

Docket No. SA-520

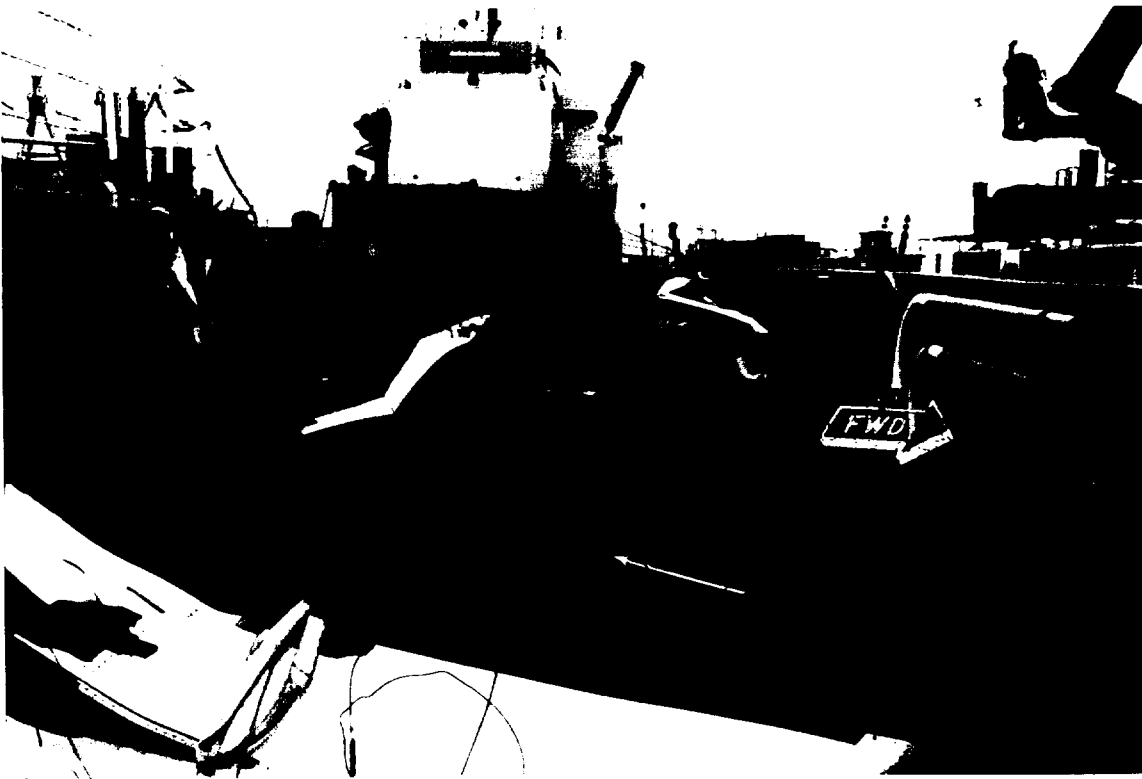
Exhibit No. 7-Q

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Appendix P
Photographs

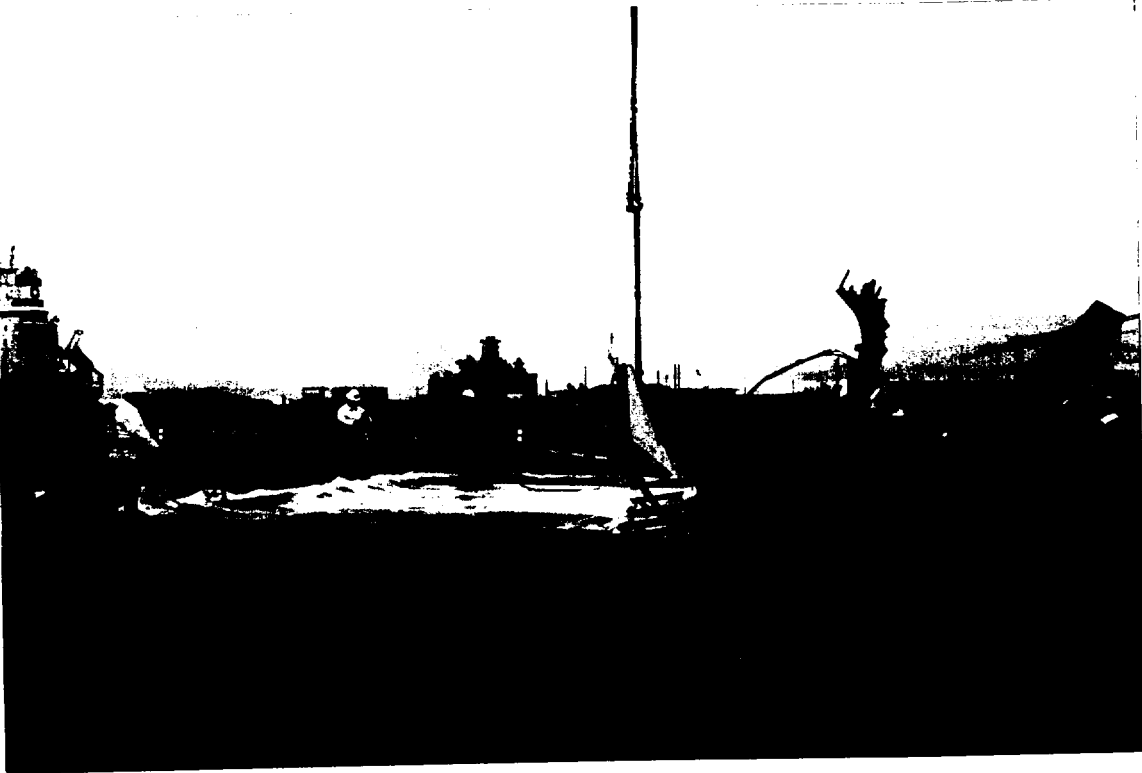
(15 Pages)



Photograph #1.
Recovery Operation -
Horizontal Stabilizer
Section. The arrow is
pointing to the
jackscrew (acme screw).



Photograph #2. Close -
up of Recovered
Jackscrew Assembly.



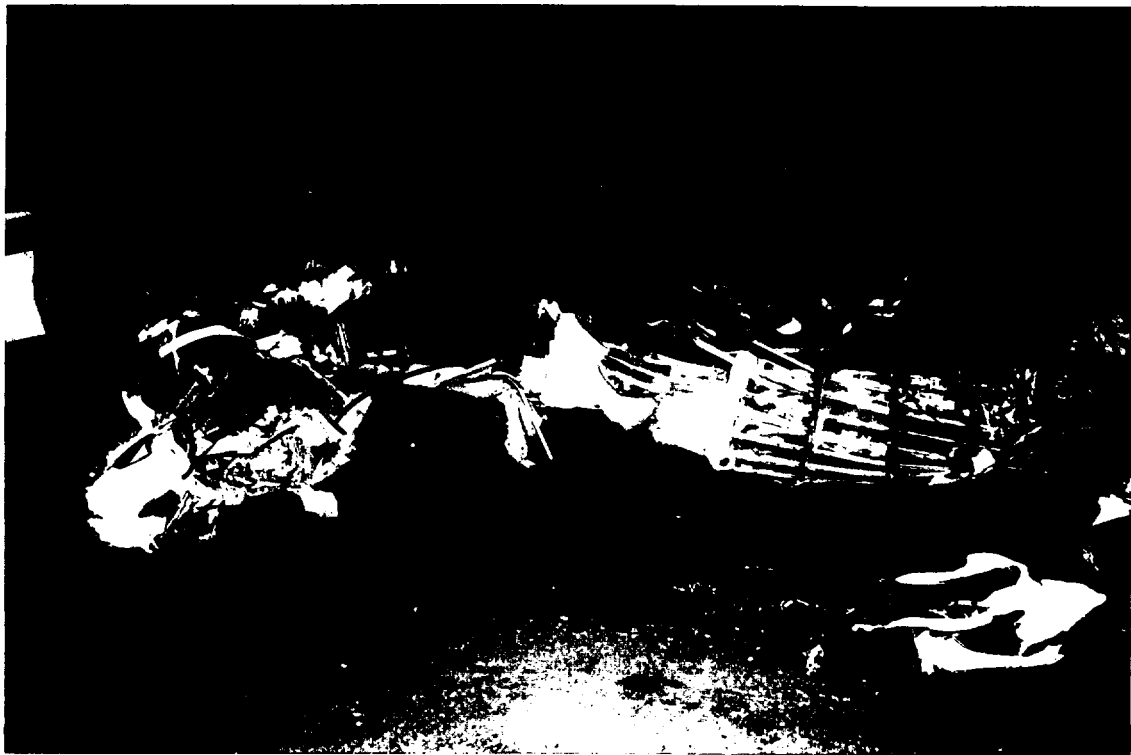
Photograph #3. On Shore Rinse Operation.



Photograph #4. Fuselage - Nose Section (view looking aft). The center windshield, right windshield, right sliding (clearview) window, and the right upper (eyebrow) flight compartment window structure.



Photograph #5. Fuselage - Forward Section (view looking right to left).



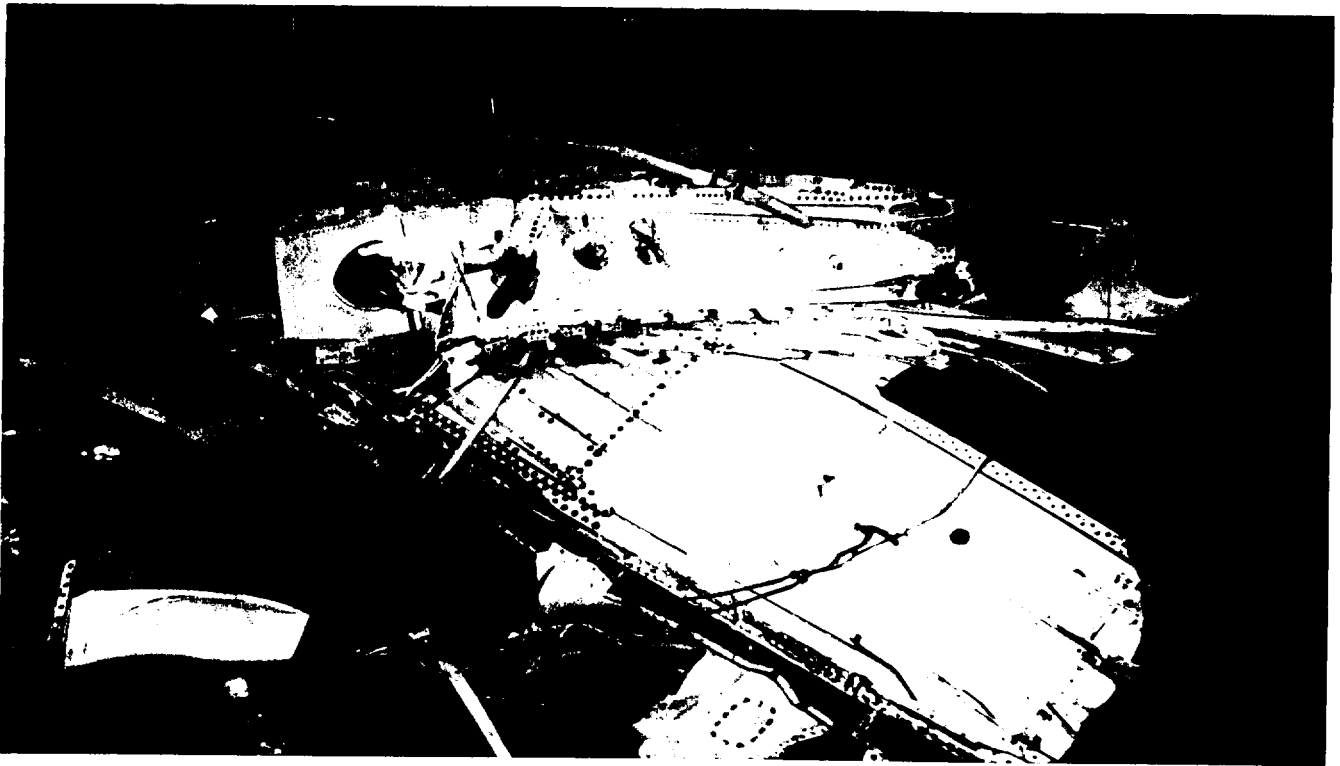
Photograph #6. Fuselage - Mid-Cargo Section (view looking right to left).



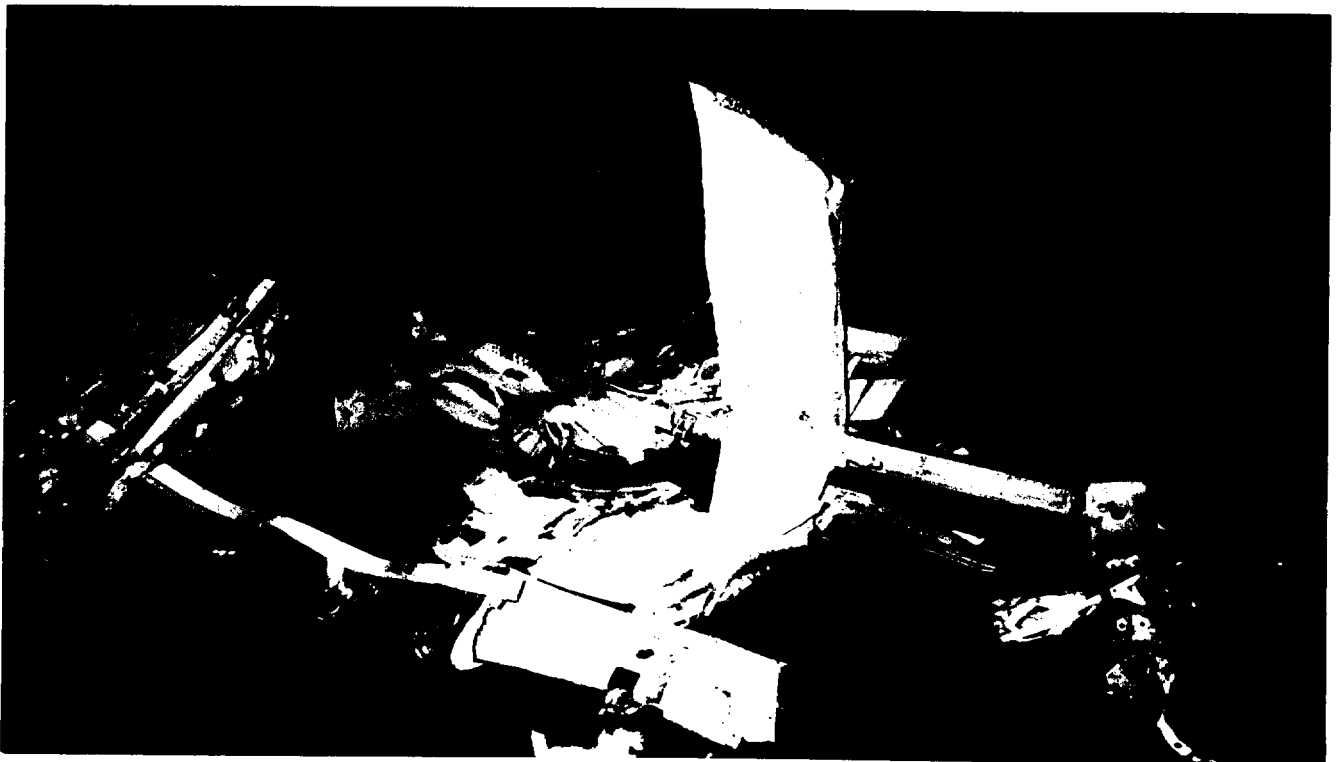
Photograph #7. Fuselage - Aft Cargo Section (right side, view looking aft).



Photograph #8. Fuselage - Miscellaneous Structure



Photograph #9. Left Wing - Inboard Portion



Photograph #10. Left Wing - Outboard Portion



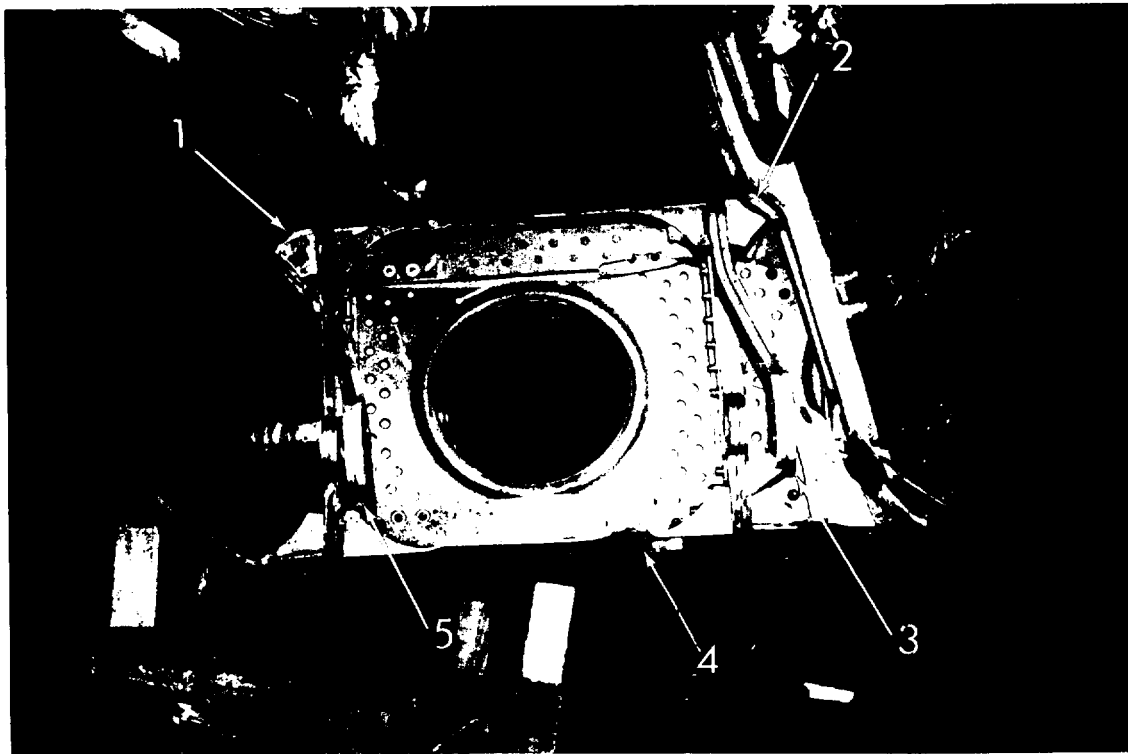
Photograph #11. Right Wing - Outboard Portion



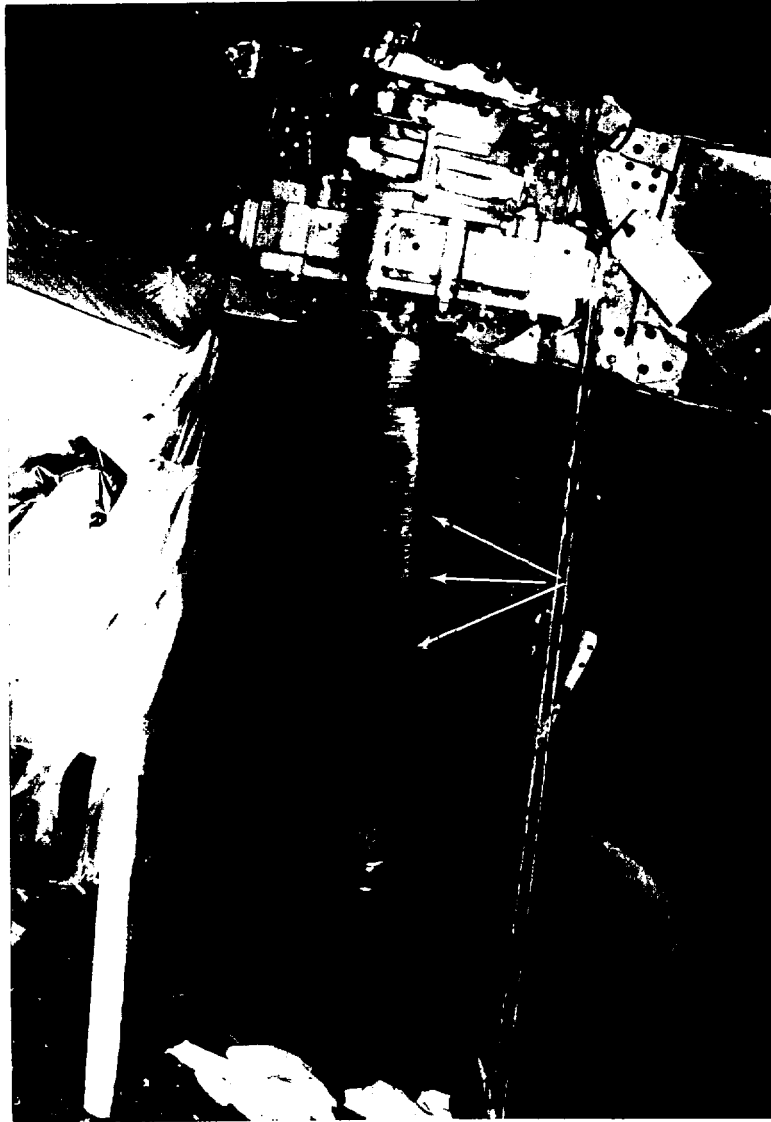
Photograph #12. Right Wing - Trailing Edge



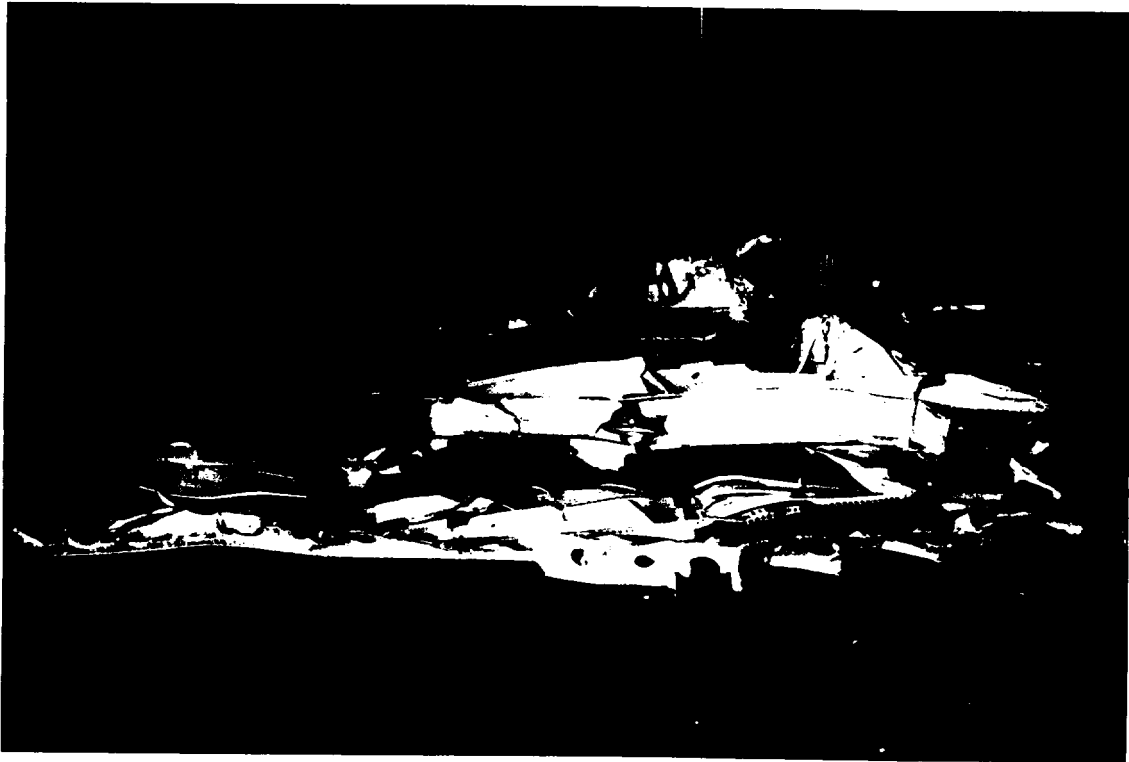
Photograph #13. Horizontal Stabilizer (view looking aft). The attached portion of the jackscrew assembly is removed.



Photograph #14. Horizontal Stabilizer - Close-up of the Center Section. Arrows 1 and 2 point to the mirror image fractures. Arrows 3 and 5 point to the bent side plates. Arrow 4 points to the semi-circular indentation.



Photograph #15. Horizontal Stabilizer - Jackscrew Assembly. Arrows point to the thin, spiral metallic material that was found on the acme screw.



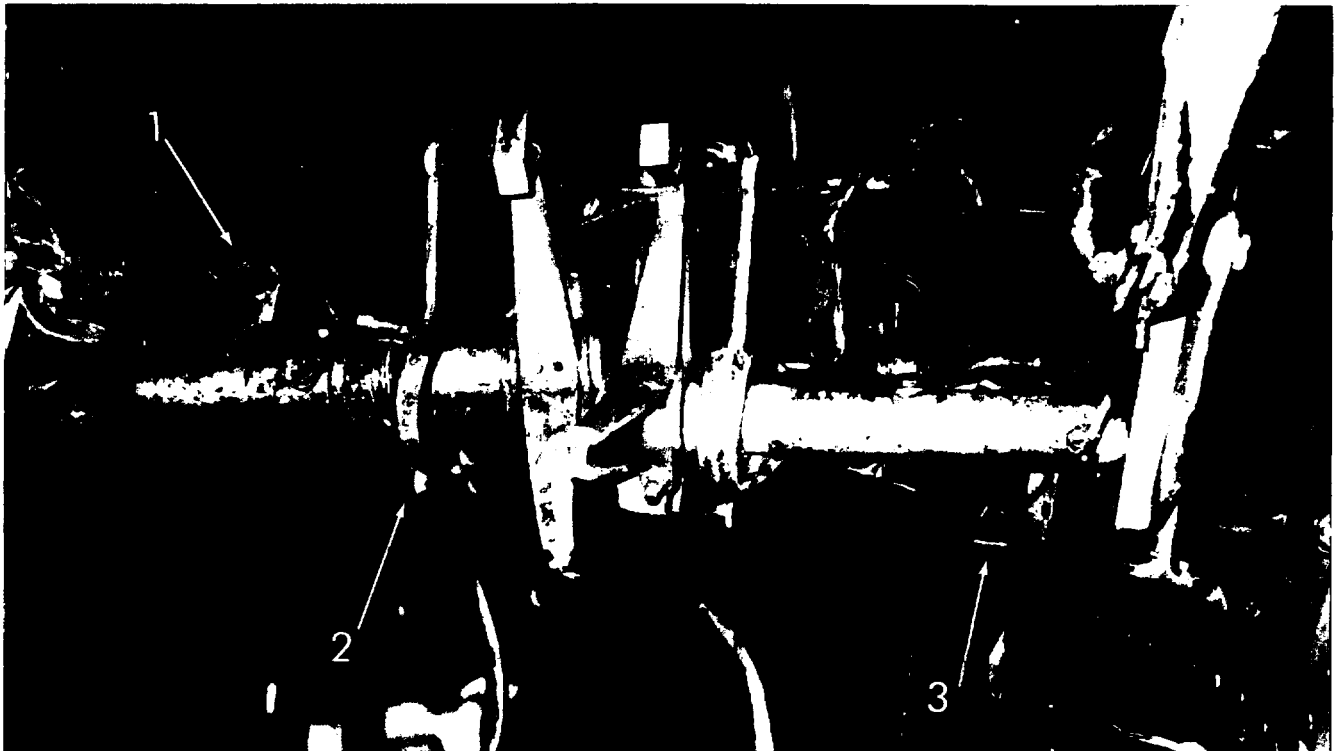
Photograph #16. Horizontal Stabilizer - Right (view looking aft).



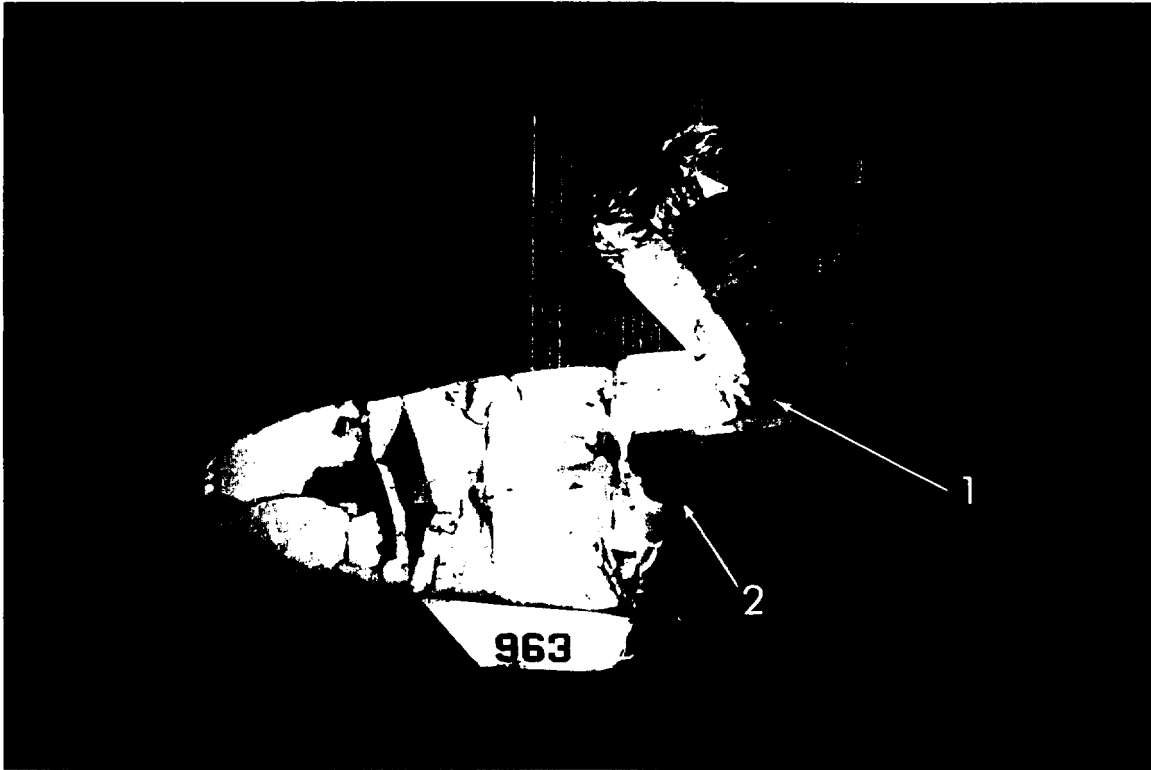
Photograph #17. Horizontal Stabilizer - Right Trailing Edge (view looking right to left).



Photograph #18. Horizontal Stabilizer - Left (view looking down)



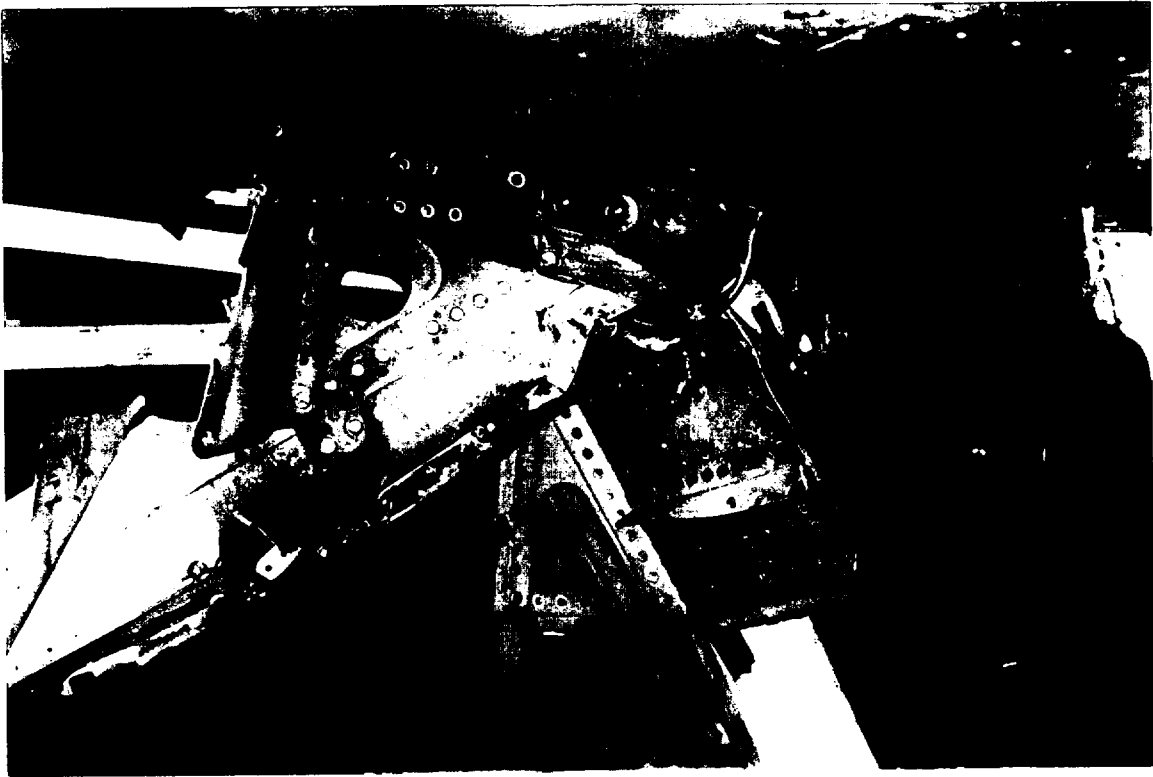
Photograph #19 - Horizontal Stabilizer - Aft Center Section (view looking forward) Arrow 1 points to the left rib's aft production hole which is torn and elongated at the 2 o'clock position. Arrows 2 and 3 point to mirrored damage.



Photograph #20. Vertical Stabilizer Tip Fairing - Right Side. Arrow 1 points to where the mid and aft section of the recovered fairing is mated. Arrow 2 points to where both fairing skins are fractured.



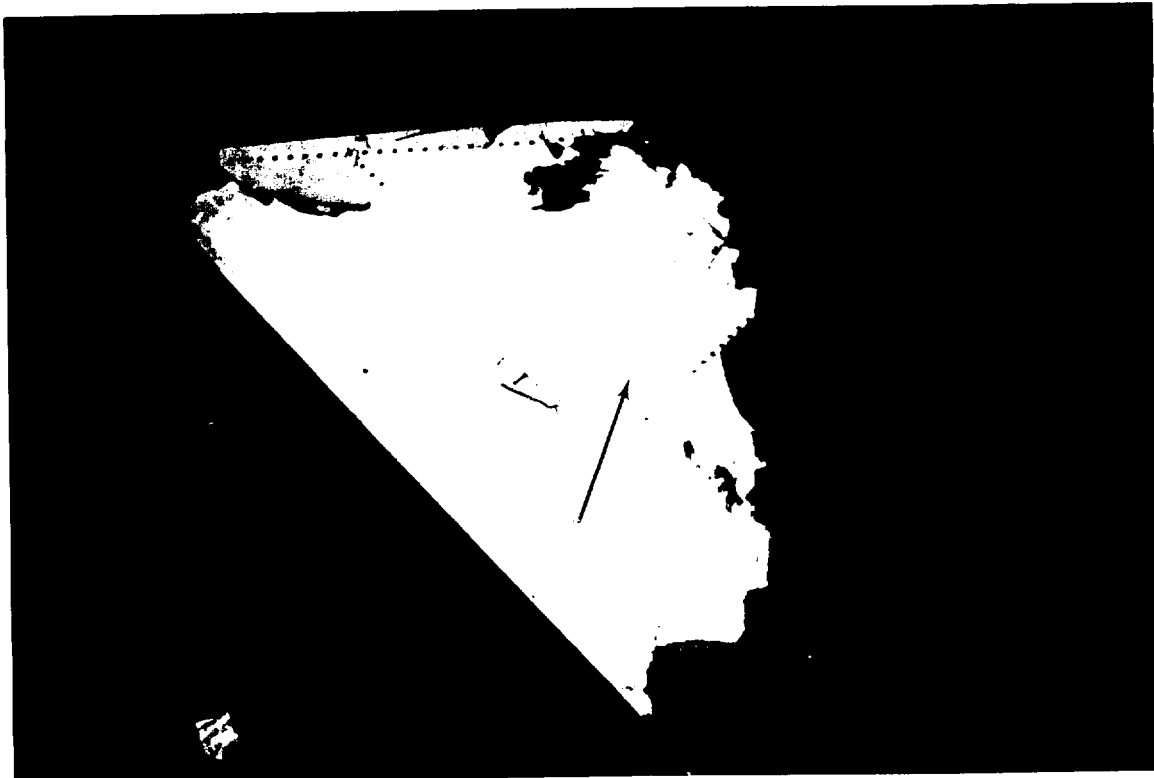
Photograph #21. Vertical Stabilizer Tip Fairing - Aft Portion (close-up and cropped). Arrows point to the set of parallel marks that match the size of the elevator control sector.



Photograph #22. Horizontal Stabilizer Pivot Point



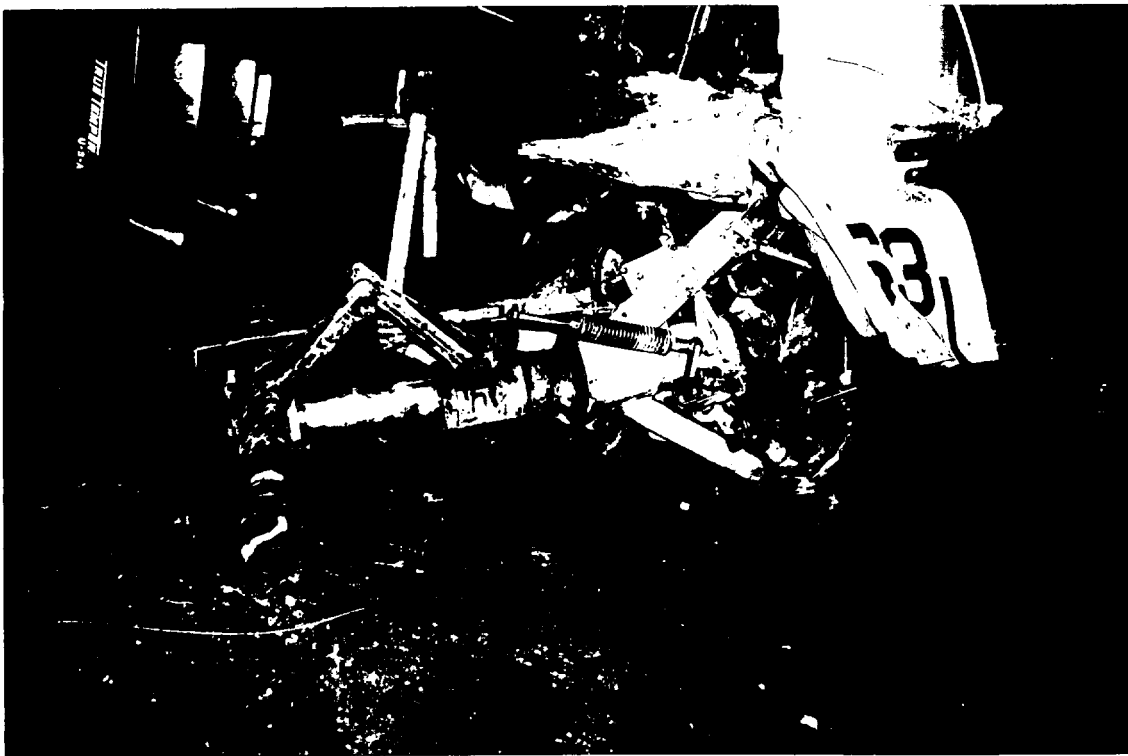
Photograph #23. Vertical Structure that holds the Gimbal.



Photograph #24. Rudder - Upper Aft Section (right side). Arrow points to a series of paint abrasions.



Photograph #25. Vertical Stabilizer Rear Spar Upper Hinge Fitting (view looking down). Arrows point to contact marks.

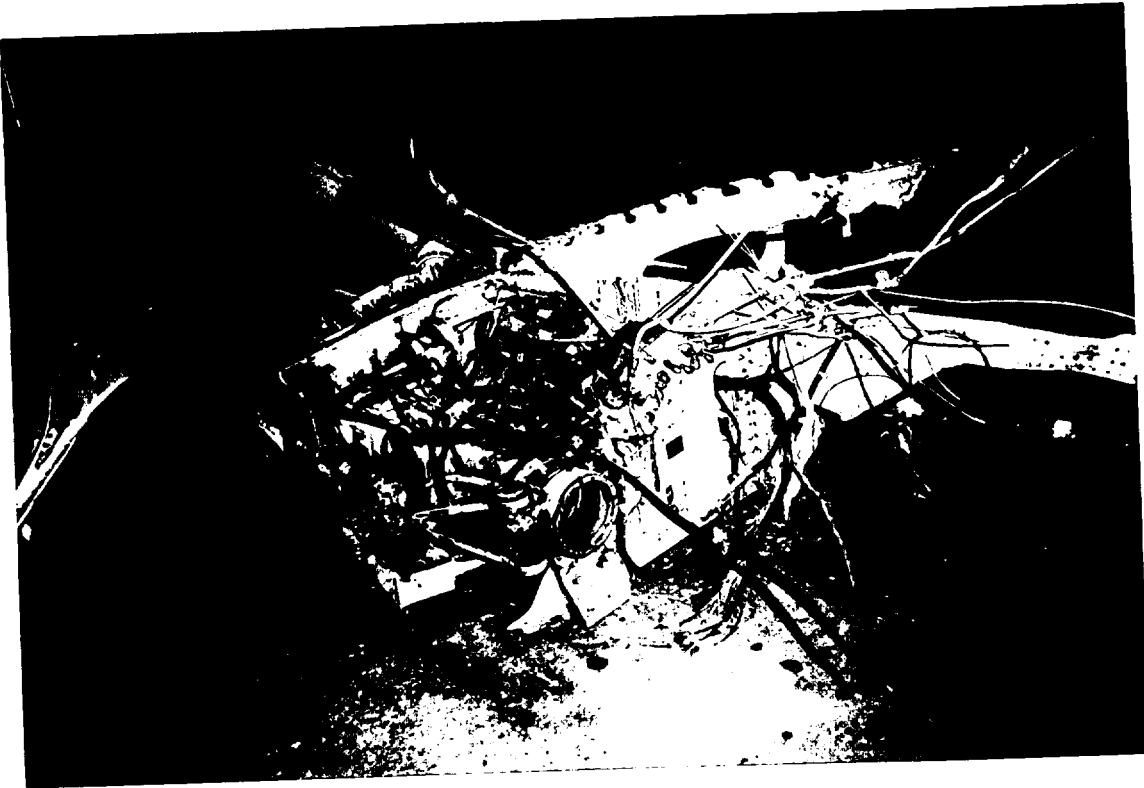


Photograph #26. Landing Gear - Nose

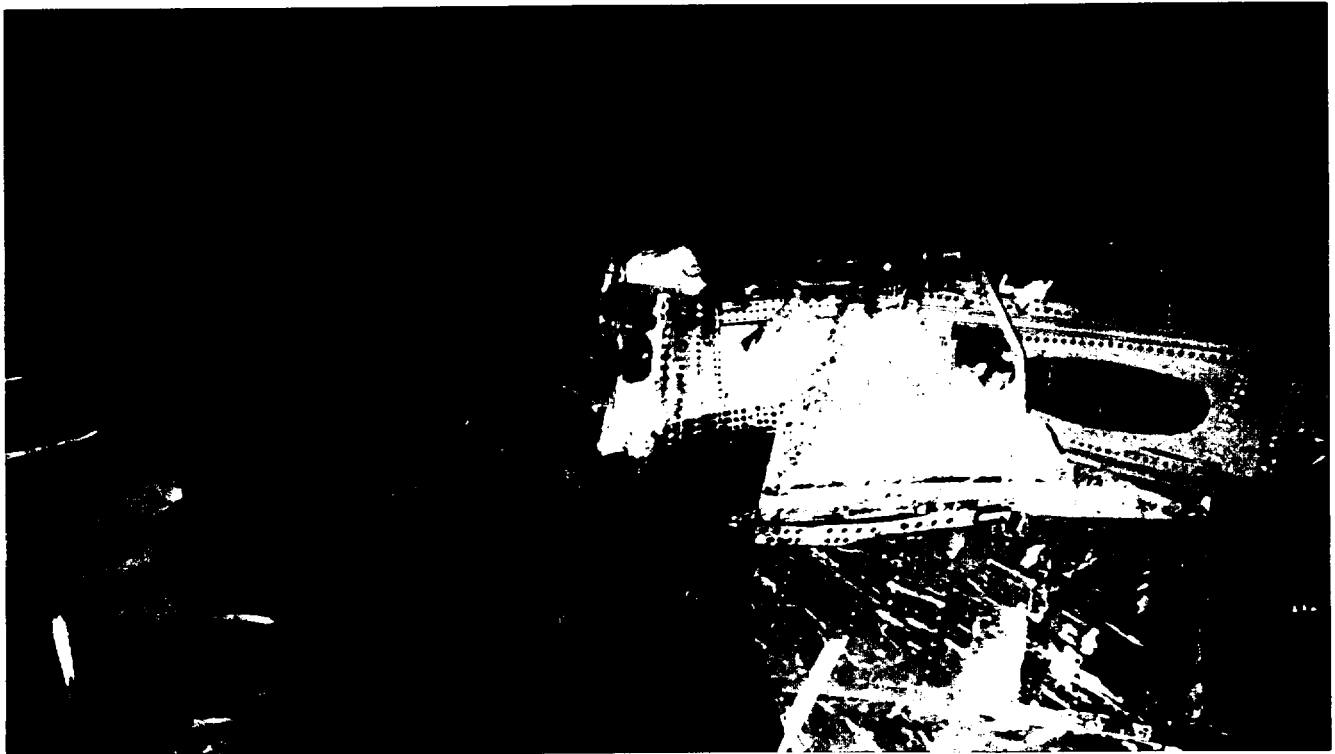


Photograph #27. Landing Gear - Right Main Tire and Wheel Assembly





Photograph #28. Landing Gear - Right Main Outer Cylinder



Photograph #29. Landing Gear - Left Main