

SEE ADDITIONAL COMMENTS

LW-5 (Lower Skin, O/B Wing Tip)

LW-6 (Upper Skin, O/B Wing Tip)

Note: LW5 and LW6 are still attached via front spar web, and two in-box ribs

Pg 1 of 4

A2018 Red Tag (8-6-96-46) Request for coordinate and tag color verification made 9/30/96, based on the fact that the wing panels I/B of this location are from green tag area. Response noted that the tag was labeled and installed in the hanger, based on a secondary reference to source tag 208. Response included the following coordinates:

Lat: 40.38.35.90

Long: 72.38.29.90

Left hand main wing box from WS 1440 to WS 1548, including upper and lower skins, ribs, and some LE structure.

Includes ribs WS 1516, WS 1485

Front Spar web WS 1548³⁰ to WS 1440¹⁴⁰⁰ intact in this region, and remains essentially straight. The front spar is fractured and the skin panel bent down over the outboard 10 inches at WS 1548. *D. Orth 10/21/96*
LE Upper Panel and support including VCK flap position 1 inboard mechanism, torque tube, and other systems components.

Some dirt accumulation, but no signs of soot.

Section of tube (approx 2.5" Dia) spans between the two ribs near rear spar.

Lower skin stringers intact, with some deformation in flange in run-out area near wing tip. The outer 6 inches of the lower skin at the wing tip join are deformed downwards. The aft end of lower skin is deformed downwards.

Rear spar web is intact at WS 1488, with the web fractured off from WS 1520, outboard. The upper skin is fractured span-wise above the access doors. Partial remains of the upper stringers aft of this skin remain attached to chord-wise ribs.

The upper fixed leading edge panel is fractured in several parts, with aprox 50% missing over the front spar length. The lower surface fixed LE panel is intact over 50% of the length. The Variable Camber Krueger and (VCK) flap panel is missing. Much of the linkages remain, yet fractured. A 5 foot section of fixed LE bull-nose is intact, with deformation downwards at I/B end. TAI duct is in place, and is deformed downwards at both ends.

MD 11-10-96 ALPA
11-5-96 D. Orth IAM
10-2-96 TWA
10-2-96 BOEING
10-2-96 NTSB
10-28-96 FAA

Pg 2 of 4

Left wing tip (identified as tag Red A2018, FBI lot number 8-6-96-46, log numbers LW-5 and LW-6) appears to have been mis-tagged. Because this item received a 2000 series tag, it was tagged in the hangar at Calverton. However, it was referenced against a source tag A208, which was recovered by a mobile dive boat (EOD-4). All red tags received in lot number -46 were recovered by mobile dive boats. The wing tip section in question was too big to be retrieved by a mobile boat.

Substantial portions of the left fuselage arrived at the hangar in the same FBI lot number (8-6-96-46), recorded as the following:

- tag C146, FBI lot number 8-6-96-46, log number LF27b
- tag C147, FBI lot number 8-6-96-46, log number LF28b
- tag C148, FBI lot number 8-6-96-46, log number LF48
- tag C149, FBI lot number 8-6-96-46, log number LF27
- tag C154, FBI lot number 8-6-96-46, log number LF28a
- tag C139, FBI lot number 8-6-96-46, log number 13b
- tag C155, FBI lot number 8-6-96-46, no log number

The tag numbers of these five pieces indicates that they were tagged on the boat, and they represent good lat / long information.

All these pieces have the same lat/long:

40 39 47.00

72 37 27.90

The wing tip should have been referenced against any of the following source tags.

Following this logic, it is proposed that the left wing tip be re-tagged with a 2000 series green tag. This would indicate that the piece was tagged in the hangar. Formal procedures are in place to document this tag change. Tag C146 will be used as a source tag to provide a reference location.

10/16/96

Leuzinger 10-28-96 (FAR)

ADDITIONAL COMMENTS

Pg 4 of 4

LWS-6

R.T. STETTNER

11-10-96

- 1) THE FRONT SPAR UPPER CHORD IS SEPERATED FROM THE WEB INBOARD OF FSSD 1481.0
- 2) THE UPPER PORTION OF THE FRONT SPAR WEB IS BUCKLED IN 5 PLACES STARTING AT FSSD 1481 INBOARD. LOCATION OF BUCKLES: 1481, 1475, 1462, 1456 AND A VERY MINOR ONE AT 1440.
- 3) THE FRONT SPAR, WHEN VIEWED FROM AN INBOARD POSITION, EXHIBITS A CLOCKWISE ROTATION (TWIST) STARTING AT FSSD 1481 TOWARDS FSSD 1440.
- 4) RIB STRUCTURES FORWARD OF THE FRONT SPAR AT STATIONS FSSD 1446 AND 1461 BOTH SHOW OUTWARD DEFLECTIONS IN THEIR RESPECTIVE UPPER HALVES, THEY ARE ALSO FRACTURED AWAY FROM THE FRONT SPAR AT THESE LOCATIONS.

Dennis Hastings IAA Tom Todman
12-6-96 FAA 12-6-96

D. O'Neil
BOEING 6 DEC 96

Neil Scoville - TWA
12-4-96 (3)

12-6-96

4