

RW-8

SEE ADDITIONAL COMMENTS

Page

C-183 GREEN TAG LAT 40.39.50, LONG 72.37.28  
(ALSO C-2281 GREENTAG ON INBD WING SEGMENT)

UPPER SURFACE RIGHT HAND WING PANEL, FROM SIDE-OF-BODY TO ENGINE #4

THE PANEL WAS LOCATED AS PART OF ONE LARGE PIECE WITH UPPER AND LOWER SKINS, FRONT AND REAR SPARS, SOME RIBS, AND A LARGE PIECE OF RH FUSELAGE STRUCTURE (SEE RW-3 AND RF-17, DOCUMENTED ELSEWHERE, FOR OTHER SEGMENTS OF THE ORIGINAL LARGE PART). THE ORIGINAL PART WAS CUT INTO UPPER AND LOWER PIECES DURING SALVAGE. LATER, THIS PANEL WAS CUT INTO 3 PIECES, FROM THE FRONT SPAR AT WS 640 TO THE REAR SPAR AT WS 570, AND AT ABOUT 5 FEET OUTBD FROM THE SIDE-OF-BODY.

OUTBD PANEL (C-183)

THE PANEL OUTBOARD FROM THE 570-TO-640 CUT HAS EITHER A CUT OR A FRACTURE ALONG THE MIDSPAR OVER MUCH OF ITS LENGTH. STRINGERS FROM THE MID SPAR FORWARD ARE MOSTLY INTACT FROM THE CUT TO THE OUTBD END AT #4 ENGINE LOCATION. SOME OF THESE STRINGERS ARE FRACTURED AND BURNED/SOOTED OUTBD FROM THE PANEL FRACTURE AT APPROXIMATELY WS 1196. THESE STRINGERS, STR-11 THRU STR-15 ARE BENT MODERATELY UP AND AFT IN THEIR LENGTH EXTENDING 3 TO 4 FT BEYOND THE PANEL END.

ALSO ON THIS OUTBD PANEL EXTENDING FROM THE CUT, AT THE OUTBD END THE VENT STRINGERS REMAIN ATTACHED. THE 2 AFT MOST VENT STRINGERS, FOR THE INBOARD MAIN TANK, EXTEND FROM THE OUTBD ENGINE NACELLE RIB TO THE WS 889.5 RIB WITH FRACTURES AT BOTH ENDS. THE CENTER WING TANK VENT RIB, THIRD FROM THE AFT, EXTENDS FROM JUST OUTBD OF THE WS 1224 RIB TO THE WS 1056 RIB. THE FWD MOST VENT STRINGER, FOR THE OUTBD MAIN TANK, EXTENDS FROM THE WS 1224 RIB TO APPROX WS 752, WHERE IT IS FRACTURED AND THEN SPLITS INTO SEPARATE STRINGERS CONTINUING INBD. THE SKIN PANEL IS FRACTURED AT THE ENGINE NACELLE RIB. THE TWO FWD MOST VENT STRINGERS OVERHANGING OUTBD OF THE RIB ARE SOOTED FOR MUCH OF THE OVERHANG LENGTH.

SOME SEGMENTS OF FRONT AND REAR SPAR CHORD HORIZONTAL FLANGES; MIDSPAR WEB, UPPER CHORD, AND ACCESS HOLES AND COVERS; AND WING RIB UPPER CHORDS REMAIN IN BROKEN FRAGMENTS SCATTERED ACROSS THE PANEL.

THE PANEL HAS HEAVY SOOTING ON THE UPPER SKIN SURFACE AND INSIDE SOME VENT STRINGERS, AS DESCRIBED IN THE FIRE AND EXPLOSIONS GROUP REPORT.

Dennis Santiago IAM  
11-26-96

SD GREEN ALFA  
11-03-96

D. ORTH - BOEING

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10/26/96

STEPHEN F. KLUPALCH JR.  
FAA 10-29-96

7/20/97  
12-8-96

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UPPER SURFACE RIGHT HAND WING PANEL (CONT)

INBD PANEL (C-22B1)

THE PANEL FROM THE SIDE-OF-BODY CUT TO THE 570-TO-640 CUT HAS A SECTION TORN OUT OF THE FORWARD INBOARD CORNER (SEE RW-7 DESCRIPTION). IT ALSO HAS THE REAR SPAR, LESS THE LOWER CHORD, ATTACHED FROM WS 440 TO WS 560, INCLUDING THE MAIN LANDING GEAR "H" FITTING.

STRINGERS ARE PARTIALLY ATTACHED AND HANGING TWISTED AND BENT PAST THE INBOARD CUT LINE AFT OF THE MIDSPAR. STRINGERS FWD OF THE MIDSPAR ARE MOSTLY STILL ATTACHED AND FRACTURED AT THE OUTBD CUT LINE. ABOUT A THIRD OF THE MIDSPAR WEB AND UPPER CHORD ARE ATTACHED.

THE UPPER SURFACE OF THE SKIN IS SOOTED AND BURNED.

INBD PANEL (SIDE-OF-BODY TO INBD CUT LINE)

THE SEGMENT OF PANEL AT THE SIDE OF BODY REMAINS ATTACHED TO RF-17 FUSELAGE SEGMENT AND CW-1001 CENTER WING TANK SEGMENT.

THIS WING PANEL HAS STRINGERS 1 THRU 18 AND ASSOCIATED S-O-B FITTINGS ATTACHED. STRINGERS 1 THRU 12 ARE SEPARATED FROM THE PANEL AT THE FASTENER ATTACHMENT AND ARE BENT AFT AND DOWN FROM APPROXIMATELY 2 FT FROM S-O-B AND OUTBOARD.

APPROXIMATELY HALF OF THE MIDSPAR WEB AND UPPER CHORD REMAIN ATTACHED FROM S-O-B TO THE CUT LINE.

THERE IS LIGHT TO NO SOOTING ON THE LOWER SURFACE AND HEAVY SOOTING ON THE UPPER SURFACE.

A 2 TO 3 FOOT SECTION OF WBL 150 RIB REMAINS ATTACHED JUST AFT OF THE MIDSPAR.

Dennis Santiago IAM  
11-26-96

SD GREEN ALIA  
11-23-96

D. ORTH-BOEING  
10/26/96  
STEPHEN F. HANSEN IAT  
FAA 10-24-96

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RIGHT HAND WING UPPER SKIN

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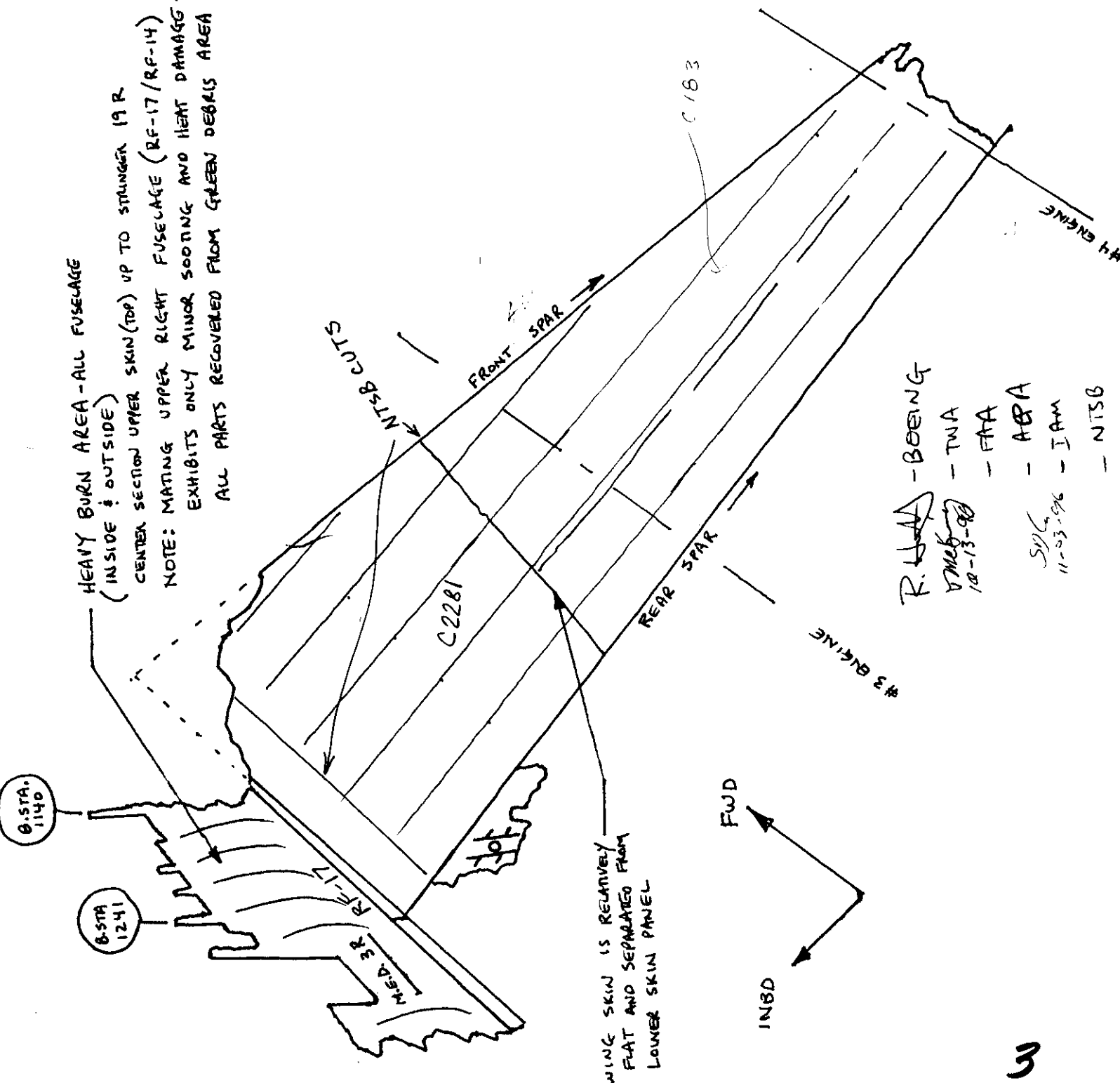
C-183 GREEN DEBRIS AREA

40° 39' 50"

72° 37' 28"

8/7/96

HEAVY BURN AREA - ALL FUSELAGE  
(INSIDE & OUTSIDE)  
CENTER SECTION UPPER SKIN (TOP) UP TO STRINGER 19 R  
NOTE: MATING UPPER RIGHT FUSELAGE (RF-17/RF-14)  
EXHIBITS ONLY MINOR SOOTING AND HEAT DAMAGE -  
ALL PARTS RECOVERED FROM GREEN DEBRIS AREA



R. H. H. - BOEING  
DMEB - TWA  
10-13-90 - FFA  
SJC - ARA  
11-23-96 - IAM  
- NTSB

Sketch of 11/24/96  
FAM 10 27 96

3  
Dennis Anthony  
IAM 11-26-96

APPEARANCE OF  
EXCESSIVE  
HEAT DAMAGE  
ON FRAMES

BS  
1140

WINDOW STILL  
IN POSITION

BS  
1200

BS  
1241

STN 1241

BS  
1264

Door No 3  
SECTION

EXTERNAL SURFACE HEAT DAMAGE

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UPPER SKIN  
Panel N° 2

UPPER SKIN Panel  
N° 1

REAR SEAL  
LING SKIN

UPPER SKIN  
Panel N° 3

REAR UPPER SKIN Panel  
Panel FOUND IN  
AREA 1

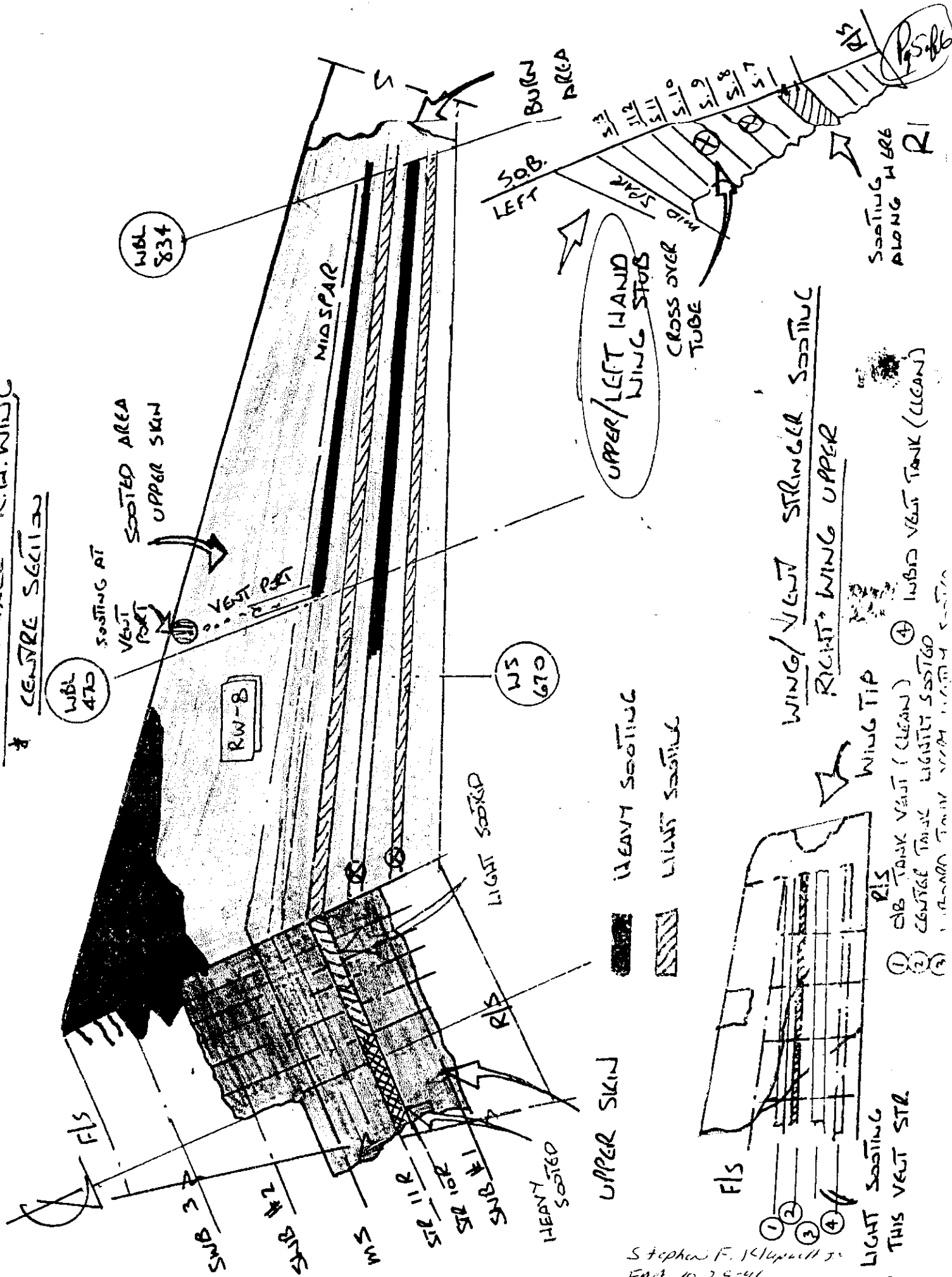
P94066

UPPER SKIN  
EDGE

STEPHENSON 10400017 5A  
FAA-10-27-96

4

UPPER SURFACE R.H. WING  
\* CENTRE SECTION



WBL 470

WBL 834

RW-8

W5 670

UPPER/LEFT HAND WING STAB CROSS OVER TUBE

WING/VENT STRINGER SOOTING  
RIGHT WING UPPER

- WING TIP
- ① OLB TANK VENT (CLEAN)
  - ② CENTRE TANK LIGHTLY SOOTED
  - ③ INBOARD TANK VERY HEAVILY SOOTED
  - ④ INBOARD VENT TANK (CLEAN)

- UPPER SKIN
- HEAVY SOOTING
  - ▨ LIGHT SOOTING



Stephen F. Klipfisch  
FAA 10 29-46

LIGHT SOOTING  
THIS VENT STR

RW-8 Additional Comments

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1. The "cut or fracture along the midspar" is a spanwise fracture of the forward leg of the midspar skin flange, across the lap joint in the skin, extending from W/S 600 to W/S 830.

SD GREEN AUSA

11-03-96

D. Lutz

BOEING 6DEC96

Pat - AUSA

12-6-96

Denise Santiago IAM

12-6-96

Neil Sewell - TWA

12-6-96

Tom Todaro

FRA 12-6-96