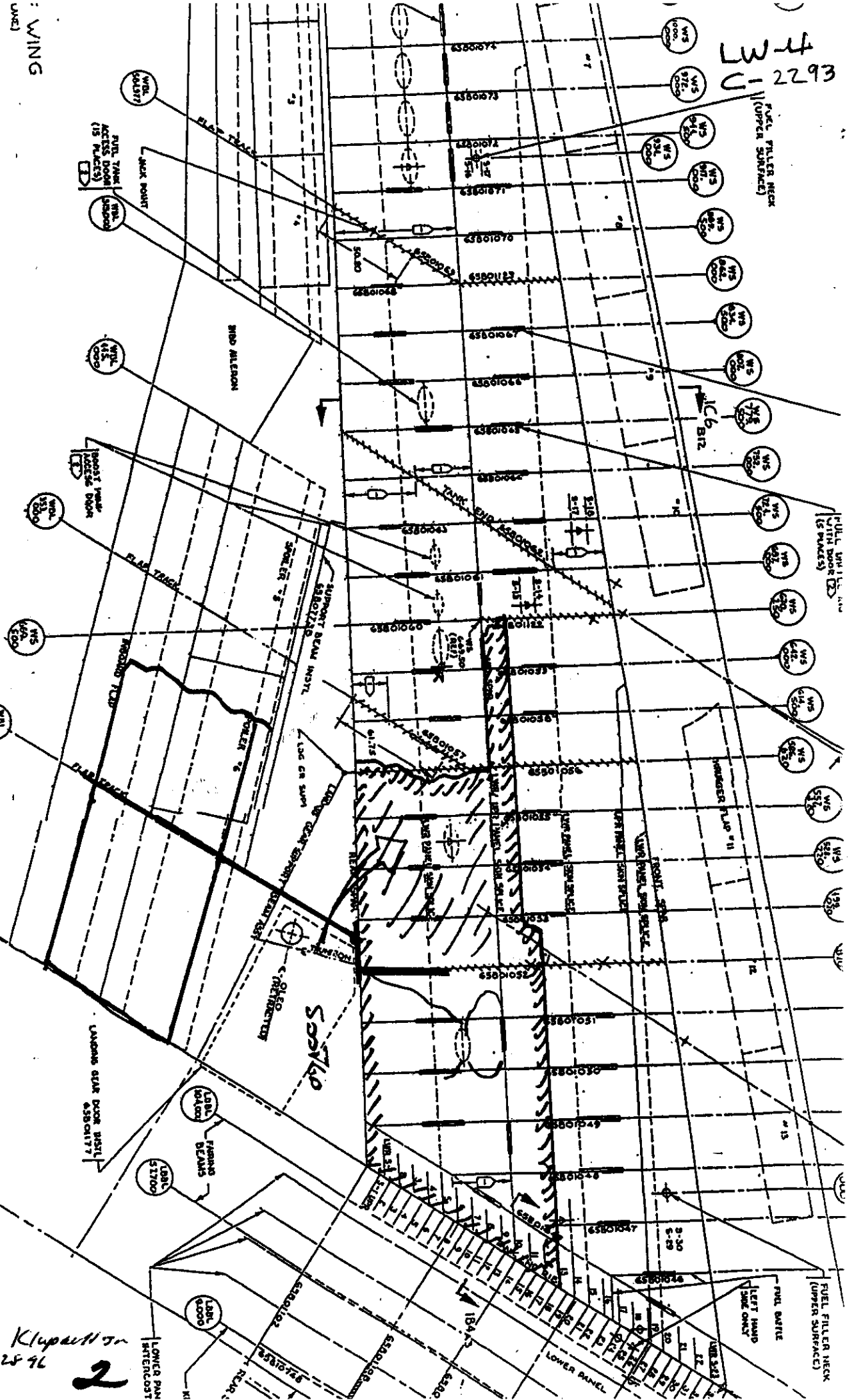
FUEL FILTER NECK
(UPPER SURFACE)

FUEL FILTER NECK
(WITH DOOR
(15 PLACES))

FUEL FILTER NECK
(UPPER SURFACE)

LEFT WING LOWER SKIN

WS 170-S.O.B.



WING

INTERSECTION MAP (SEE SECTION 184)

Stephen F. Kly...
FAA - 10-28-96
2

63500012

WS 184
04000

WS 1700
5700

WS 1700
5700

LOWER PLY
RIB/DOOR
6350002

WS 184
5700

WS 184
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WS 184
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