

FIG 1 VIEW OF RIGHT INBOARD TRAILING EDGE FLAPS AFTER THE ACCIDENT

Note: Gap between mid flap and wing trailing edge caused by detachment of foreflap.

Mid and aft flaps are in the fully extended position.

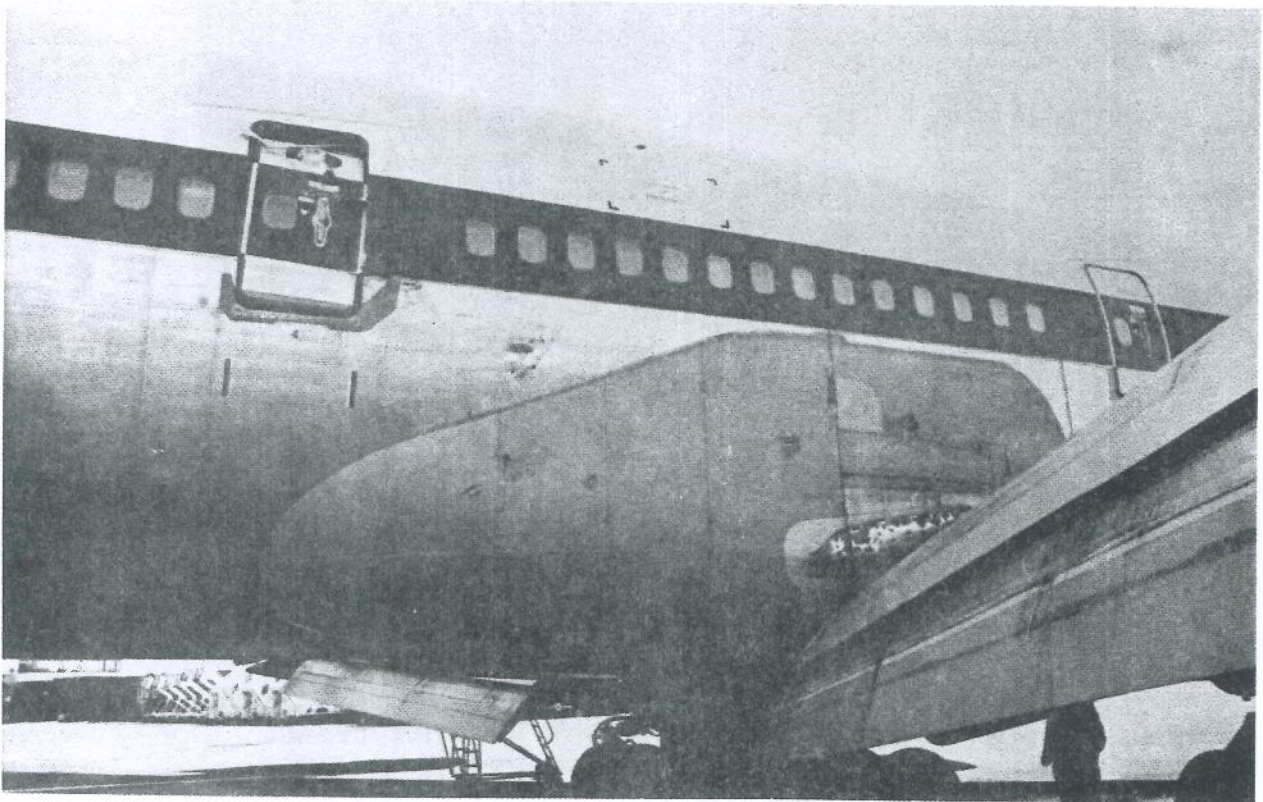


FIG 2 VIEW OF DAMAGE TO FUSELAGE SIDE AND NO 4 DOOR RIGHT

Note displacement of door into cabin and evidence of parts of foreflap striking fuselage side and fairing forward of door.

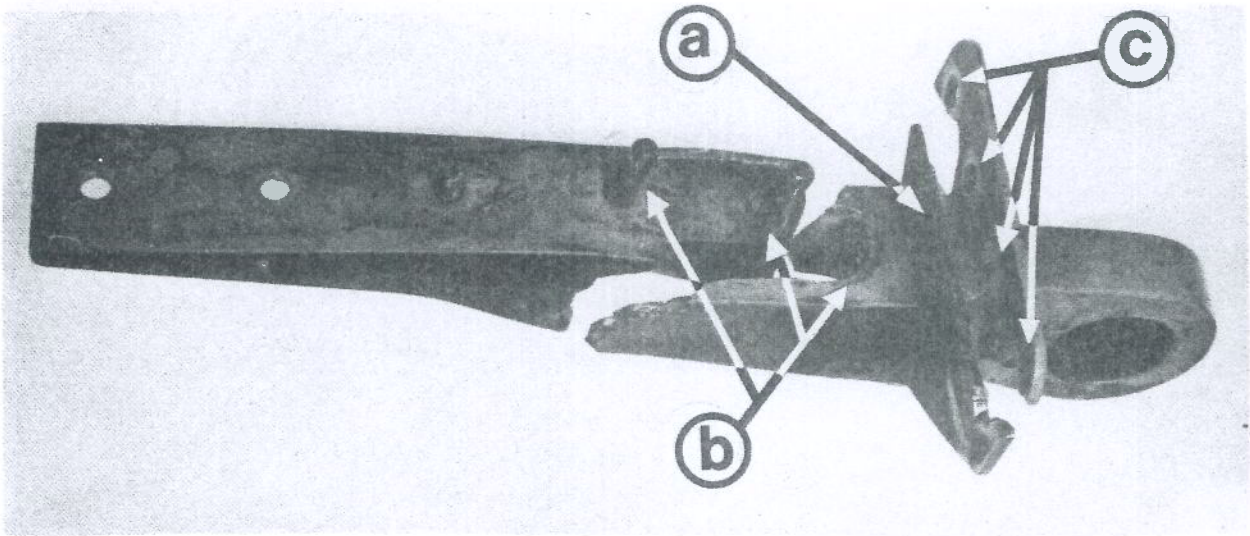


FIG 3 VIEW OF RIGHT INBOARD FOREFLAP OUTBOARD SEQUENCE
CARRIAGE ATTACHMENT FITTING

Arrows denote:

- a) Primary fatigue area in horizontal flange at base of lug.
- b) Secondary fatigue areas in channel portion.
- c) Areas of fretting around horizontal flange bolt holes.

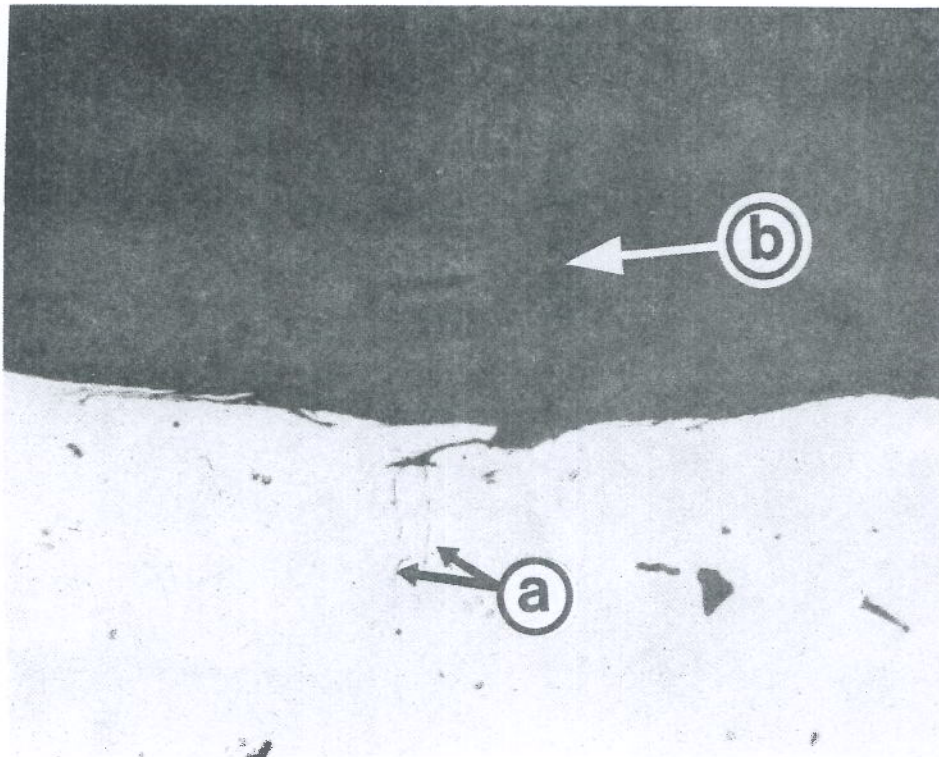


FIG 4 VIEW OF MICROSECTION (x500) SHOWING TYPICAL LAP
DEFECT ATTRIBUTED TO OVERPEENING

Arrows denote:

- a) Subsurface cracks in metal below lap defect.
- b) Crack in surface finish.

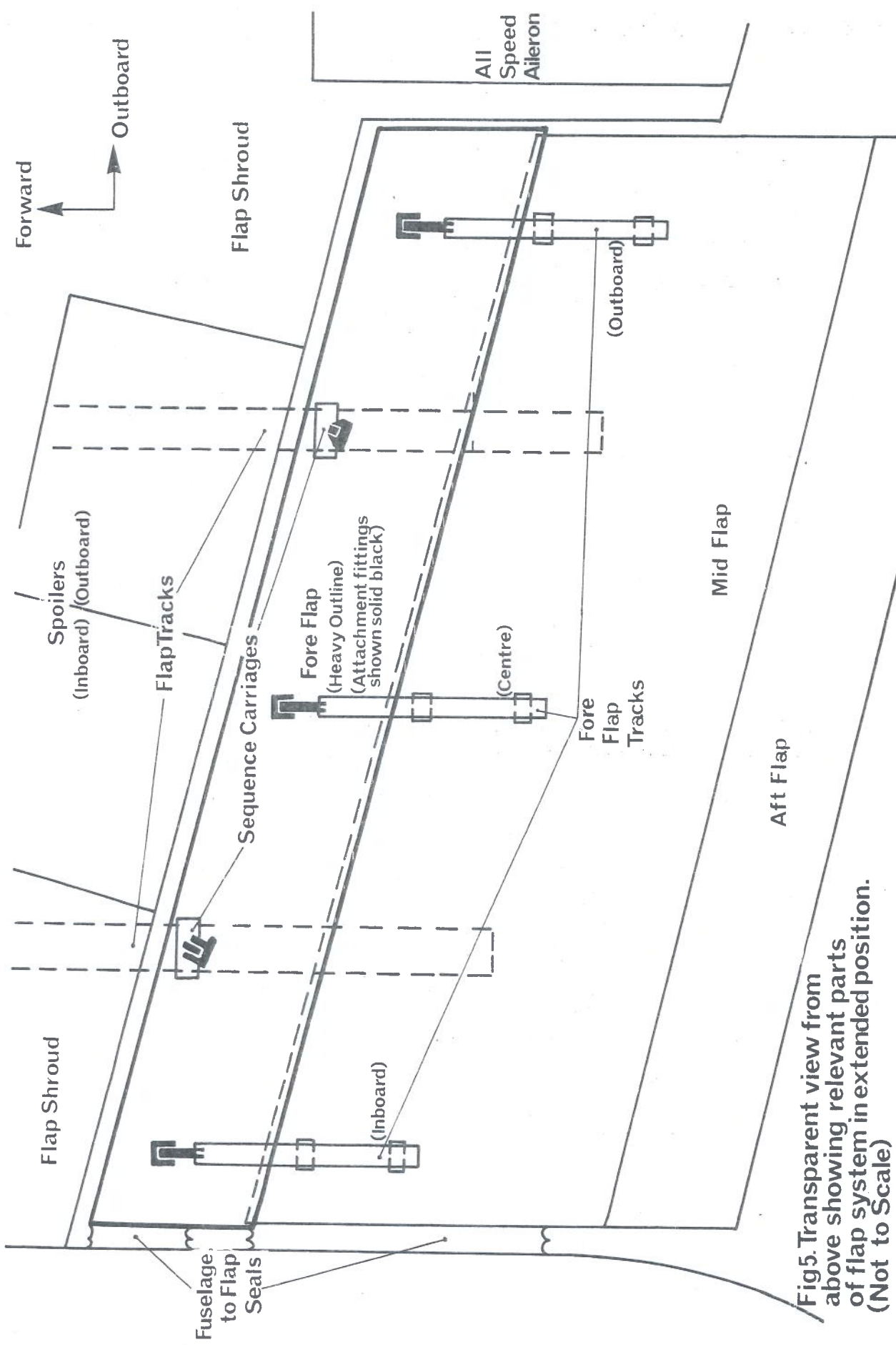


Fig5. Transparent view from above showing relevant parts of flap system in extended position. (Not to Scale)

Fig 6. Section through Flaps at Fore Flap Track (Not to scale)

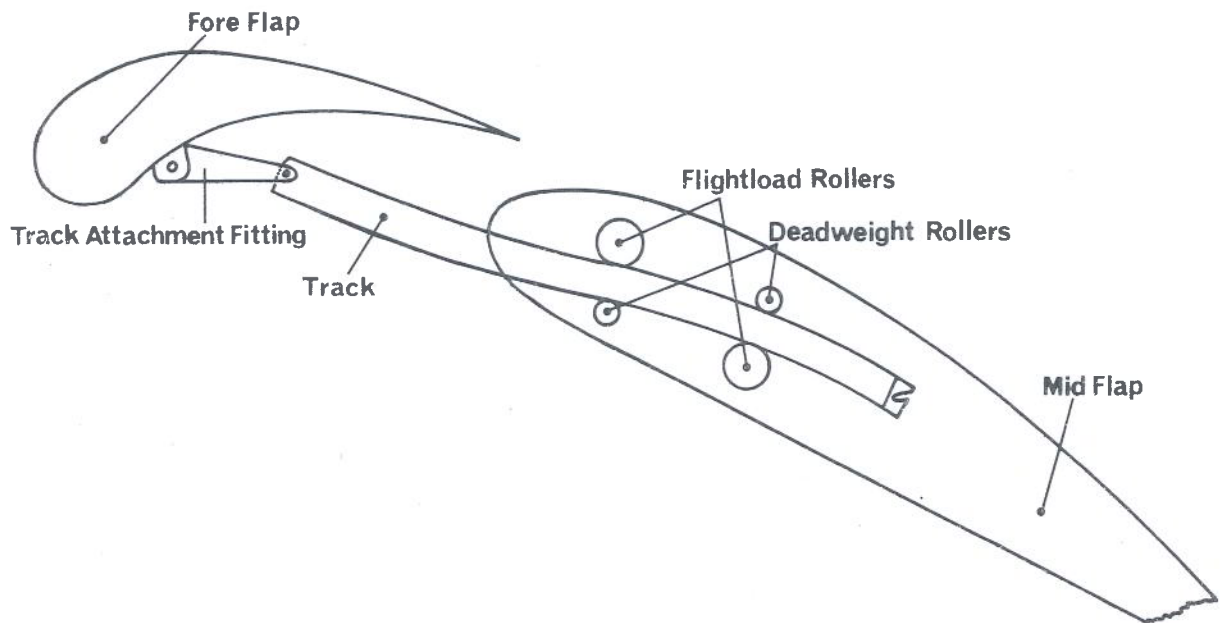


Fig 7. Section showing Fore Flap to Sequence Carriage Attachment at Outboard Attachment (Not to scale)

