

# APPENDICES

# **APPENDIX A**

## **Photographs, figures and graphs**

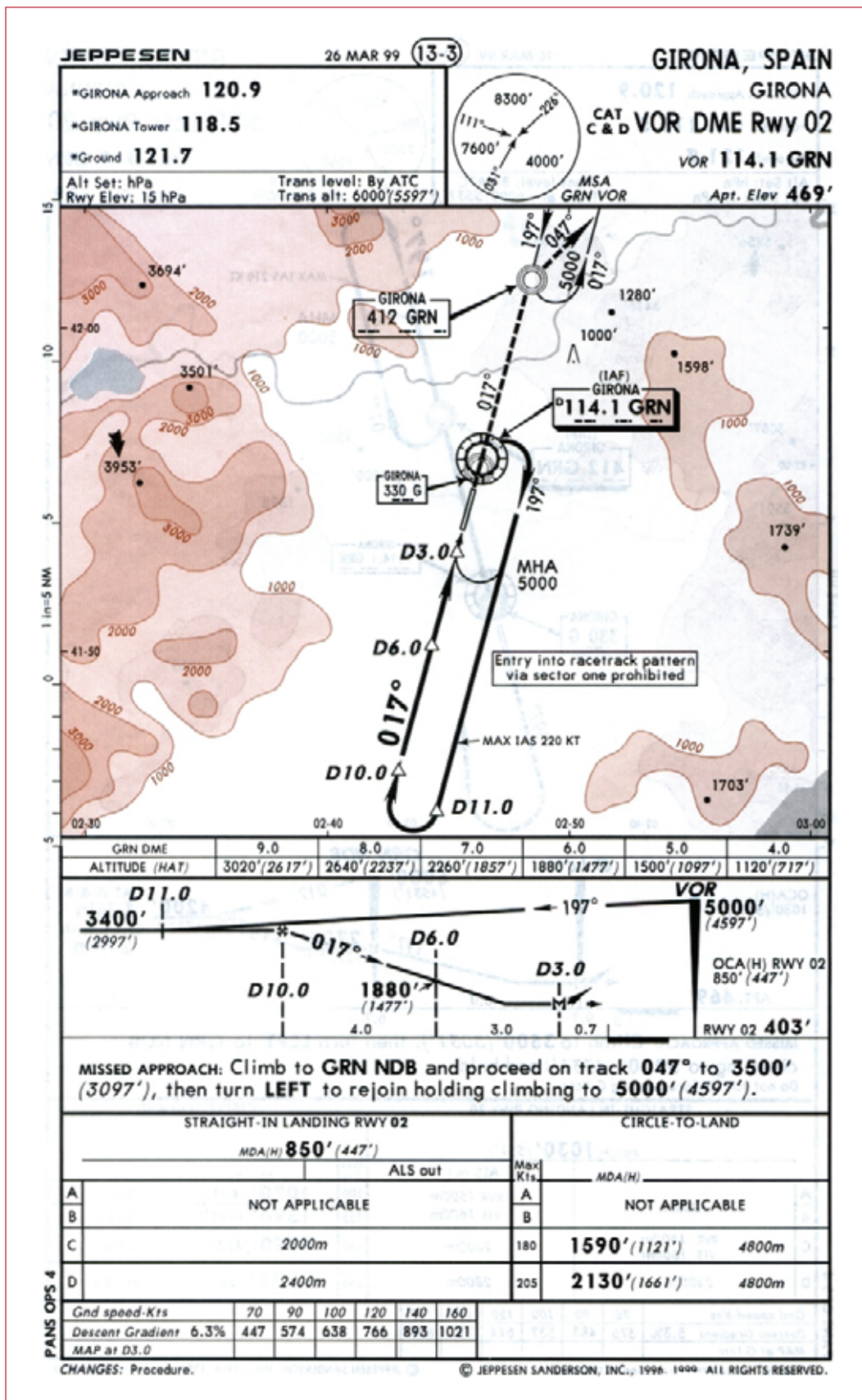


Figure 1



**MAIN WRECKAGE**



**Figure 3.1 – Aerial View**

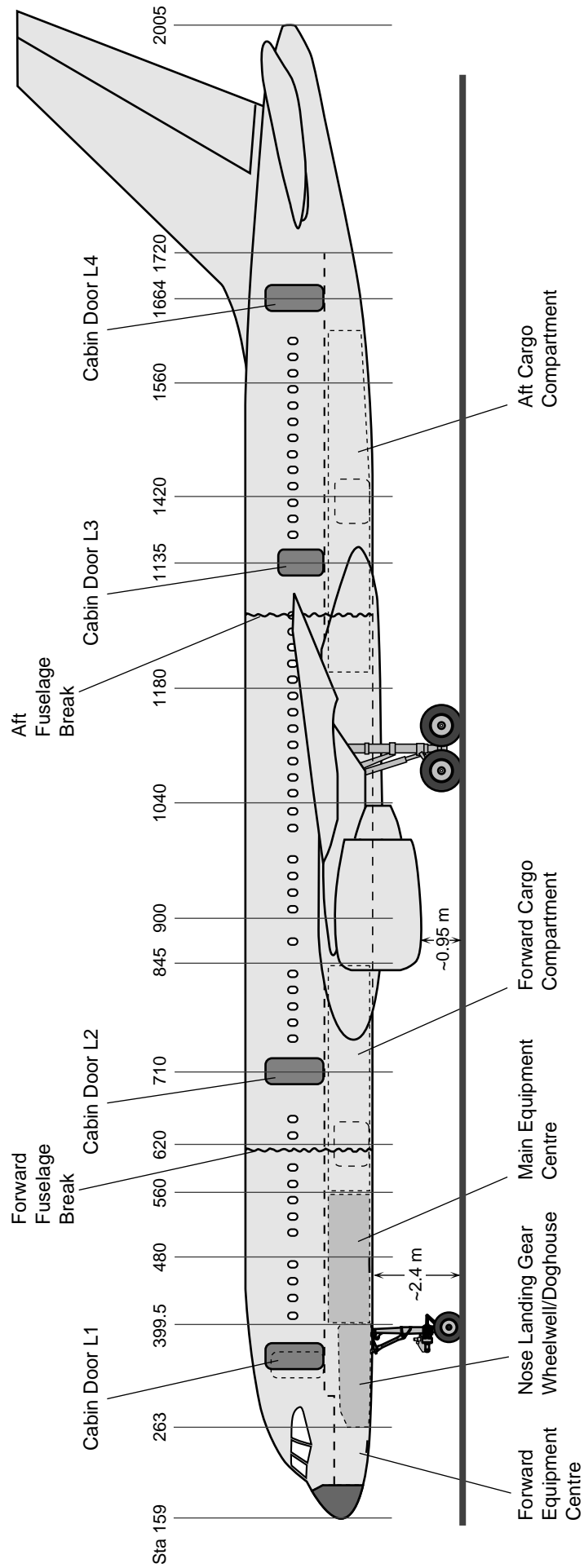


**Figure 3.2 – Main Wreckage looking North-West**



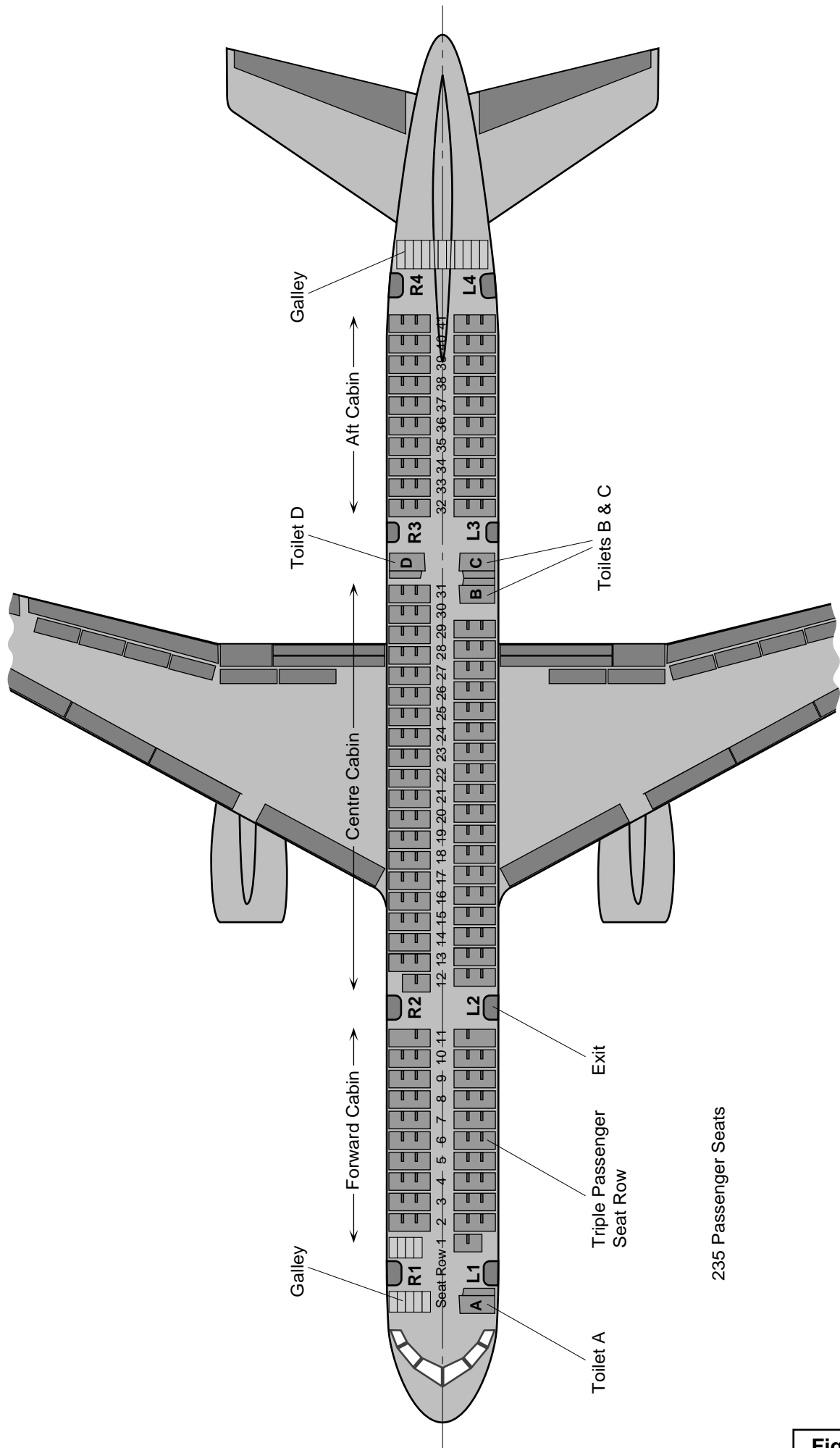
**Figure 3.3 – Main Wreckage looking West**

**B757-200 GENERAL ARRANGEMENT**



**Figure 4**

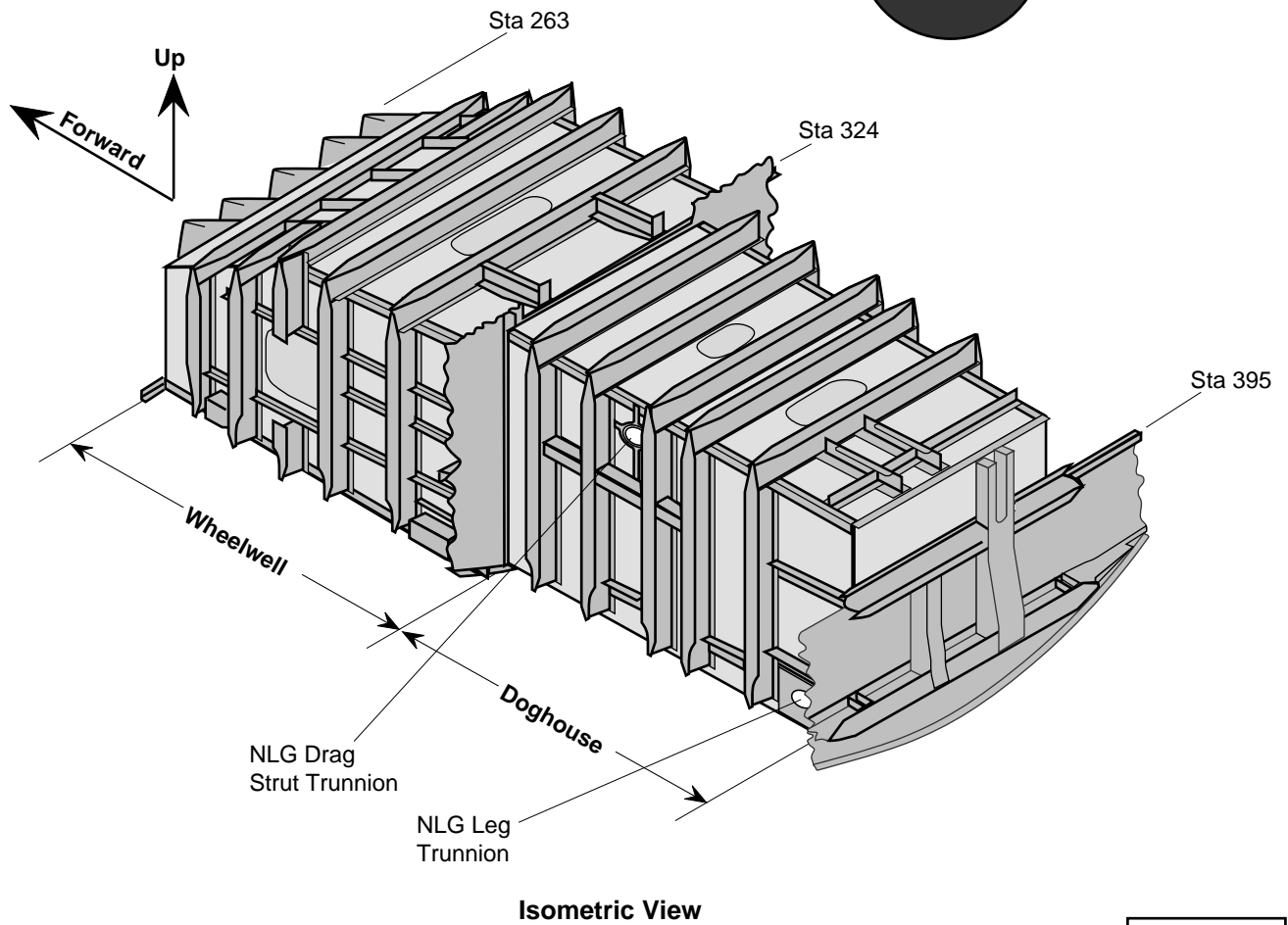
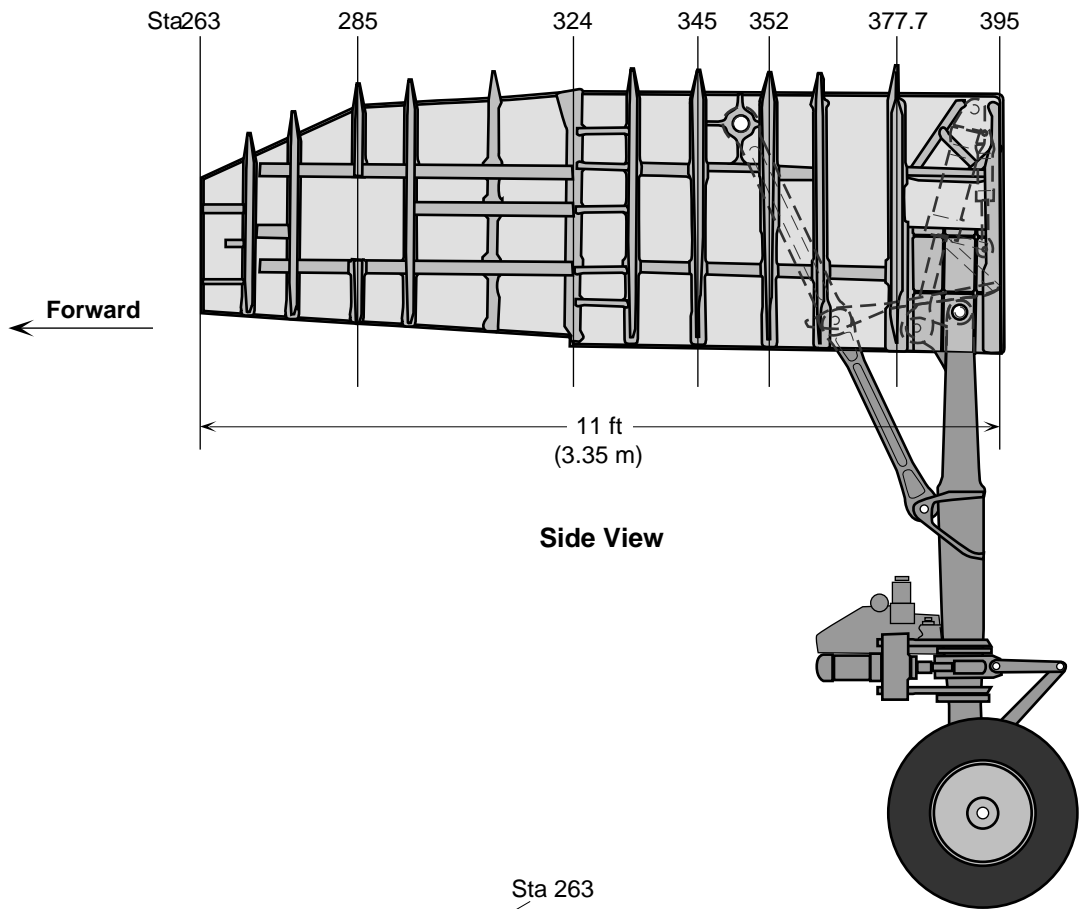
**CABIN LAYOUT**



235 Passenger Seats

**Figure 5**

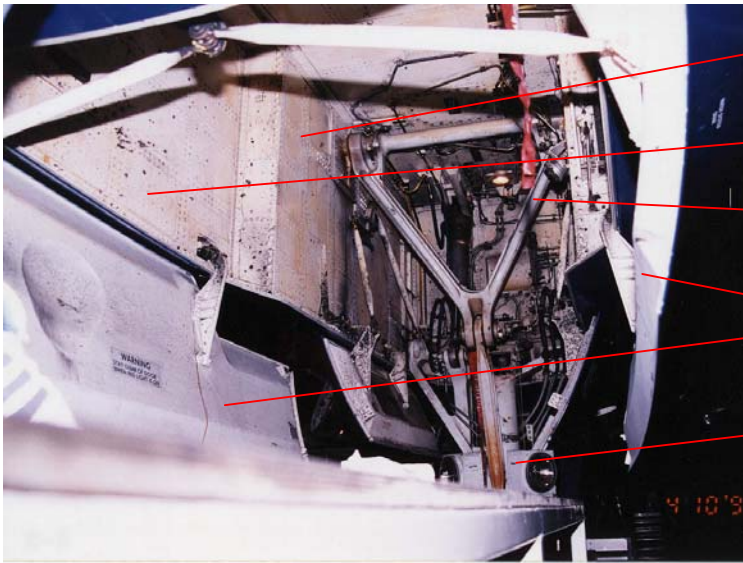
**NOSE LANDING GEAR SUPPORT STRUCTURE**



**Figure 6**



**B757 DETAILS (Similar Aircraft to G-BYAG)**



Doghouse

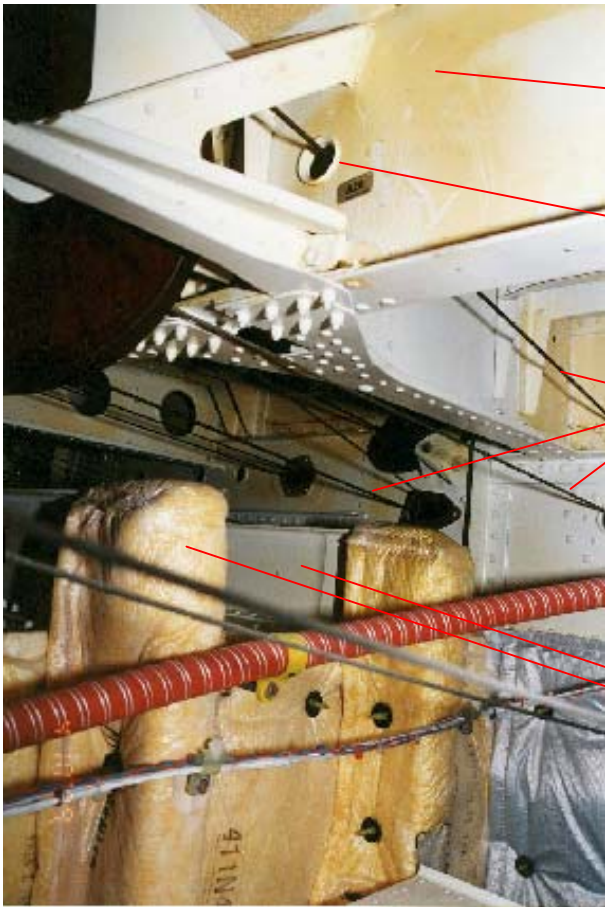
Wheelwell

Drag Strut

Forward Doors (normally closed, manually opened for access)

Leg

**Figure 7.1 – Nose Landing Gear**



Cabin Floor Beam

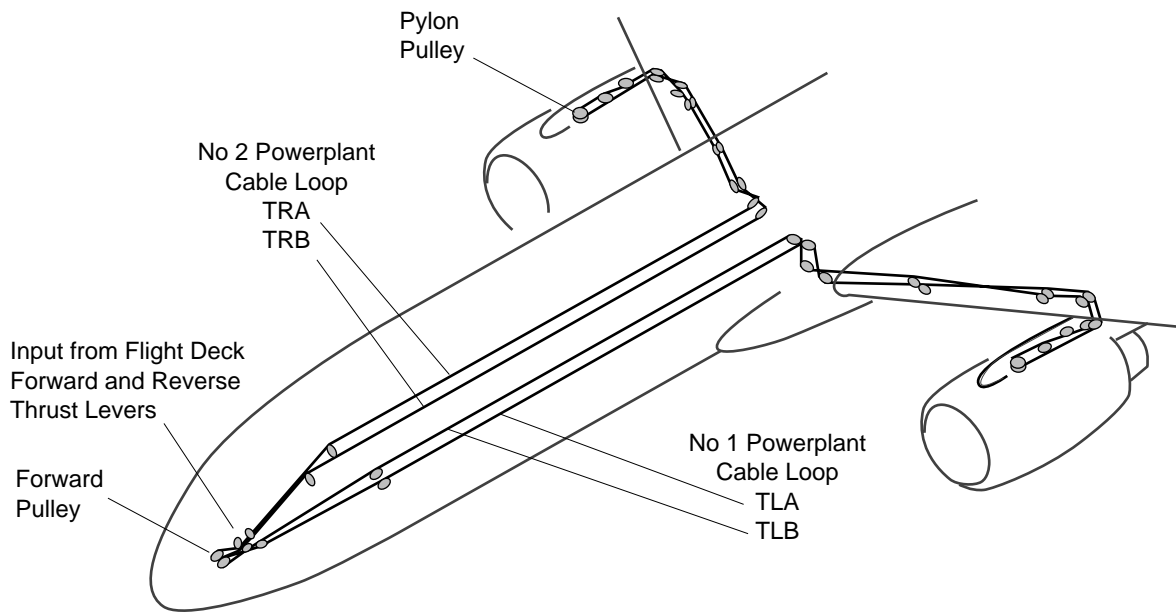
Cable Fairlead

Control Cables

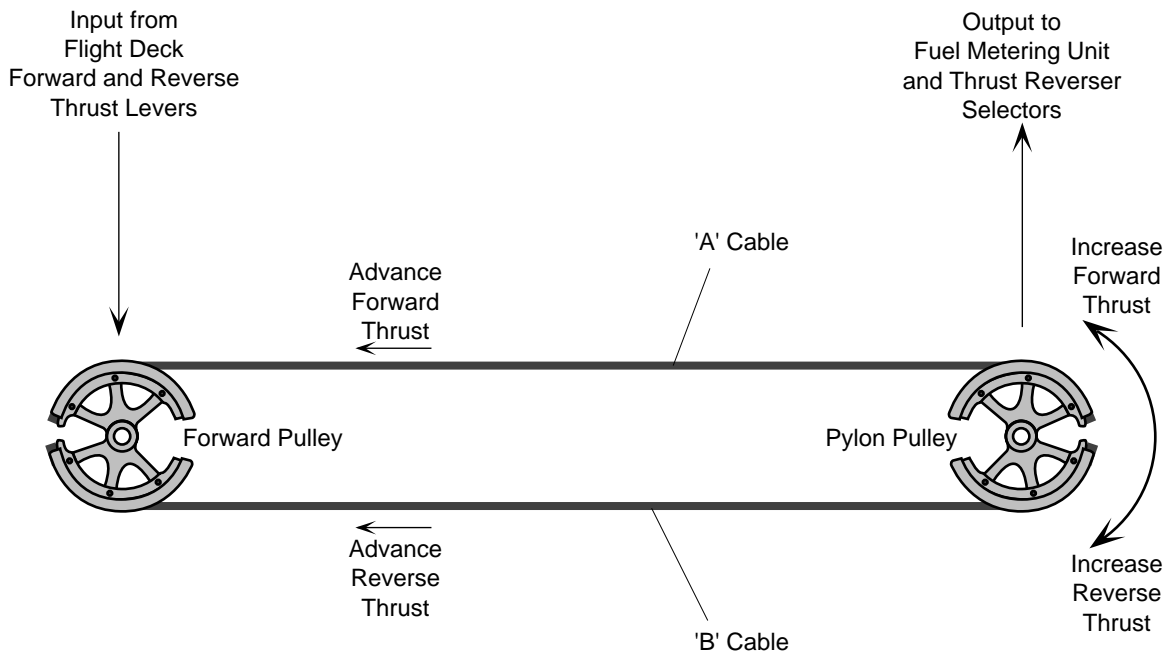
Doghouse  
Ton Beams

**Figure 7.2 – Control Cables Underfloor**

**POWERPLANT CONTROL CABLES**

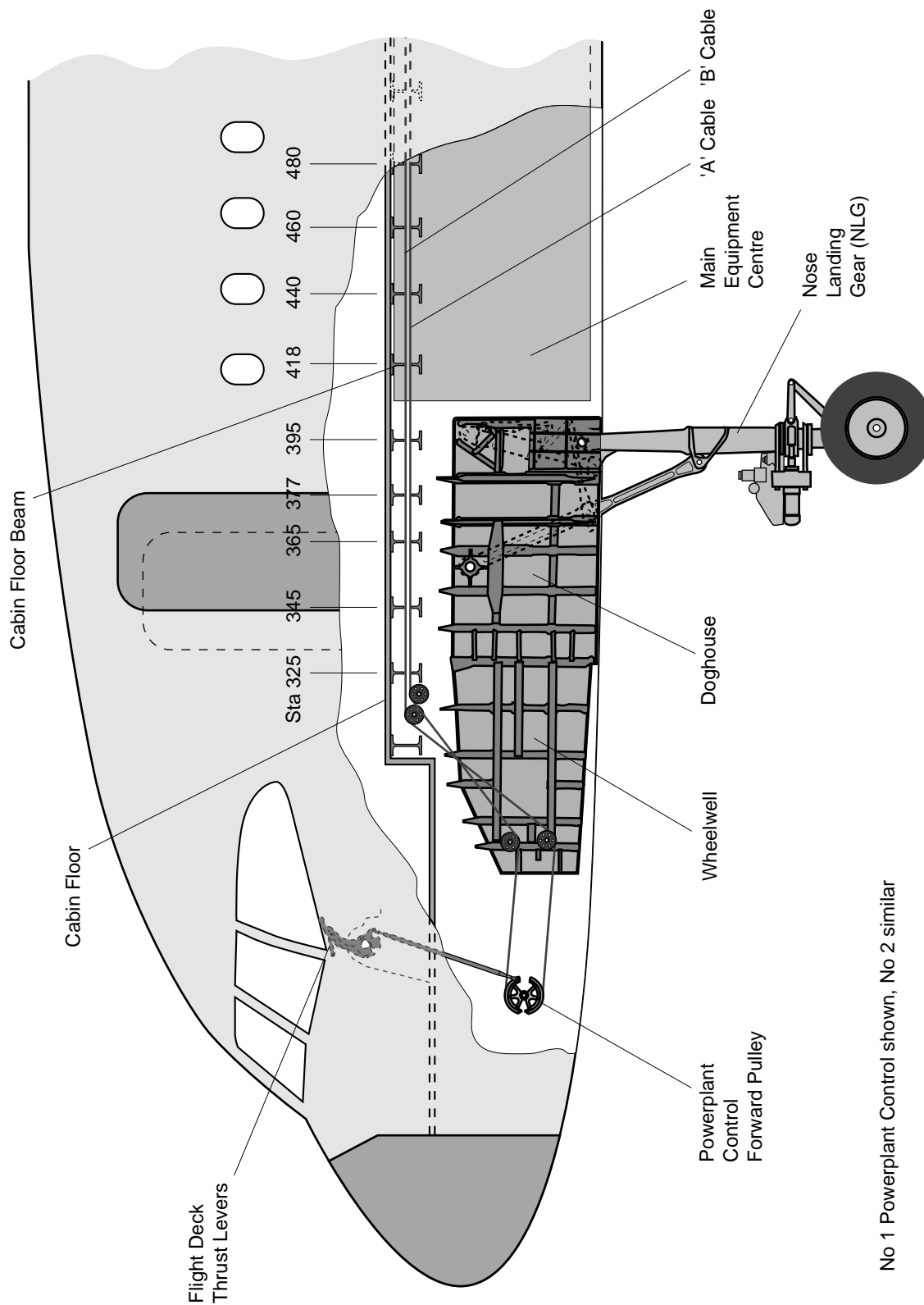


**Figure 8.1 - Powerplant Control Run Schematic**



**Figure 8.2 - Powerplant Control Run Operation**

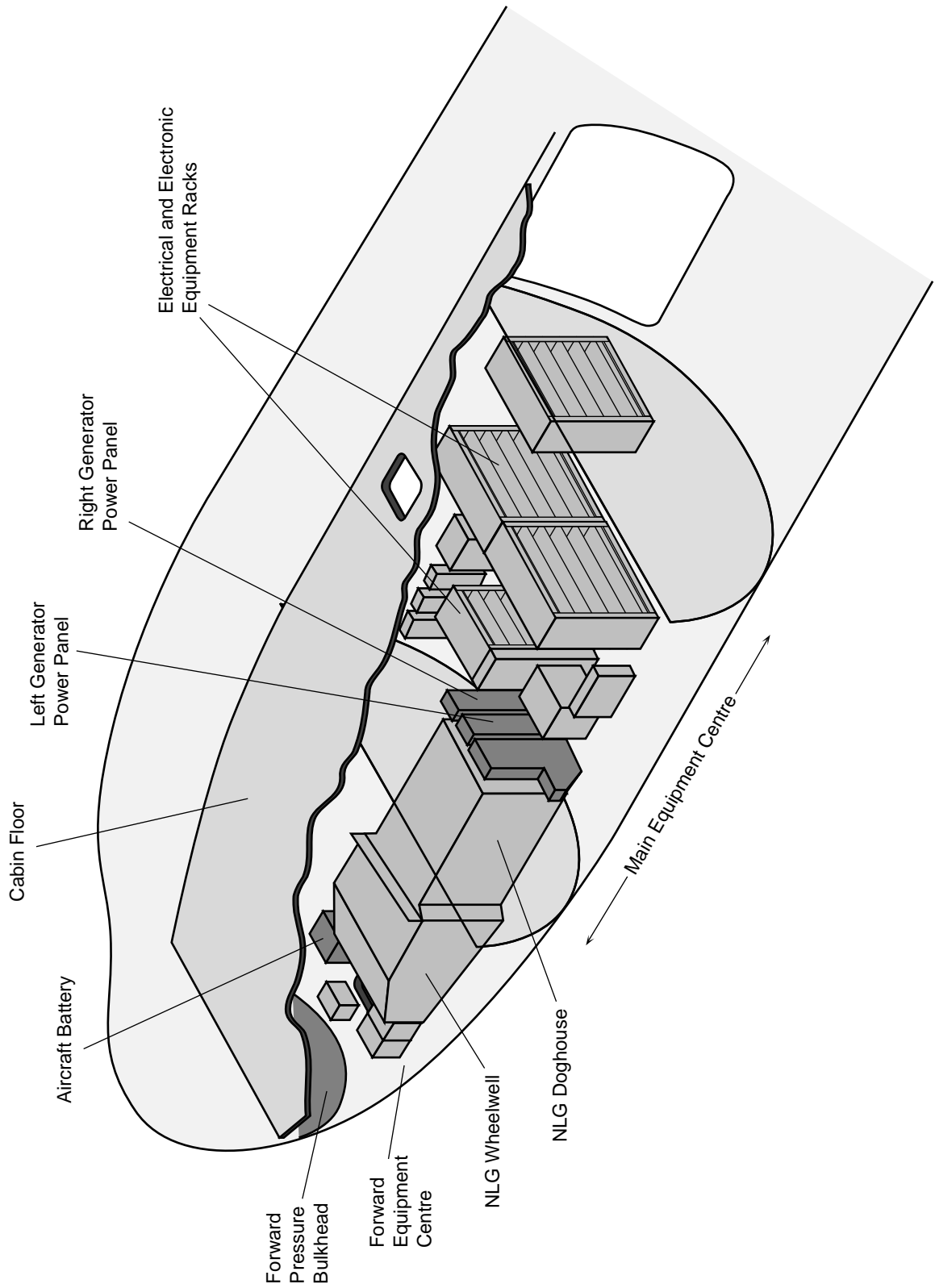
**POWERPLANT CONTROL CABLE LAYOUT**



No 1 Powerplant Control shown, No 2 similar

**Figure 9**

**MAIN EQUIPMENT CENTRE**



**Figure 10**

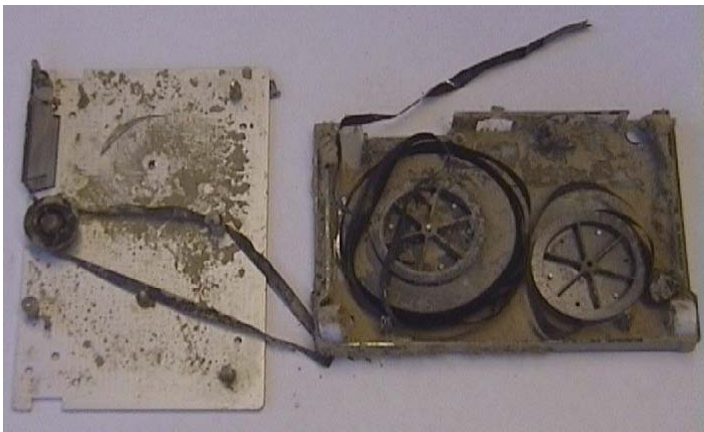
**FLIGHT RECORDERS**



**Figure 11.1 – Flight Data Recorder and Cockpit Voice Recorder**



**Figure 11.2 – Quick Access Recorder (QAR)**



**Figure 11.3 – QAR Cassette**



**Figure 11.4 – QAR**

# FDR DATA - GLIDESLOPE INTERCEPT TO FIRST TOUCHDOWN

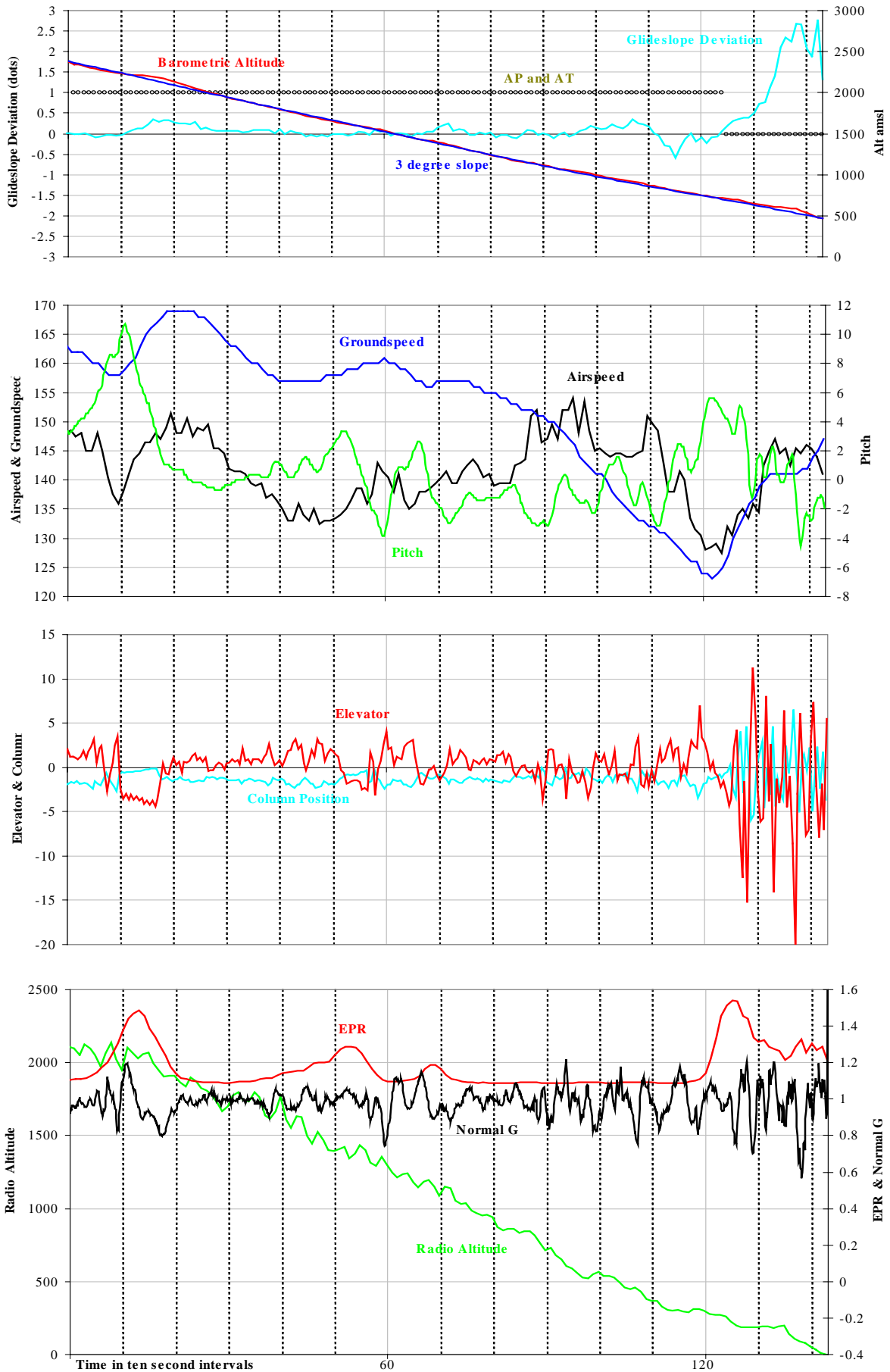


Figure 12

# FDR DATA - MANUALLY FLOWN SEGMENT TO FIRST TOUCHDOWN

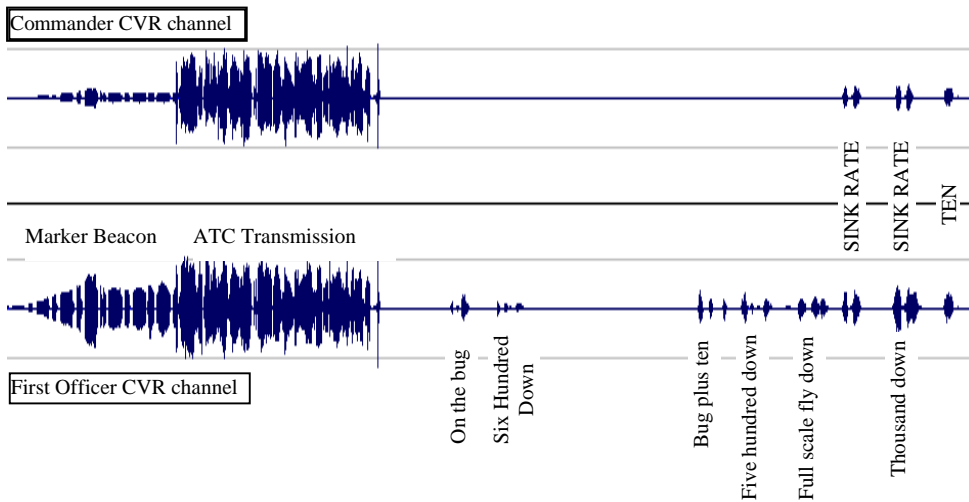
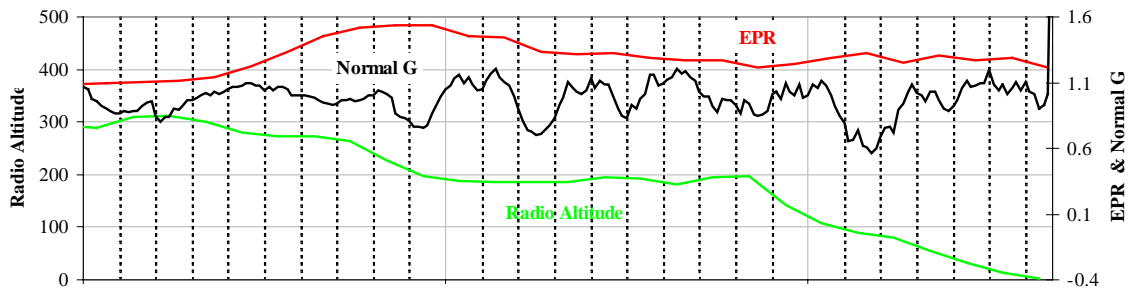
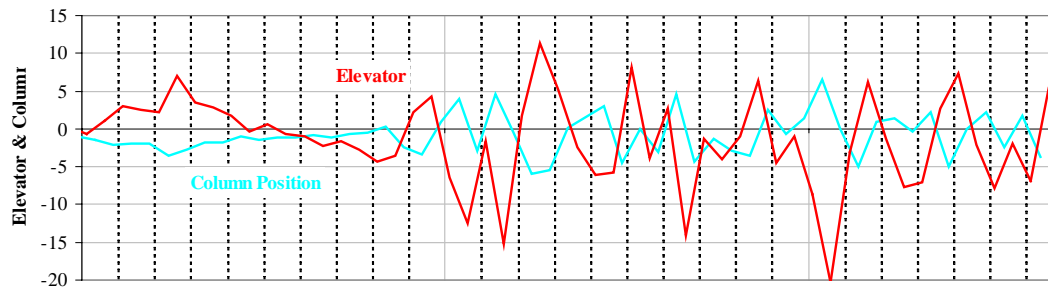
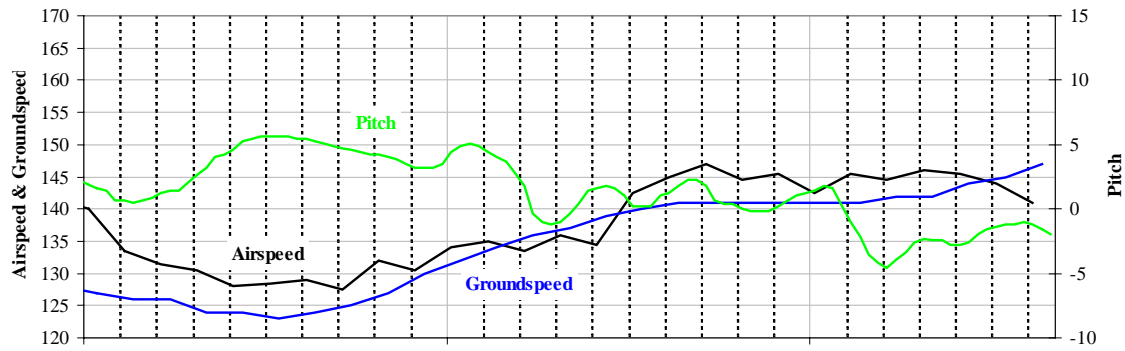
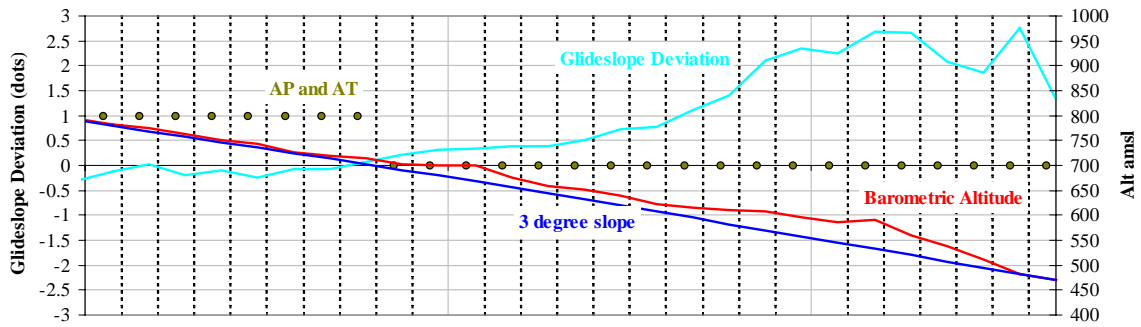
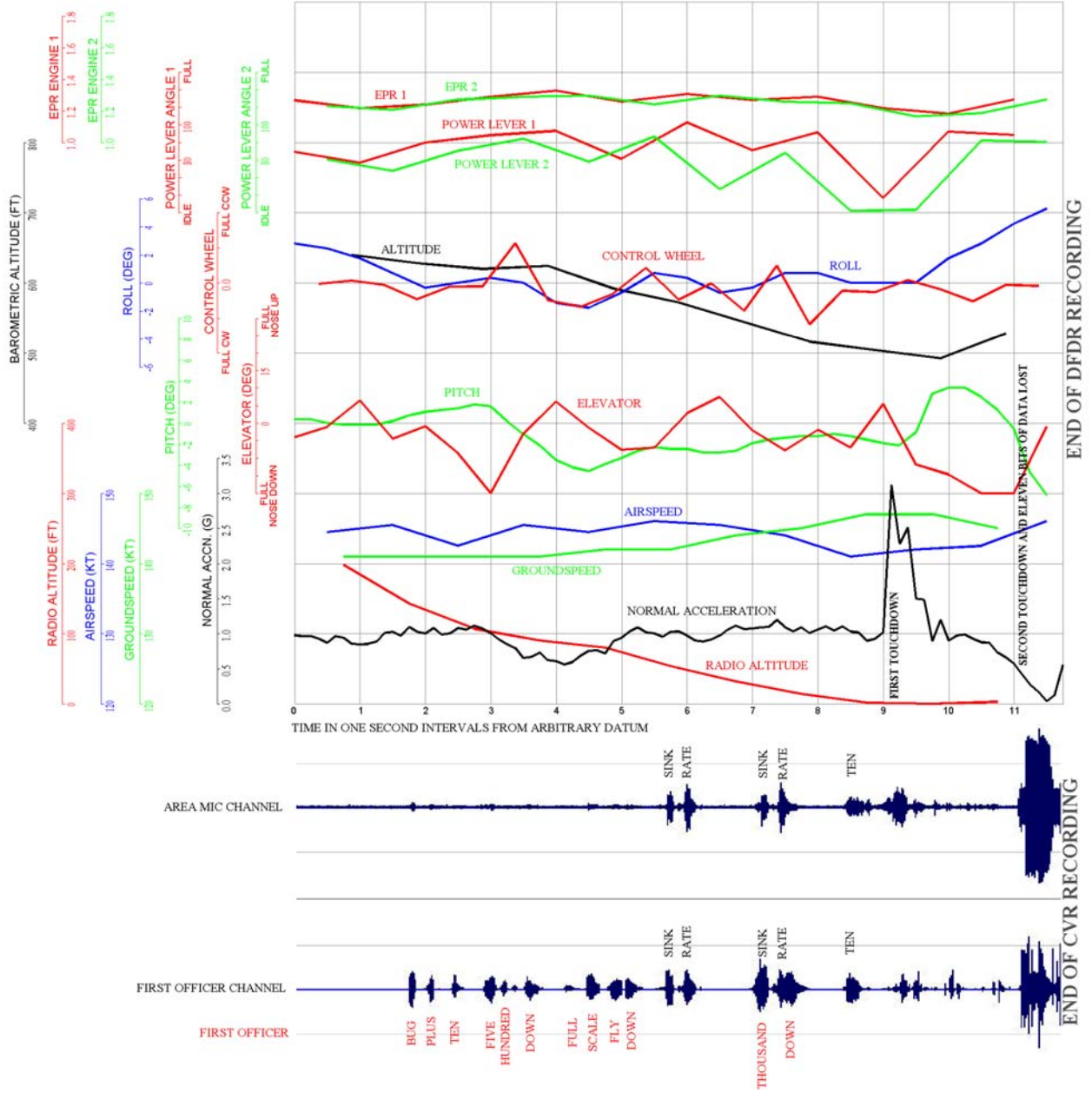


Figure 13

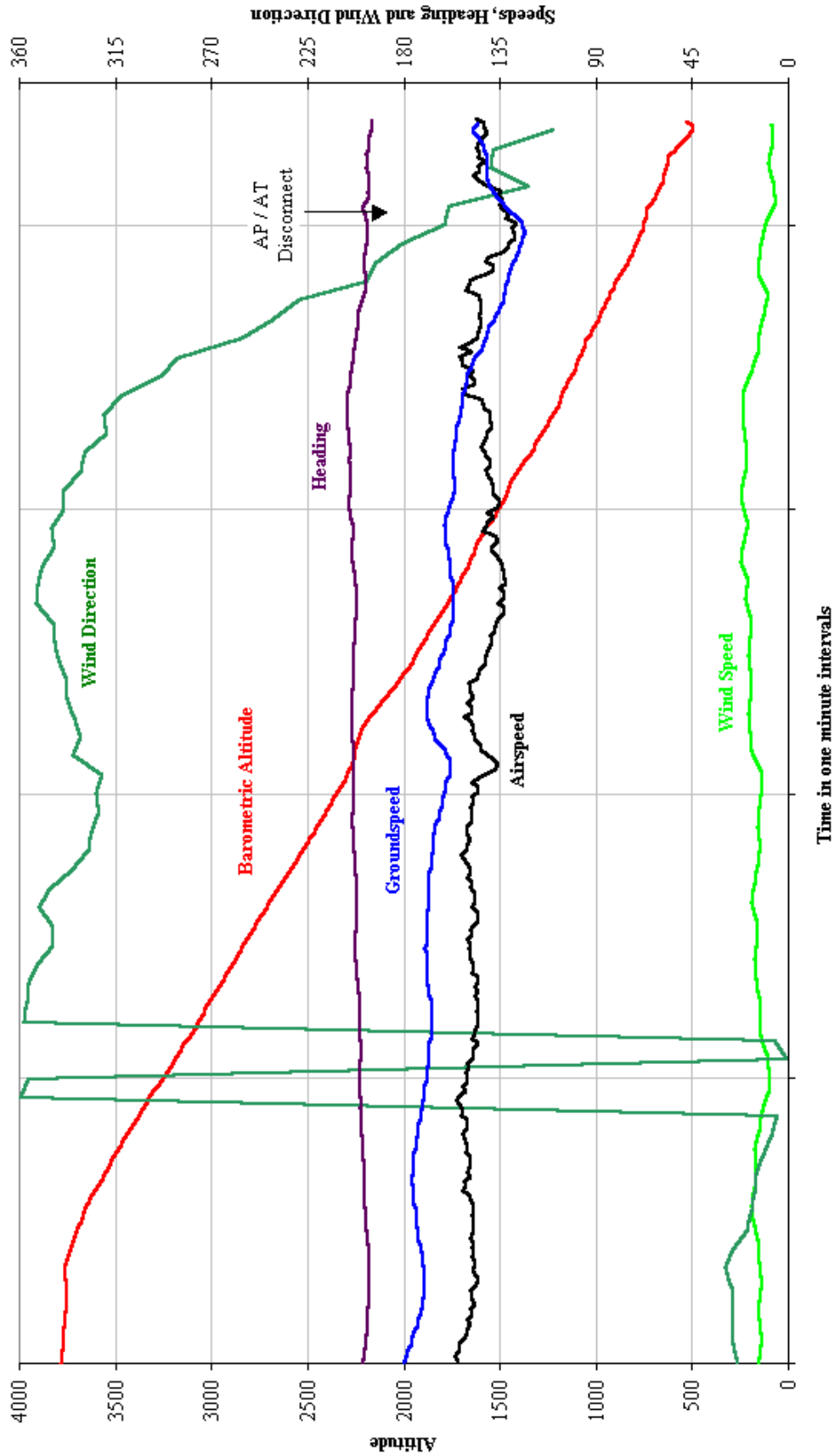
# FDR DATA - EXPANDED VIEW OF FIRST AND SECOND TOUCHDOWN



**Figure 14**

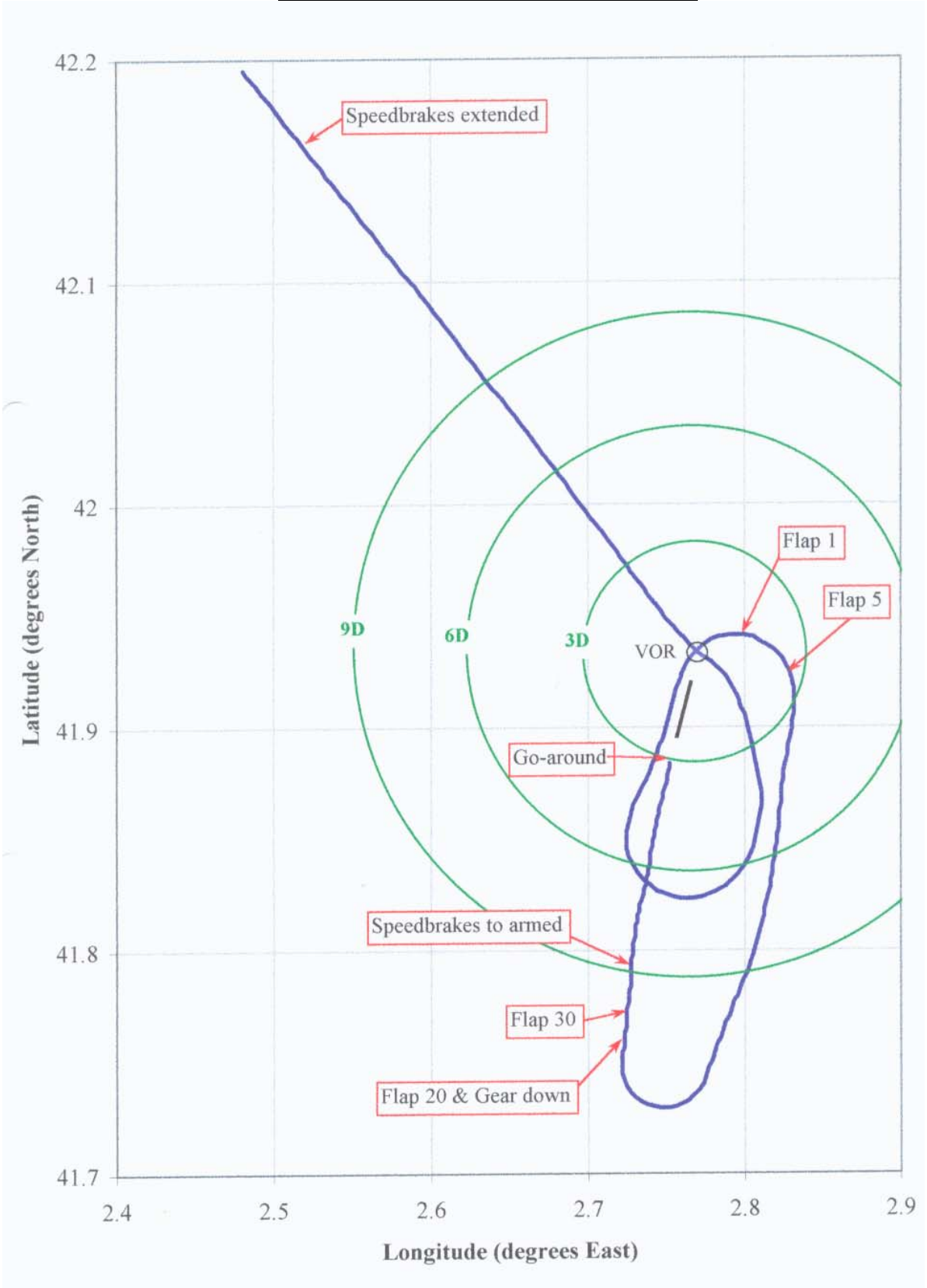


**FDR DATA - WIND PROFILE DURING FINAL APPROACH**



**Figure 15**

**FIRST APPROACH**



**Figure 16**

## SECOND APPROACH

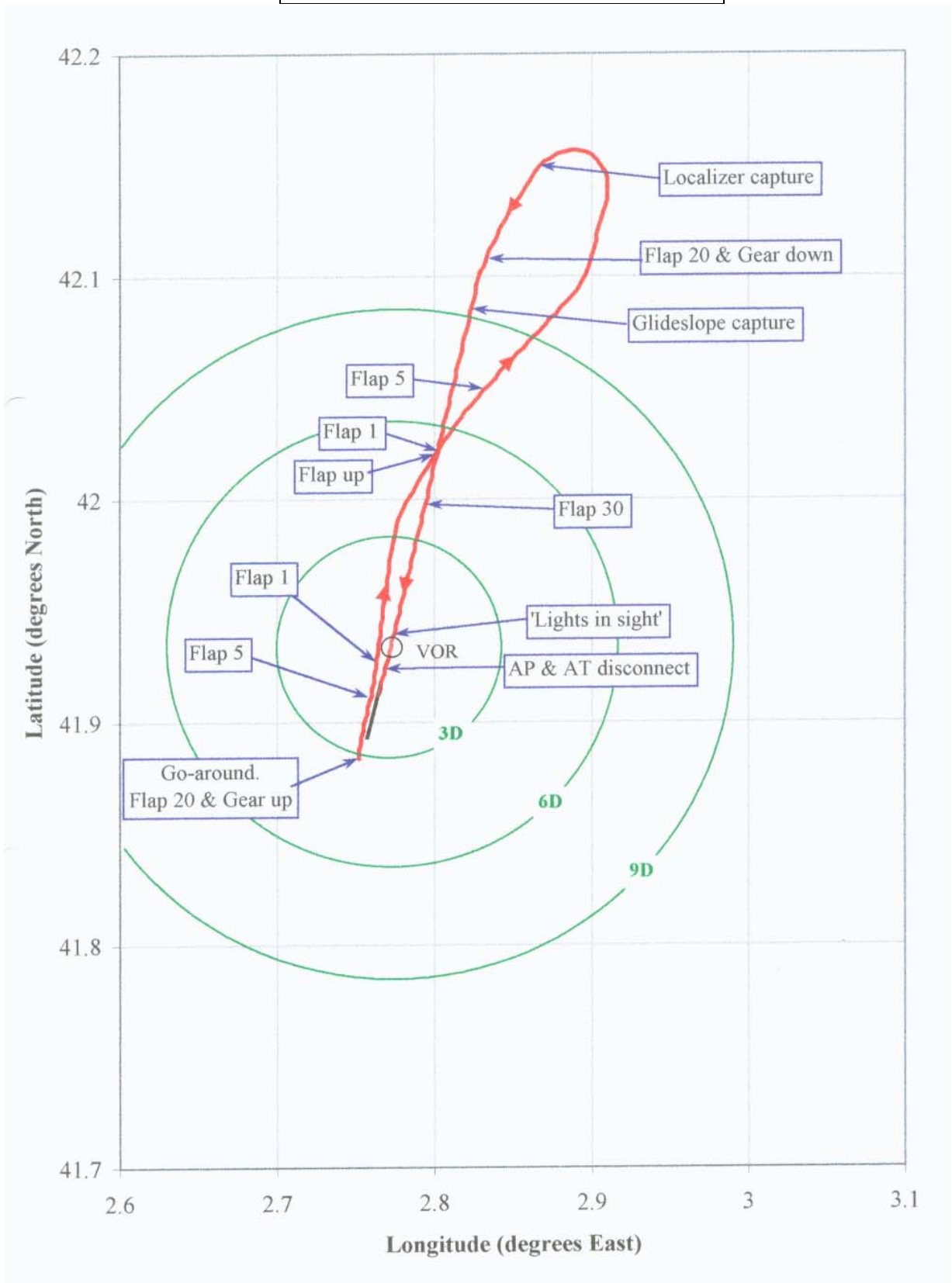
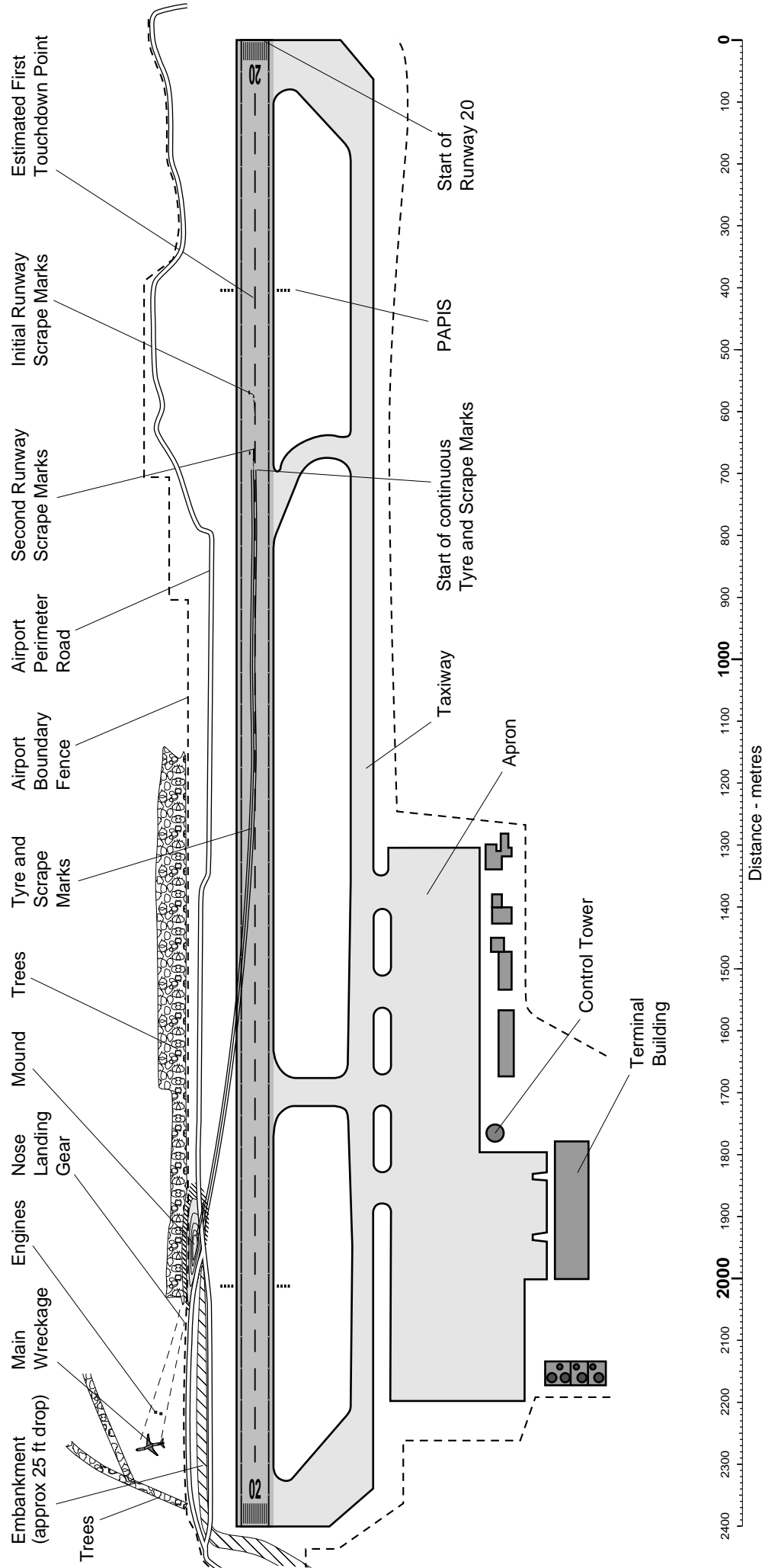


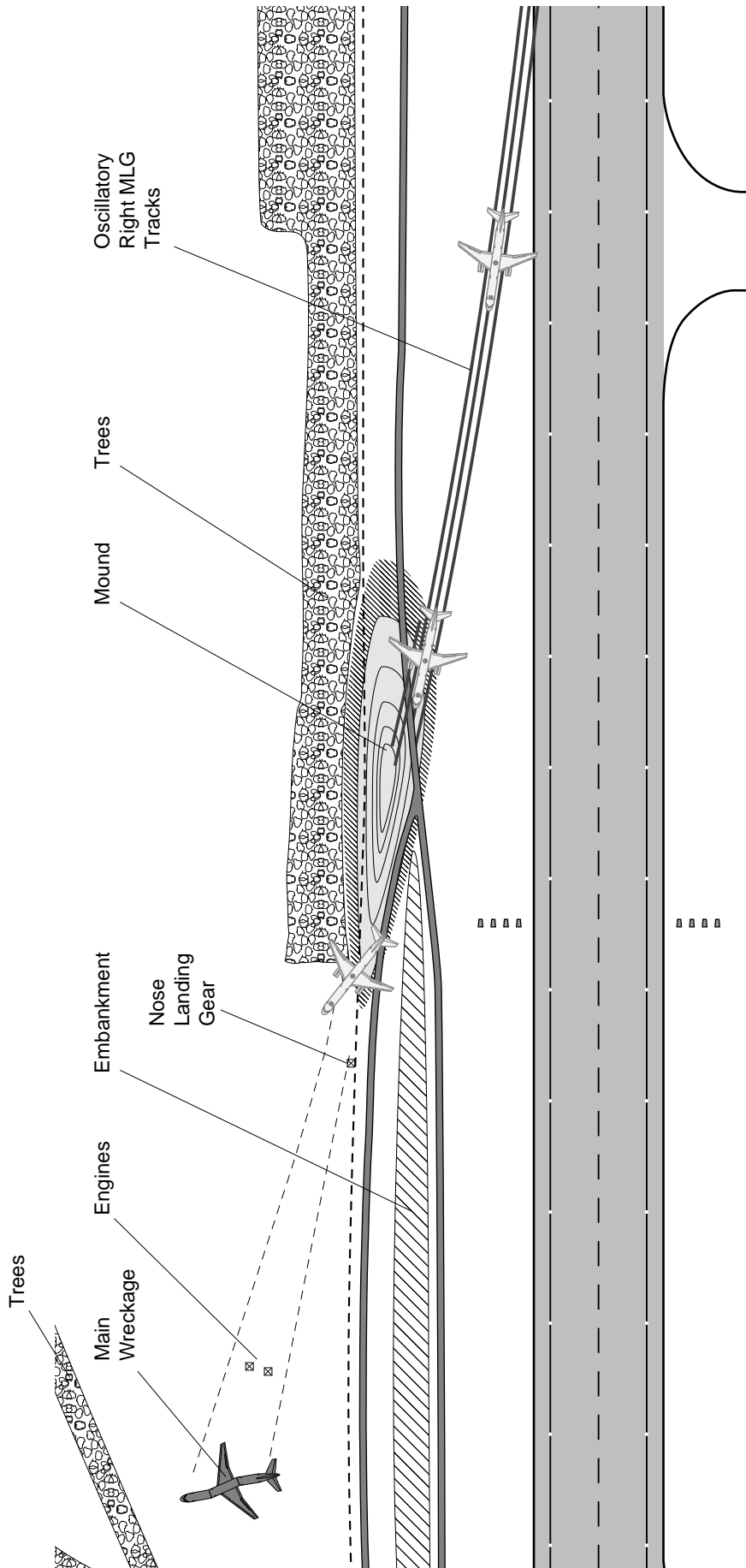
Figure 17

# G-BYAG GROUND TRACK



**Figure 18**

**G-BYAG GROUND TRACK - FINAL PART**



**Figure 19**

# G-BYAG GROUND RUN DISTANCE SUMMARY

Note: Distances relate to aircraft CG position

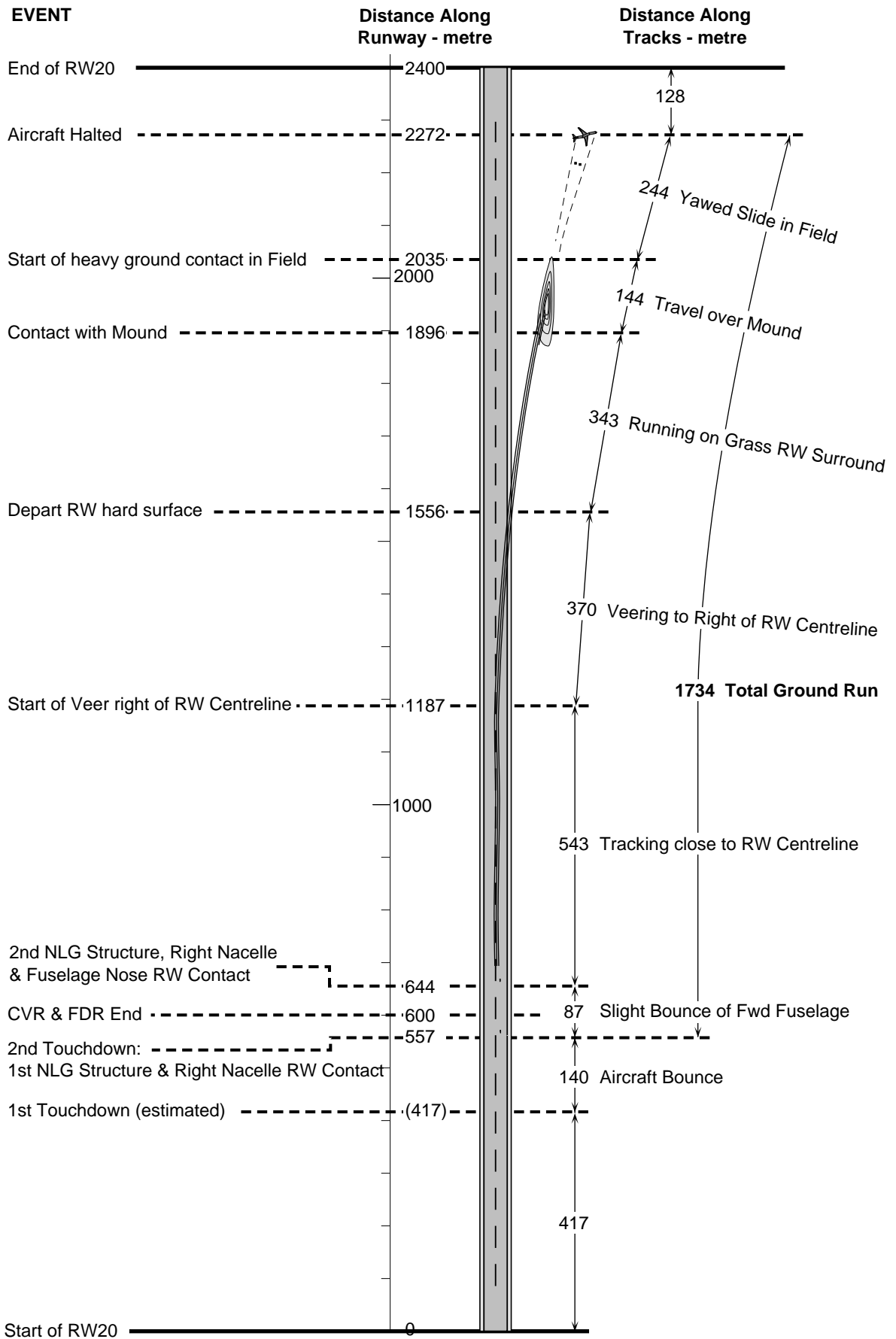
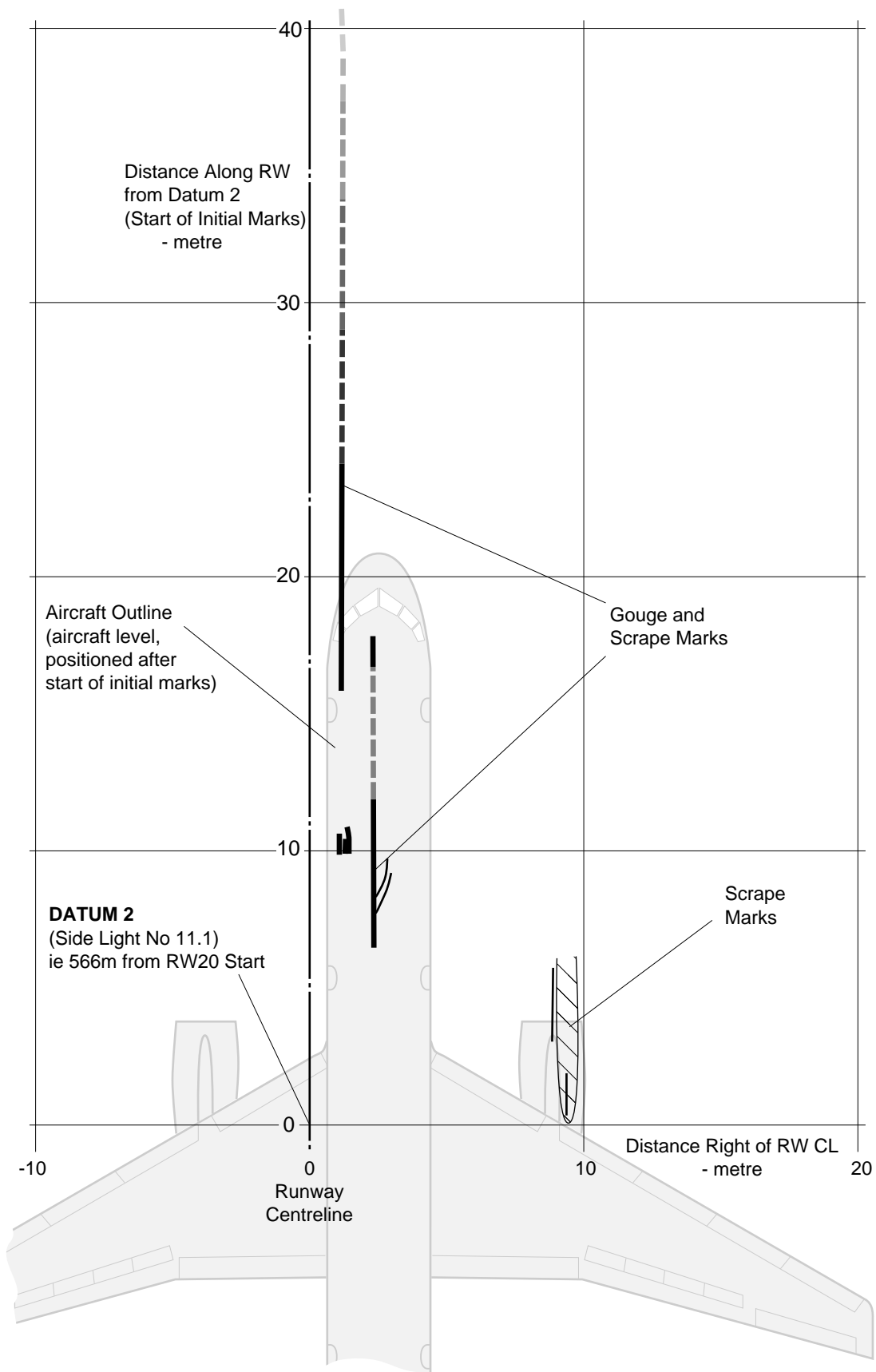


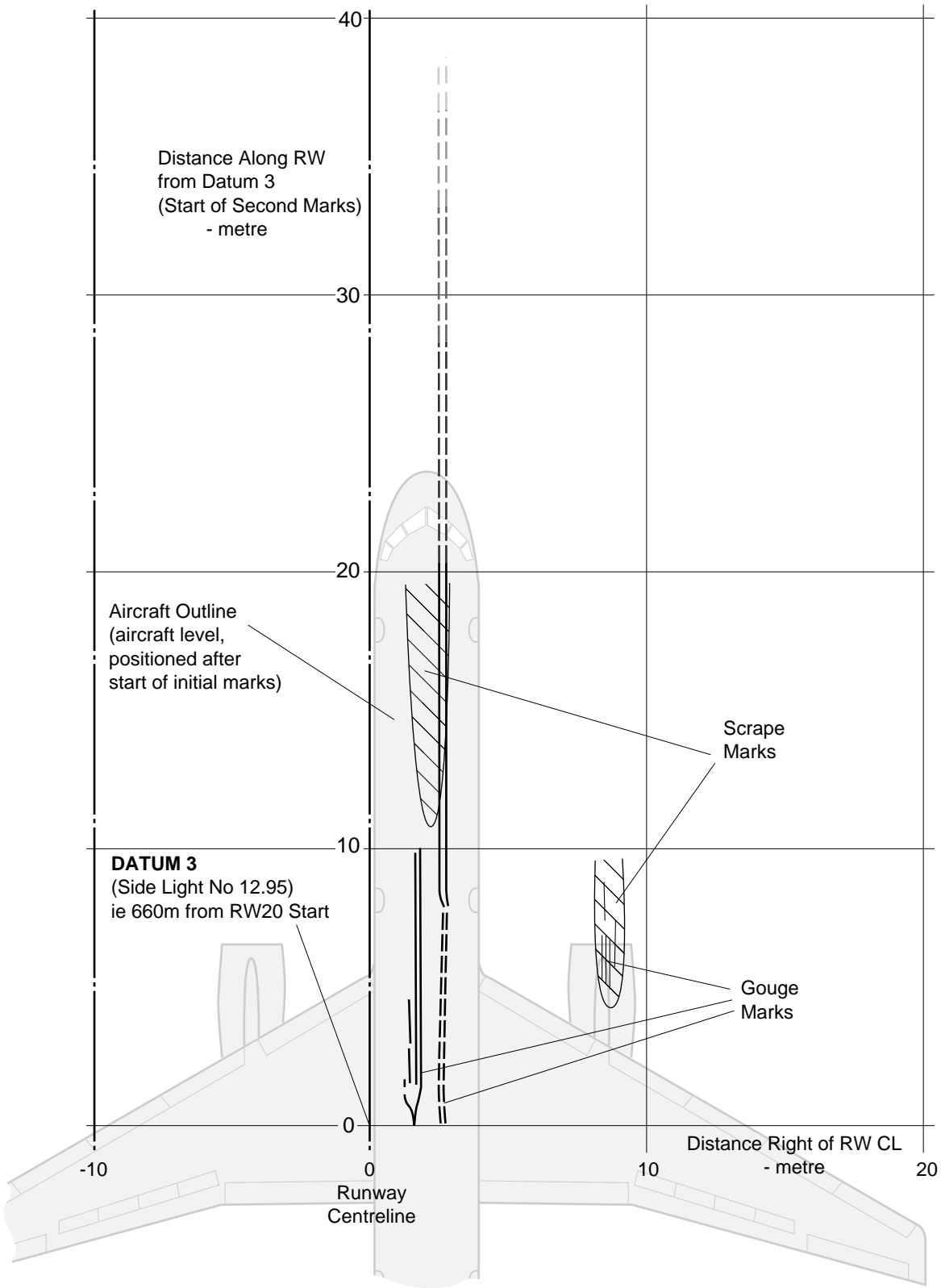
Figure 20

**INITIAL RUNWAY MARKS**



**Figure 21**

**SECOND RUNWAY MARKS**



**Figure 22**



**RUNWAY MARKS AND WRECKAGE**



Second Runway  
Fuselage Marks

**Figure 23.1 – Fuselage Marks**



Second Runway  
No 2 Nacelle Marks

**Figure 23.2 – Nacelle Marks**

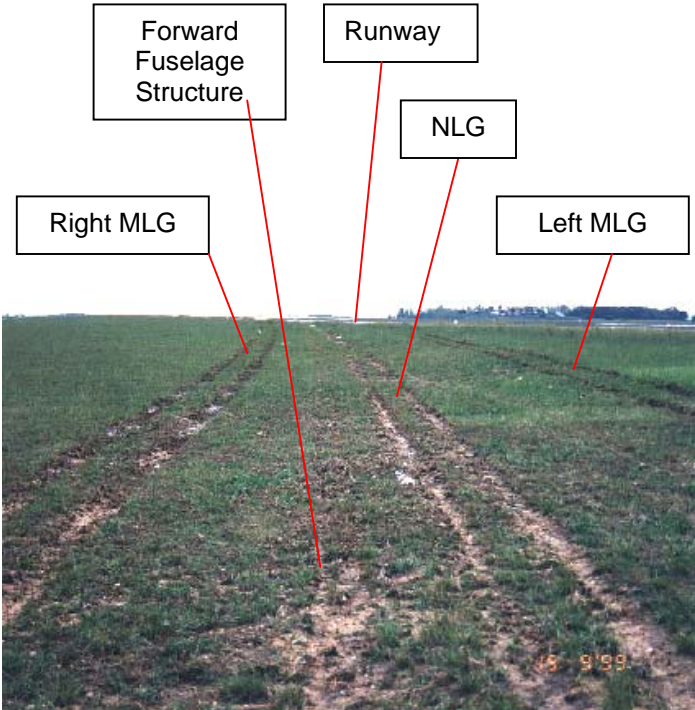


**Figure 23.3 – Wreckage Items recovered from Runway**

**RUNWAY SURROUND**



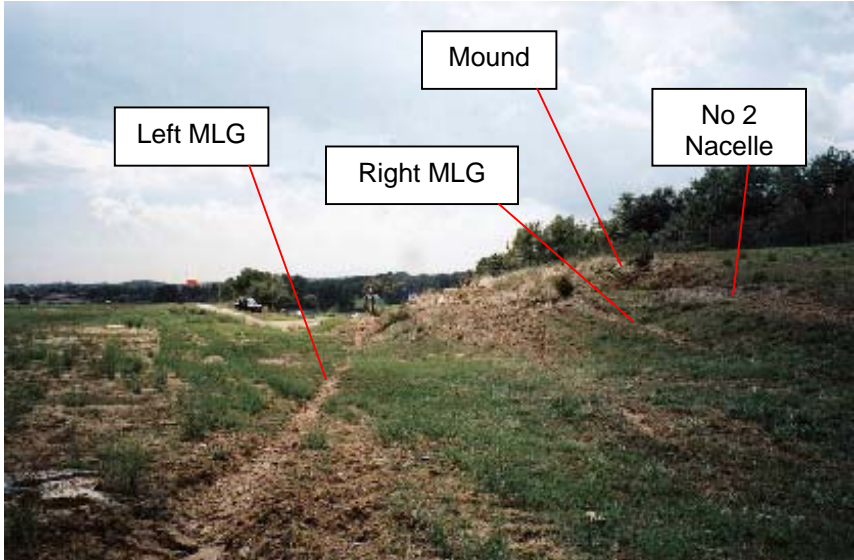
**Figure 24.1 – Runway Edge Tracks**



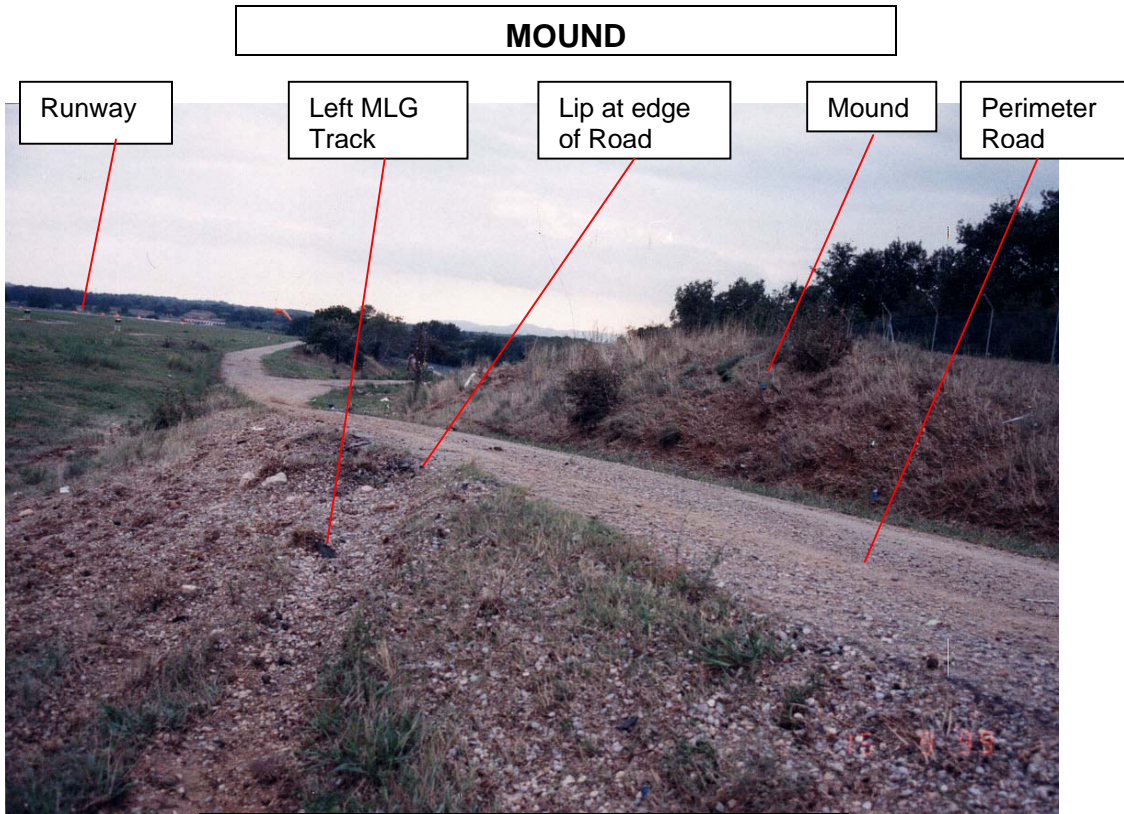
**Figure 24.2 – Grassed Area**



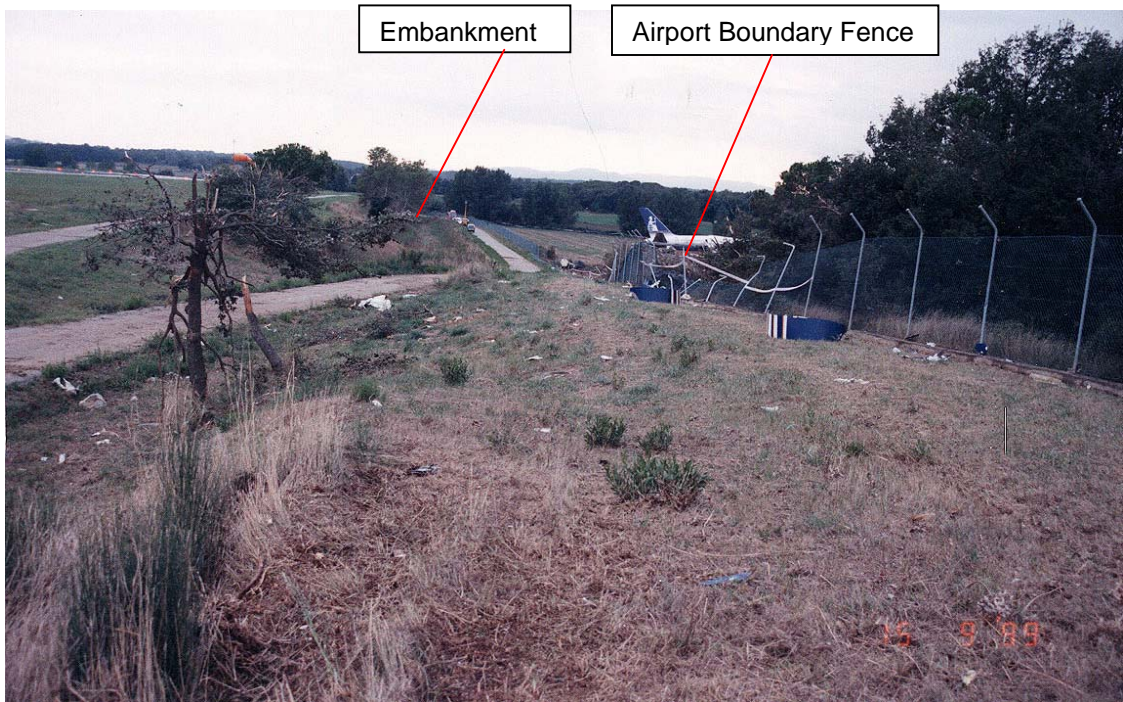
**Figure 24.3 – Right MLG Tracks**



**Figure 24.4 – Approach to Mound**



**Figure 25.1 – MLG Tracks over Road**



**Figure 25.2 – View Along Track from Mound**

**WRECKAGE DETAIL**



**Figure 26.1 – Forward Fuselage**

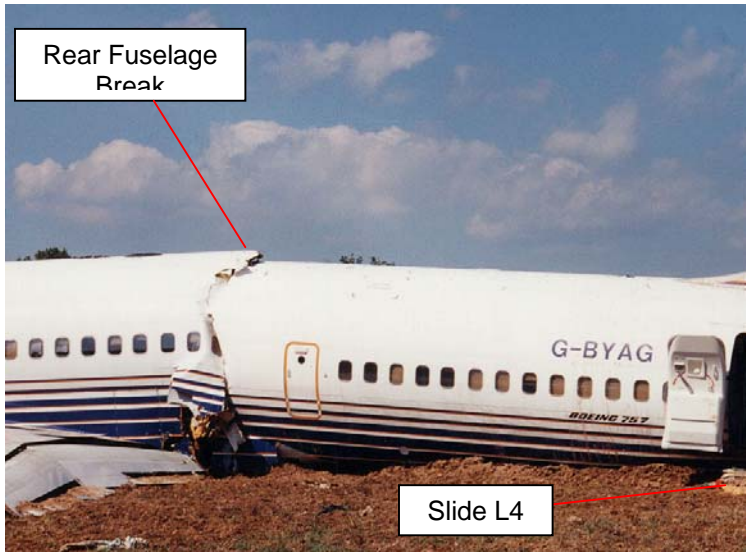


**Figure 26.2 – Forward Fuselage**

MEC



**Figure 26.3 – Forward Equipment Centre Hatch**

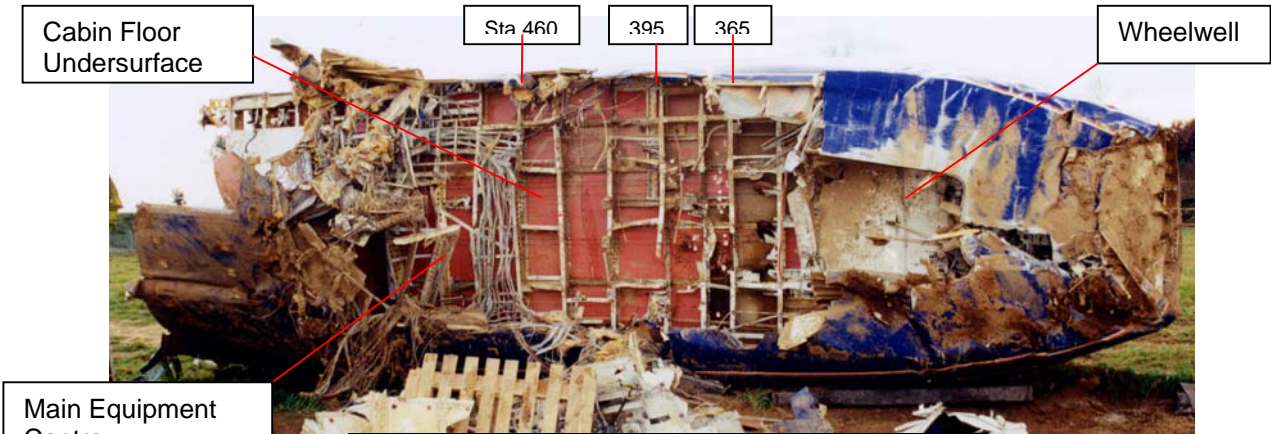


Rear Fuselage Break

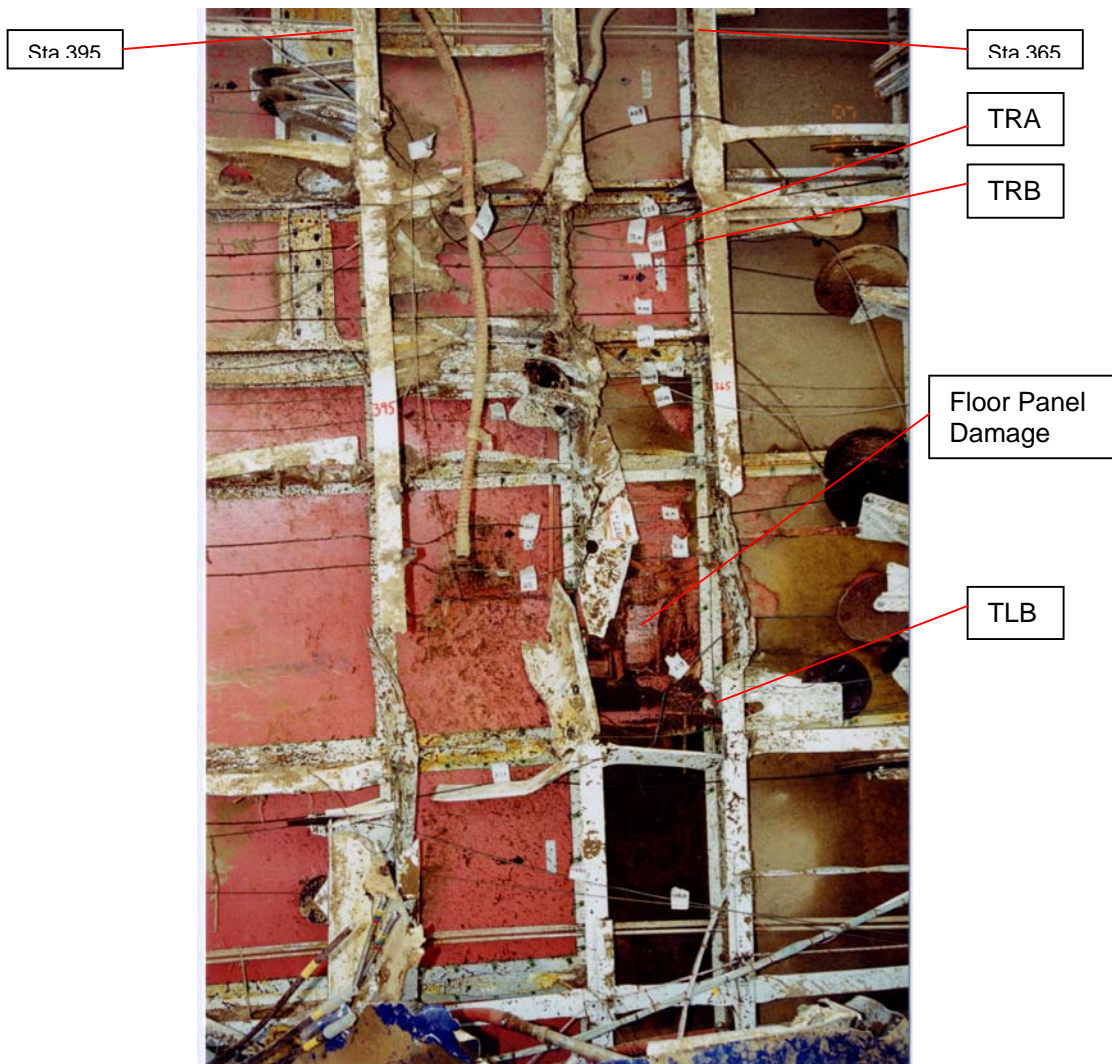
Slide L4

**Figure 26.4 – Rear Fuselage**

**FORWARD FUSELAGE UNDERSIDE**



**Figure 27.1 – Forward Fuselage Underside**



**Figure 27.2 – Floor and Cable Damage**

**POWERPLANT CONTROL CABLES**



**Figure 28.1 – No 2 Powerplant Cables Underfloor**



**Figure 28.2 – Cable TLB Severance**



**Figure 28.3 – Cable TRB Severance**

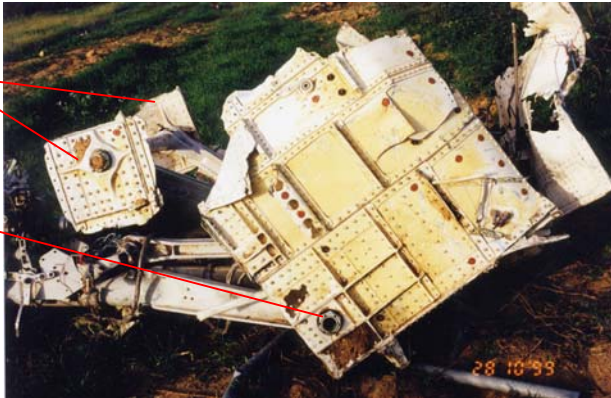
**LANDING GEAR**



**Figure 29.1 – NLG and Doghouse**

Detached Sidewall Portions  
remaining with Drag Strut Trunnions

NLG Leg Left Trunnion

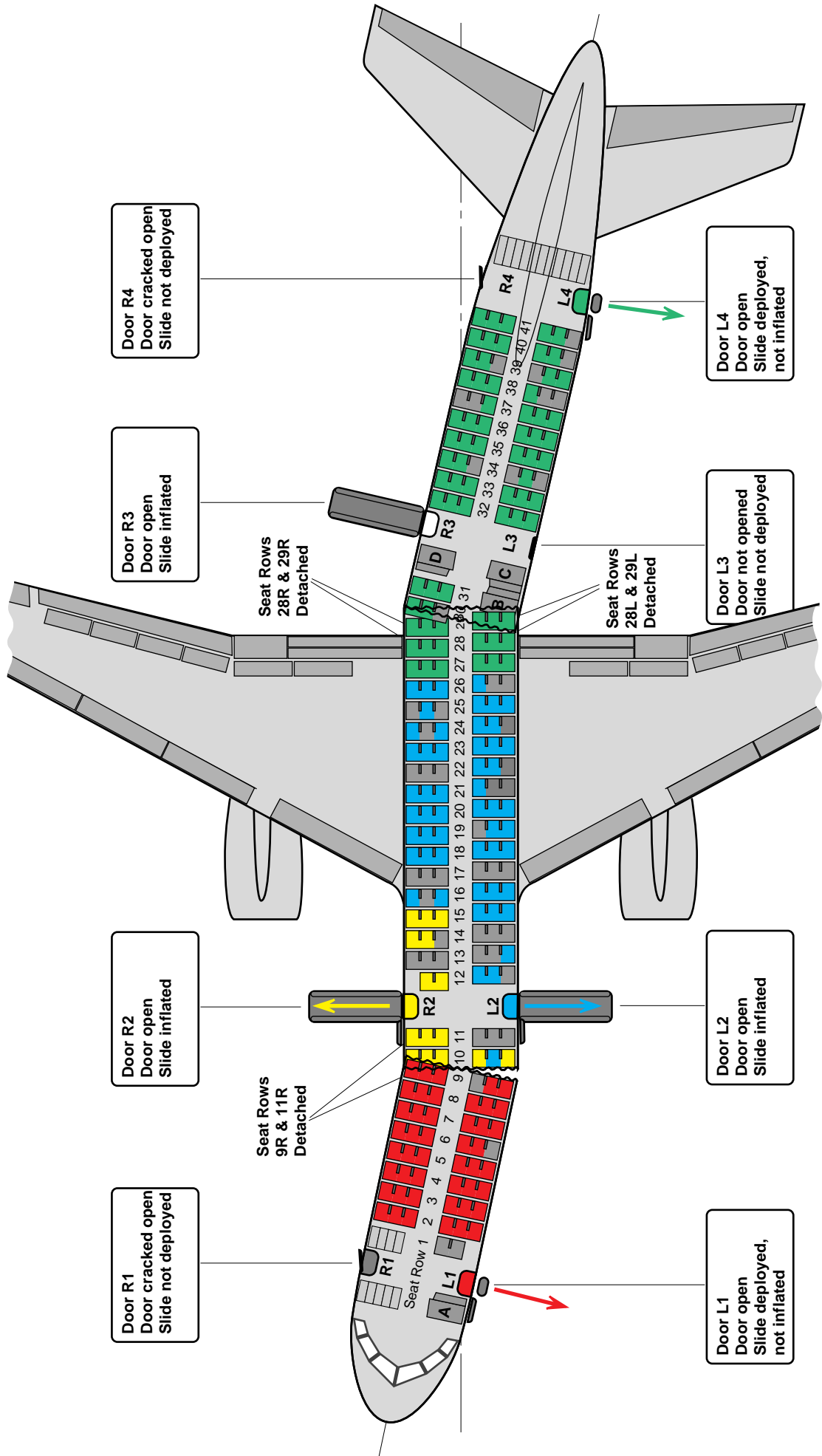


**Figure 29.2 - Doghouse**



**Figure 29.3 – Right MLG**

**CABIN DISRUPTION**



Exits used shown colour coded, where known

**Figure 30**

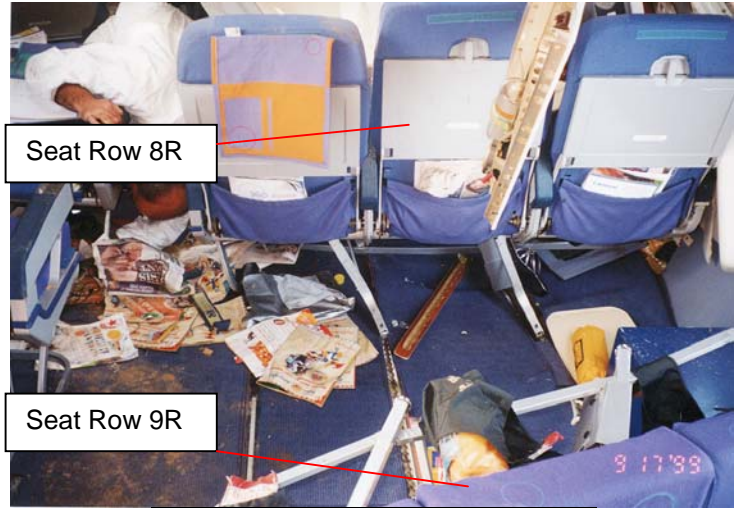


**CABIN**

Video Monitor



**Figure 31.1 – View Aft from Door L1**



**Figure 31.2 – Forward Cabin**



**Figure 31.3 - Rear Cabin**

Left post of Left  
Windscreen

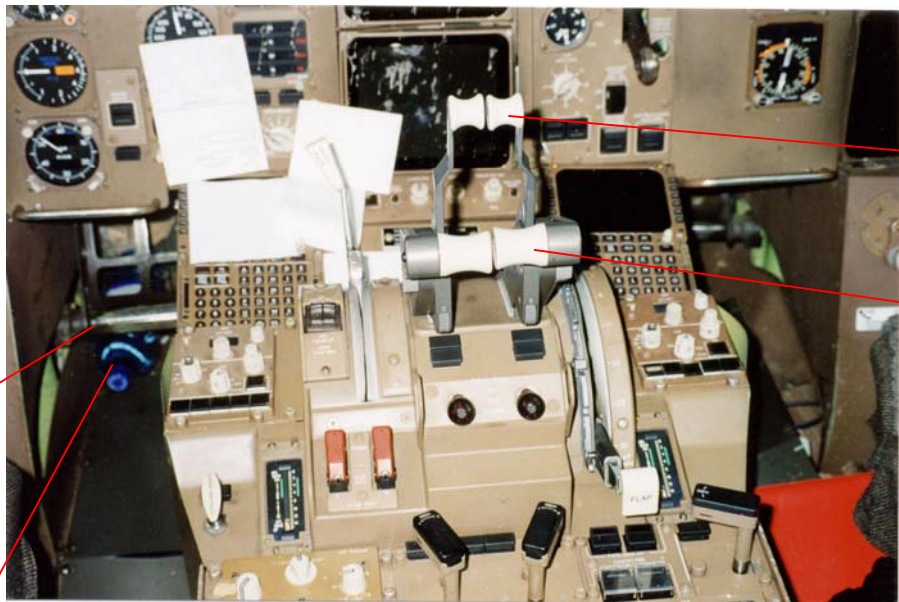
### FLIGHT DECK



Captain's  
Seat

**Figure 32.1 – Flight Deck**

Co-Pilot's  
Seat



Captain's  
Right  
Rudder  
Pedal

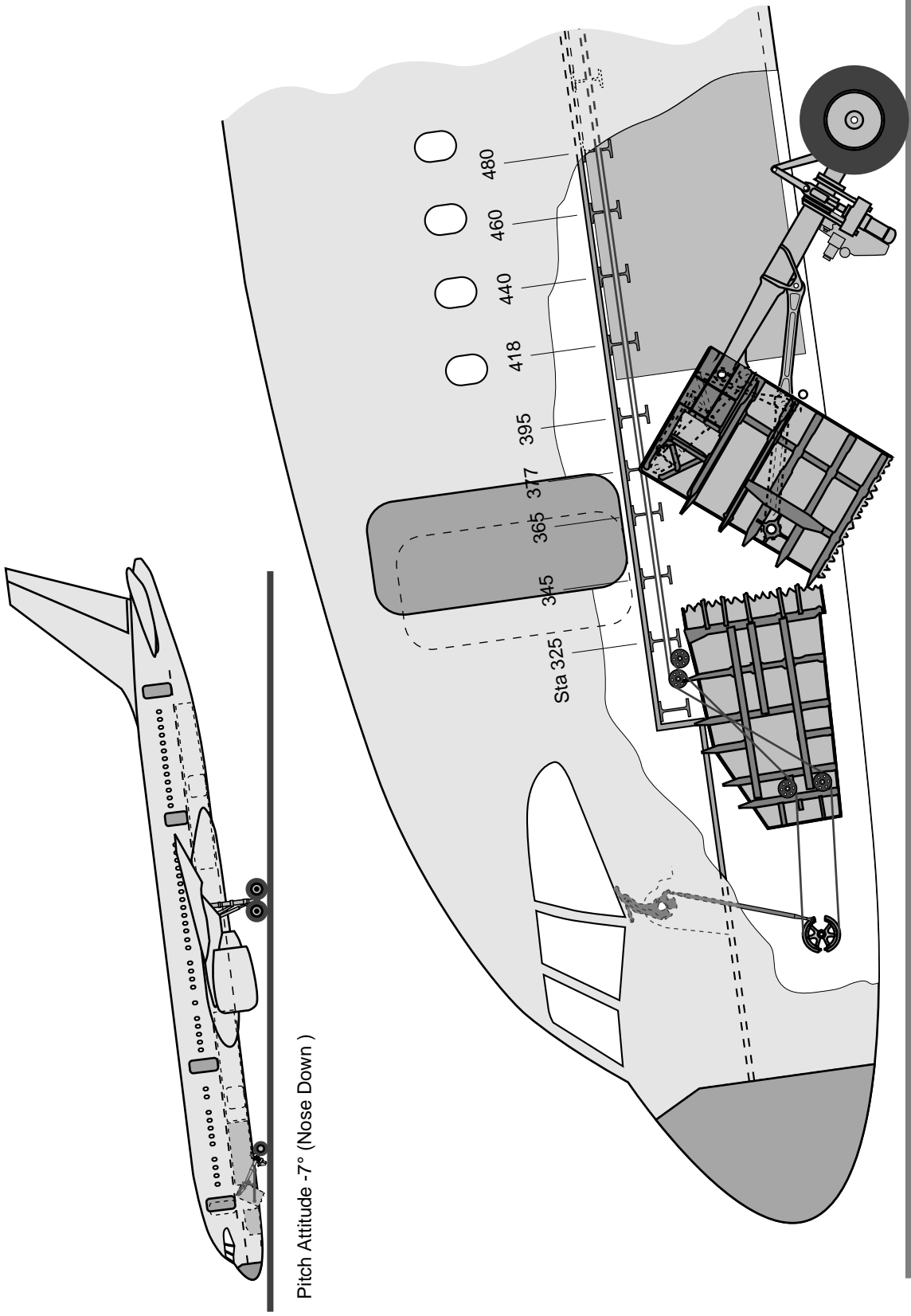
Drinking  
Water  
Bottle

Reverse  
Thrust  
Levers

Forward  
Thrust  
Levers

**Figure 32.2 – Centre Console**

**NOSE LANDING GEAR SUPPORT STRUCTURE DISPLACEMENT**



Pitch Attitude -7° (Nose Down )

**Figure 33**