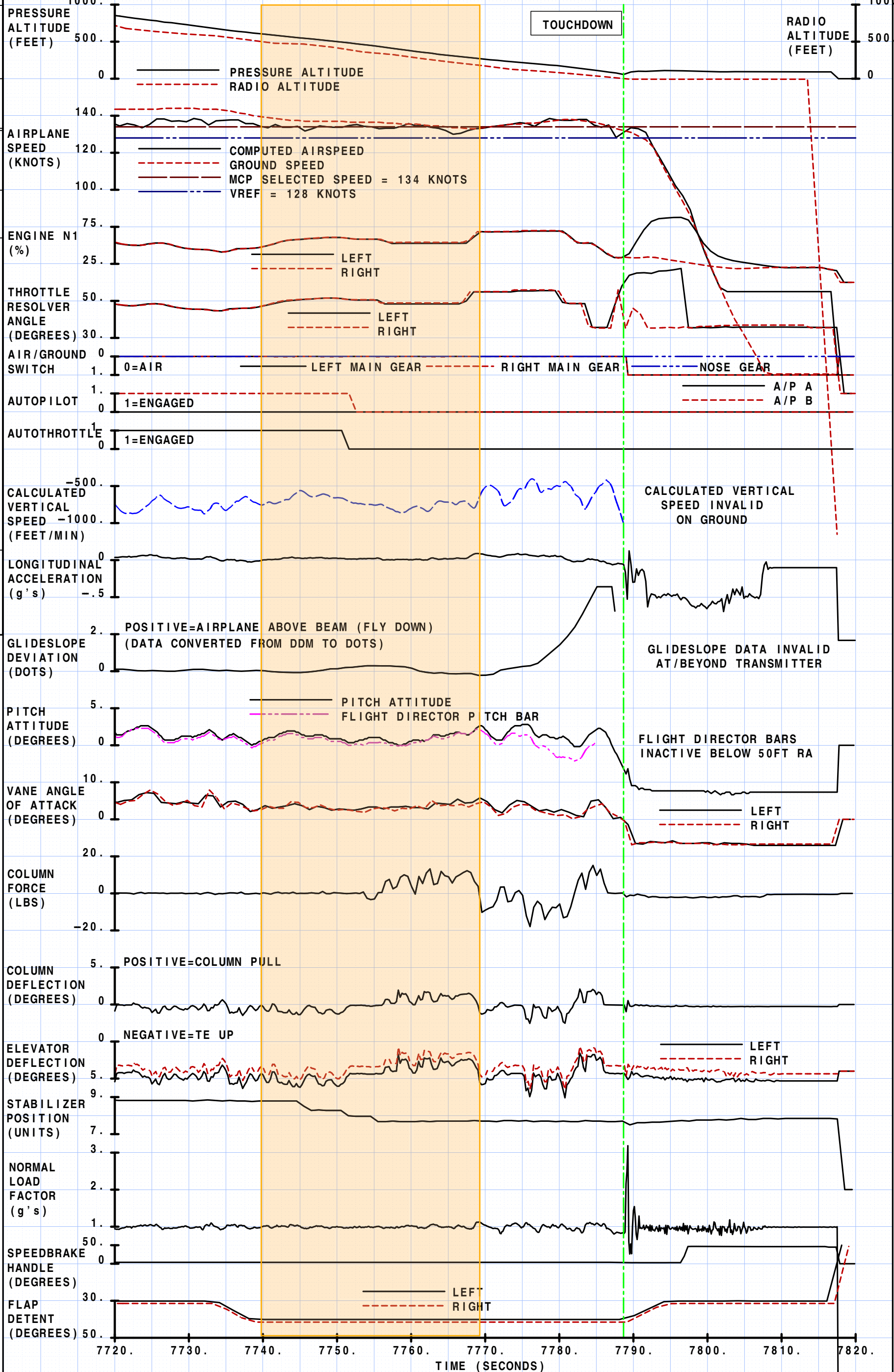


SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES



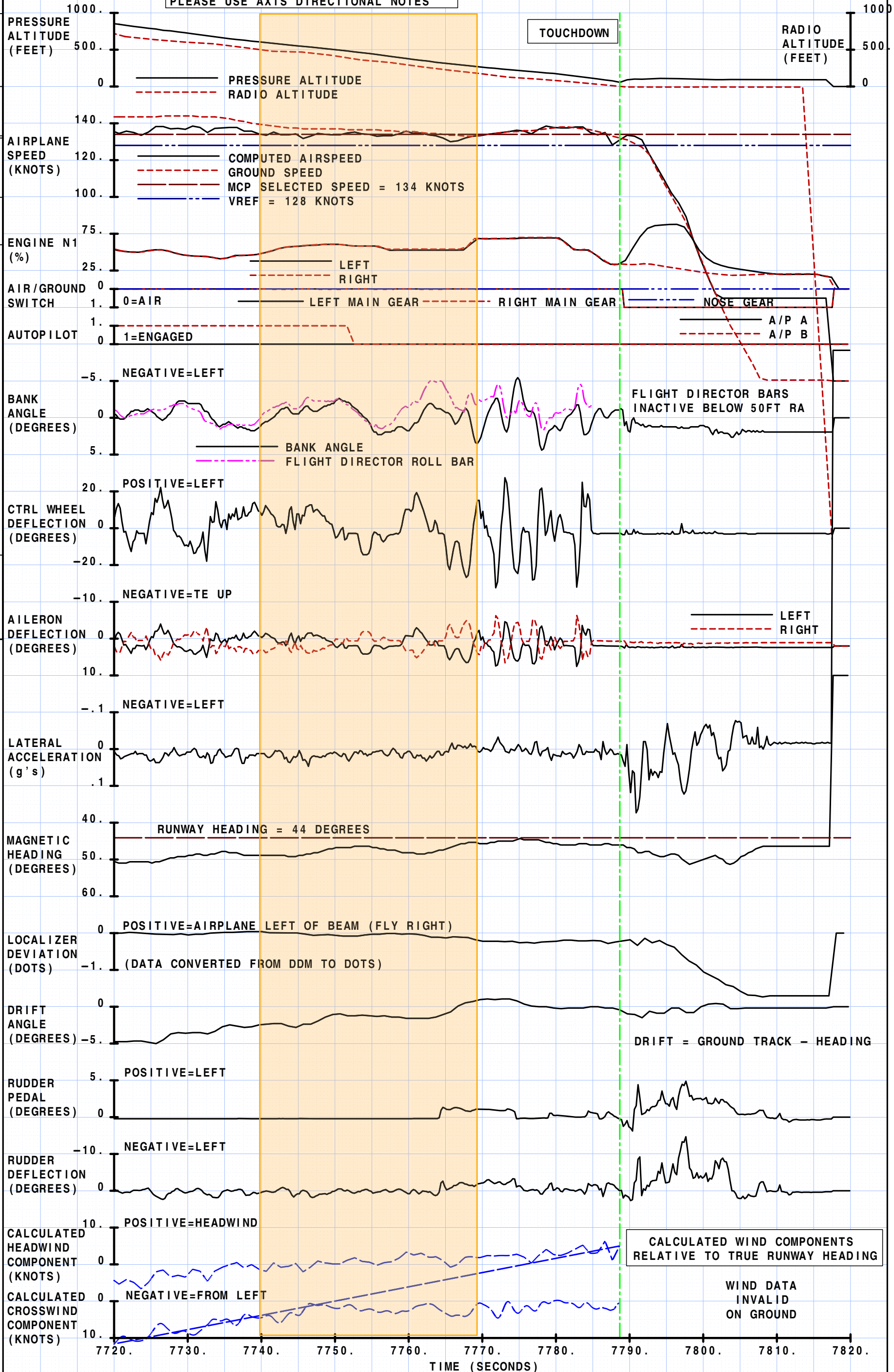
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PAGE 1

THE BOEING COMPANY

CALC AERODYNAMICS 26JUL13
CHECK APPD
REVISED DATE
SMA 737-700 NOSE GEAR COLLAPSE ON LNDG
22JUL13 -- TIME-ALIGNED FDR DATA
LONGITUDINAL PARAMETERS
YAO51/N753SW
FIGURE 1

SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES



TOUCHDOWN

RADIO ALTITUDE (FEET)

PRESSURE ALTITUDE
RADIO ALTITUDE

AIRPLANE SPEED (KNOTS)
COMPUTED AIRSPEED
GROUND SPEED
MCP SELECTED SPEED = 134 KNOTS
VREF = 128 KNOTS

ENGINE N1 (%)
LEFT
RIGHT

AIR/GROUND SWITCH
0=AIR
LEFT MAIN GEAR
RIGHT MAIN GEAR
NOSE GEAR

AUTOPILLOT
1=ENGAGED
A/P A
A/P B

BANK ANGLE (DEGREES)
NEGATIVE=LEFT
BANK ANGLE
FLIGHT DIRECTOR ROLL BAR
FLIGHT DIRECTOR BARS INACTIVE BELOW 50FT RA

CTRL WHEEL DEFLECTION (DEGREES)
POSITIVE=LEFT

AILERON DEFLECTION (DEGREES)
NEGATIVE=TE UP
LEFT
RIGHT

LATERAL ACCELERATION (g's)
NEGATIVE=LEFT

MAGNETIC HEADING (DEGREES)
RUNWAY HEADING = 44 DEGREES

LOCALIZER DEVIATION (DOTS)
POSITIVE=AIRPLANE LEFT OF BEAM (FLY RIGHT)
(DATA CONVERTED FROM DDM TO DOTS)

DRIFT ANGLE (DEGREES)
DRIFT = GROUND TRACK - HEADING

RUDDER PEDAL (DEGREES)
POSITIVE=LEFT

RUDDER DEFLECTION (DEGREES)
NEGATIVE=LEFT

CALCULATED HEADWIND COMPONENT (KNOTS)
POSITIVE=HEADWIND
CALCULATED WIND COMPONENTS RELATIVE TO TRUE RUNWAY HEADING

CALCULATED CROSSWIND COMPONENT (KNOTS)
NEGATIVE=FROM LEFT
WIND DATA INVALID ON GROUND

TIME (SECONDS)

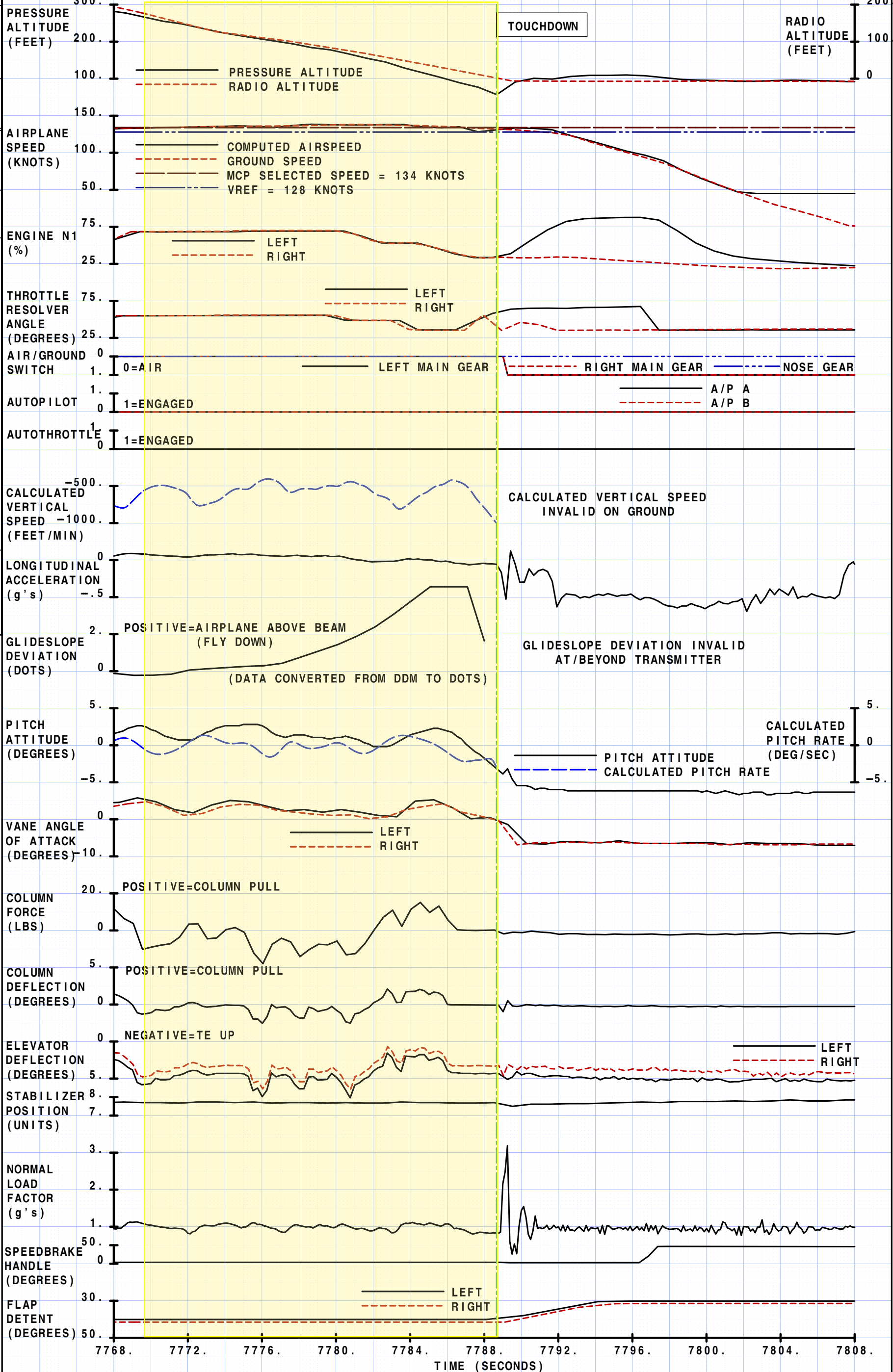
EXPORT CONTROLLED ECGN: 9E991

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THE BOEING COMPANY

CALC	AERODYNAMICS	26JUL13	REVISID	DATE	SMA 737-700 NOSE GEAR COLLAPSE ON LNDG	YAO51/N753SW
CHECK					22JUL13 -- TIME-ALIGNED FDR DATA	
APPD					LATERAL-DIRECTIONAL PARAMETERS	FIGURE
APPD						

SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES



THE BOEING COMPANY

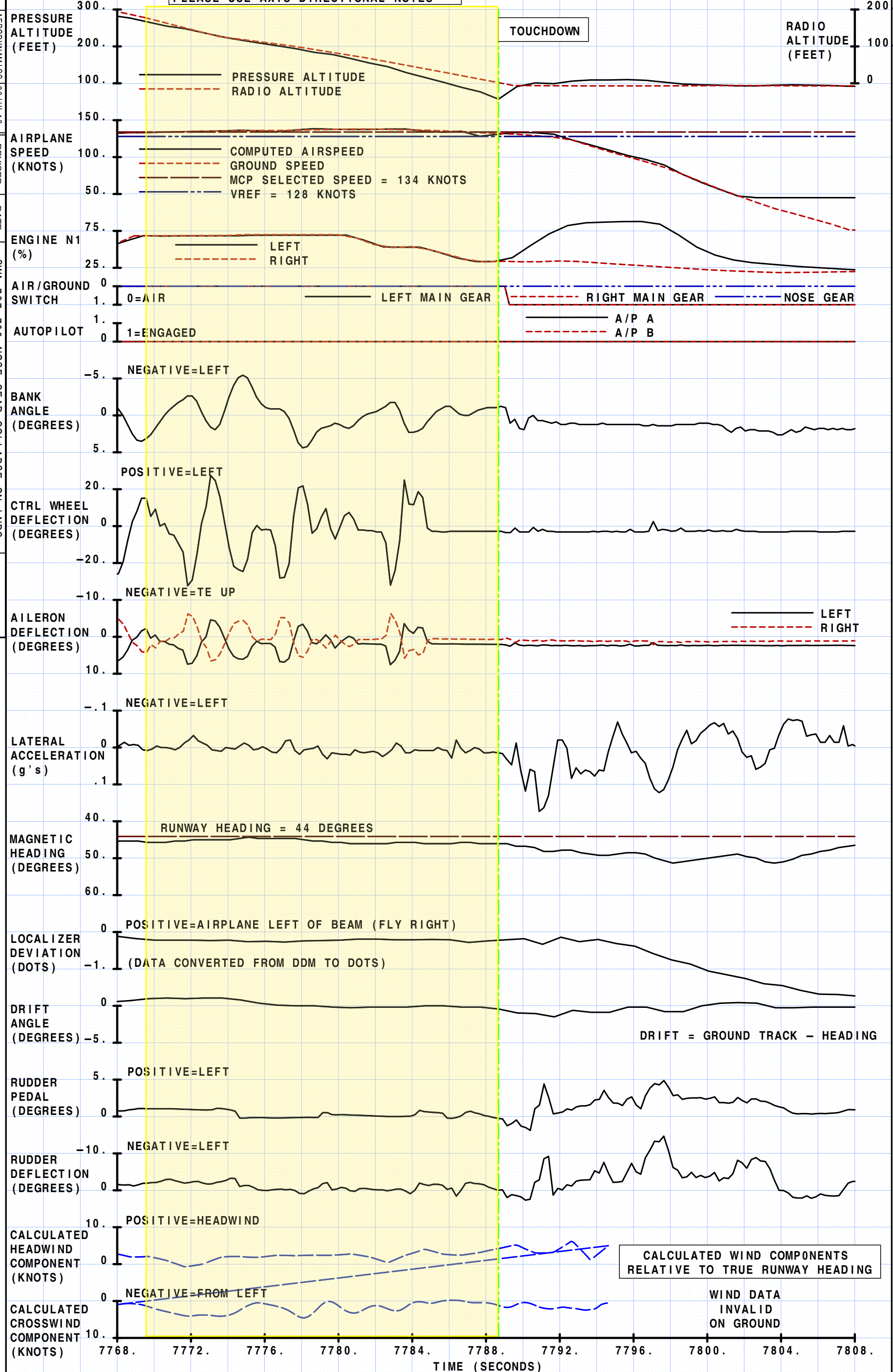
EXPORT CONTROLLED EC CN: 9E991

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CALC	AERODYNAMICS	26JUL13	REVISID	DATE	SMA 737-700 NOSE GEAR COLLAPSE ON LNDG
CHECK					22JUL13 -- TIME-ALIGNED FDR DATA
APPD					LONGITUDINAL PARAMETERS - TOUCHDOWN
APPD					YAO51/N753SW
APPD					FIGURE

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PLEASE USE AXIS DIRECTIONAL NOTES

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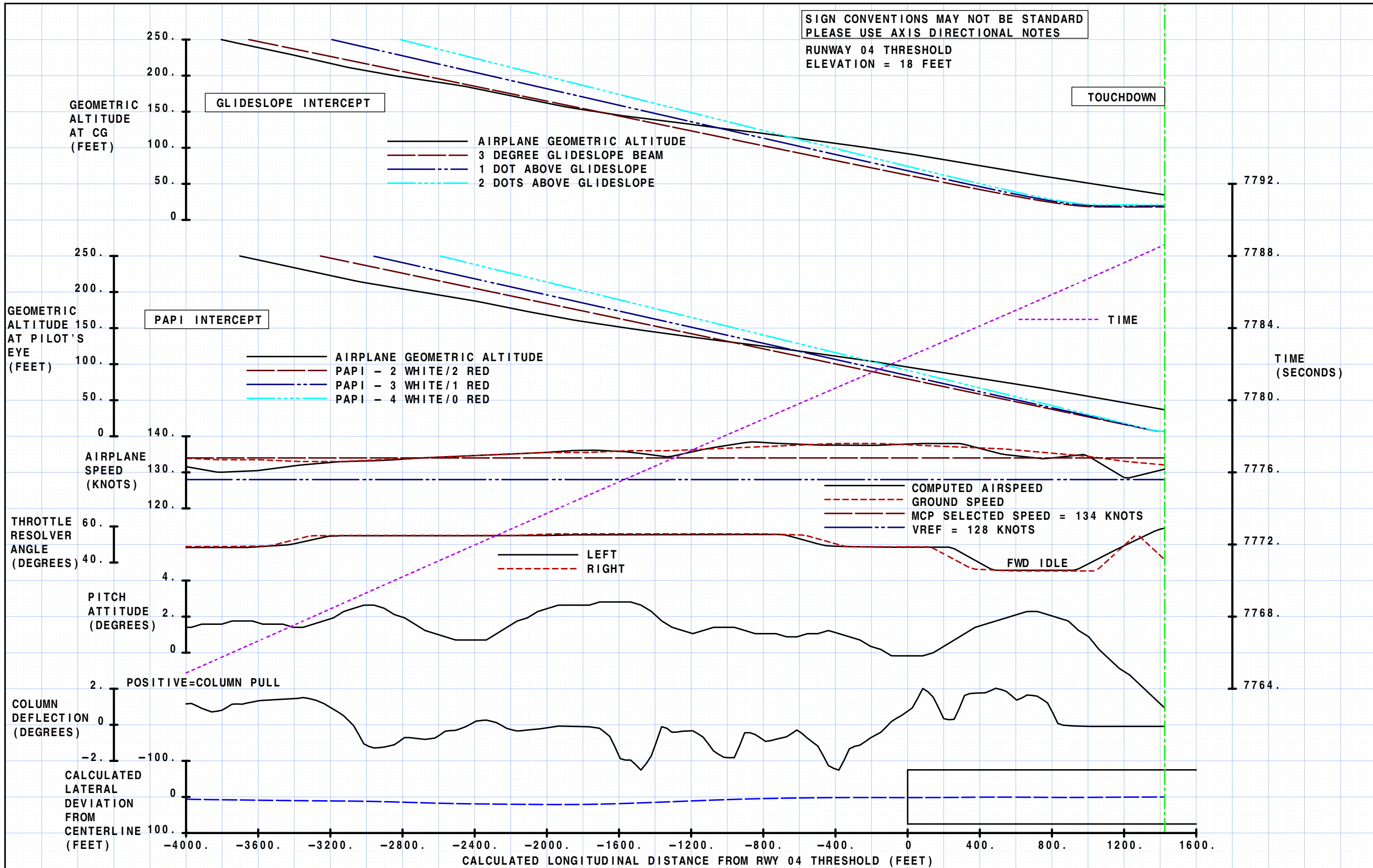
EXPORT CONTROLLED ECGN: 9E991

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CALC	AERODYNAMICS	26JUL13	REVISID	DATE	SMA 737-700	NOSE GEAR COLLAPSE ON LNDG
CHECK					22JUL13	.. TIME-ALIGNED FDR DATA
APPD					LAT-DIR	PARAMETERS - TOUCHDOWN
APPD					YAO51/N753SW	FIGURE
APPD						4

SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES

RUNWAY 04 THRESHOLD
ELEVATION = 18 FEET



CALC	AERODYNAMICS	20DEC13	REVISED	DATE	SWA 737-700 NOSE GEAR COLLAPSE LANDING 22JUL13 -- TIME-ALIGNED FDR DATA GROUND TRACK ANALYSIS	YA051/N753SW
CHECK						FIGURE
APPD						5
APPD						

CVR CALLOUTS

CA:CAPTAIN
FO:FIRST OFFICER

CA:
100 ft
Radio Alt

CA:
Possible 1st
"Get it down"

CA:
"Get it down"

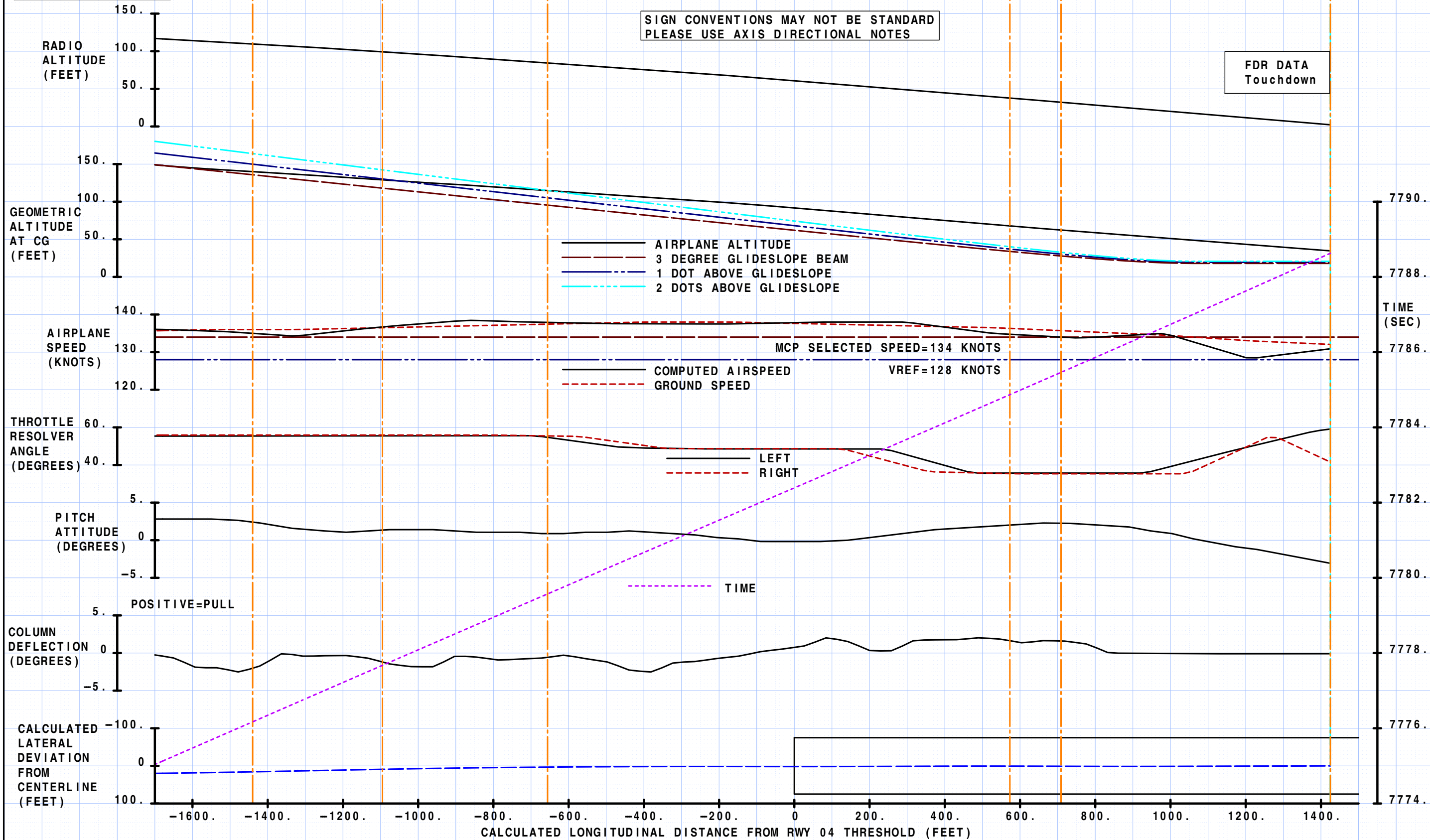
CA:
Requests
Control

FO:
Transfers
Control

Sound of
Impact

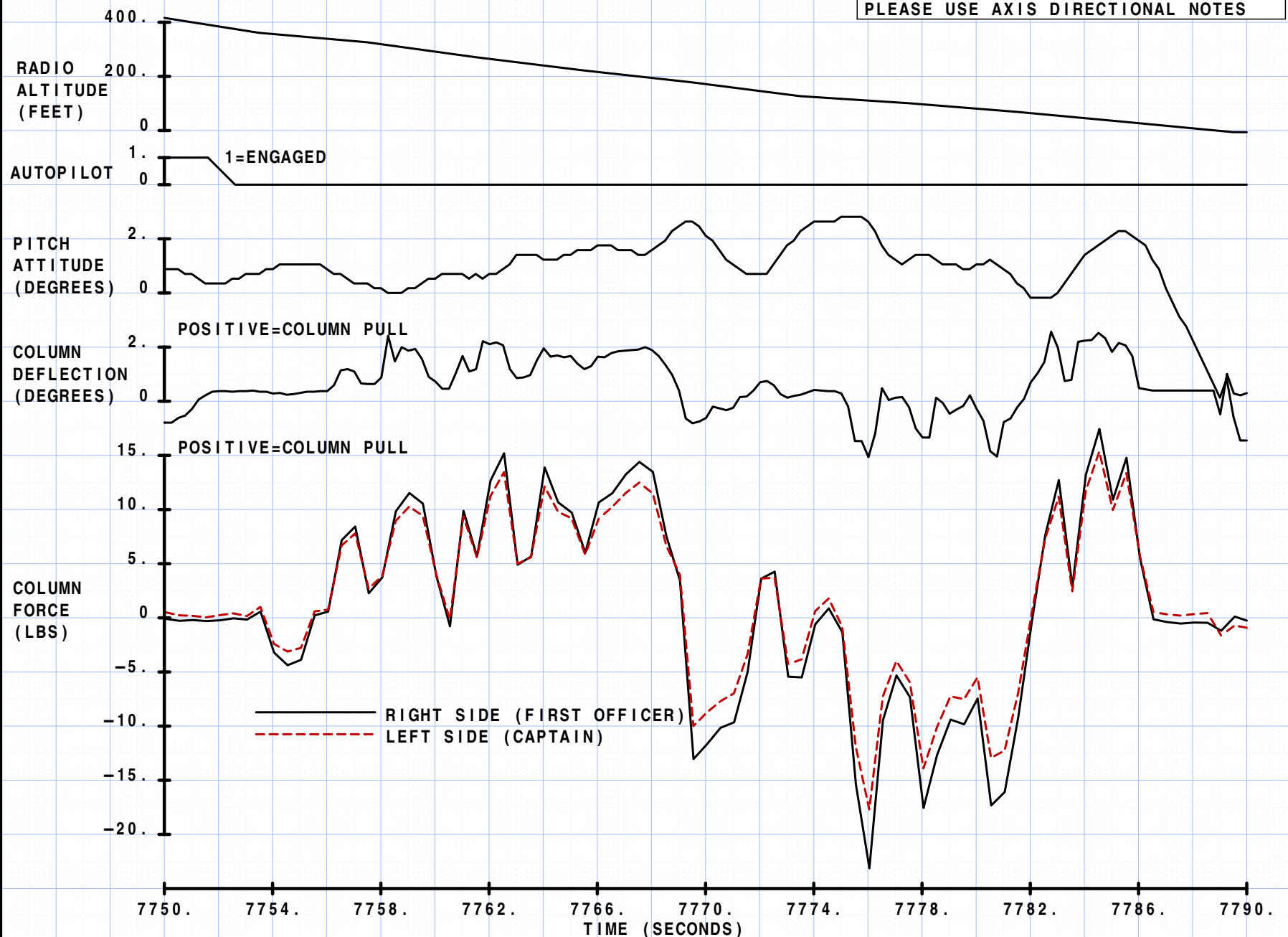
SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES

FDR DATA
Touchdown



CALC	AERODYNAMICS	19DEC13	REVISED	DATE	SWA 737-700 NOSE GEAR COLLAPSE LANDING 22JUL13 -- GROUND TRACK ANALYSIS SELECTED LONG DATA W/CVR CALLOUTS	YA051/N753SW
CHECK						FIGURE
APPD						6
APPD						

SIGN CONVENTIONS MAY NOT BE STANDARD
PLEASE USE AXIS DIRECTIONAL NOTES



REV	CALC	AERODYNAMICS	13DEC13	REVISED	DATE	SWA 737-700 NOSE GEAR COLLAPSE LANDING 22JUL13 -- TIME ALIGNED FDR DATA COLUMN FORCE-PILOT FLYING DETERMINATION	
	CHECK						
	APPD						
	APPD						
PAGE						FIGURE	7

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YAO31/N753SW