



Photo 1. Front view of No. 1 engine inlet, fan containment case, and fan blades.

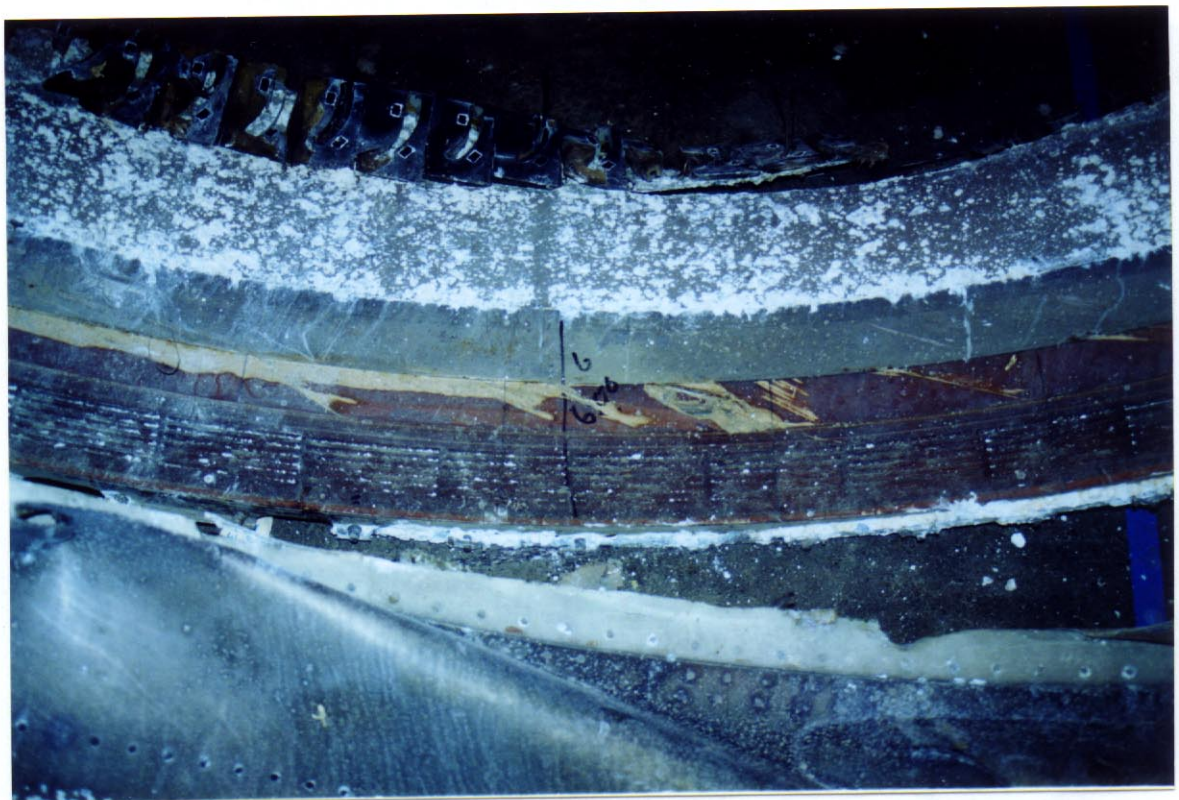


Photo 2. Closeup of No. 1 engine fan rubstrip showing imprints of fan blade tips.



Photo 3. View of left side of No. 1 engine.

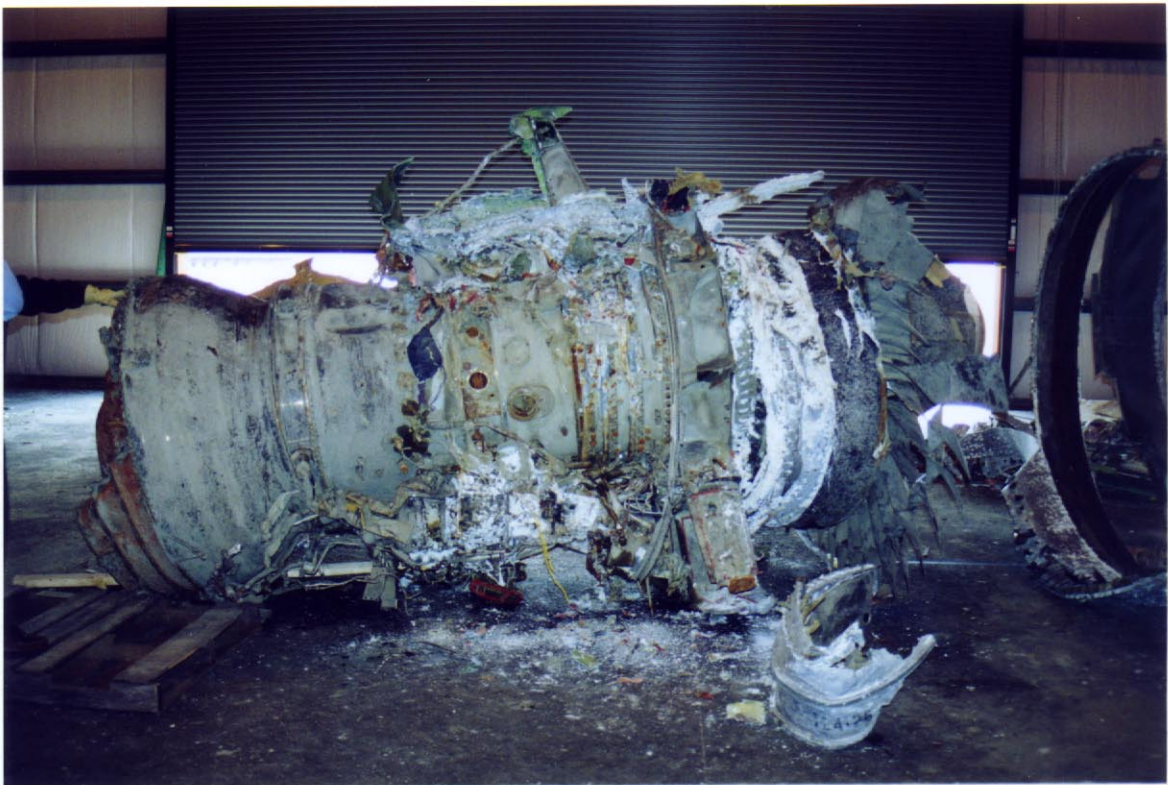


Photo 4. View of right side of No. 1 engine.



Photo 5. Close up view of LPC disk and blades visible through separated flange.

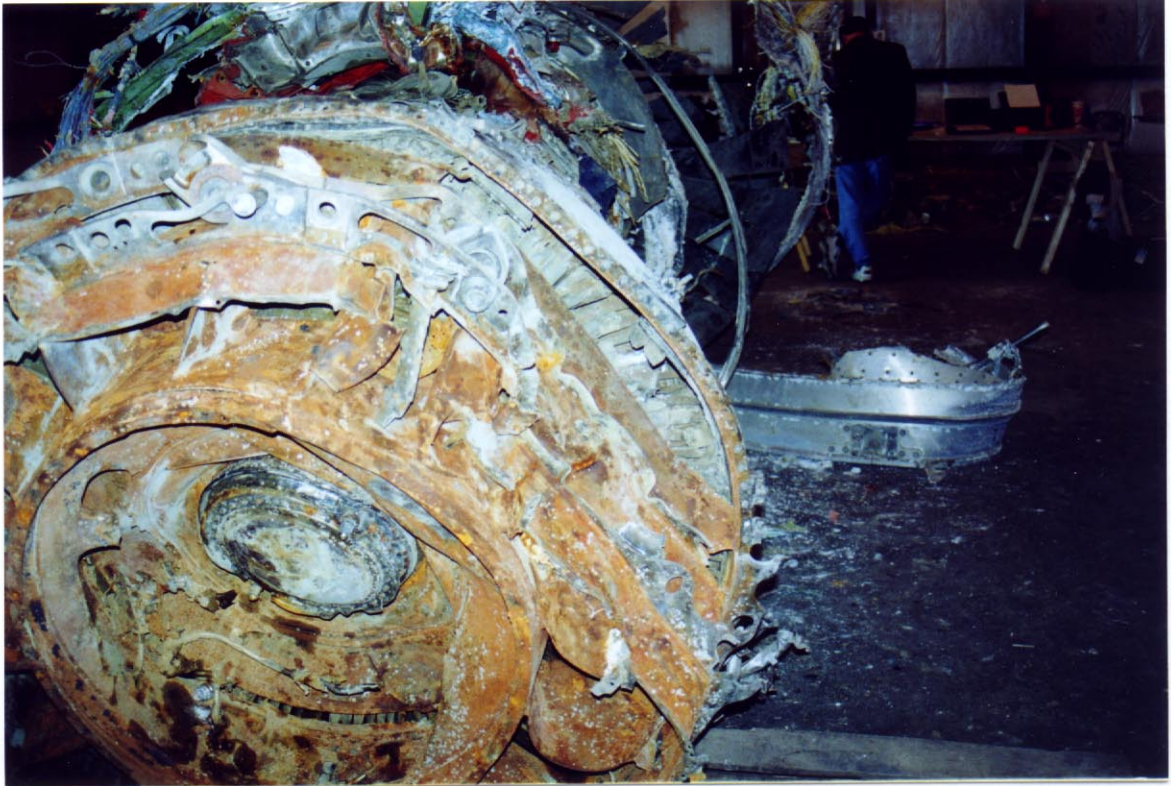


Photo 6. View of rear of No. 1 engine.



Photo 7. Closeup of rear of No. 1 engine showing full length 6th stage turbine blades.



Photo 8. No. 2 engine fan containment case.



Photo 9. Closeup of No. 2 engine fan rubstrip showing imprints of fan blade tips.



Photo 10. Pieces of No. 2 engine fan blades.



Photo 11. Closeup view No. 2 engine fan blade tips showing no rub marks.

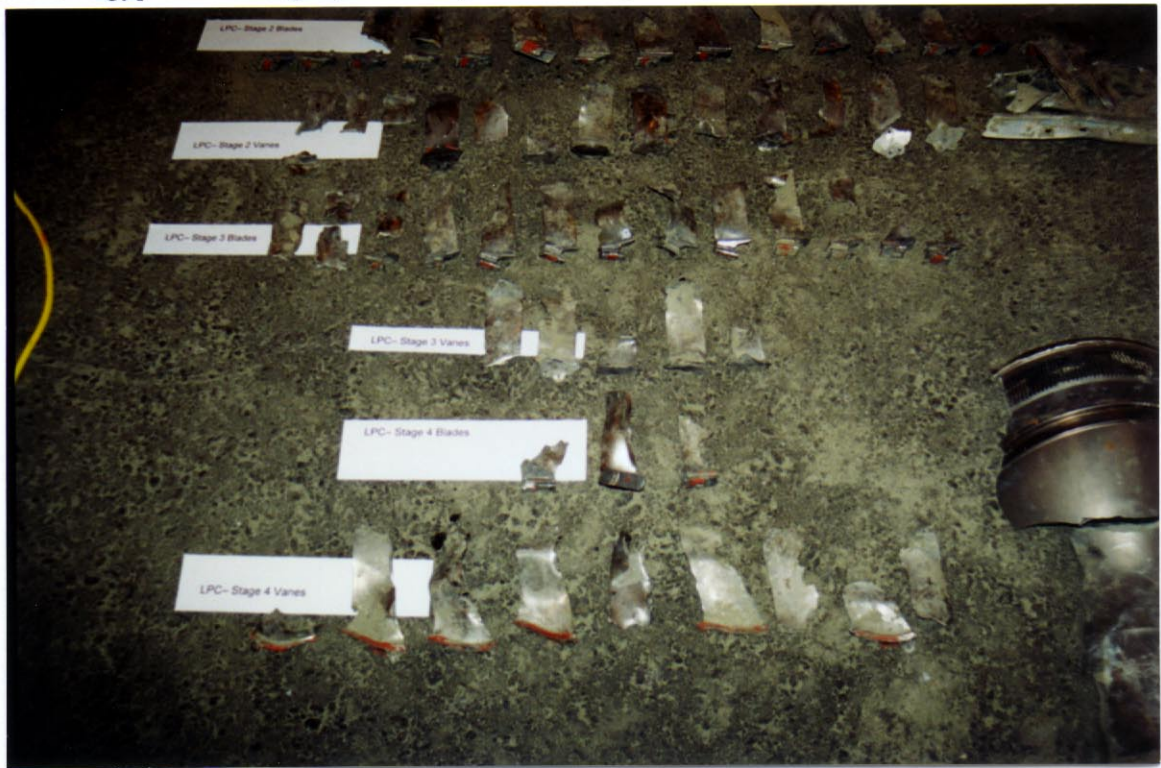


Photo 12. Pieces of No. 2 engine LPC blades and vanes.



Photo 13. View of No. 2 engine HPC case showing variable stator vanes bent rearward.



Photo 14. View of No. 2 engine HPC showing broken HPC disks and blades.



Photo 15. Closeup of No. 2 engine HPC blades showing no spanwise marks.



Photo 16. Pieces of No. 2 engine HPC blades and vanes.

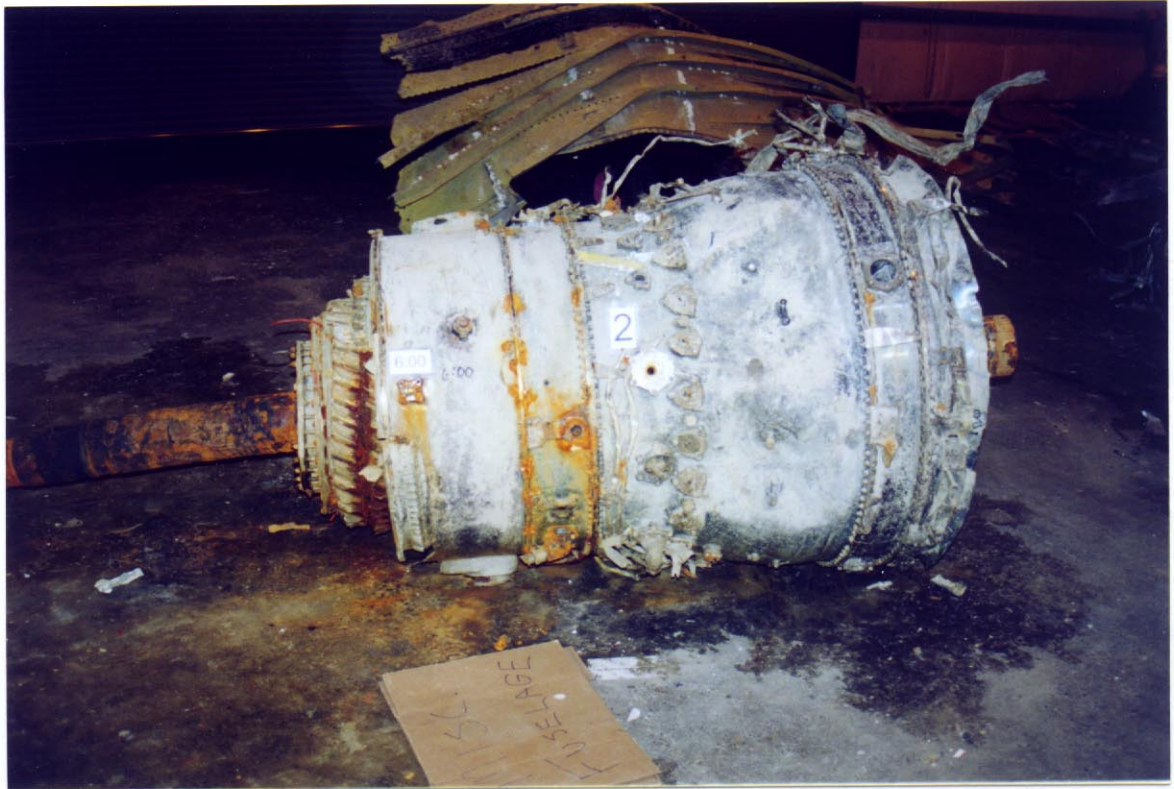


Photo 17. View of left side of No. 2 engine HPC, diffuser/combustor, and HPT cases.

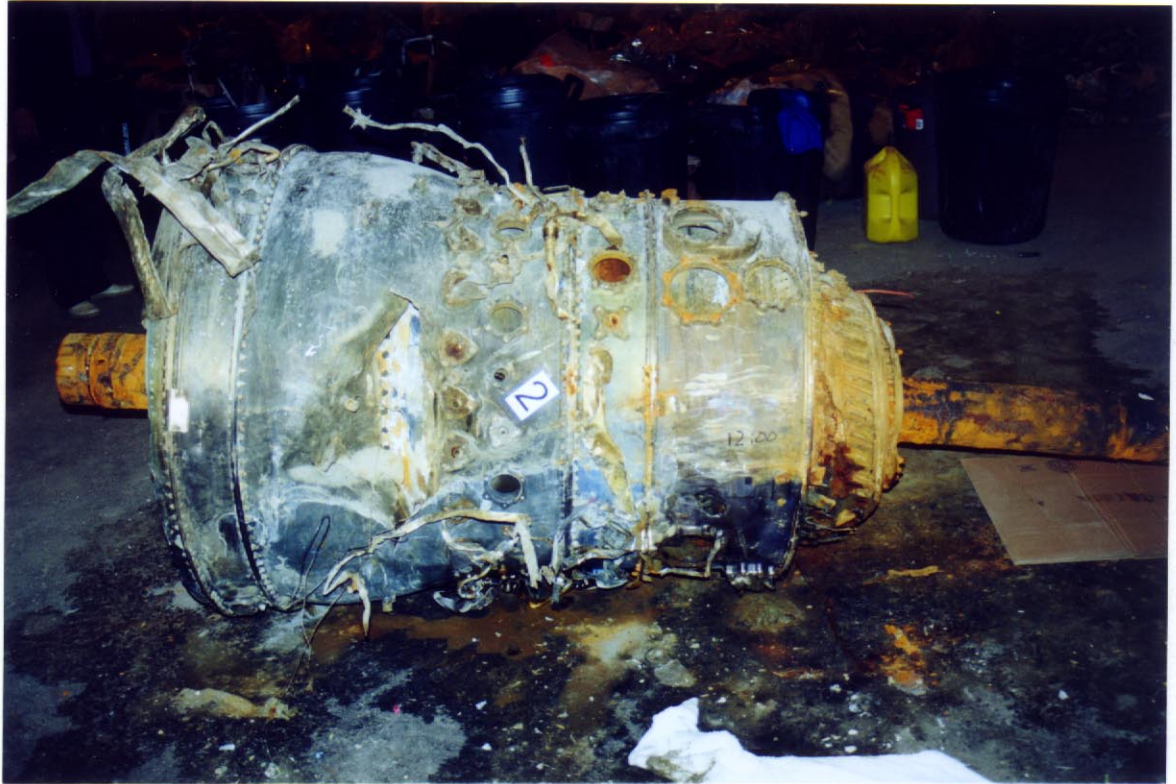


Photo 18. View of right side of No. 2 engine HPC, diffuser/combustor, and HPT cases.



Photo 19. Closeup of hole in No. 2 engine combustor case showing no thermal distress to fuel nozzles and combustor liner.



Photo 20. View of rear of No. 2 engine HPT.



Photo 21. Closeup view of No. 2 engine broken HPT blades and intact vanes.



Photo 22. View of No. 2 engine LPT rotor with LPT blades broken off.



Photo 23. No. 2 engine LPT vanes showing straight airfoils and random lengths.



Photo 24. No. 2 engine LPT blades showing full length airfoils.



Photo 25. View of No. 2 engine No. 1 bearing cage.



Photo 26. Closeup view of No. 2 engine No. 1 bearing cage pockets showing no rotational distress.



Photo 27. View of No. 2 engine No. 4 bearing outer race showing no rotational distress.

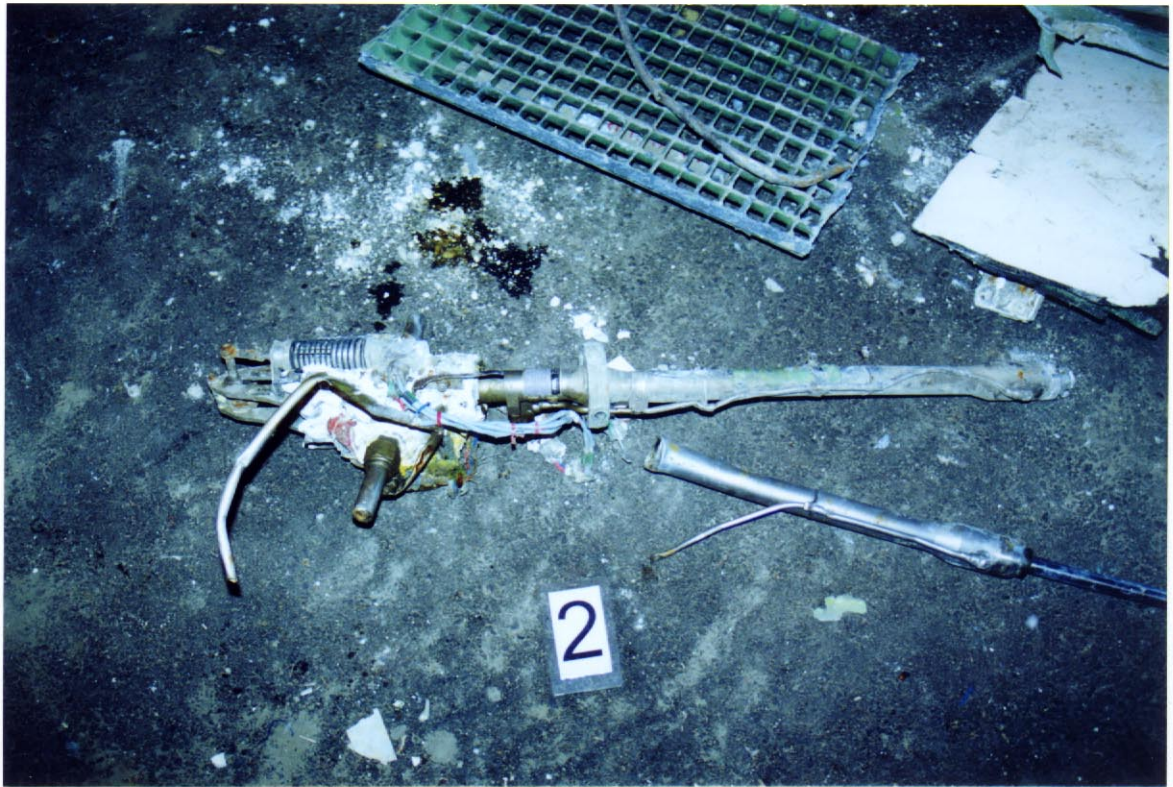


Photo 28. View of No. 2 engine thrust reverser actuator in the reverser-stowed position.



Photo 29. Closeup of No. 2 engine thrust reverser actuator showing indicator pin in reverser-stowed position.