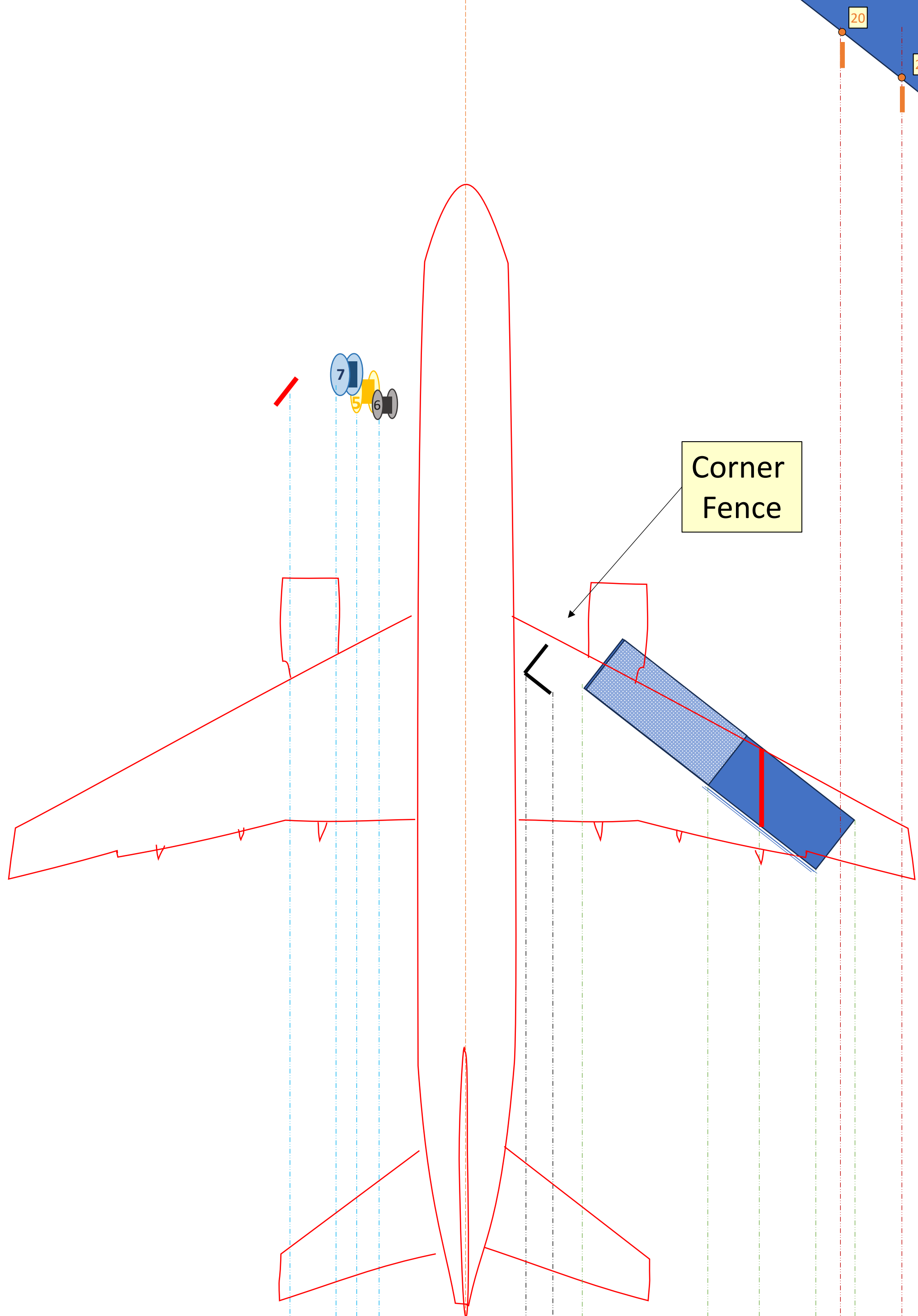
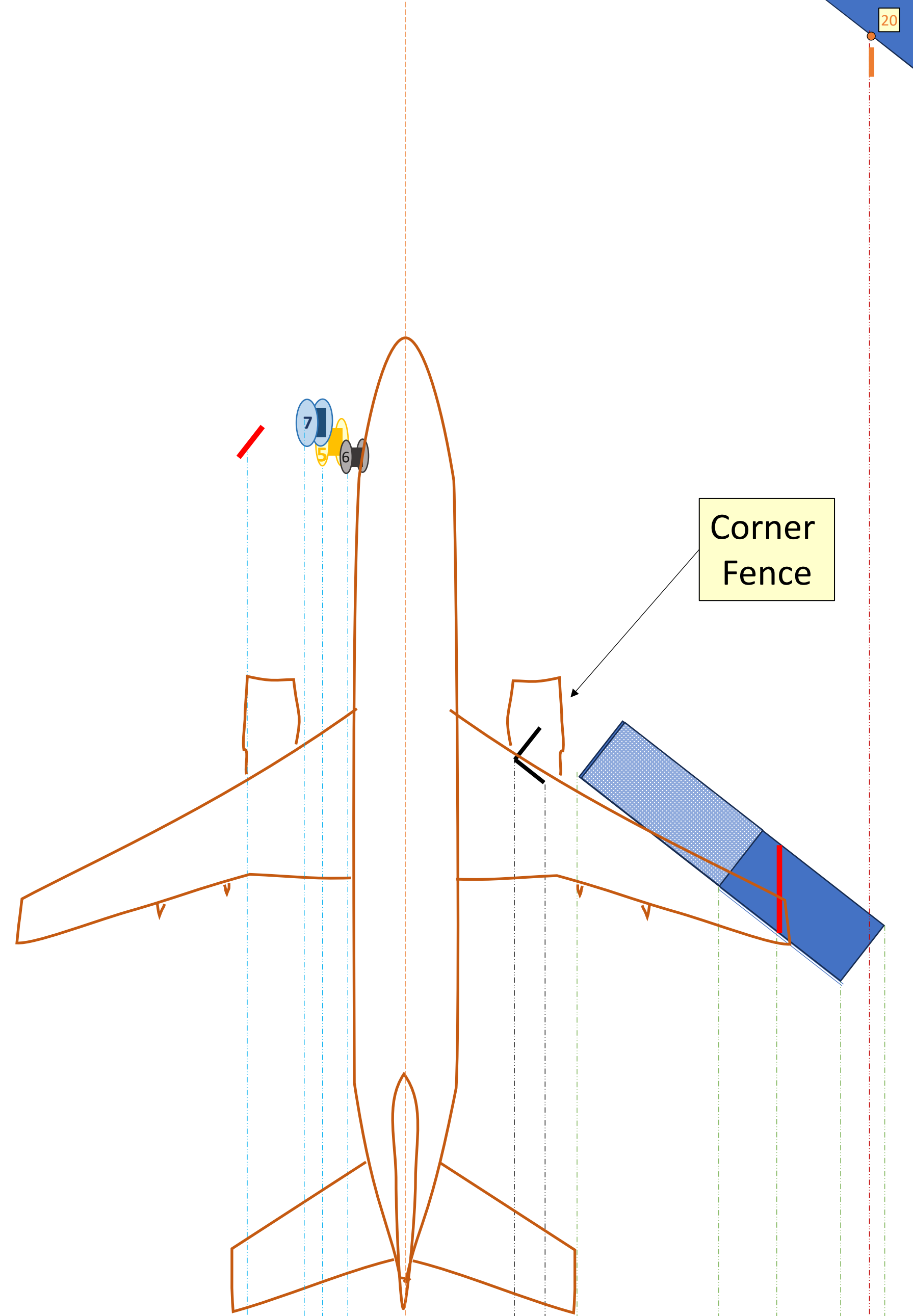


View From Top

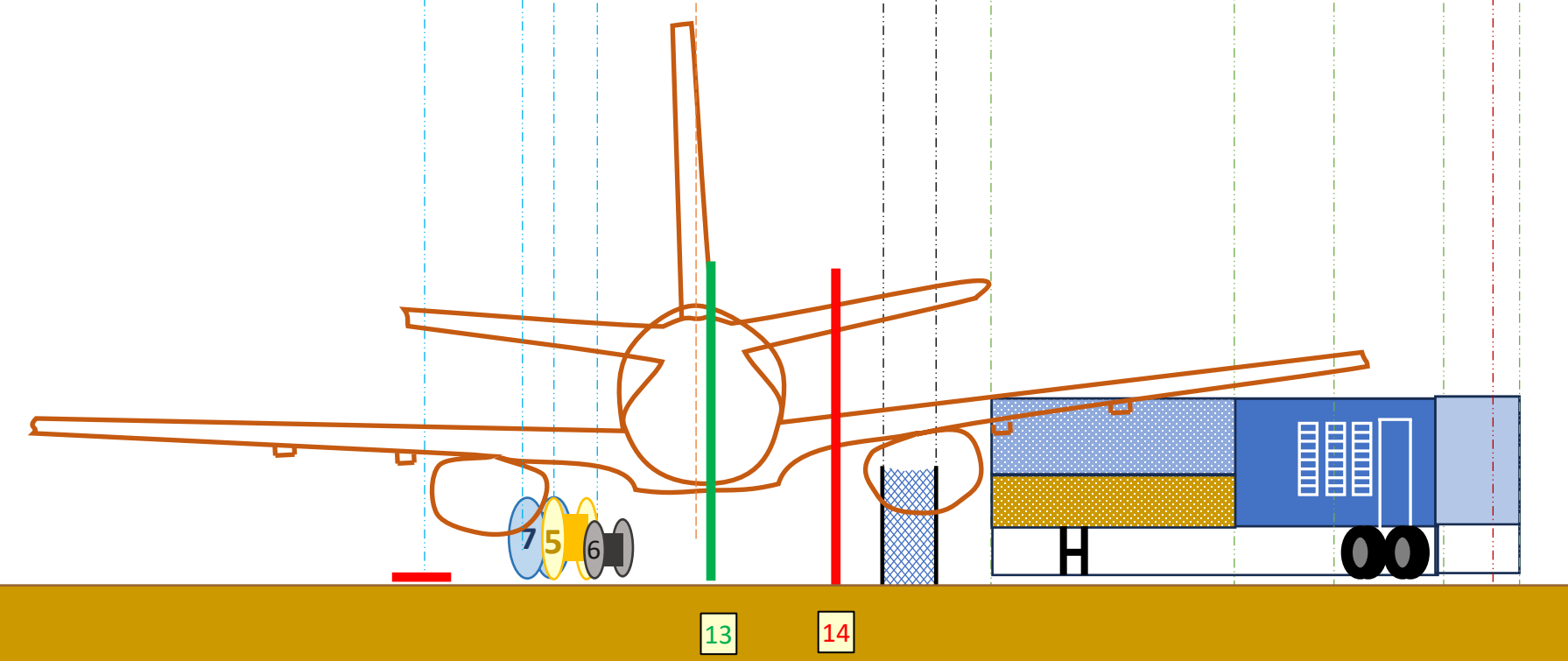
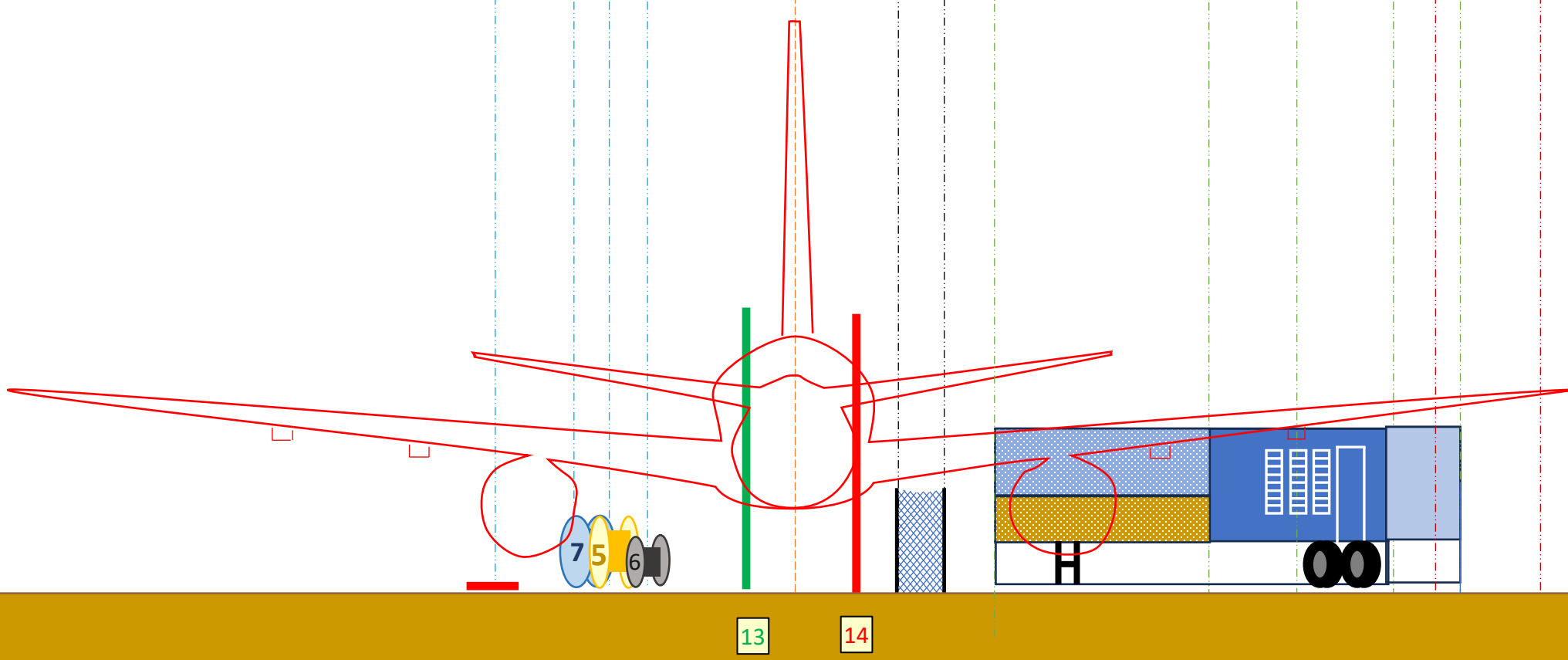
757-200



737-400



View From Rear

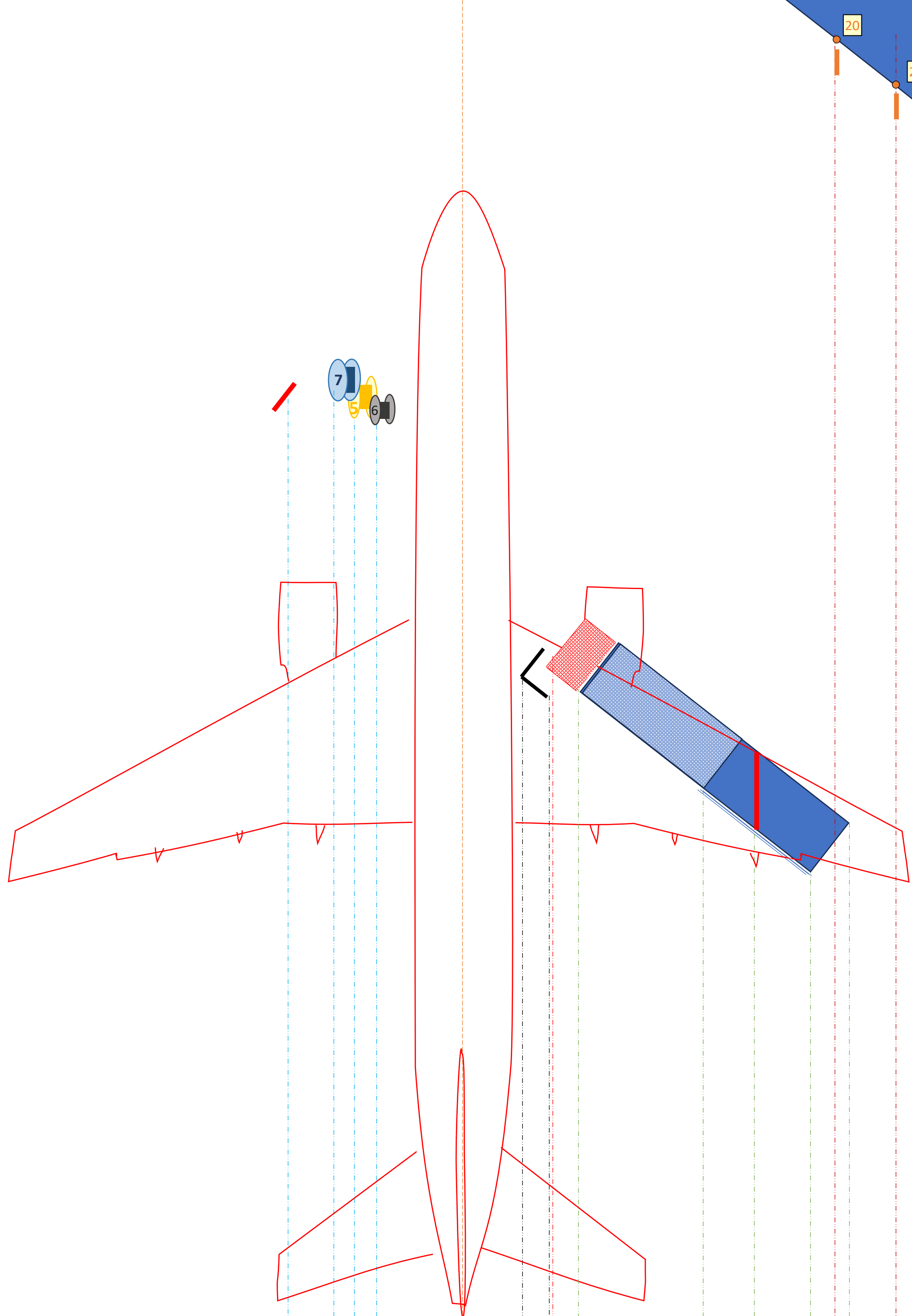


Note the wings are in wheel supported (airport) orientation. The angle in flight increases upwards because the plane is supported from the wings. Additional 3 degrees flex-up per wing was assumed in façade impact drawing.

Trailer with 5 ft Extension

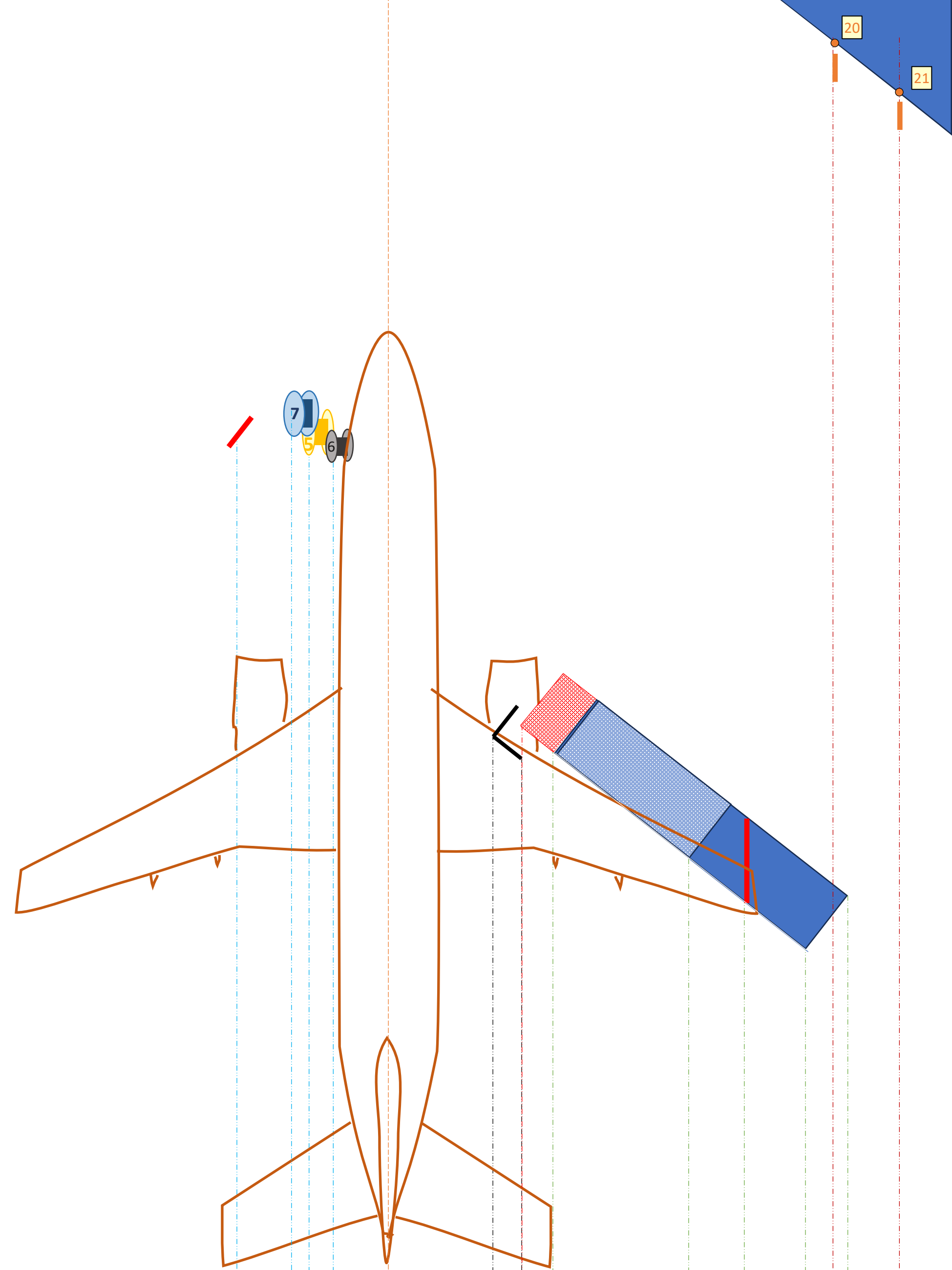
View From Top

757-200

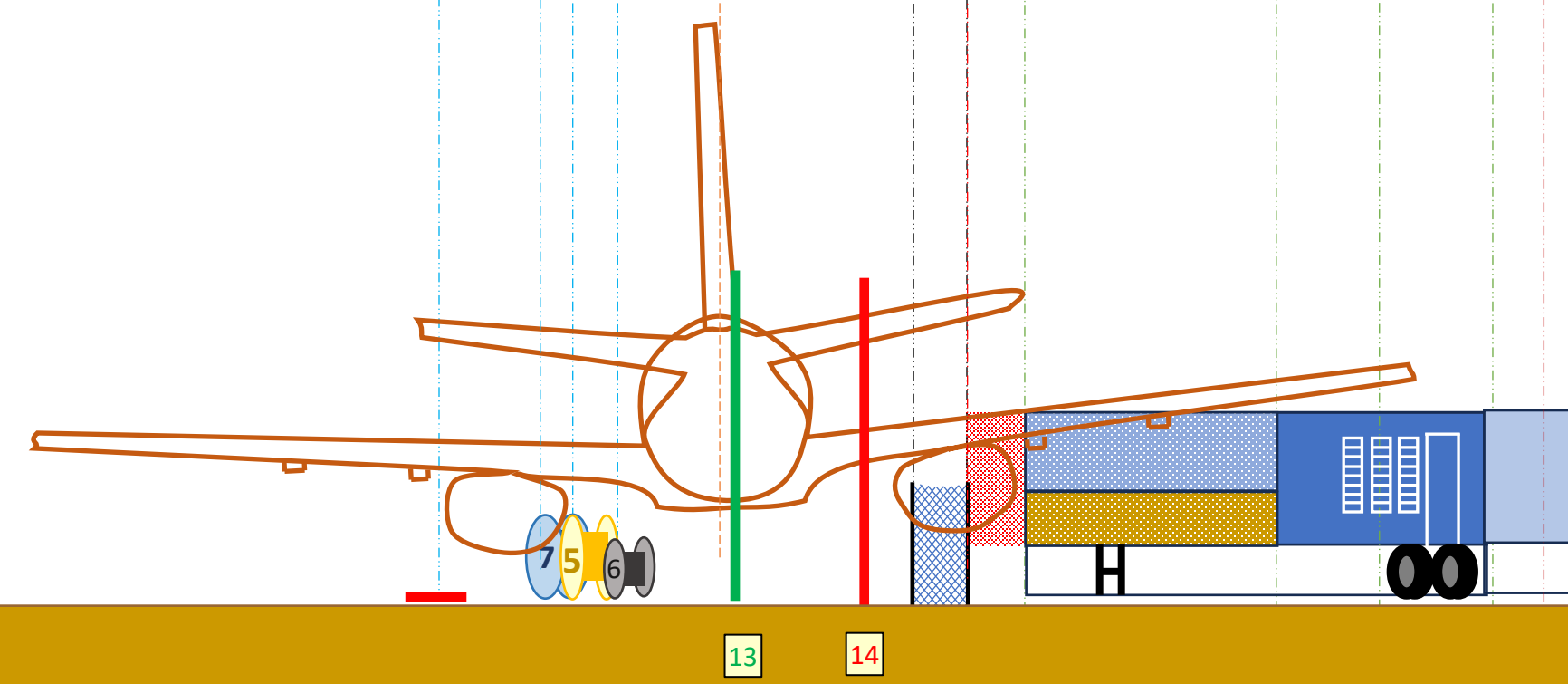
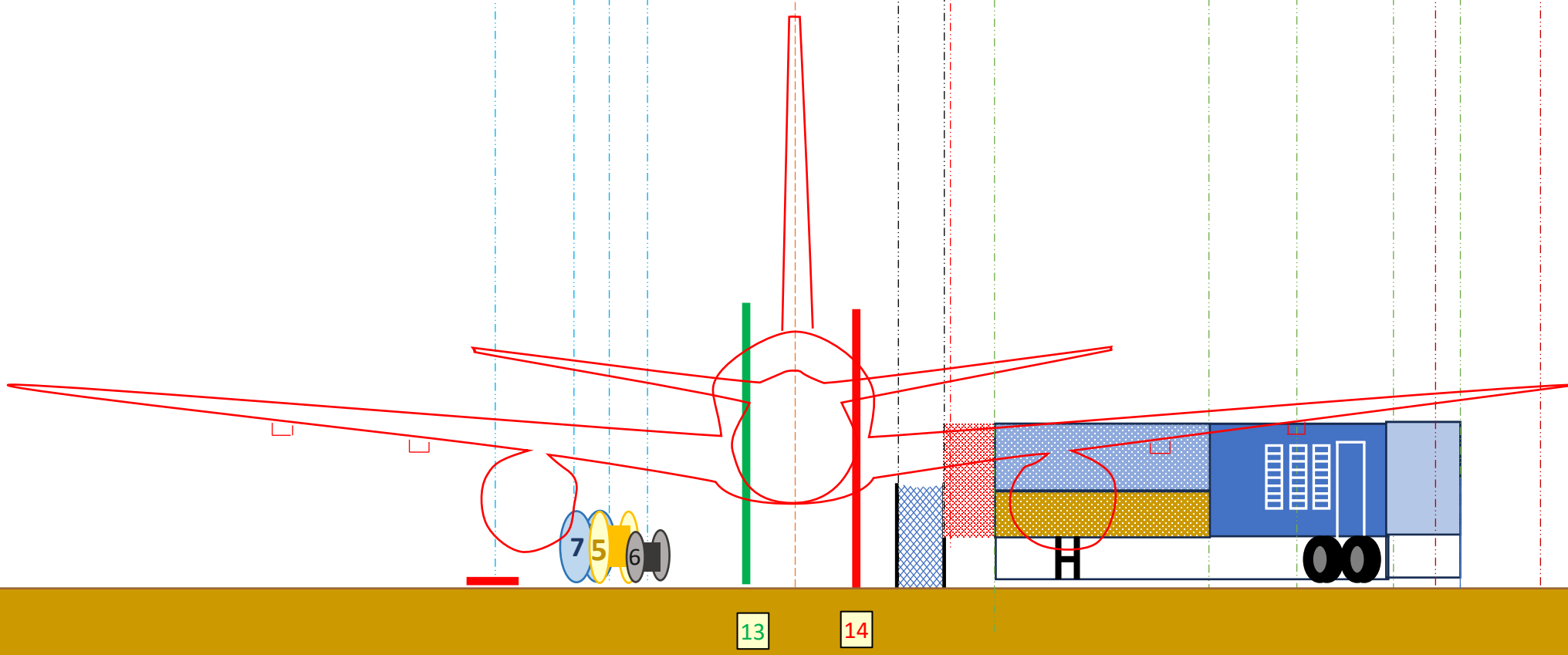


Trailer with 5 ft Extension

737-400



View From Rear



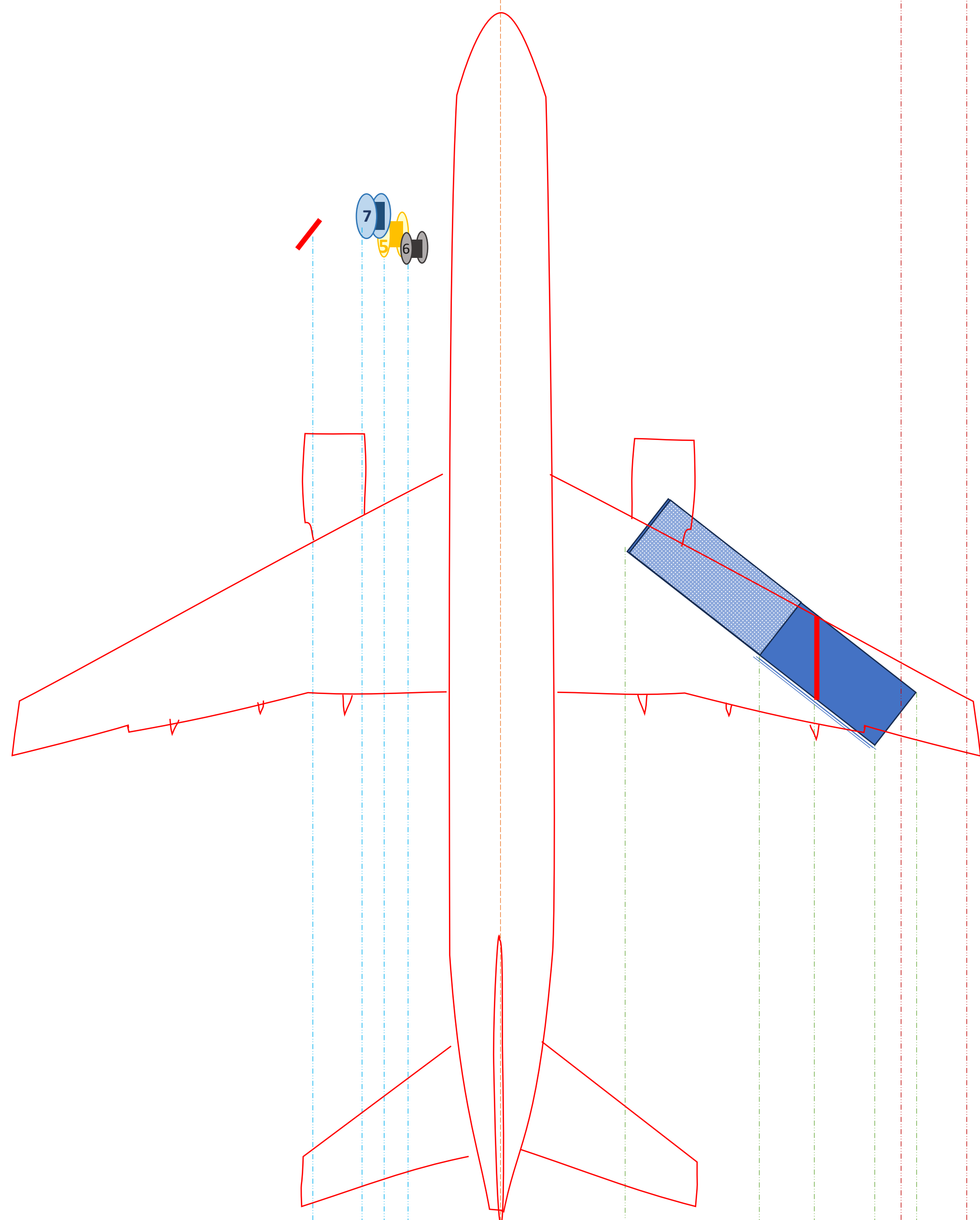
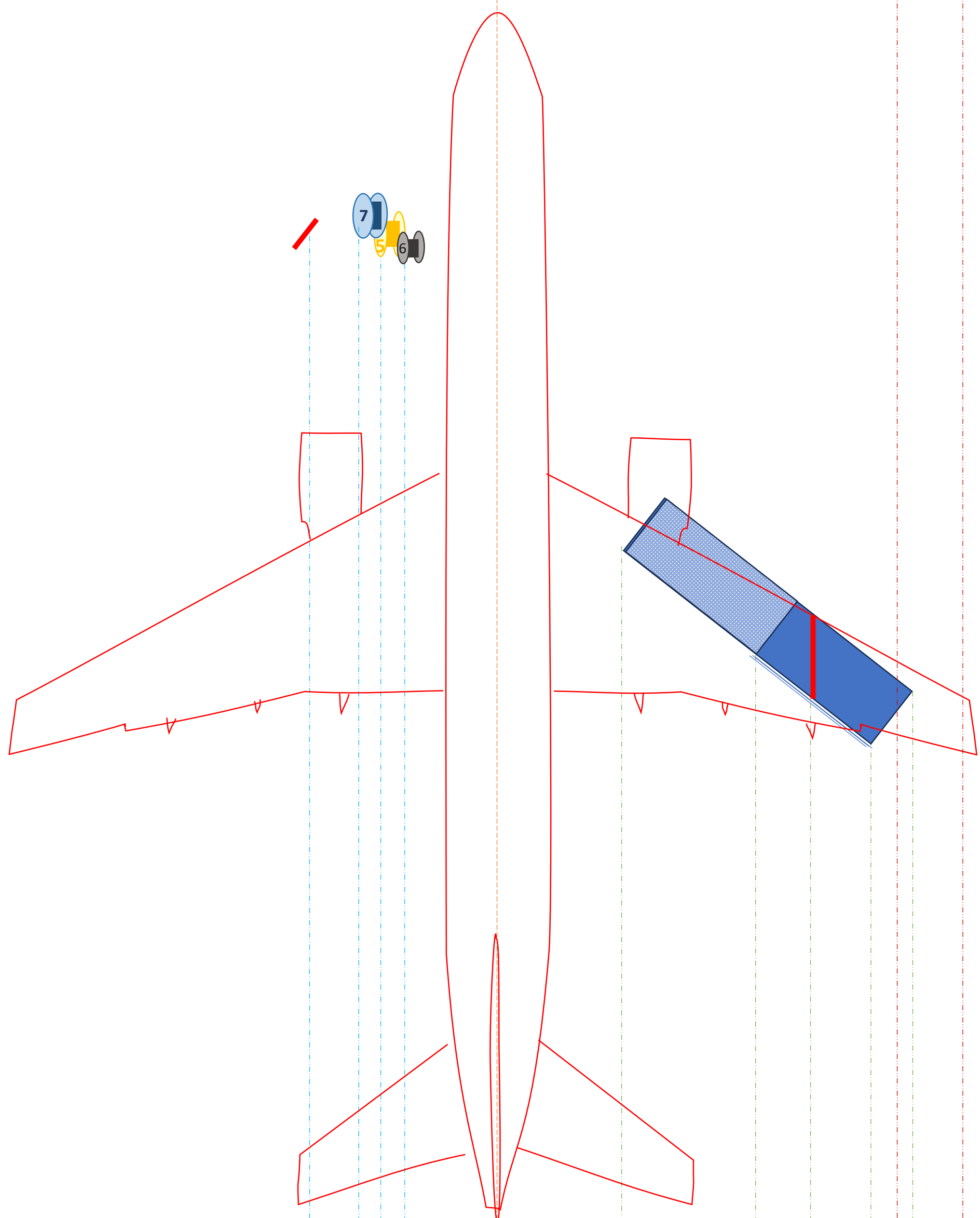
Note the wings are in wheel supported (airport) orientation. The angle in flight increases upwards because the plane is supported from the wings. Additional 3 degrees flex-up per wing was assumed in façade impact drawing.

View From Top

757 with trailer struts collapsed

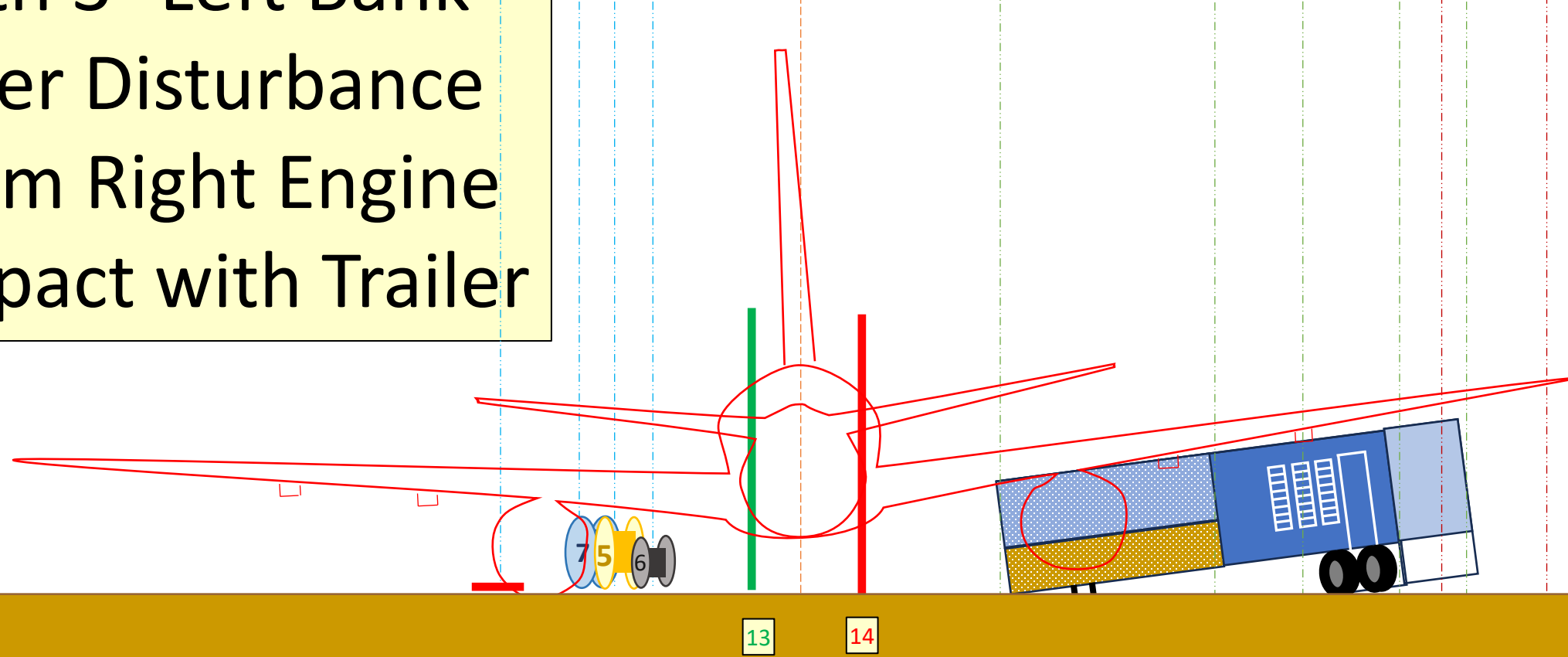
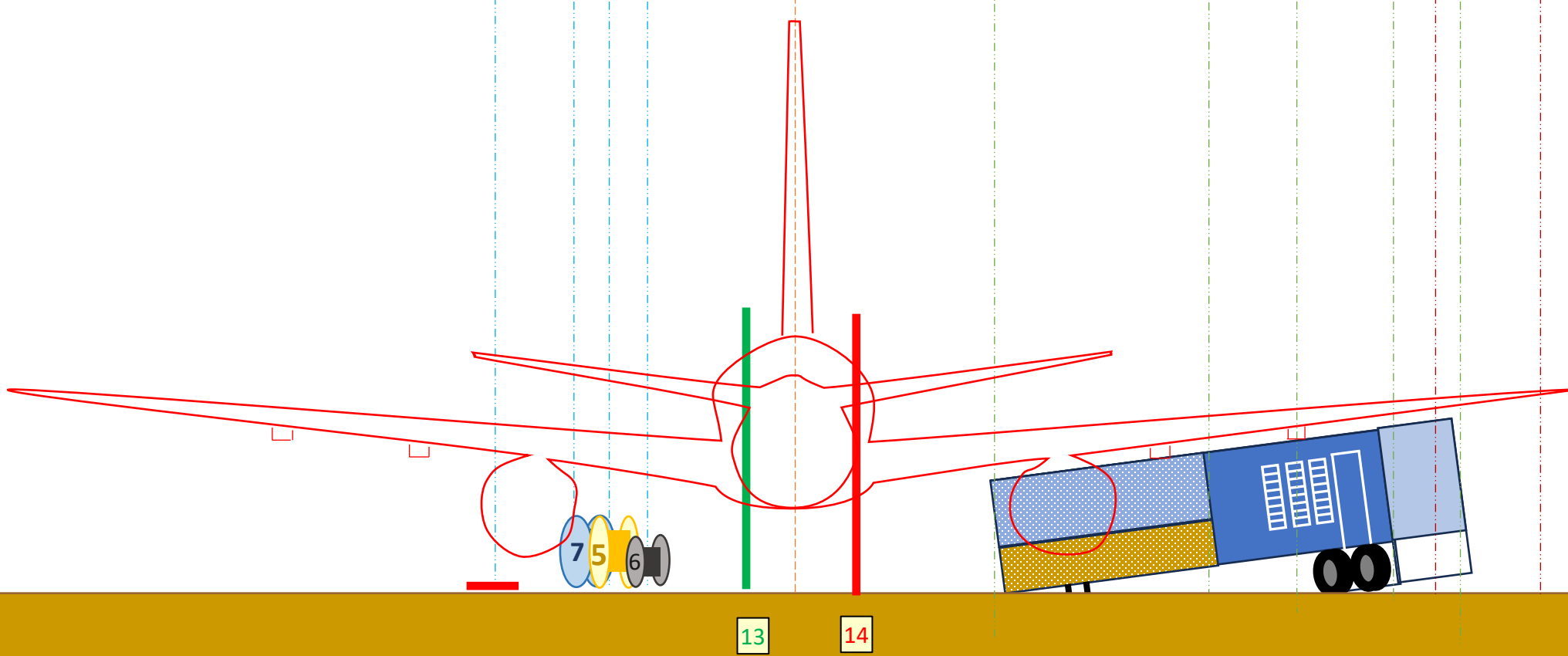
View From Top

757 with trailer struts collapsed and left wing angled to impact the retaining wall



View From Rear

View From Rear with 3° Left Bank after Disturbance from Right Engine Impact with Trailer



Note the wings are in wheel supported (airport) orientation. The angle in flight increases upwards because the plane is supported from the wings. Additional 3 degrees flex-up per wing was assumed in façade impact drawing.