

Damage Summary from Day 1 of N649SW in BNA

Per reports from local personnel, the aircraft landed normally. No brake or hydraulic issues reported. When turning off onto taxiway, the aircraft overshot the turn and went into grass. Possibly due to ATC and/or ground lighting confusion. 3 slides were deployed (L1 was not utilized). 11 total reported injuries, mostly minor. O2 masks did not deploy. Seats, stow bins, and overhead duct all secure with no signs of damage. The Nose Gear A-Frame lower yoke failed in tension and the NLG cylinder assy rotated aft and folded into the main E&E Bay. The NLG steering components were sheared off the cylinder.

- NOSE RADOME
 - o Lower 25% extensive core, inner and outer skin plies, and edgeband damage



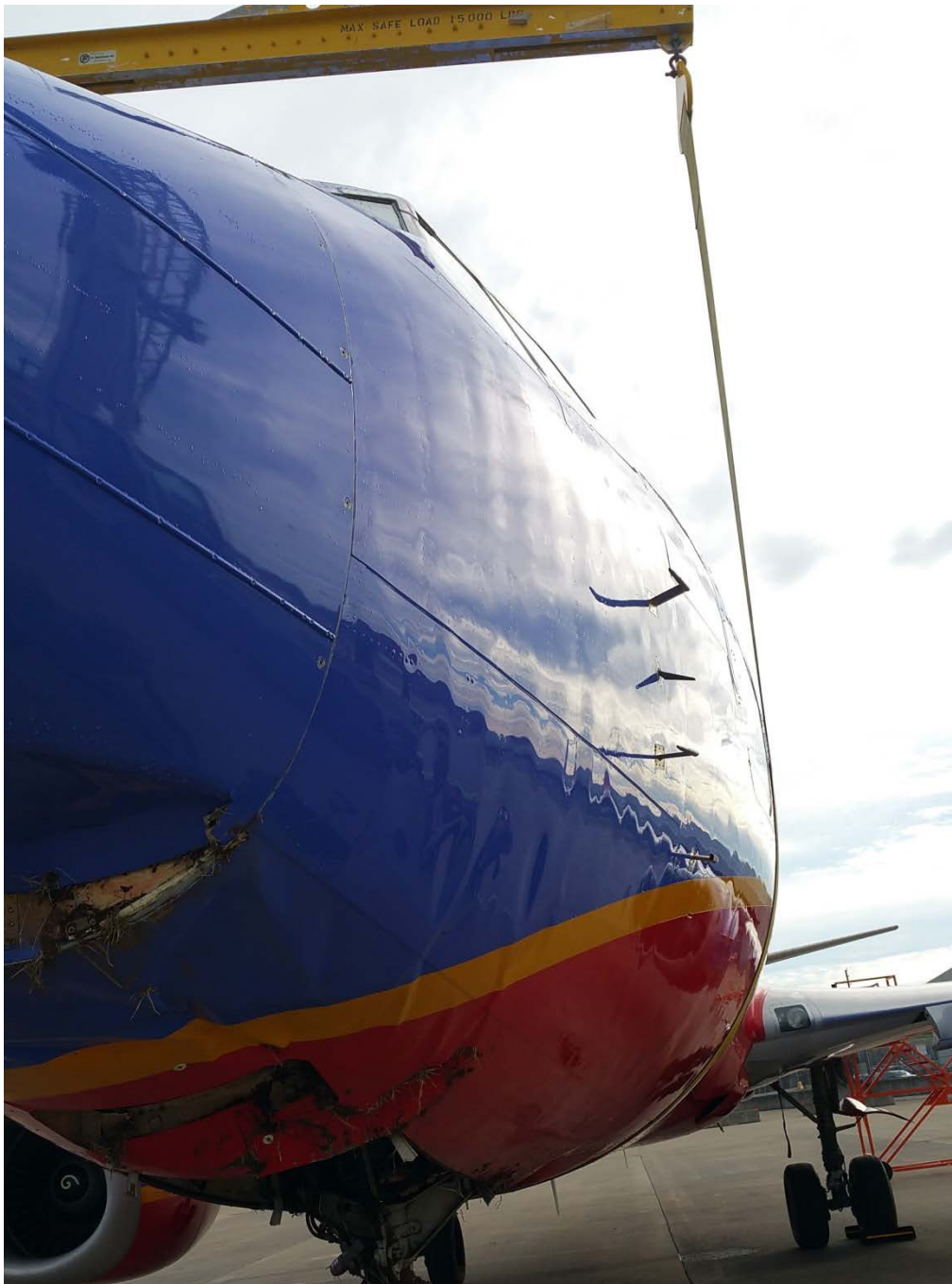
- BS178 BULKHEAD
 - Web punctured at approximately LBL 4. Requires center web replacement/repair. Damage caused by lower radome attach clip and attach fastener.



- BS 178 to BS360 STRUCTURE
 - o S-24R to S-24L BS 178-360 Skin panel replacement required. Damage excessive.
 - o S24L to S24R stringers also severely damaged. Repair probably not feasible due to short segment lengths near cutouts.
 - o All frames damaged from S19L to S24R and require lower section replacement. Repairs may be possible, but probably not economical due to ease of replacement when skins are removed.



- o S-19R to S-24R Skin panel is lightly damaged and requires further assessment to determine repairs or replacement.
- o BS 178-259 S-19L to S-24L Skin panel requires replacement due to extensive buckling.



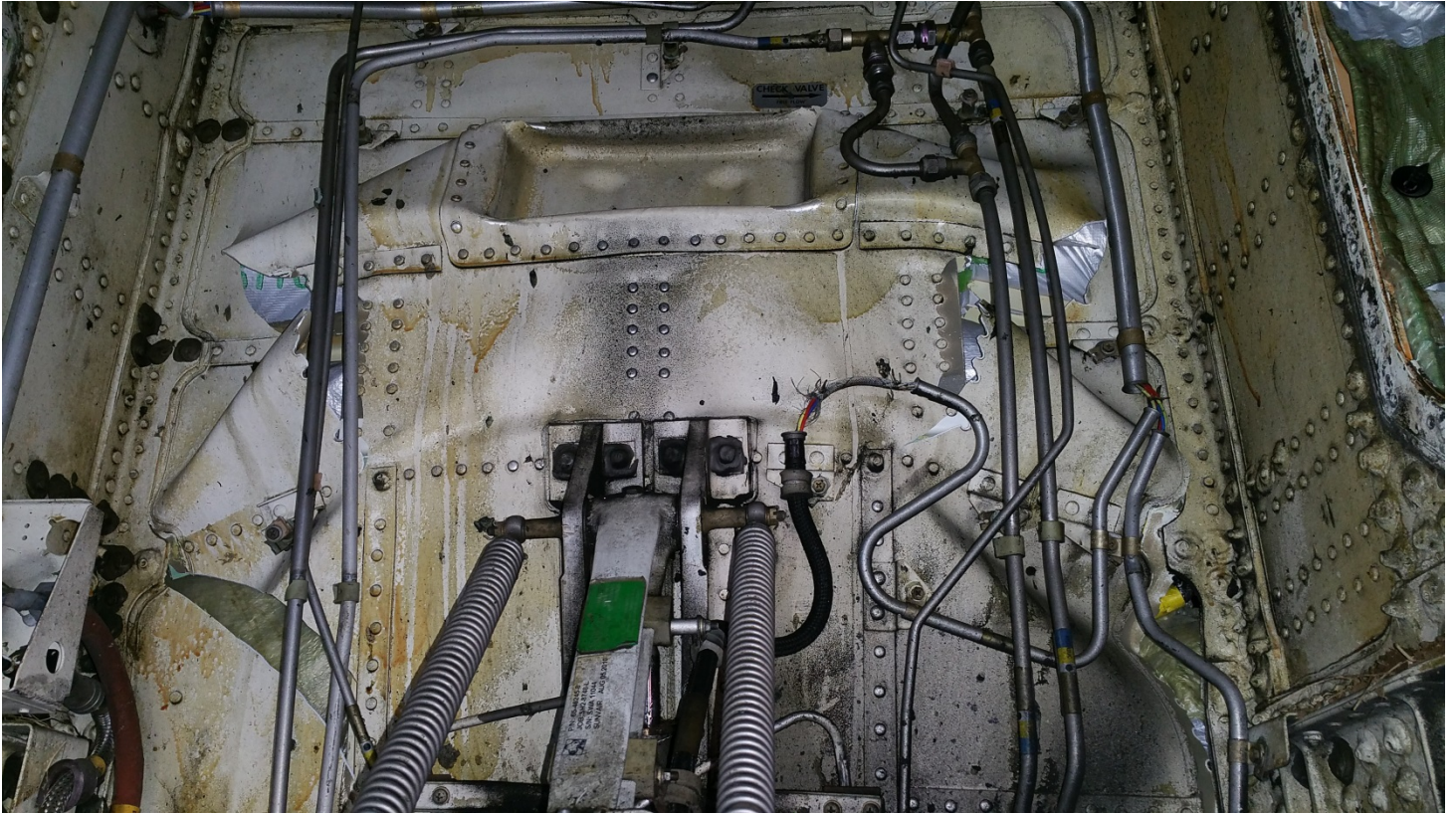


- o LH Skin panel BS 178-259 above S19L may also require replacement. There is slight skin buckling between frames. Requires further evaluation once adjacent structure is removed. May just be normal skin waviness.
- o Stringers from 19L to 24L are probably damaged and will require repairs or replacements.
- o Frame shear ties from 19L to 24L may be damaged. If so, probably not severe and can be repaired.
- o Severe damage to frames, stringers, and intercostals around the FWD E&E Bay door, NLG Wheel Well, and Main E&E Bay door.
- o Bearstraps around three door cutouts require replacement.



- NOSE WHEEL WELL

- o FWD Bulkhead slightly buckled. Web and some stiffeners require replacement.
- o SIDE bulkheads show no visible deformation. New NLG A-Frame and pins installed, so trunnion fitting alignment is still close to original. Side access panels removed and no backside visual damage defects noted. Further NDT inspections may detect underlying damage.
- o Ceiling deck and actuator beam show no sign of damage.
- o Aft bulkhead has extensive damage and will require extensive replacement. Frames, stiffeners, fittings, and intercostals attaching to aft bulkhead extensively damaged and require replacement.



- MAIN E&E BAY

- Extensive damage to skin, bearsrtap, door and track, frames, and stringers. Multiple avionics racks damaged and displaced. Aircraft battery displaced and tray damaged. Battery was disconnected before aircraft was lifted in case of possible wiring damage/shorting. Not sure of status of avionics boxes.









- CROWN SKINS AND BUTT JOINTS

- o No sign of any distortion of the crown skins for entire length of fuselage.



- o BS 540 Butt Joint area shows no sign of skin distortion from this incident, internally and externally. FWD Window Belts and Crown Skins changed during Crown Skin Mod.



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- WINGS

- o Aircraft came to rest on #2 engine and RH wing.
- o #8 Flap Track Fairing aft tailcone damaged.



- RH Winglet touched ground, but no damage or distortion noted.



- Both MLG show no sign of damage. Visibly inspected trunnion bearings, walking beams, and spars, with no signs of damage. Plane has not had rear spar inspection/mod.

- ENGINES

- o #1 and #2 Engines both spin freely and have no visible signs of FOD ingestion.
- o Both pylons appear good. No external visual signs of excessive gaps, uneven gaps, warping or buckling, etc.



- Both engines require fan cowls and possibly inlet cowls. Damage is not severe and can probably be repaired.



SUMMARY:

MX personnel from MDW and PHX have completed the NLG component install and the aircraft is sitting on its own wheels. Towing has not yet been attempted, but as long as utmost caution and patience is used, it should not be a problem. Don Roberts is confident in the NLG ability to tow safely. Quick steering, accelerating, or braking inputs from the tug should be avoided. From a marketing point of view, the aircraft is currently in a very visible area and media camera crews were present during the day. It doesn't seem like there is any capable local hangar space available. May need to construct temporary scaffolding or fencing at a remote location to allow repair team to work uninterrupted. Repairs could take a few weeks and I'm not sure what the long-term weather forecast for BNA is, but if it involves rain, snow, or severe cold, we might want to consider a tent.

This is an owned (not leased) aircraft.