



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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AIRWORTHINESS

Group Chairman's Factual Report

WPR14FA369

**Appendix A – Figures
(4 pages)**



Figure 1 – Backovich GP-5 airplane, N501GP



Figure 2 – GP-5 right wing reconstruction, upper surface



Figure 3 – GP-5 right wing reconstruction, lower surface



Figure 4 – Forward spar lower spar cap fractures



Figure 5 – GP-5 right aileron reconstruction



Figure 6 – Right wing upper surface damage following March 11, 2012, landing



Figure 7 – Right wing lower surface damage following March 11, 2012, landing

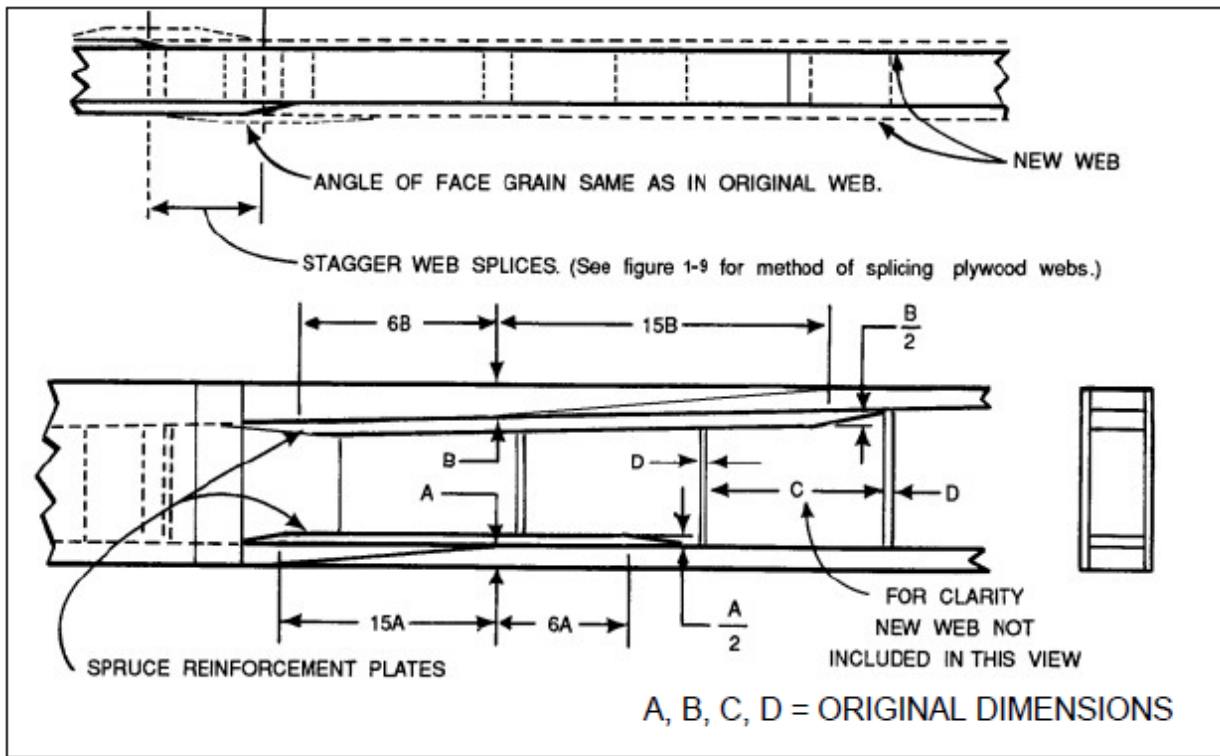


Figure 8 – AC 43.13-1B Figure 1-8, method of splicing box spar flanges.