

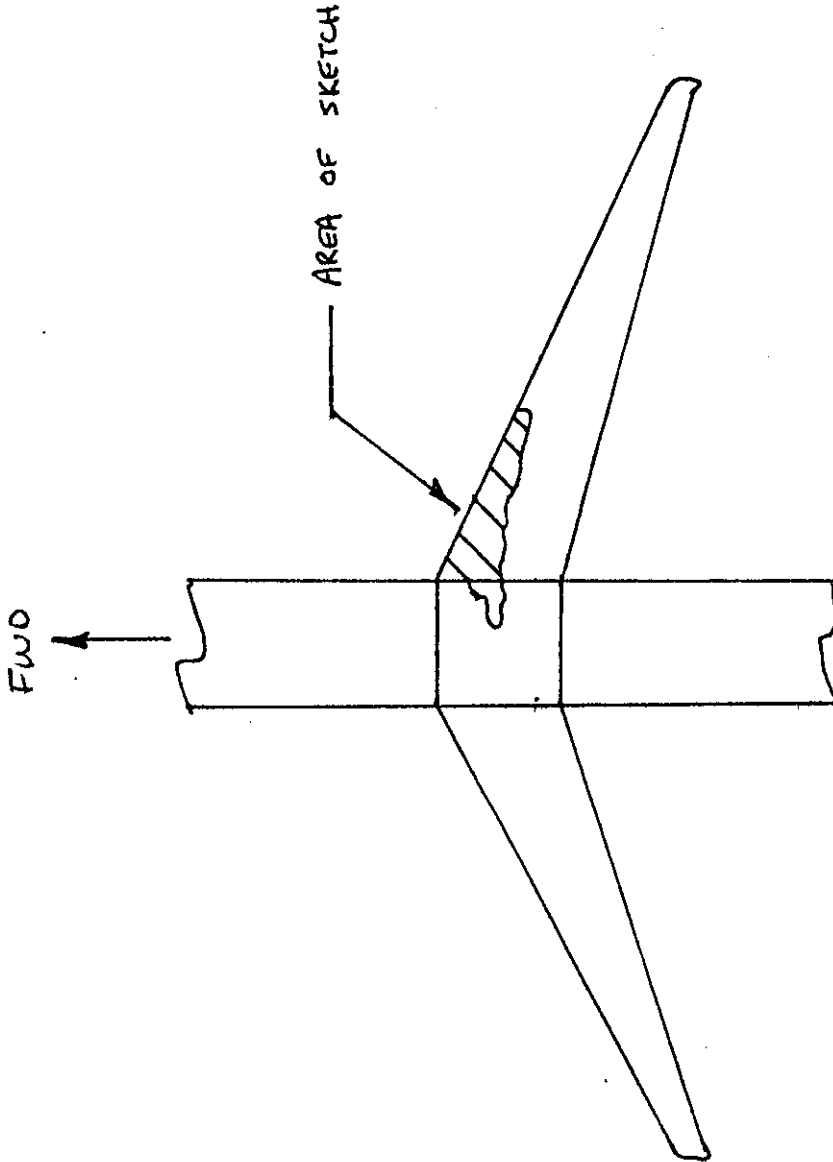
RW-7

BOOY (GREEN) TAG # C2151

40° 39 03

72° 38 32

PAGE 1 OF 2



REFER FIRE AND EXPLOSION GROUP NOTES FOR FIRE DAMAGE

Stephen F. Klepner Sr.  
FIA 10-24-76

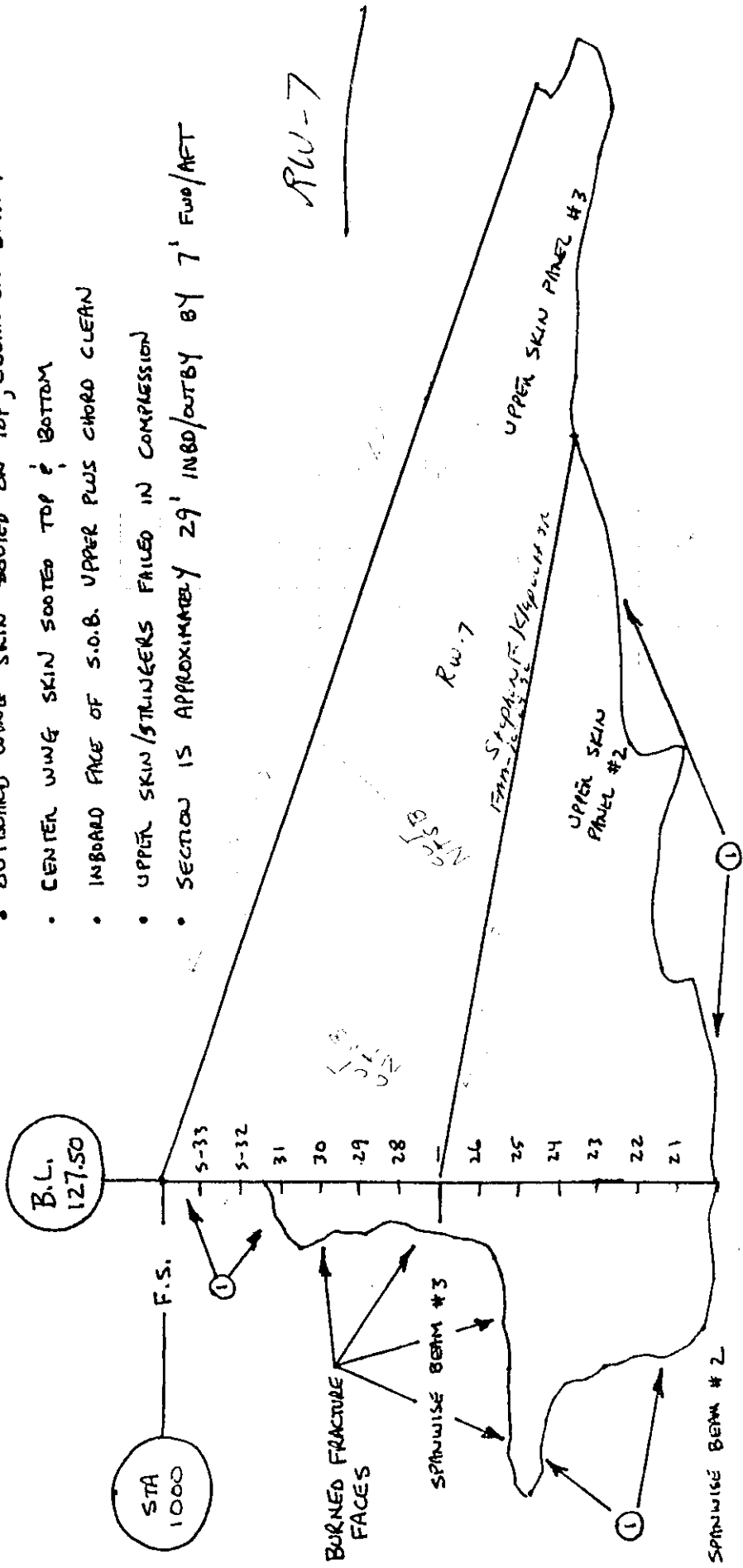
Dennis Santiago IAM  
11-26-90

1

NOTES

- OUTBOARD WING SKIN SCOTED ON TOP, CLEAN ON BOTTOM
- CENTER WING SKIN SCOTED TOP & BOTTOM
- INBOARD FACE OF S.O.B. UPPER PLUS CHORD CLEAN
- UPPER SKIN/STRINGERS FAILED IN COMPRESSION
- SECTION IS APPROXIMATELY 29' INBD/OUTBY BY 7' FWD/AFT

RW-7



VIEW OF RH WING UPPER SURFACE

① CLEAN FRACTURE FACES

R. H. ~~Just~~ - BOEING  
 Thickness - TWA  
 10-13-96  
 - FAA

SD GREEN - ALPA  
 11/03/96  
 Dennis Santiago - TAM  
 11-26-96  
 - N:SB

PAGE 2 OF 2

Stephen F. Kluppert Jr.  
 FAA 10 24-96

2

RW-7

GREEN TAG  
C 2151

10-16-96  
J. TRZIL

DBL PLUS CHORD - R/H FORWARD

FRACTURE FROM STGR 25 TO 32

SEPARATION OF VERT FLANGE @ STGR 30

ARC IN VERTICAL FLANGE OUTBOARD

APEX BETWEEN STGR 29

S.O.B. RIB STIFFENER SECTION ATTACHED

REF. 65B 11553 - 10 ANGLED

DOWN & OUTBD AT ABOUT 45 DEGREES

[AFTER PREVIOUS DAY LIFTING THIS SECTION UP SO THIS FLANGE DOES NOT AT THIS DATE REST ON MOCK UP STRUCTURE]

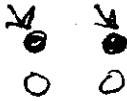
GAP IS ABOUT 2 INCHES FROM VERT FLANGE FRACTURE AT CHORD TO APEX. ALL "FRESH" CLEAN FRACTURES. GAP @ SPWB 3 IS ~ 1 IN.

1 FSTNR @ STIFFENER BELOW STGR 25



FRACTURED - SHEARED UPWARDS  
DOESN'T APPEAR TO BE PULLED THROUGH INBD

2 FSTNRS @ STIFFENER BELOW STGR 26



FRACTURED - SHEARED UPWARDS  
PULLED THRU ABOUT 1/8"

3 FASTNRS @ STIFFENER BELOW STGR 27



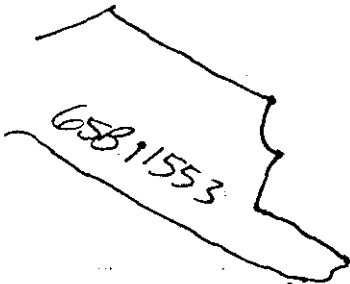
FRACTURED - SHEARED UPWARD:  
2 UPPER PULLED THRU ABOUT 1/8 - 3/16 IN.  
1 LWR ABOUT 1/16 IN.

4 FSTNRS @ STIFFENER BELOW STGR 31



1 LWR AFT FSTNR ~ 3/16" LONG  
O'BD SIDE BENT UPWARDS  
3 OTHERS PULLED INBD ~ 1/16 IN.  
MAX UPR AFT

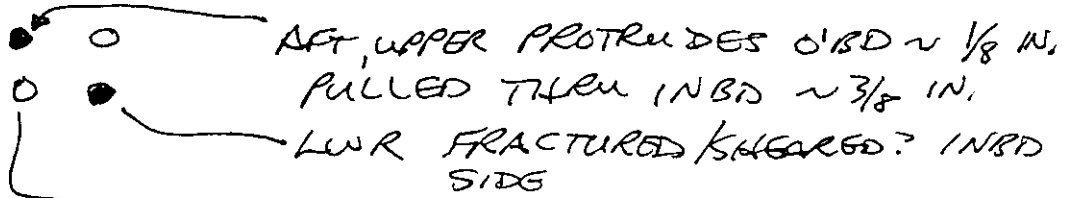
SPANWISE BEAM  
NO. 3 ATTACHED  
@ STGR 28  
& SHOWS  
CLEAN FRACTURE  
AT THAT PT. &  
IS OTHERWISE  
BENT FWD  
(WEB REMNANT)



END BENT  
O'BD/UP  
FAIRLY  
STRAIGHT

HOLES  
DEFORMED  
UPWARDS

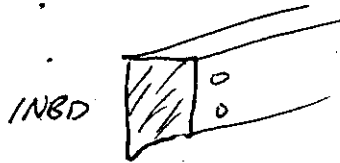
2 ~~ST~~ FSTNRS @ STIFFENER BELOW STR 33



ELONGATED FWD ABOUT 4 O'CLOCK

UPR HOLE, FWD ELONGATED 10 O'CLOCK TO 4 O'CLOCK

"SHEAR" LIPS PRESENT ON INBD SIDE OF DBL PLUS CHORD VERT FLANGE FRACTURE COINCIDENT WITH STIFFENER ATTACHMENTS



GENERAL SENSE IS FRACTURE RUNNING AWAY FROM APEX AREA (INFLUENCED BY SPWB NO. 3?) AND MOVING OUTBOARD. FRACTURE SURFACE FEATURES ARE NOT DISTINCTLY CONCLUSIVE BY THEMSELVES.