



Figure 1 - Left wing main spar lower cap fracture surface.

The remainder of the lower spar cap, spar web doublers, and upper spar cap displayed fracture features consistent with overstress fracture. The fatigue features originated at or near the outboard forward wing spar attachment bolt hole (see figure 2). None of the surfaces exhibited visible evidence of corrosion or other preexisting damage. The right wing also exhibited fatigue cracks in the lower spar cap at the same hole location extending up to 0.047-inch deep.

Figure 2 - Exploded view of left wing spar assembly and attachment bolts.

The wreckage was retained for further examination.

On May 15, 2018, the NTSB issued an update on this investigation that can be found at <https://www.ntsb.gov/news/press-releases/Pages/N180180515.aspx>

Aircraft and Owner/Operator Information

Aircraft Make	Model	Registration	N/CASB
Boeing	737 MAX 8	FAA N18112	FAA
Operator	Delta Air Lines	Operating Certificate(s)	FAA
Manufacturer	Boeing	Flight School (FAA)	FAA