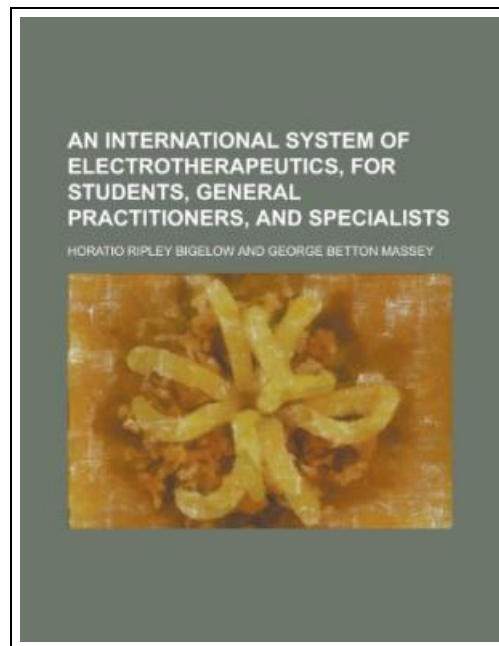


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AN INTERNATIONAL SYSTEM OF ELECTROTHERAPEUTICS, FOR STUDENTS, GENERAL PRACTITIONERS, AND SPECIALISTS



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 28 pages. Original publisher: Washington, D. C. : National Transportation Safety Board, 2001 OCLC Number: (OCoLC)310647188 Subject: Aircraft accidents -- Illinois -- Chicago. Excerpt: . . . 15 WRECKAGE AND IMPACT INFORMATION Ground scars indicated that the airplane touched down 160 feet short of the runway pavement (314 feet from the runways displaced threshold), became airborne, touched down again on the runway, and then slid about 2, 350 feet down the runway until coming to rest in an upright position in the mud about 250 feet to the right (west) of the runway. The two main landing gears and parts of the airplanes lower aft section and left and right wings were found along a 2, 670-foot debris path, beginning before the runway threshold and ending where the airplane came to rest. The nose landing gear was found rotated aft into the electrical electronics (E E) compartment. The pneumatic start connection door and the lower tail skid assembly from the aft fuselage were found 180 feet from the runway threshold. The airstairs, airstairs door, right spoiler panels, flap surfaces and control assemblies, landing gear fairings, access doors, and landing gear parts from all three landing gears were found along the debris path. The bottom of the fuselage sustained substantial damage from the nose to the empennage. The bottom of the left and right wing surfaces, including the flight control surfaces, were found torn, dented, or scratched. The fuselage skin was torn from the nose landing gear wheel through the E E compartment, and the nose gear strut assembly was found rotated into the E E compartment. The airplanes main electrical wiring bundles were found torn and loose in the E E compartment,...



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