

SEE ADDITIONAL COMMENTS

RW-4 (ATTACHED TO RW-1 TOP SKIN)

E2013

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SEE RW-1 FOR DESCRIPTION OF TOTAL PIECE.

LOWER SKIN (DESIGNATED AS RW-4) IS SEPARATED ALONG A LINE FROM THE REAR SPAR AT WS 1454, FORWARD TO APPROXIMATELY THE FRONT SPAR AT WS 1480, AND INBOARD ABOUT ONE STRINGER AFT OF THE FRONT SPAR, (THIS LINE MATES WITH RW-10) SEE ALSO J. TREIL NOTES OF 10/17/96 AND 10/15/96

D. ORTH - BOEING
10/24/96

YOUZUKI FAA
10-29-96

SD GREEN ALFA
11/03/96

Dennis Horticop IAM
11-26-96

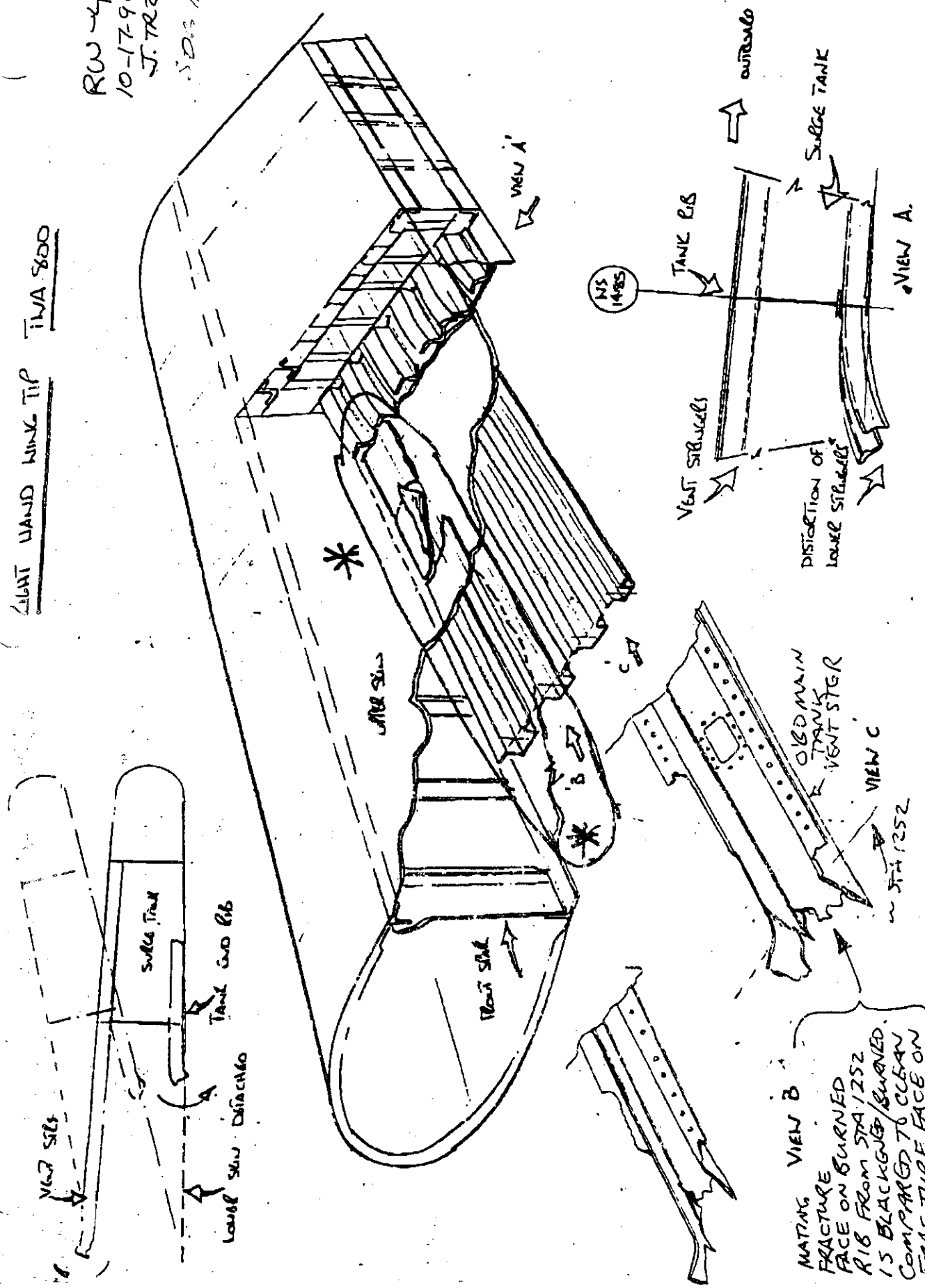
Neil Scovell
1-11-97

REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

LIGHT HAND MARK TIP TWA 800

RW 44
10-17-96 REV
J. TRZIL
SDS 11-03-70

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ANGEL FRACTURE FACE OF
 SEPARATION OF LOWER SKIN C/T STRINGER SPICE
 JUST AFT OF FRONT SPAR.

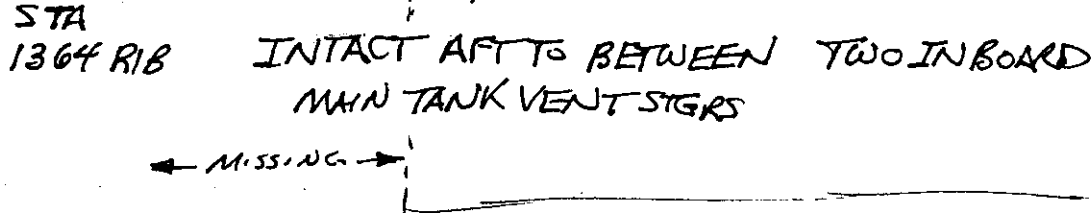
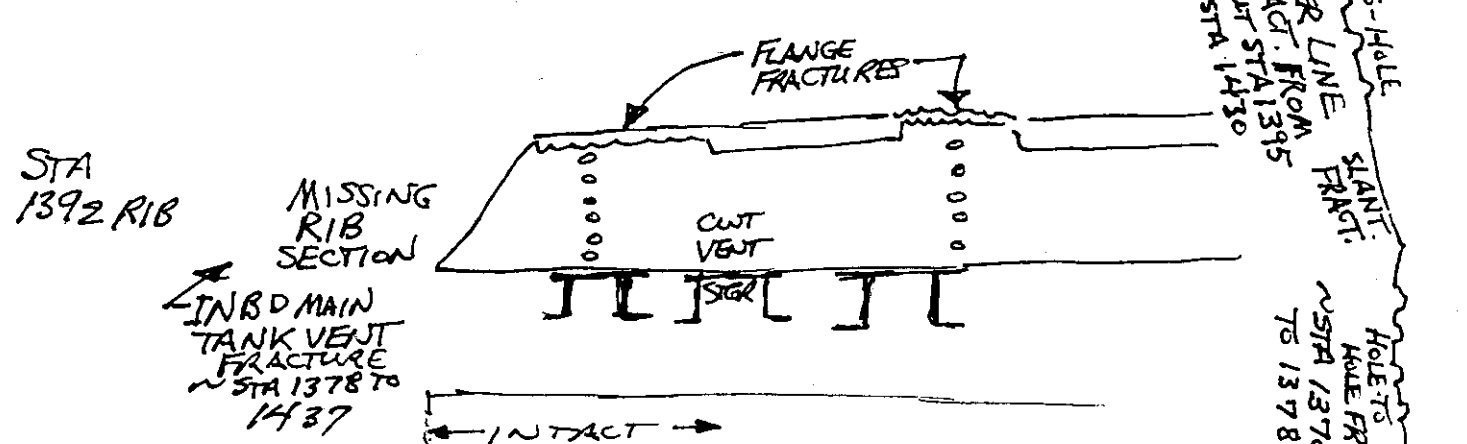
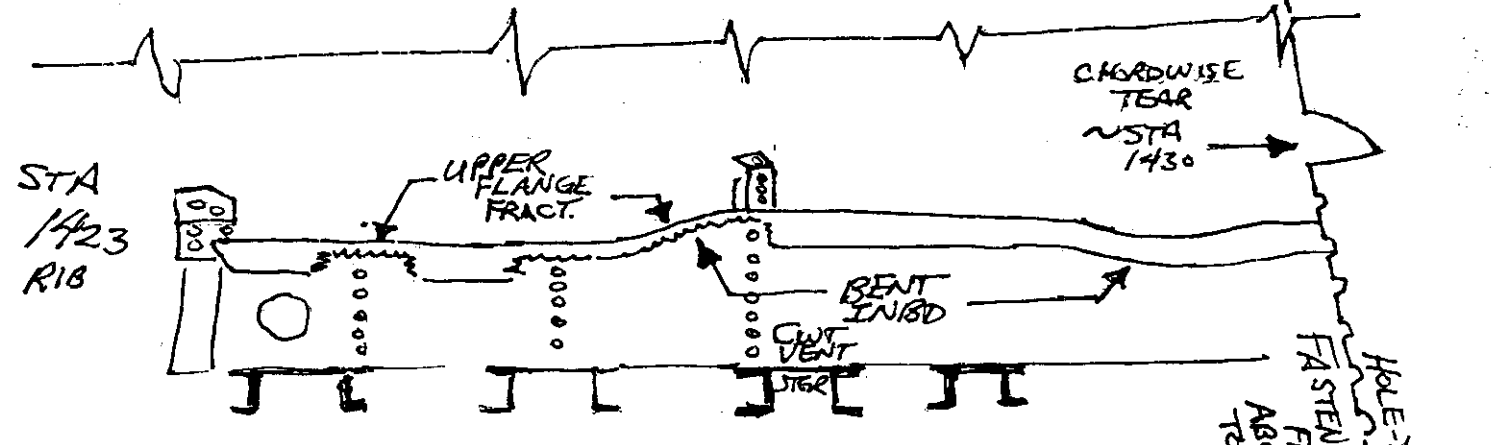
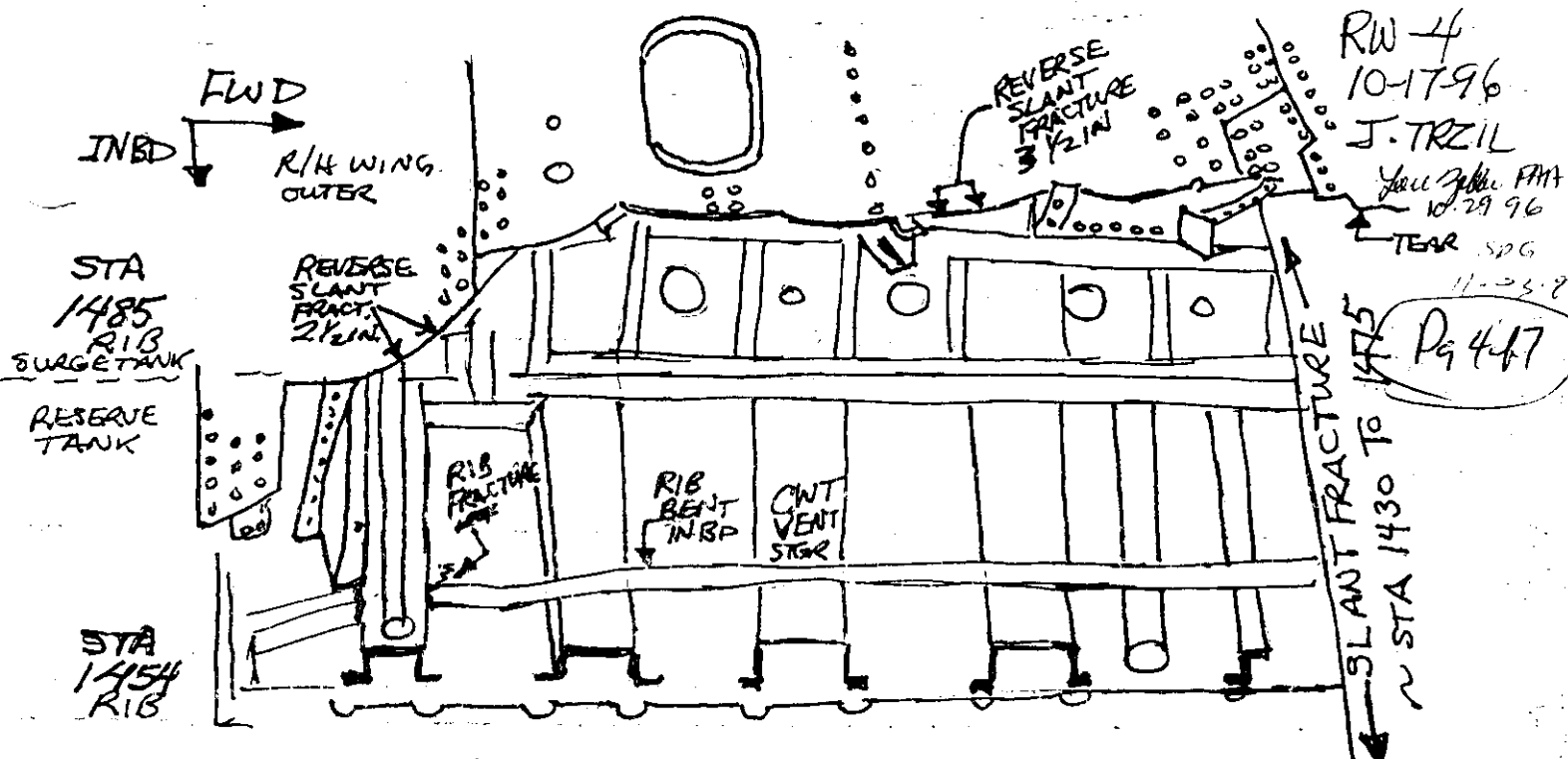
MATING VIEW B
 FRACTURE
 FACE ON BURNED
 RIB FROM STA 1252
 IS BLACKENED/BURNED.
 COMPARED TO CLEAN
 FRACTURE FACE ON
 RW4/RW1 VENT STRG.

J. TRZIL
 10/17/96
 Xerox of the PM
 10-29-96

W

RW 4
 10-17-96
 J. TRZIL
 You'll Public FMA
 10-29-96
 TEAR SDG
 11-23-96

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RW-4
10/15/96

J. TRZIL
Langley FAA
10-29-96

SAC 11-23-96

R/H WING TIP

RIGHT WING OUTBOARD MAIN TANK VENT STR
AND CENTER TANK VENT STR VIRTUALLY
CLEAN OF SCOTING* ON ^{EXTRUSION} INSIDE SURFACES ^{AND TANK INSIDE} AT SURFACES
STA 1280 TO 1252 [OF LENGTH INTACT WITH
{RW-1} O'BD MAIN FRACTURE IS JUST O'BD OF
W.S. 1252 AND CWT VENT STR FRACTURE ~1255*
IS ABOUT W.S. 1260

NOTE: * FWD VERTICAL FLANGE
EXTENDING INBOARD OF STA 1252
IS CLEAN ON RW-4/RW-1

MID SPAR AT STA 1210 RW-1/RW-4 FRACTURE
FACE IS CLEAN. [SEE RW-8 SCOTED FRACTURE FACE
MATING TO THIS]

* REFER TO FIRE AND EXPLOSION GROUP NOTES

RW-4 Additional Comments

1. Three fracture edges form three sides of an opening in the lower-skin near the tip.

Beginning at WS 1429, six inches aft of front spar, a lateral fracture runs outboard to WS 1474. From here, a longitudinal fracture proceeds aft 31 inches, where it then stair-steps 3 times to finally end at the inboard fracture of the aft spar.

All three fracture edges are bent downward, AWAY from the wing structure. This bend includes all of the surviving Z stringer inboard of WS 1485 (approx. 9 inches) - this Z stringer is located 22 inches aft of the front spar. (S-5)

2. ~~Both~~ The ribs at WS 1423 and WS 1454 show some compression deformation longitudinally.

RW-4 Additional Comments, cont.

3. ~~The fa S-1 is bent downward, away from the rib at WS 1454. The fasteners along the exposed lower chord of S-1 show a combination of tensile and inboard shear failure.~~

SO GREEN 11/03/96
ALPA

Tom Todaro
FAA 12-6-94

Neil Scoville - TWA
12-6-96

Dennis Santiago JAM
12-6-96

[Signature] - ALPA
12-6-96

D. Bell
BOEING 6 DEC 96