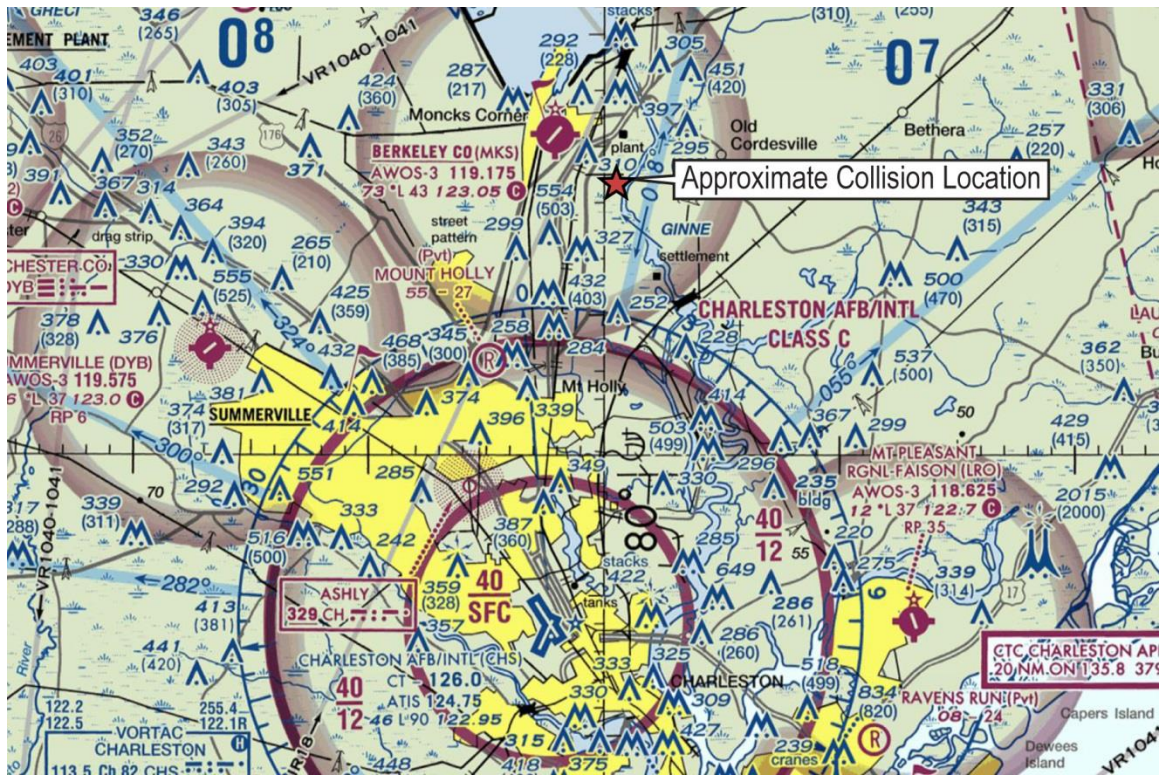


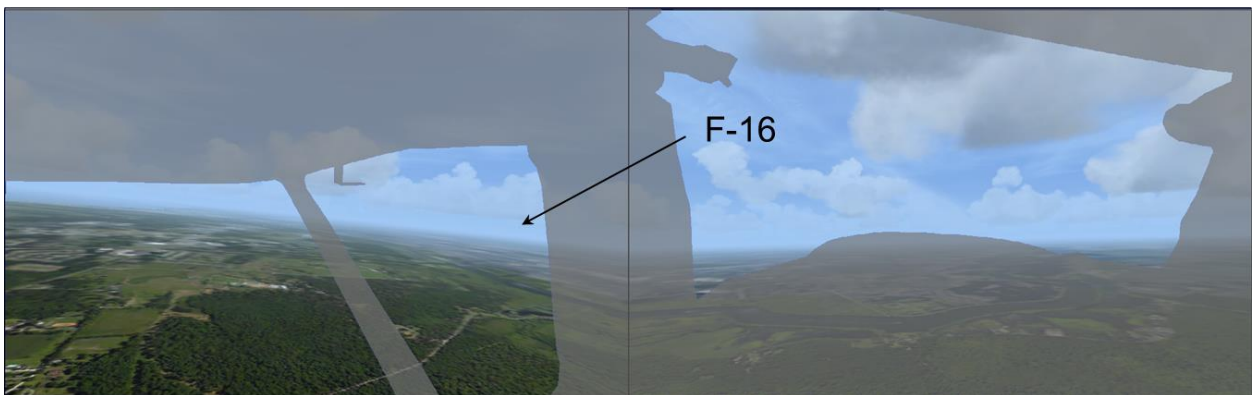
**Figure 1.** Calculated flight track for the F-16 (yellow) and the Cessna (orange). (The first witness is located north of the collision point, and the second witness is located southwest of the collision point.)



**Figure 2.** FAA sectional aeronautical chart view depicting CHS and class C airspace, MKS, and the approximate collision location. (Not for navigational use.)



**Figure 3a.** Simulated cockpit visibility from the F-16 at 1100:18, when the airplanes were 3.1 nm apart. (Transparent shadow masks depict areas where visibility is obscured by airplane structure.)

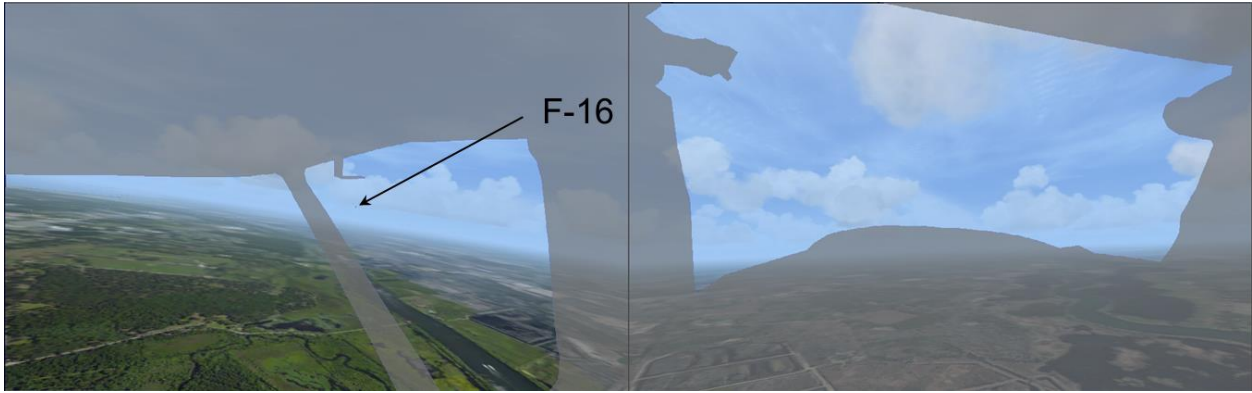


**Figure 4b.** Simulated cockpit visibility from the Cessna at 1100:18, when the airplanes were 3.1 nm apart. (Transparent shadow masks depict areas where visibility is obscured by airplane structure.)

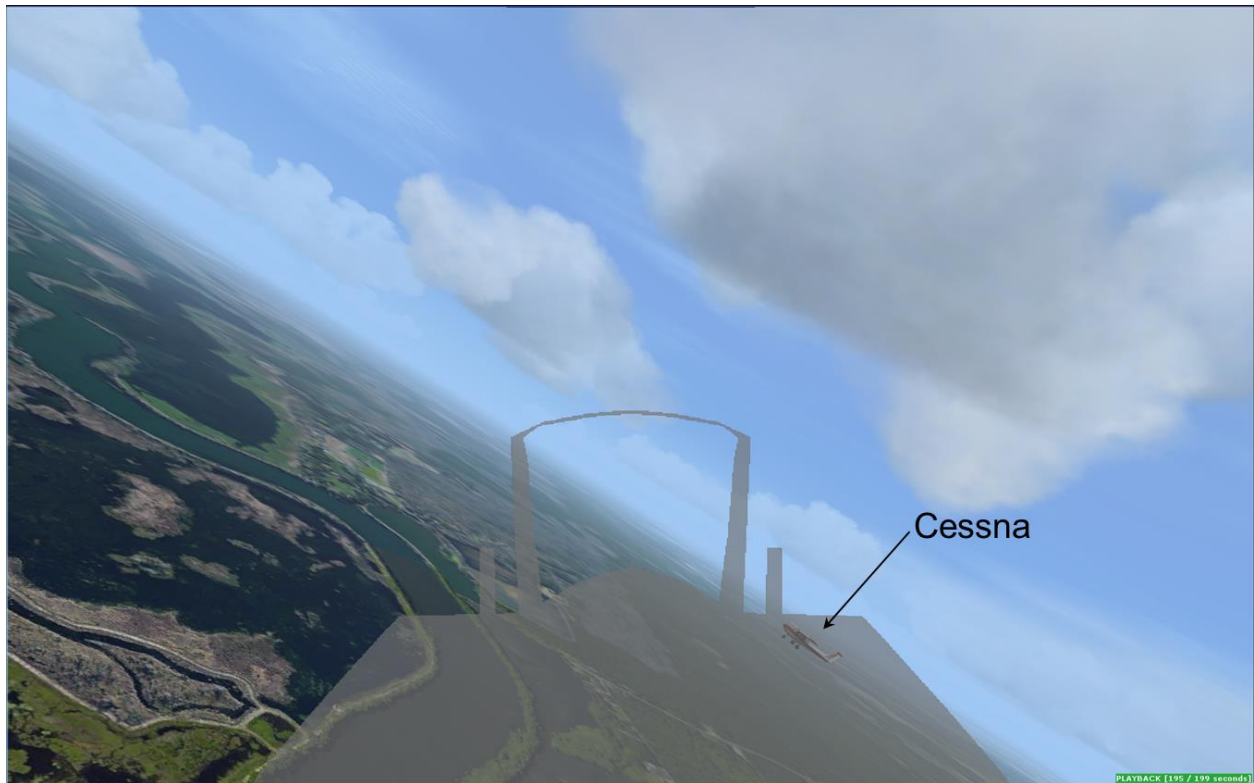




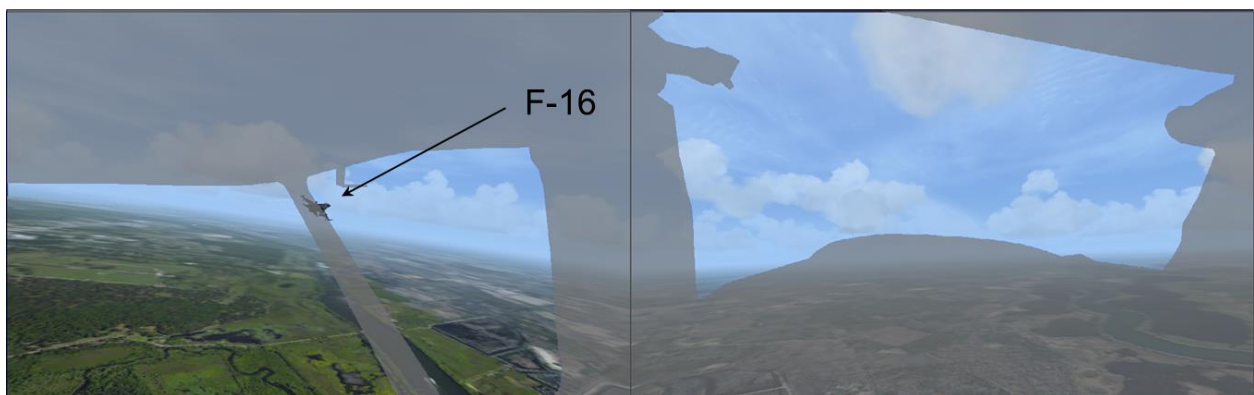
**Figure 5a.** Simulated cockpit visibility from the F-16 at 1100:49, when the airplanes were 0.6 nm apart.



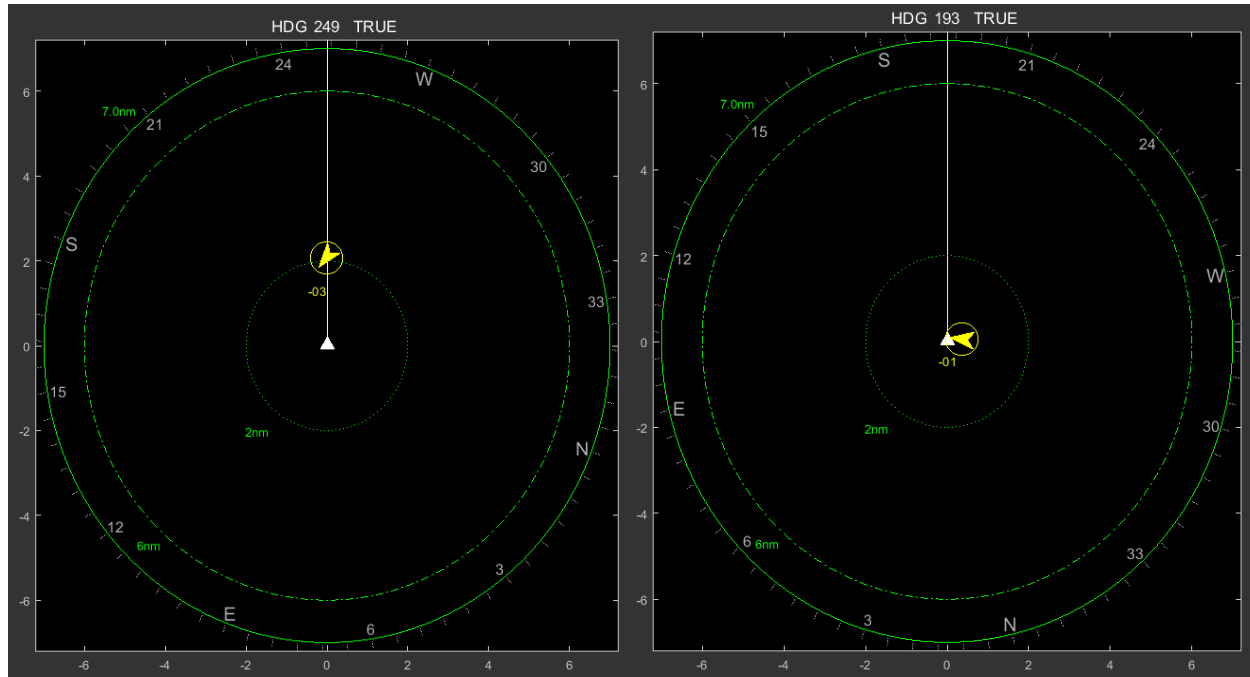
**Figure 6b.** Simulated cockpit visibility from the Cessna at 1100:49, when the airplanes were 0.6 nm apart.



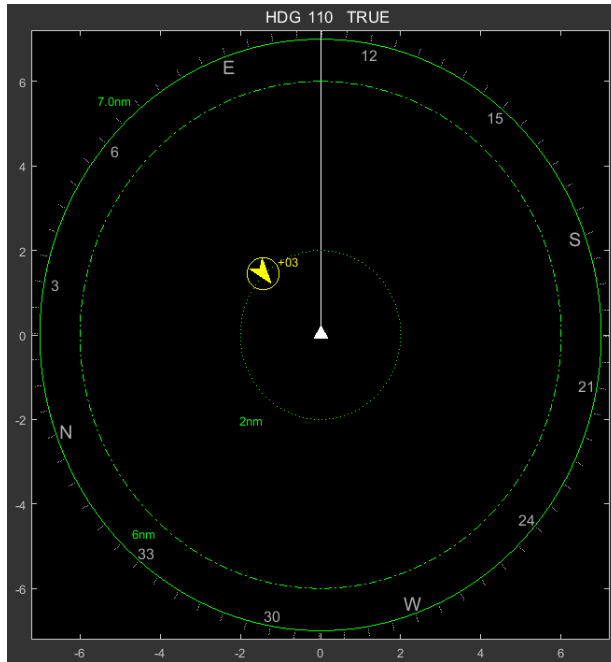
**Figure 7a.** Simulated cockpit visibility from the F-16 at 1100:56, when the airplanes were 260 ft apart.



**Figure 8b.** Simulated cockpit visibility from the Cessna at 1100:56, when the airplanes were 260 ft apart.



**Figure 6.** Simulated in-cockpit traffic display for the F-16 at 1100:35 (left) and 1100:56 (right).



**Figure 7.** Simulated in-cockpit traffic display for the Cessna at 1100:35.