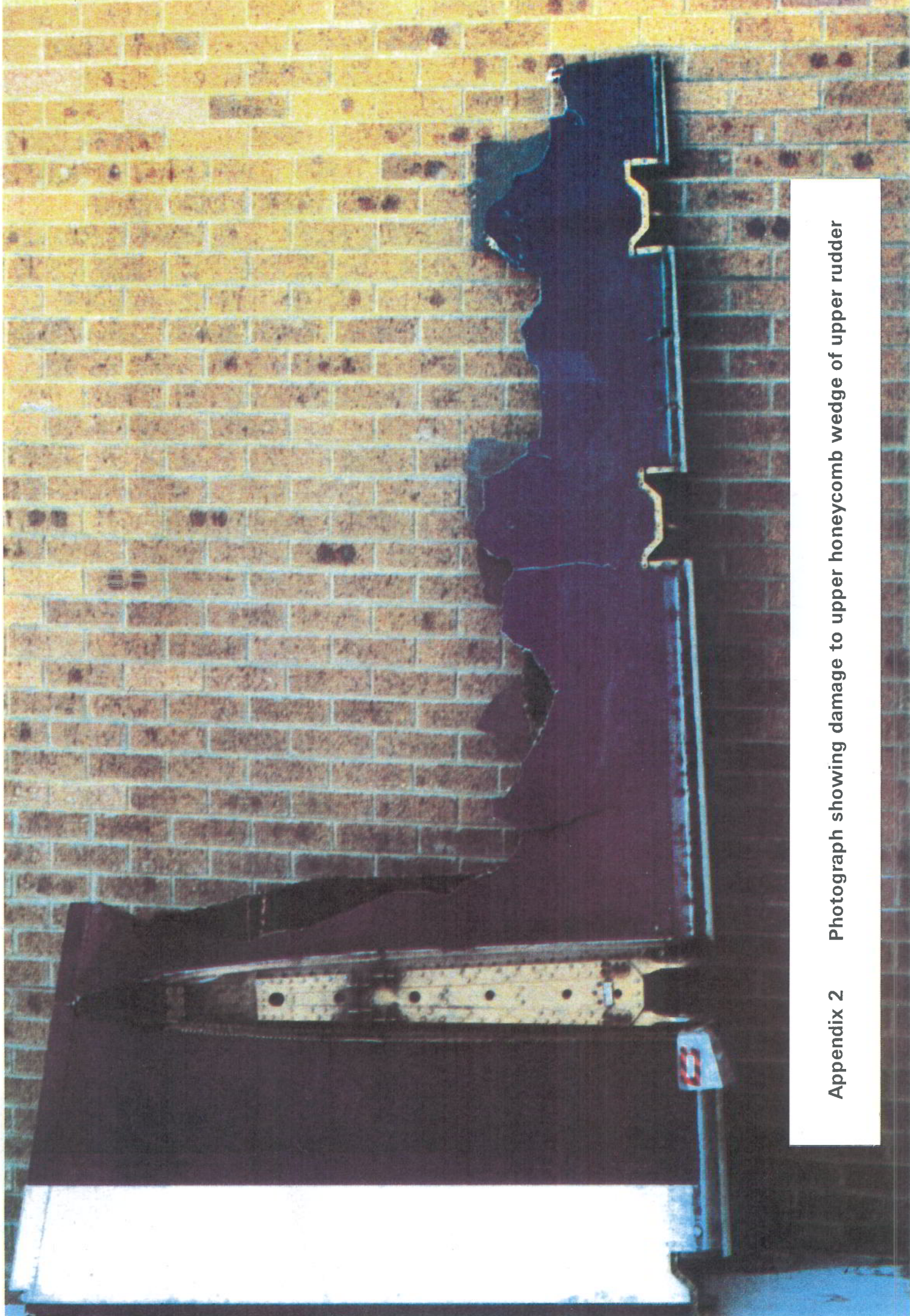
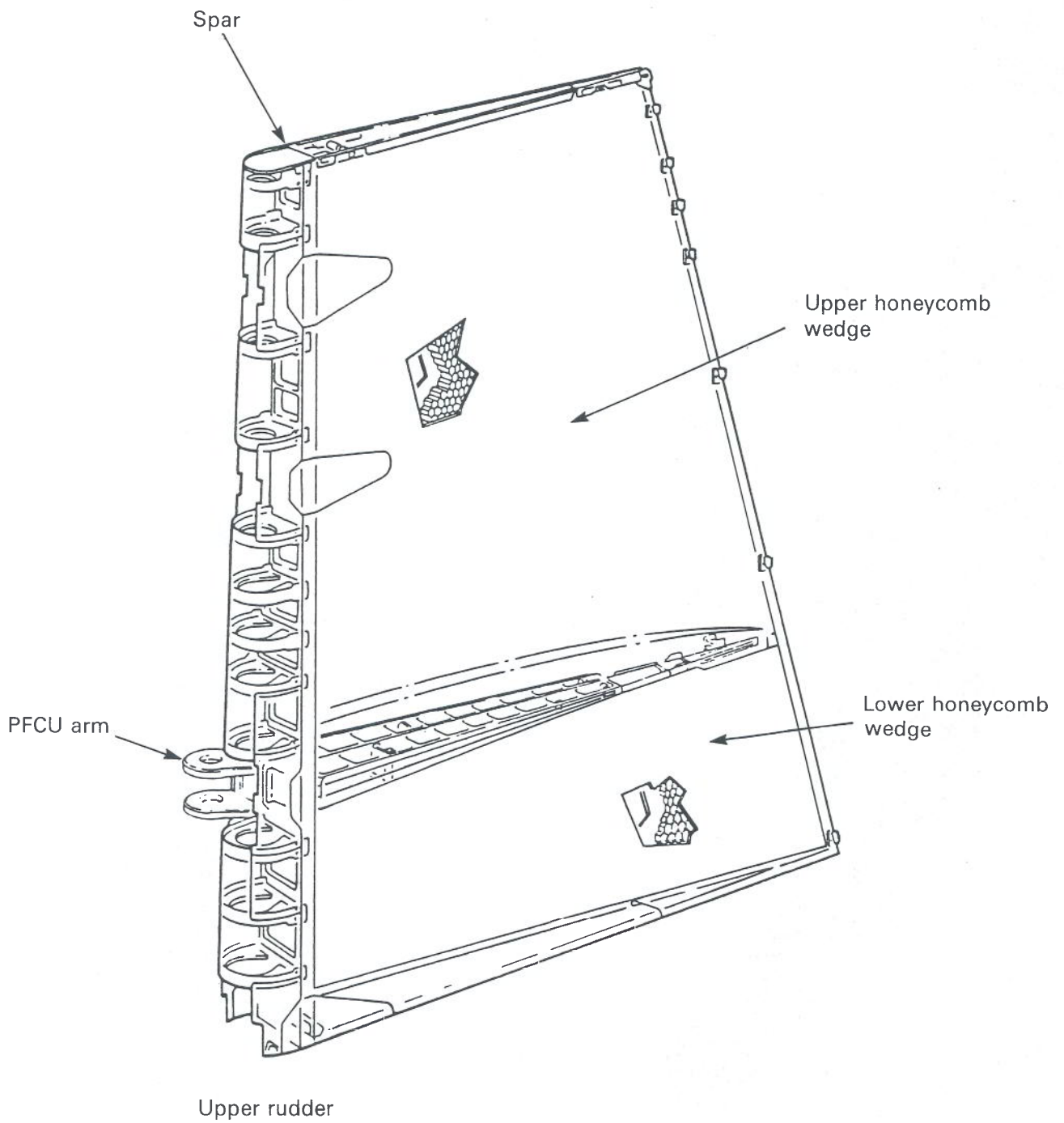


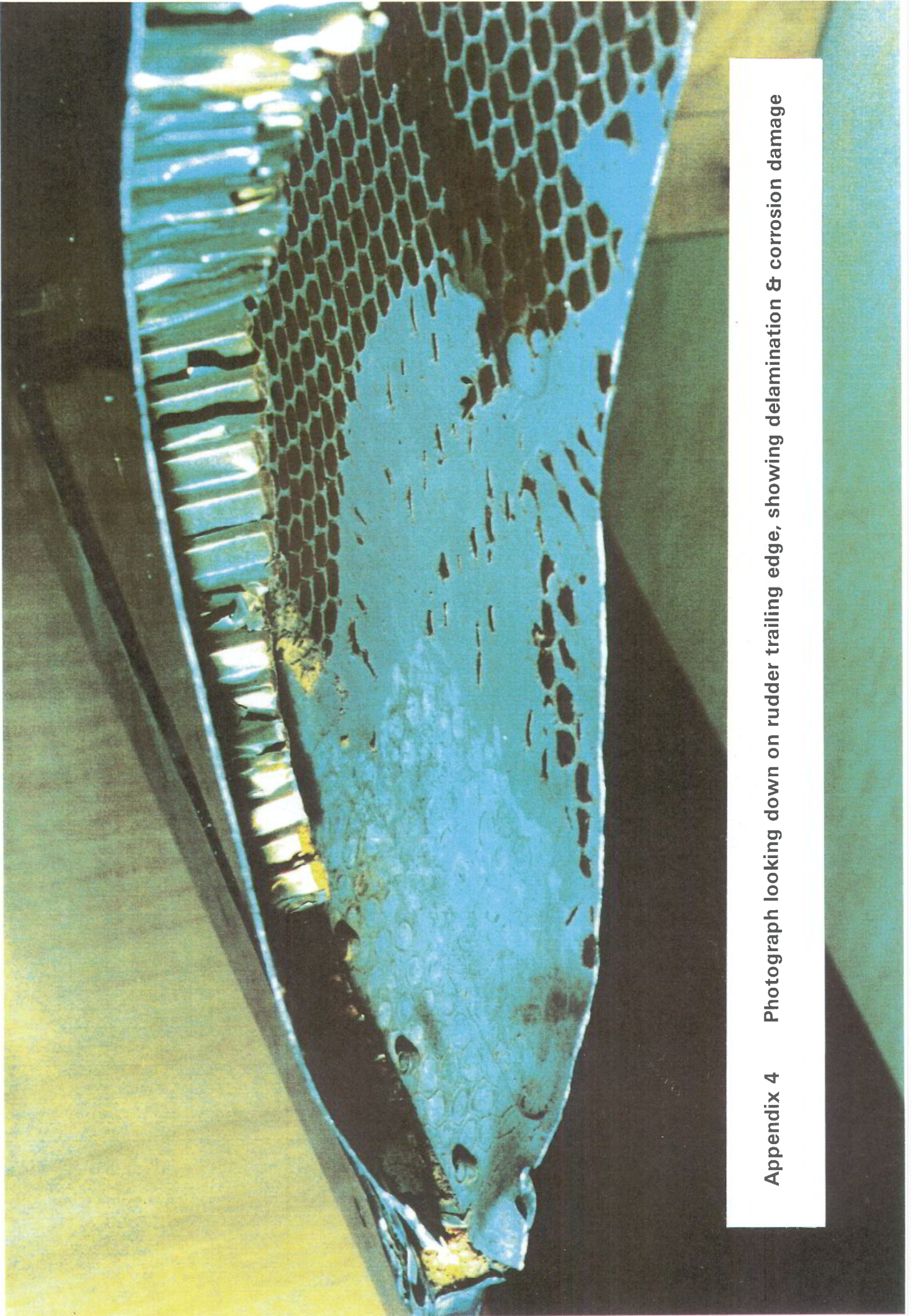
Appendix 1 Photograph showing general view of tail and damage to upper rudder



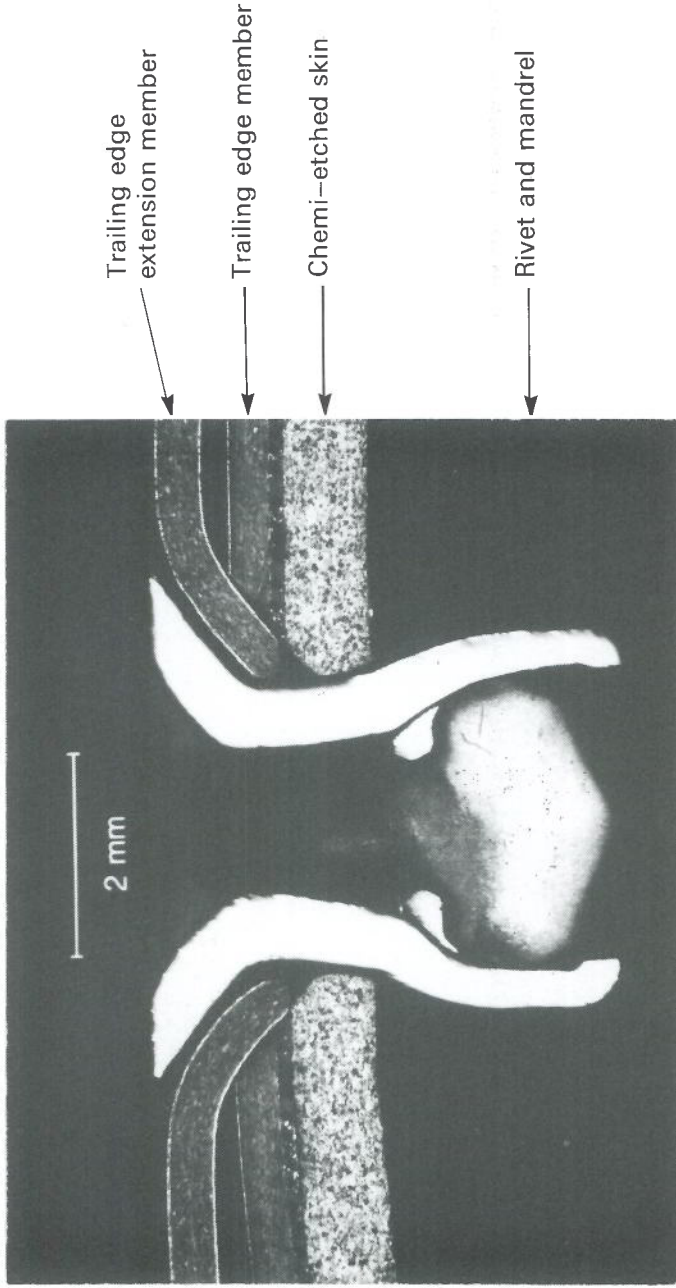
Appendix 2 Photograph showing damage to upper honeycomb wedge of upper rudder



Appendix 3 Diagram of rudder construction
(reproduced from the Concorde Structural Repair Manual)

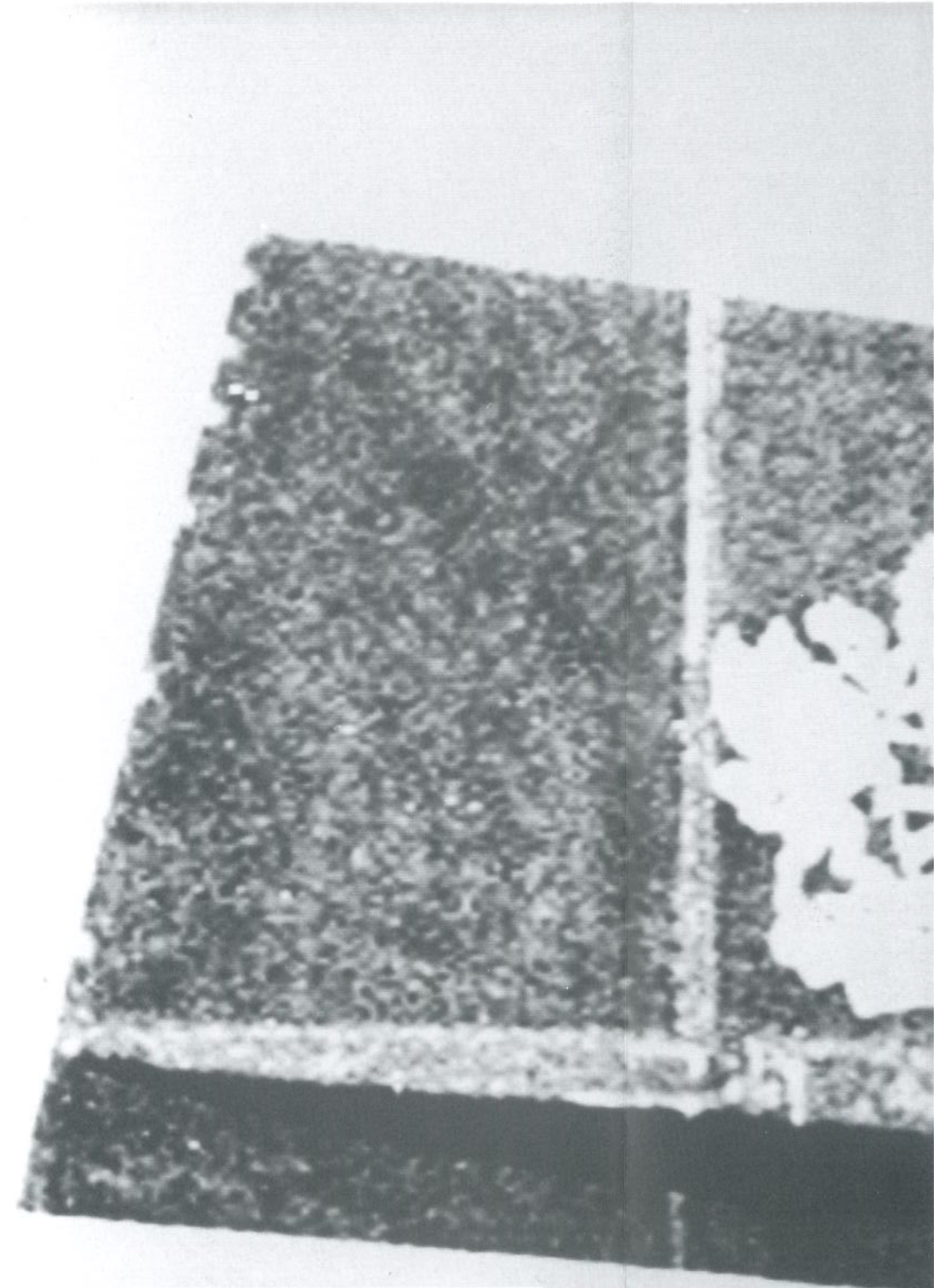


Appendix 4 Photograph looking down on rudder trailing edge, showing delamination & corrosion damage



Appendix 5 Section through a rivet in the trailing edge extension of the upper wedge of the upper rudder, serial no. VW25, removed from G-BOAF

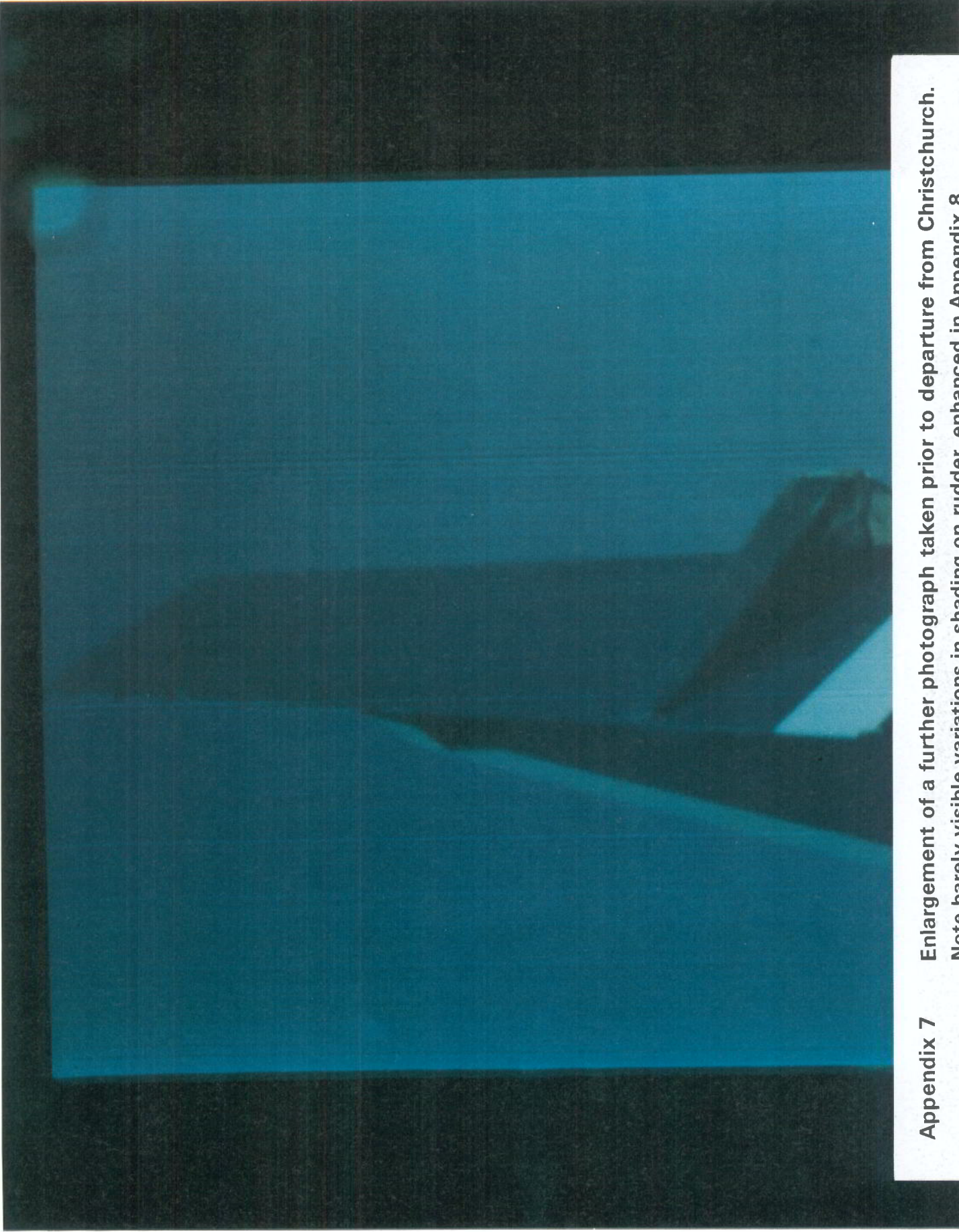
This photograph is reproduced from the Australian CAA's report



Appendix 6

Enlargement and computer enhancement of a photograph taken prior to departure from Christchurch.

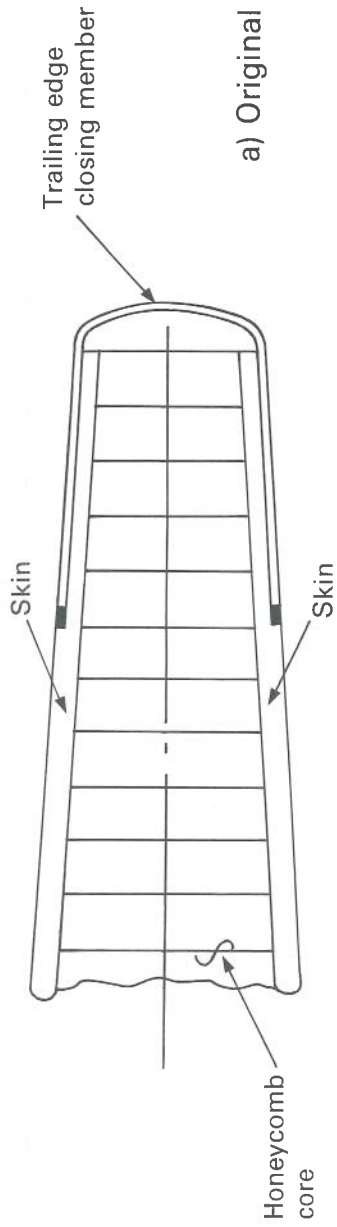
The barely visible variations in colour on the left, when enhanced by increasing the contrast, show a large and distinct curved feature on the rudder skin.



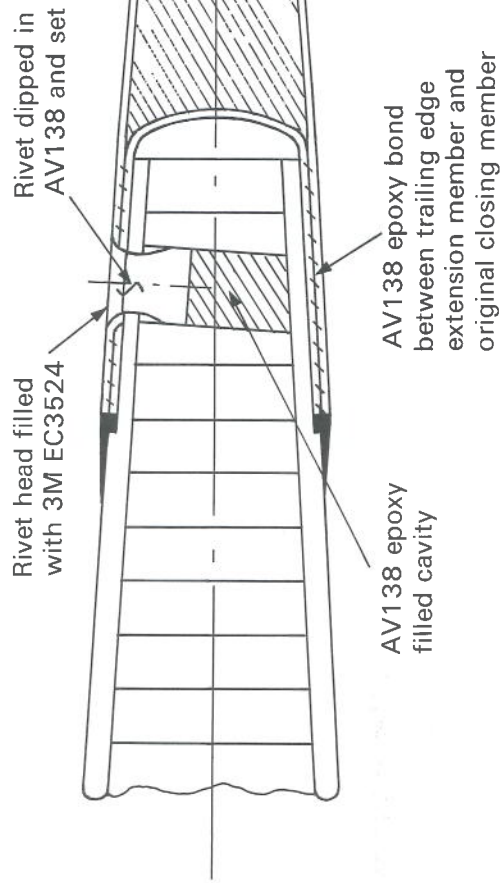
Appendix 7 **Enlargement of a further photograph taken prior to departure from Christchurch.**
Note barely visible variations in shading on rudder, enhanced in Appendix 8



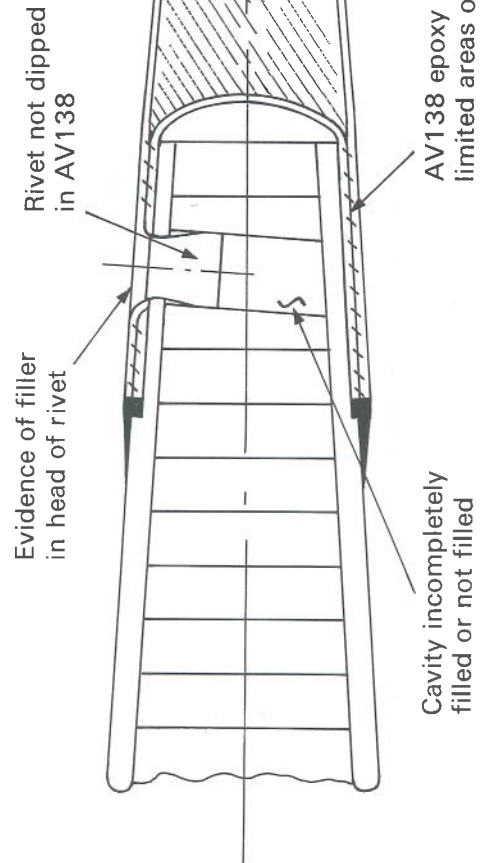
Appendix 8 Computer enhancement of photograph at Appendix 7, showing darker curved area running diagonally across the upper wedge.



a) Original bonded construction

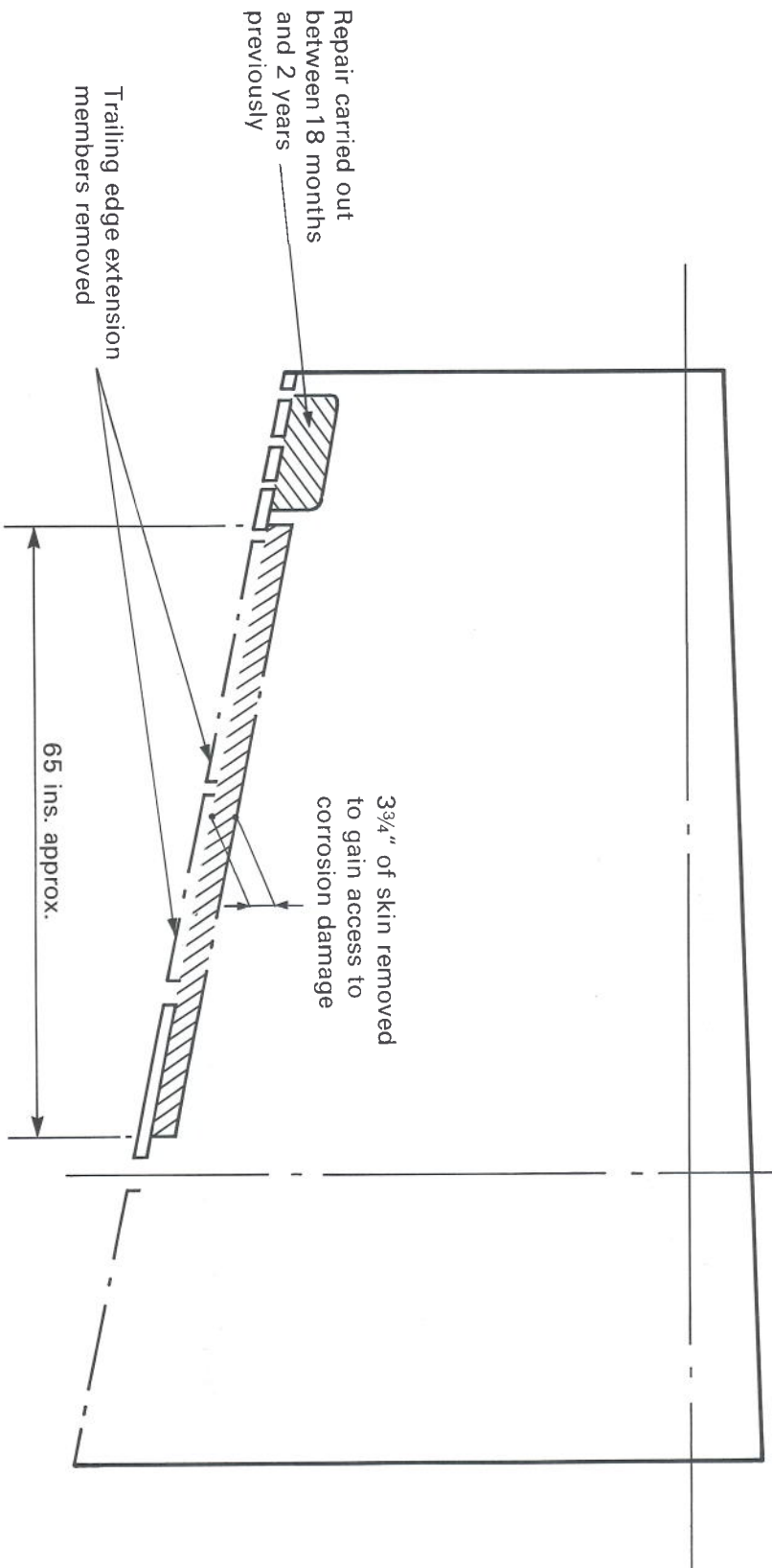


b) Trailing edge extension modification as defined by drawing requirements



c) Trailing edge extension modification as carried out on G-BOAF

Scale approx. 2.5:1



Appendix 10 Diagram of damage found on upper rudder VW22 removed from G-BOAB

see also Appendices 11 & 12



Appendix 11 Upper rudder VW22 removed from G-BOAB

General view of damage to trailing edge (skin on one side cut away locally and trailing edge extension partly removed)



Appendix 12 **Upper rudder VW22 removed from G-BOAB**

Close up view of typical damage inside trailing edge.