

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

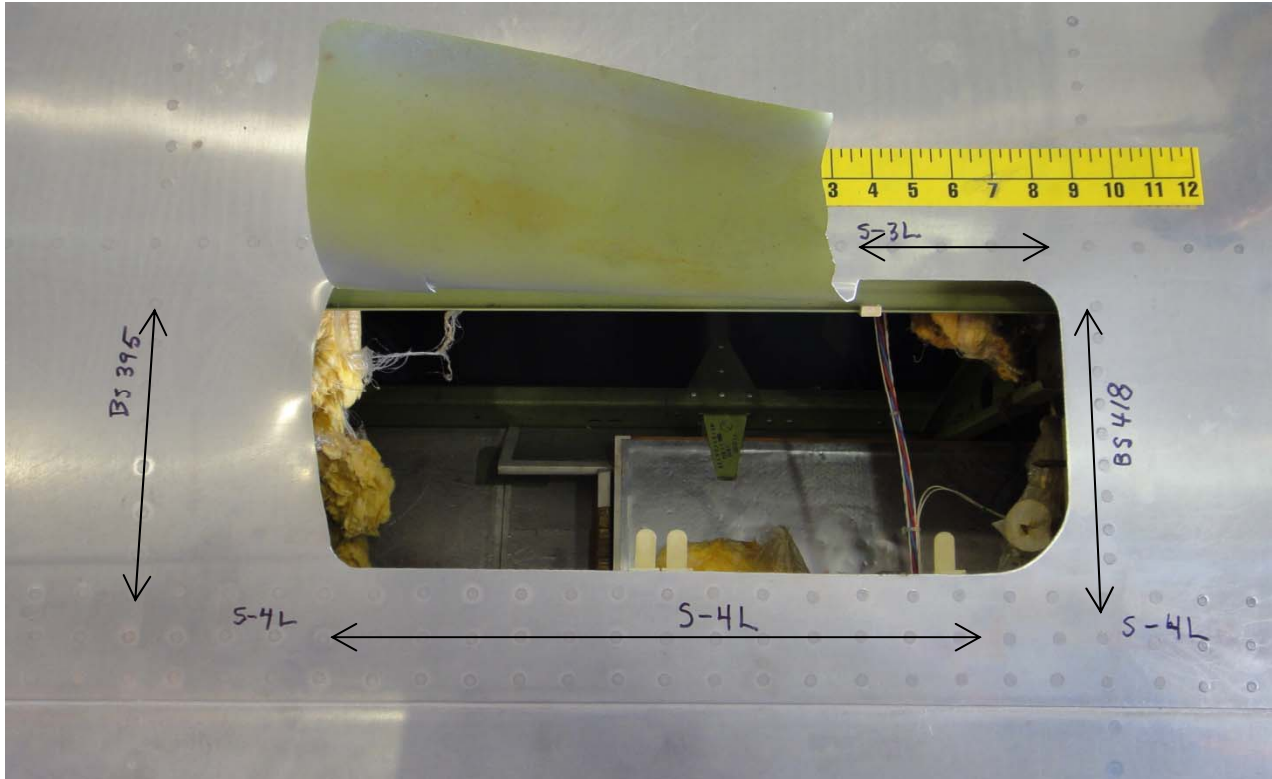
June 15, 2011

**AIRWORTHINESS**

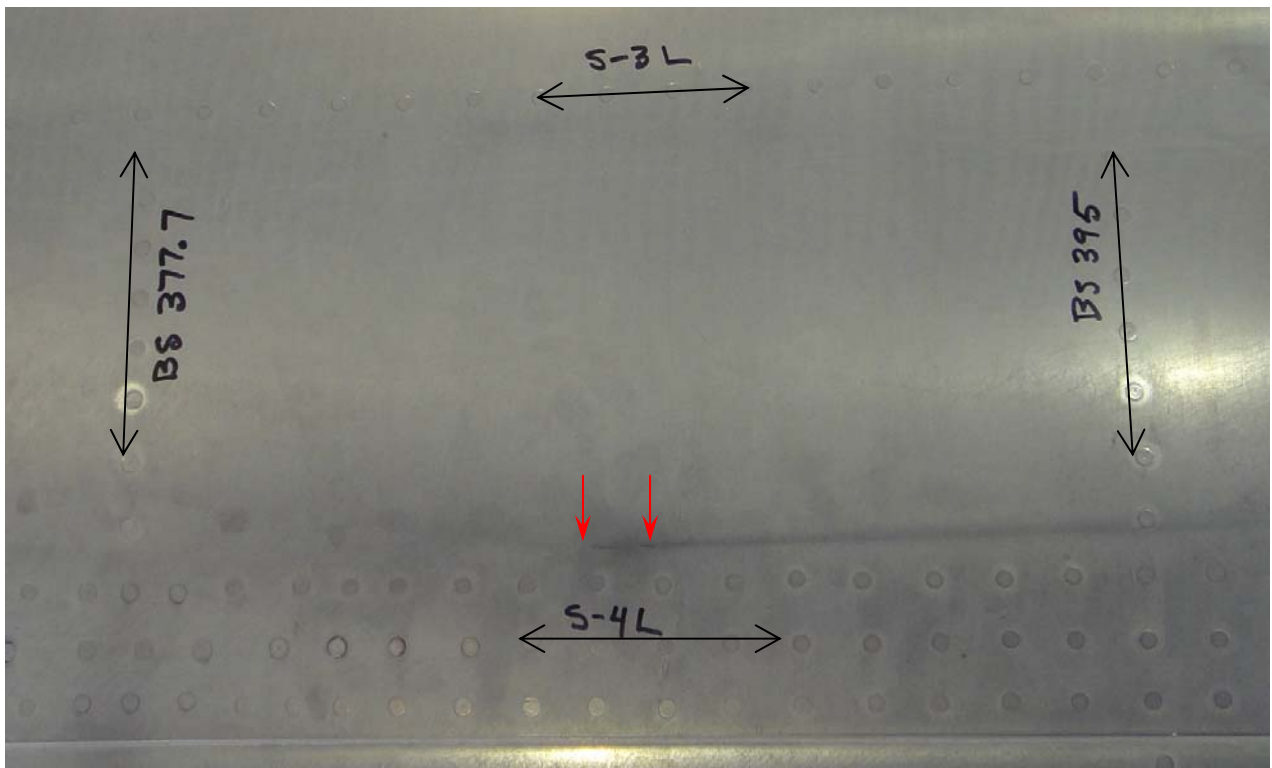
**Group Chairman's Factual Report**

**DCA11FA004**

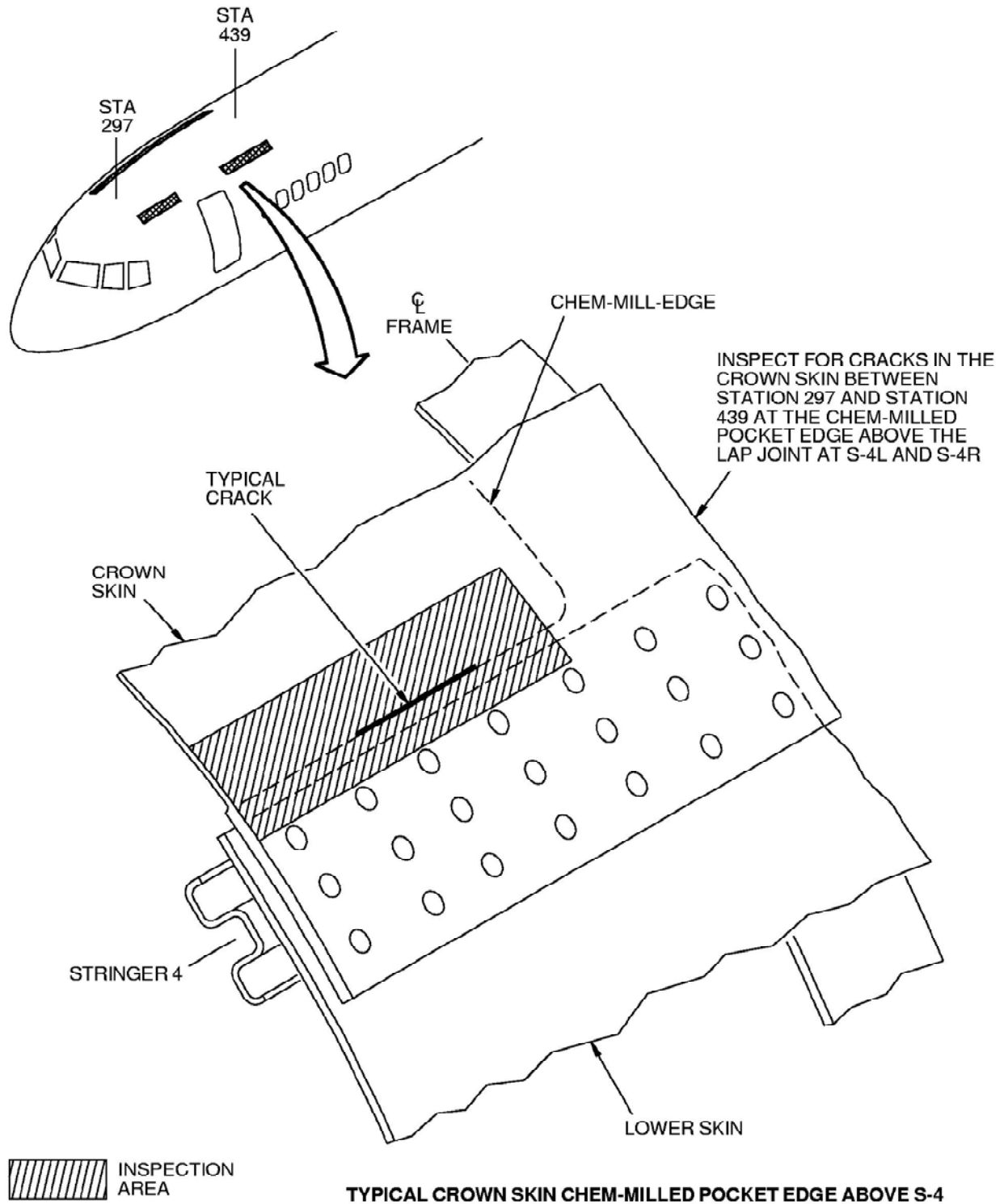
**Appendix A - Figures**



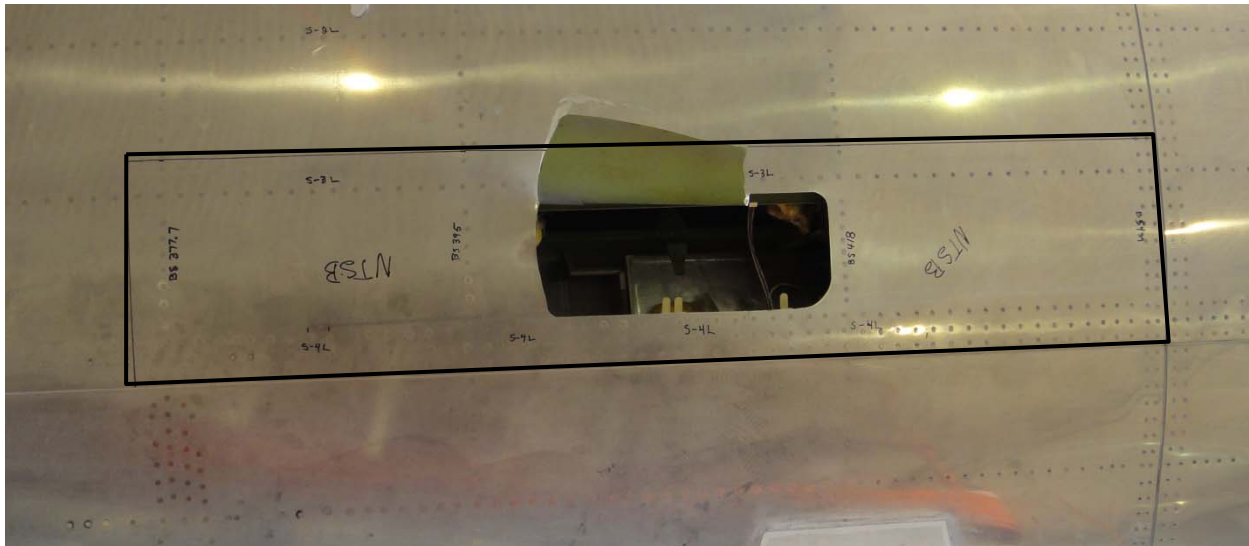
**Figure 1 – Fuselage Hole, N626AA**



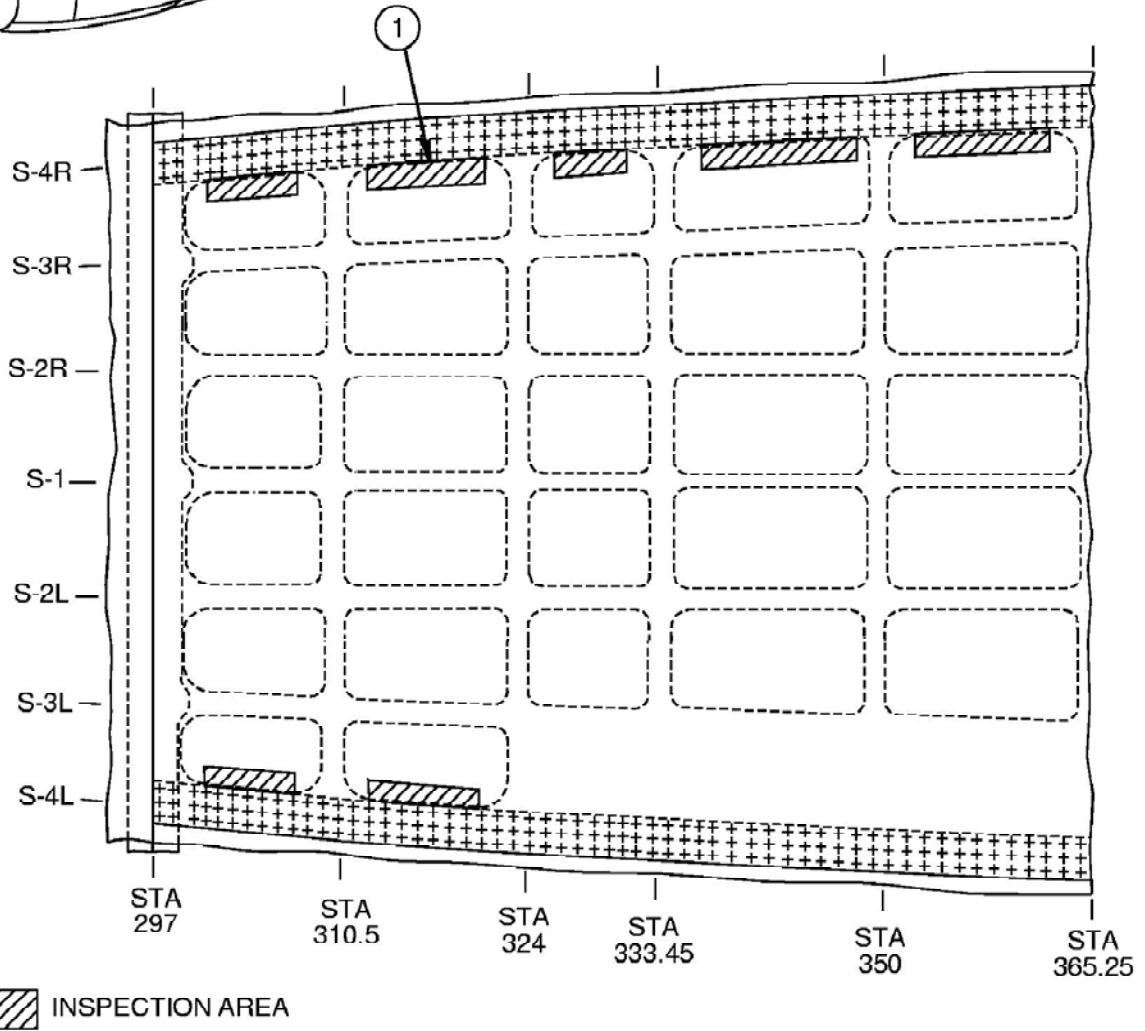
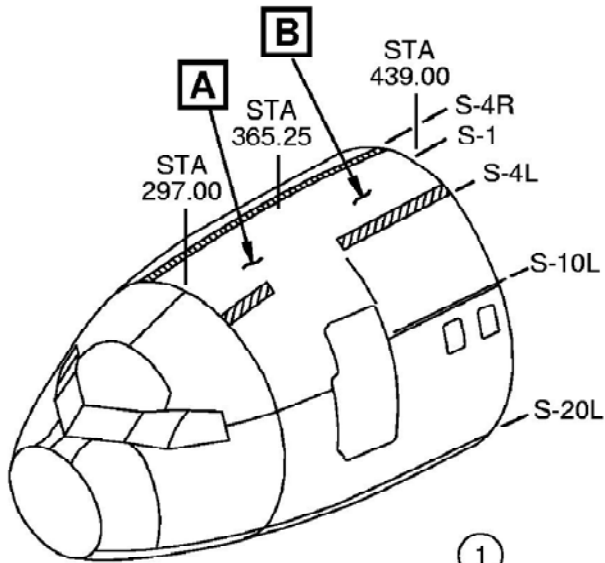
**Figure 2 – Crack Indication, N626AA**



**Figure 3 – Sliding Probe eddy current inspection area details**

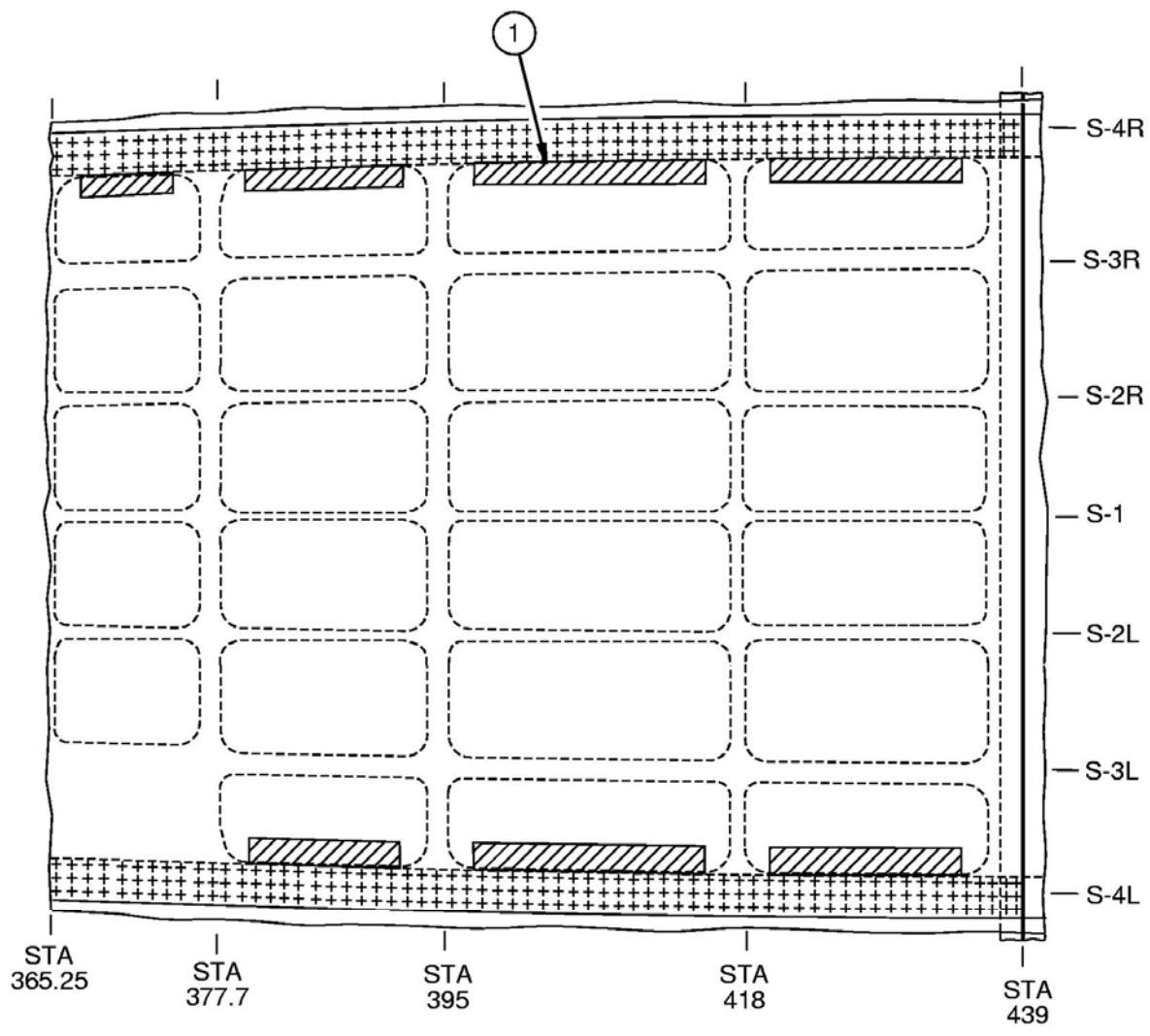


**Figure 4 – Approximate area removed for laboratory examination**



**A**

**Figure 5 – Crown skin panel BS 297 to BS 365.25**



 INSPECTION AREA

**B**

**Figure 6 – Crown skin panel from BS 365.25 to BS 439**

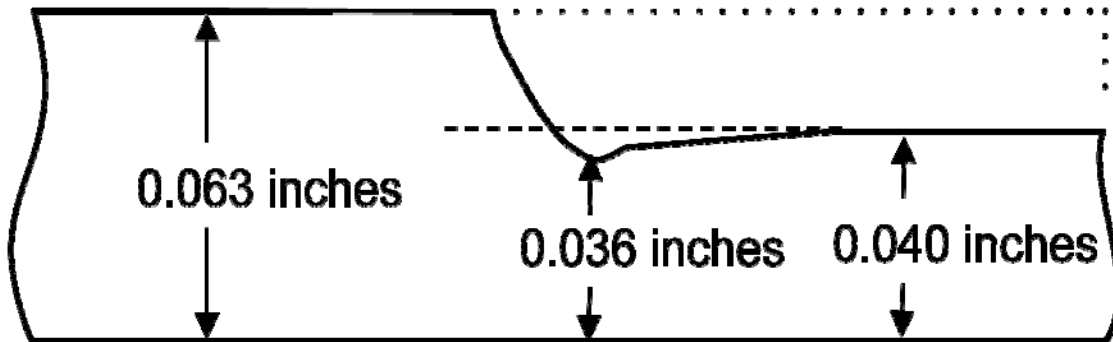


Figure 7 – Channeling defect in a chem-mill panel

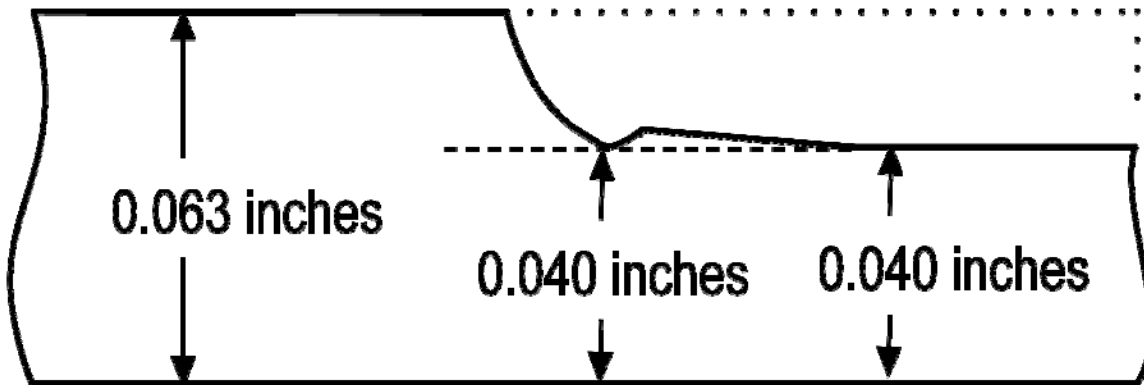
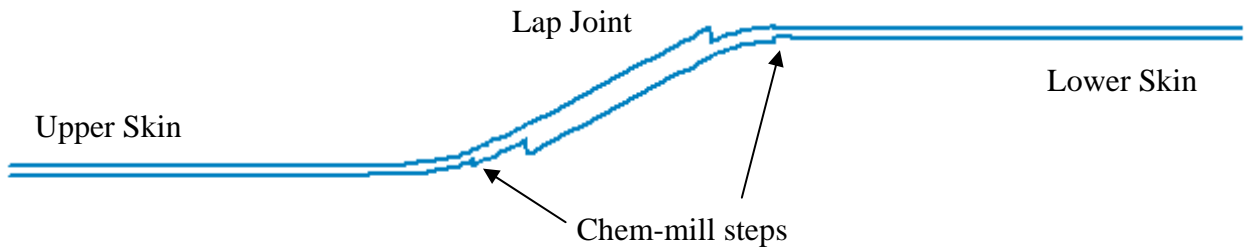
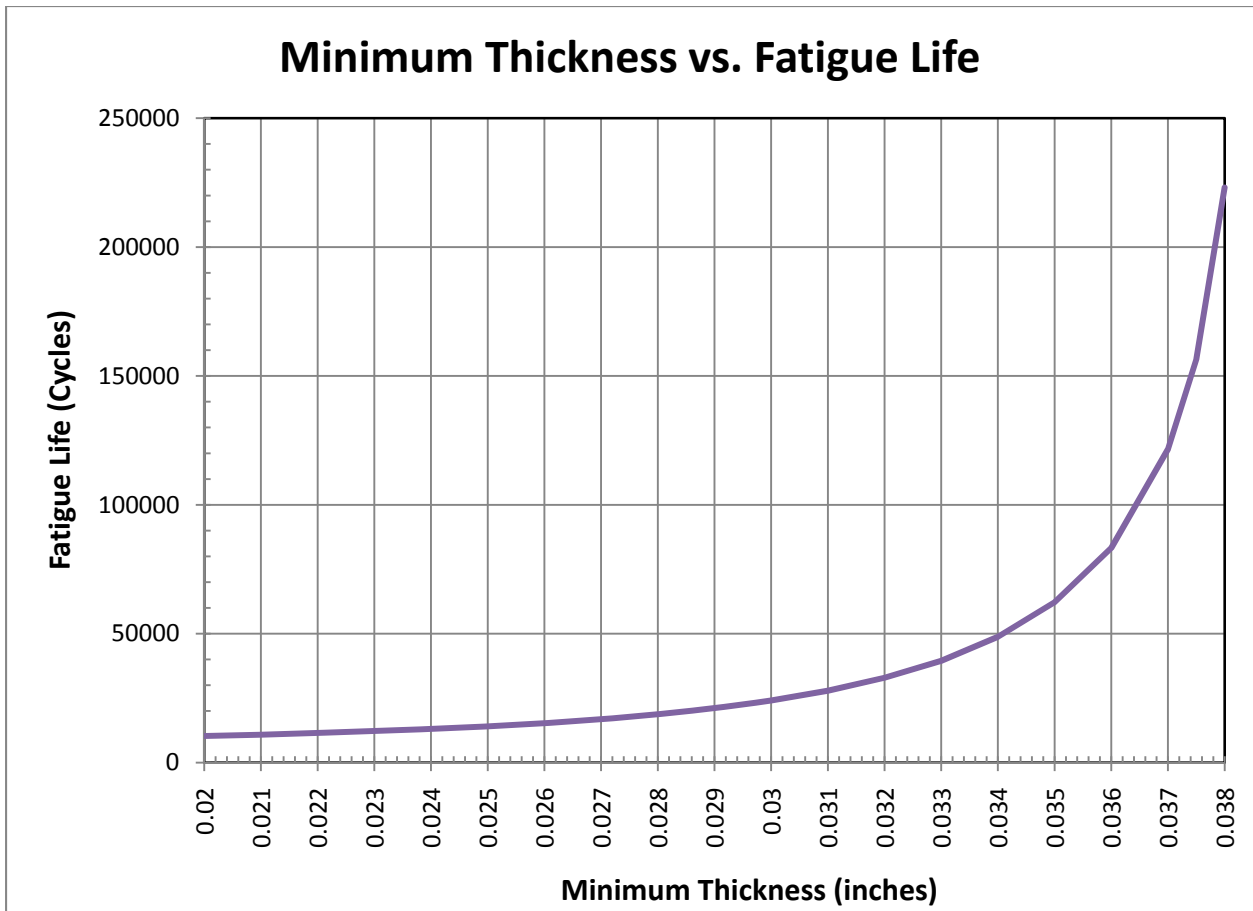


Figure 8 – Ridging defect in a chem-mill panel



**Figure 9 – Exaggerated lap joint eccentricity due to pressurization**



**Figure 10 – Minimum thickness versus fatigue life curve**