



Picture 5 : Remains of the upper wing skin and aileron of the right hand wing tip.



Picture 6 : Horizontal stabilizer. Note the deformation towards the rear, the buckled trim tabs and the scar on the left hand side.

* The results are only applicable to the tested objects

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Picture 7 : View on the remains of the RH wing. Note the gear standing up from the wing, indicating the wing lies with its upper surface down. Note the I-beam in the middle of the picture where the fracture occurred.



Picture 8 : Detail of the RH wing I-beam from picture 1. The fracture surface shows chevron marks typical of fast overload failure (appears often macroscopically as a brittle failure with a microscopically ductile overload behavior).

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