

RW-3

C-185 GREEN TAG

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

LOWER SURFACE RIGHT WING SKIN PANEL, EXTENDING FROM
RBL 75 IN THE CENTER TANK TO JUST PAST ENGINE #4

THE PANEL INCLUDES EXTERIOR SKIN, STRINGERS, SEGMENTS OF FRONT AND REAR SPARS, SOME RIB SEGMENTS, AND SOME PIECES OF ENGINE SUPPORT COMPONENTS.

FOR EASE OF HANDLING DURING SALVAGE AND FOR RECONSTRUCTION PURPOSES, THE PANEL WAS CUT JUST OUTBOARD OF THE SIDE-OF-BODY RIB FROM FRONT TO REAR SPAR, AND FROM FRONT TO REAR SPAR AT APPROXIMATELY WING STATION 600. (SEE CENTER WING TANK DOCUMENTATION FOR DESCRIPTION OF THE INBOARD-MOST PANEL SEGMENT.) THE PANEL SECTION OUTBOARD FROM THE S-O-B CUT HAS A SPANWISE WAVE, STARTING FROM AN 80 INCH UPWARD DISPLACEMENT AT THE CUT, WAVING DOWN THEN BACK UP TO A 40 INCH HEIGHT, THEN DOWN THEN BACK UP TO ABOUT 30 INCH HEIGHT, THEN BACK TO FLOOR LEVEL AT THE OUTBOARD END. ALL DISPLACEMENTS ARE RELATIVE TO THE HANGAR FLOOR ON WHICH THE PANEL IS LYING.

MOST STRINGERS ARE STILL ATTACHED TO THE PANEL OVER SOME PART OF THEIR LENGTH BUT ARE BROKEN AND CURLED AND SEPARATED FROM THE PANEL IN VARYING MODES. MOST SHOW ATTACHMENT FASTENER SHEAR OR TENSION FAILURE AND FOLLOW THE GENERAL WAVE OF THE PANEL.

SHORT LENGTHS OF RIB STRUCTURE ARE STILL ATTACHED, AT THE REAR SPAR AT WS 586 AND WBL 822, AND AT THE FRONT SPAR AT WS 1141.

SEGMENTS OF FRONT SPAR REMAIN FROM WS 710 TO WS 880 AND FROM WS 1020 TO WS 1196. SEGMENTS OF REAR SPAR REMAIN FROM WS 582 TO WS 650 AND FROM WS 760 TO WS 1214. BOTH SPARS ARE GENERALLY BROKEN AND BENT IN SOME PLACES AND HAVE THE UPPER OR LOWER CHORD FLANGES BROKEN OFF AT SOME PLACES ALONG THEIR LENGTH. ALSO, EITHER THE HORIZONTAL OR BOTH FLANGES OF THE LOWER SPAR CHORD FROM BOTH FRONT AND REAR SPAR REMAIN ATTACHED ON THE WHOLE PANEL LENGTH.

THE OUTBOARD SPOILERS, #9, #10, #11, AND #12, AND THEIR ACTUATORS REMAIN ATTACHED TO THE REAR SPAR IN THE RETRACTED (SPOILERS DOWN) POSITION. THE SPOILERS ARE BADLY BURNED AND PART OR ALL OF THE SKINS OR HONEYCOMB CORE ARE MISSING FROM EACH PANEL.

ENGINE STRUT ATTACH FITTINGS ARE ATTACHED AT BOTH FRONT AND REAR LOCATIONS FOR #4 ENGINE, AND PARTIAL FITTINGS FOR THE FRONT LOCATION AT #3 ENGINE ARE ATTACHED (SEE ENGINE STRUT ATTACHMENT SUMMARY.)

Daniel Santiago
11-26-96

D. ORTH - BOEING
10/26/96

See below FAA
10/29/96

SD GREEN ACRA
11/03/96

TMA 11/16/96
TWA PAGE 1 OF 2

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C-185 GREEN TAG

LOWER SURFACE RIGHT WING SKIN PANEL (CONT.)

AN ADDITIONAL FEATURE OF THIS PANEL IS PUNCTURE HOLES NOTED AT APPROXIMATELY WBL 150. THE HOLES WERE NOTED AT APPROXIMATELY STRINGER 23, 22, 20, 19, 18, 17, AND 1 LOCATIONS. OF THE TWO HOLES NOTED AT STR-17, ONE APPEARS TO HAVE A PIECE OF A SIDE-OF-BODY RIB STIFFENER IMBEDDED IN THE HOLE. BURN/SOOT PATTERNS ON THE LOWER, EXTERNAL SURFACE OF THE PANEL DO NOT CONTINUE ON THE FRACTURE FACES OF THE HOLES OR ON THE INSIDE/UPPER SURFACE OF THE PANEL AROUND THE HOLES. (NOTE THAT SOME OF THESE HOLES ARE ON THE INBOARD SIDE OF THE CUT NEAR THE S-O-B.)

D. ORTH - BOEING
10/26/96
FOR FILED FAA
10-24-96

PAGE 2 OF 2

SD GREEN ALP17
11/03/96

Dennis Lantieri
11-26-96

RW-3

R/H WINE LOWER SURFACE

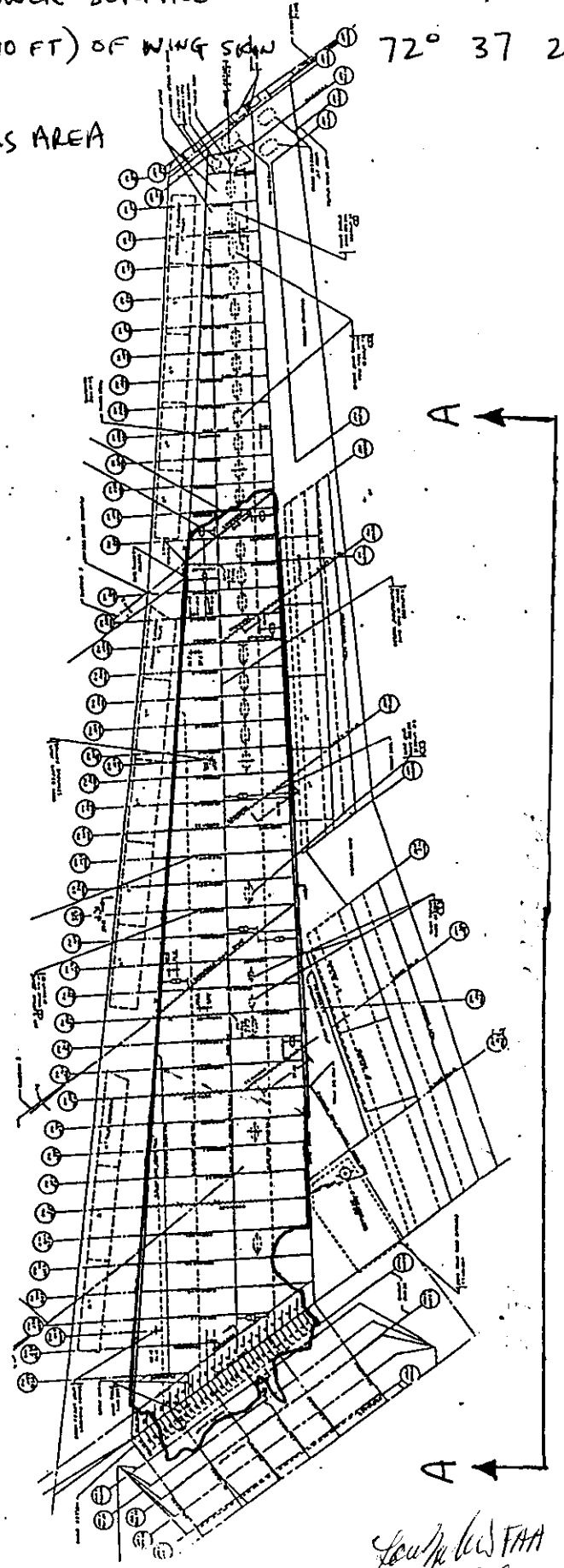
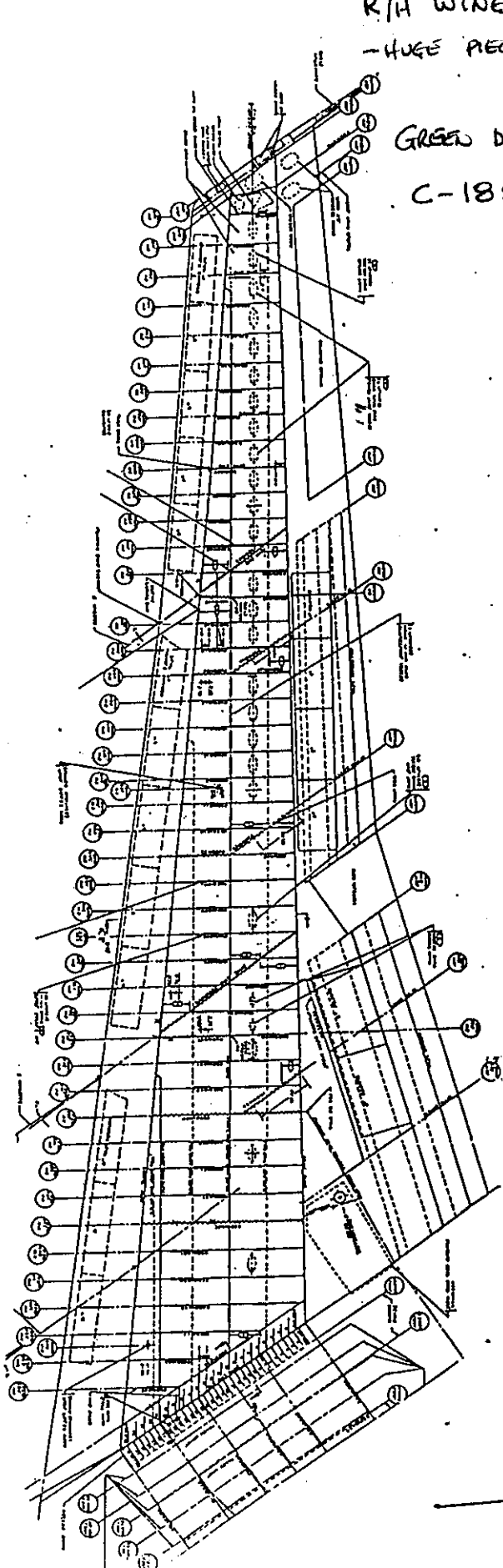
40° 39' 49"

- HUGE PIECE (90 FT) OF WING SKIN

72° 37' 28"

GREEN DEBRIS AREA

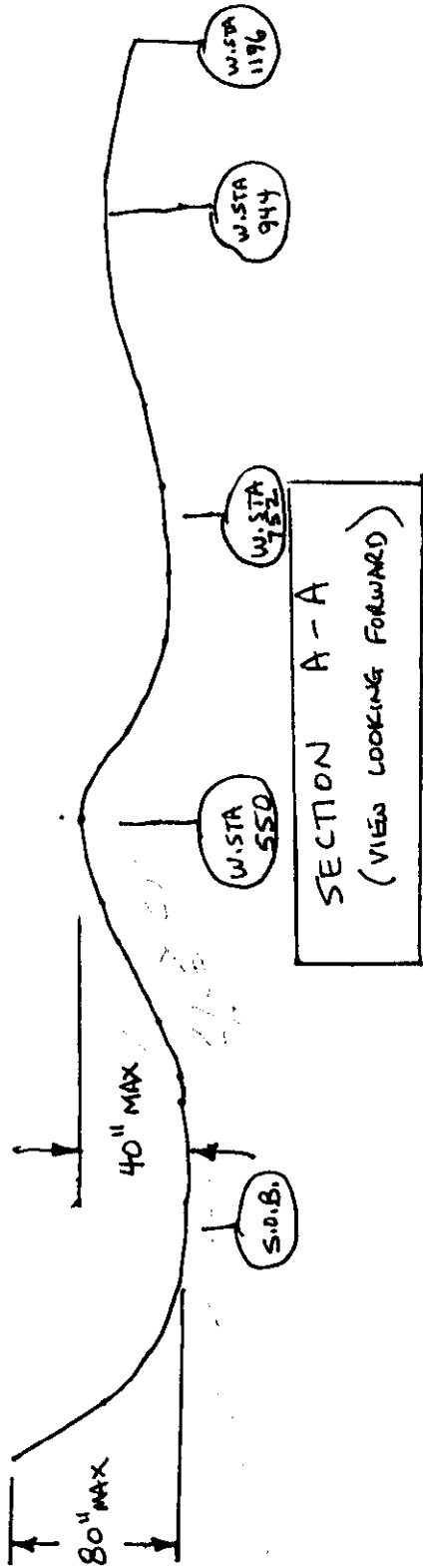
C-185



Lowell FAA
10-29-96

3

RW 3



THIS SECTION OF LOWER WING SKIN HAS A SPANWISE WAVY FEATURE AS SHOWN. THIS IS TYPICAL OF BOTH SKIN AND STRINGERS. CHORDWISE THE PANEL IS RELATIVELY FLAT. IT IS IMPORTANT TO NOTE THAT THE UPPER AND

LOWER SKIN/STRINGER ASSEMBLIES ARE SEPARATE. ALL SPARS AND RIBS HAVE FAILED AND SEPARATED, IN NO TYPICAL FASHION. ~~THIS IS ATTRIBUTED TO~~ THE U.S.S. GLIMP NEEDS TO SPLIT THE RH FUSELAGE/WING RECOVERED SECTION INTO SMALLER PIECES, IN THE INTEREST OF SAFETY. THERE FORG, AN INITIALLY HUGE PIECE BECAME 4 PIECES (RW-3 INBOARD AND OUTBOARD) AND OUTBOARD (OUTBOARD & OUTBOARD)

R. ~~REDA~~ - BOEING
 TWA 10-15-96 - TWA
 Steve Feltner - FAA
 10-29-96

SD SPEC - ALPA
 11-23-96
 Dennis Hartung I AM
 11-26-96
 - NTSB

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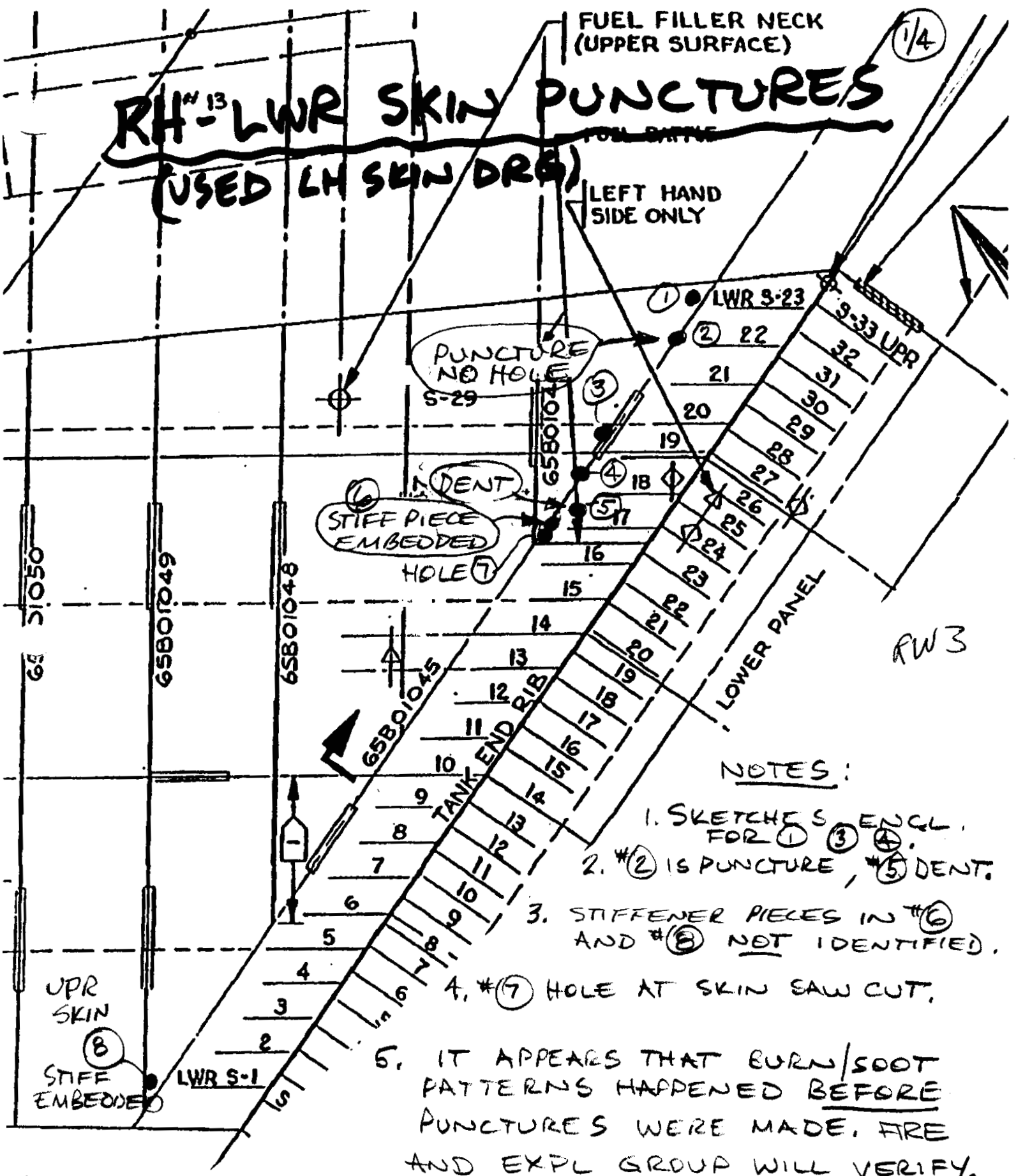
RH^{#13} LWR SKIN PUNCTURES

(USED LH SKIN DRG)

FUEL FILLER NECK
(UPPER SURFACE)

1/4

LEFT HAND
SIDE ONLY



NOTES:

1. SKETCHES ENCL. FOR ① ③ ④.
2. #② IS PUNCTURE, #⑤ DENT.
3. STIFFENER PIECES IN #⑥ AND #⑧ NOT IDENTIFIED.
4. #⑦ HOLE AT SKIN SAW CUT.
5. IT APPEARS THAT BURN/SOOT PATTERNS HAPPENED BEFORE PUNCTURES WERE MADE. FIRE AND EXPL GROUP WILL VERIFY.

A. REIMER 10/16/96

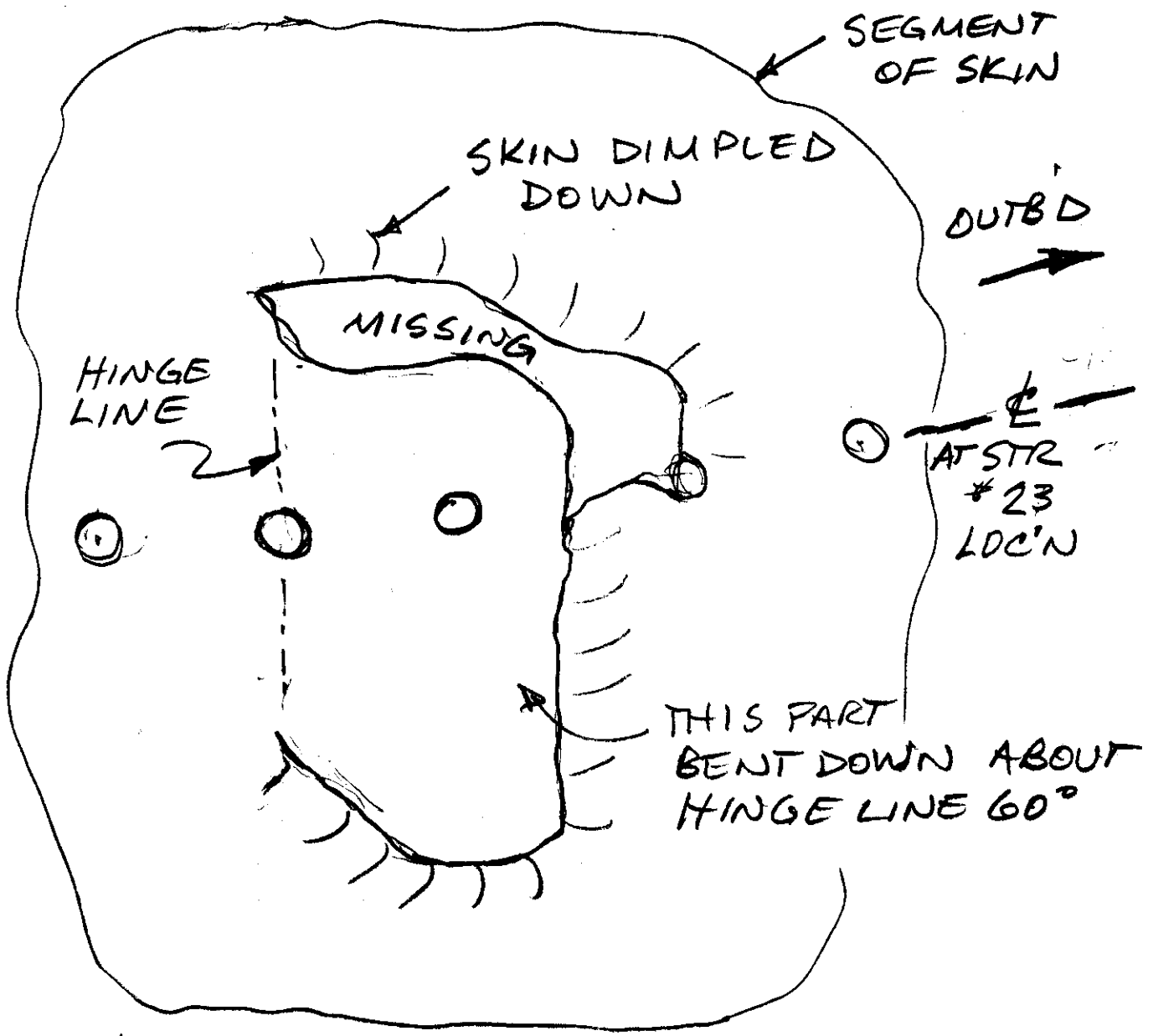
John [unclear] FAA
10/29/96

RH LOWER SKIN PUNCTURE

(2/4)

A. REIMER
10/16/96
Josephus FAA
10.29.96

HOLE # (1)



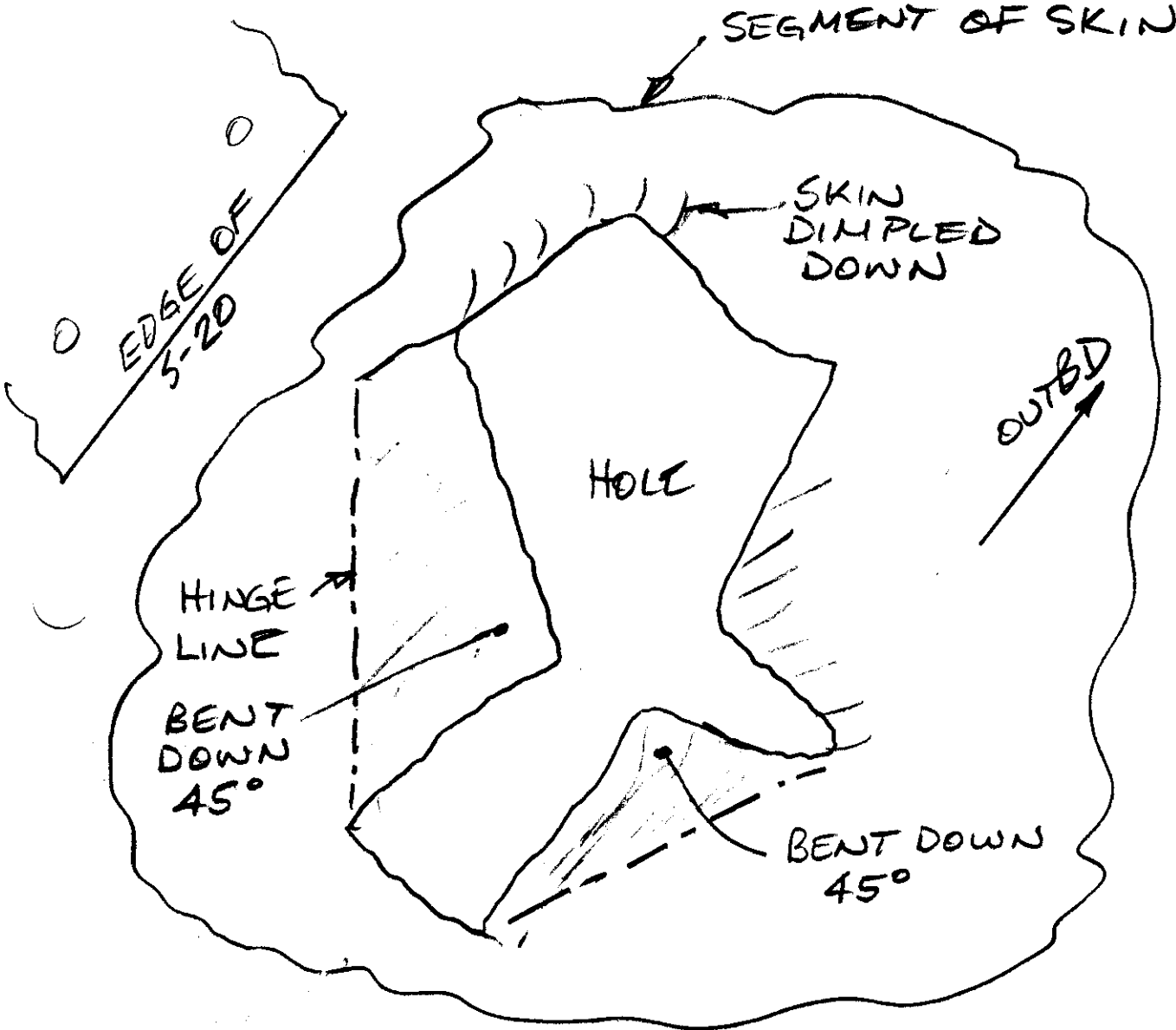
VIEW LOOKING DOWN ON LWR SKIN FROM INSIDE OF TANK #3.

3/4

RH LOWER SKIN PUNCTURE

HOLE #3

A. REIMER
10/16/96
for JPL/FAA
10.29.96

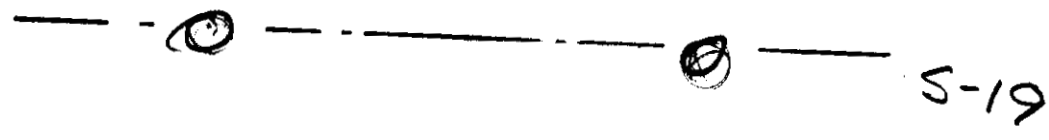


VIEW LOOKING DOWN ON INSIDE OF LWRSKIN

5-19

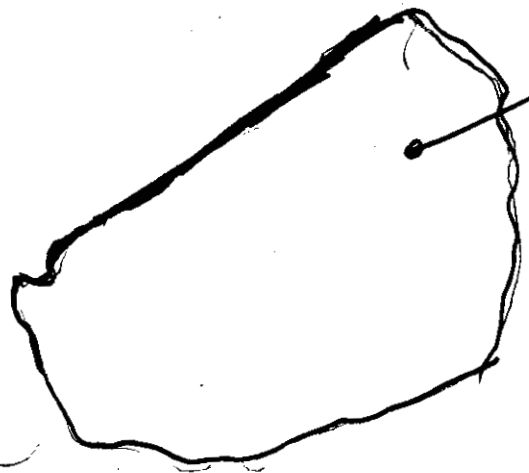
RH LOWER SKIN PUNCTURE

HOLE # 4



4/4

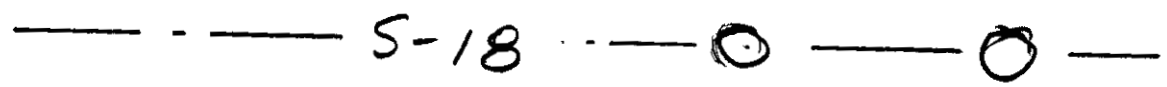
A. REIMER
10/16/96
L. J. J. F. A. A.
10.29.96
→
OUTB'D



HOLE,
NO
FOLD

→
OUTB'D

VIEW LOOKING DOWN ON
INSIDE OF LWR SKIN



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