



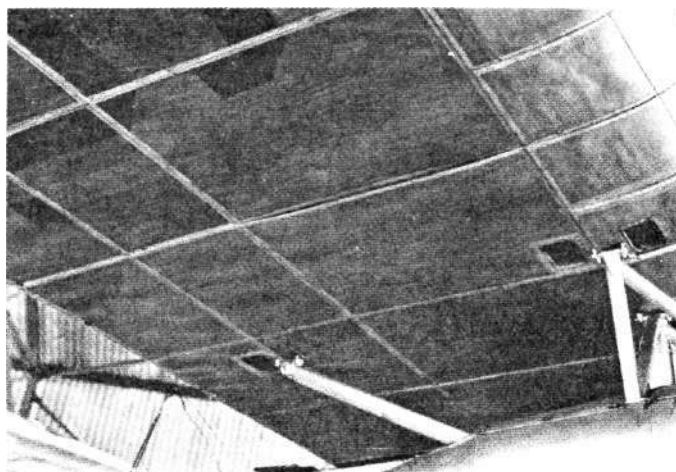
TWA Fokker F-10A Crash Response

by Mauno Salo

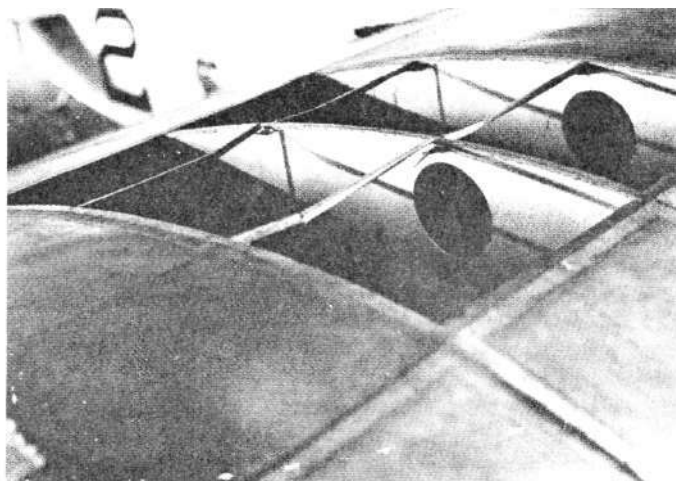
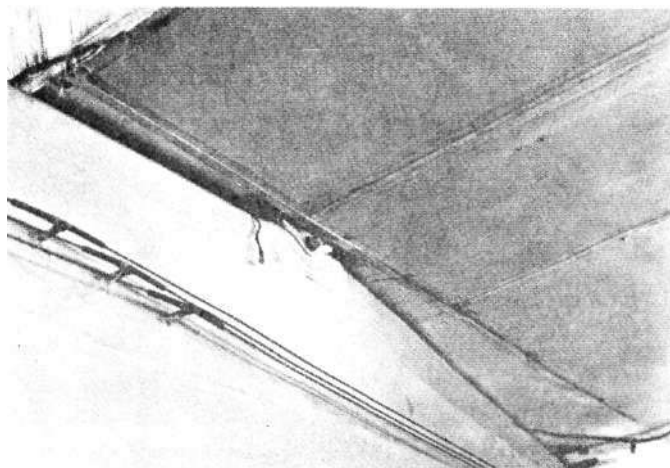
Dusty Carter has responded with photos from his collection to the strength/failure of Fokker wings of the trimotor series showing separation of the plywood laminations.

This writer was well aware while putting together the F-10A crash vignette that WWI Fokker airplanes had had problems with their plywood wings, especially the D.VIII monoplanes.

- (1) USMC Atlantic-Fokker AF-10 (RA-4 #A-8841) as of Jan. 13, 1931, just seven weeks before the TWA crash. This marine F-10 was relatively new at that time and according to Bill Larkins, had the nose lengthened later by 18" and rudder/fin modified to improve stability. Control cables were enclosed within structure. (NAAF 0118)
- (2) Earlier model (TA-1-2?) with underwing separations of plywood covering near fuselage attachment, 2-12-30. Drain holes visible and outside control cables. (NAAF 0042)
- (3) Starboard underwing. This is where the TWA F-10A wing came off the aircraft, 2-12-30. (NAAF 0043)
- (4) Topside view showing broken stringers of a Marine TA-1, 2-12-30. (NAAF 0044)



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