



Figure 1. Aircraft in the SDM traffic pattern about 8 minutes before the accident.

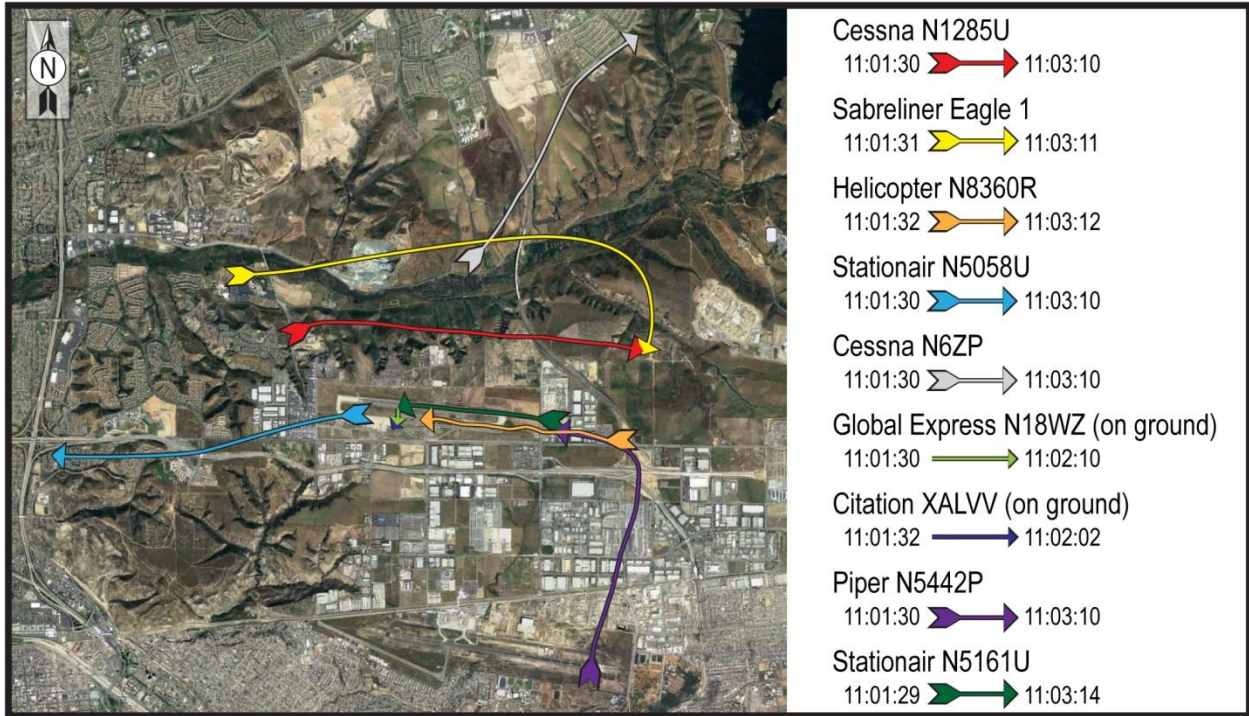


Figure 2. Aircraft in the SDM traffic pattern from about 1101 until the time of the accident.



Figure 3. Calculated flight tracks of Eagle1 and N1285U.

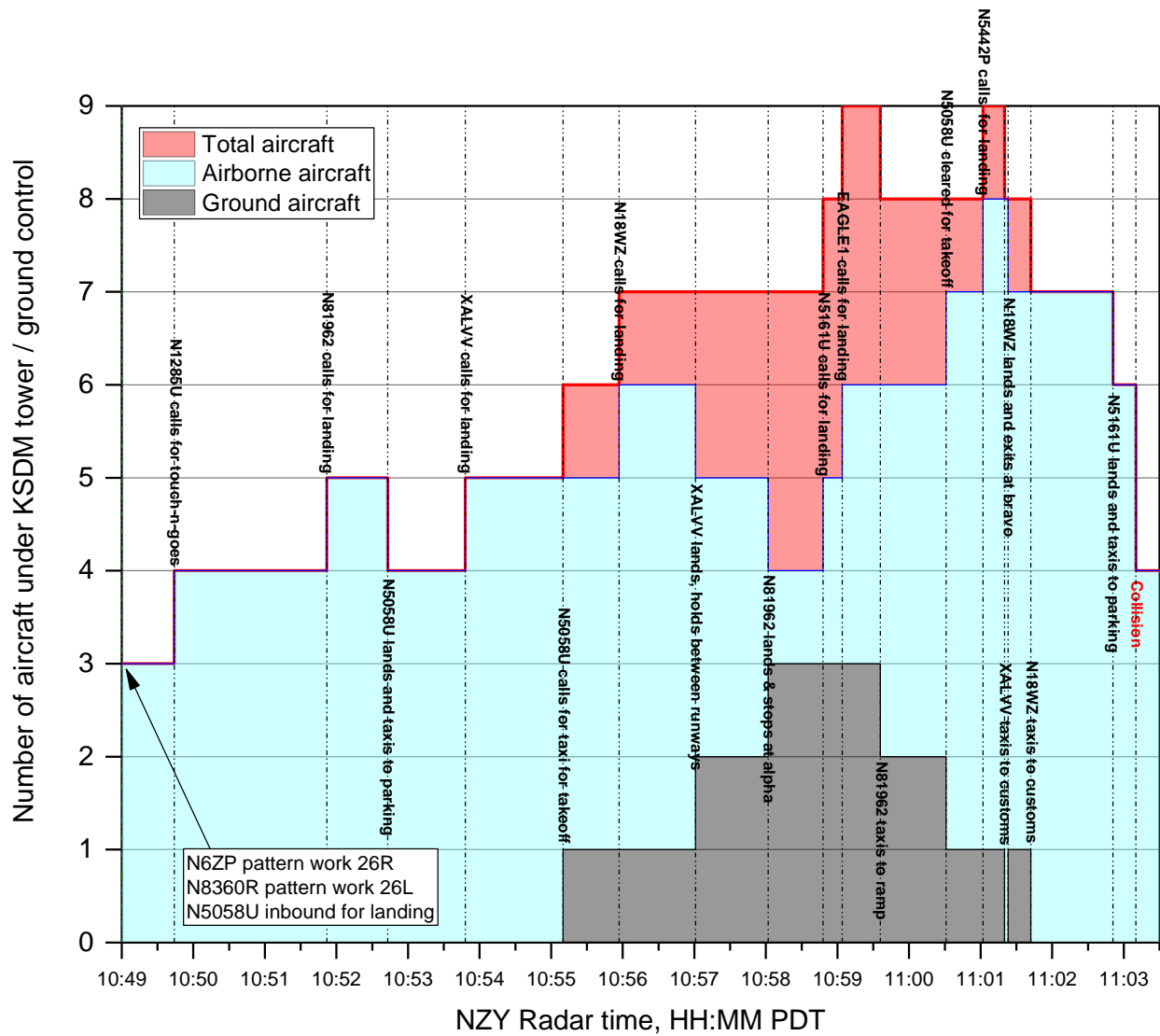


Figure 4. Total aircraft under SDM ATCT control from 1049 until the time of the collision.

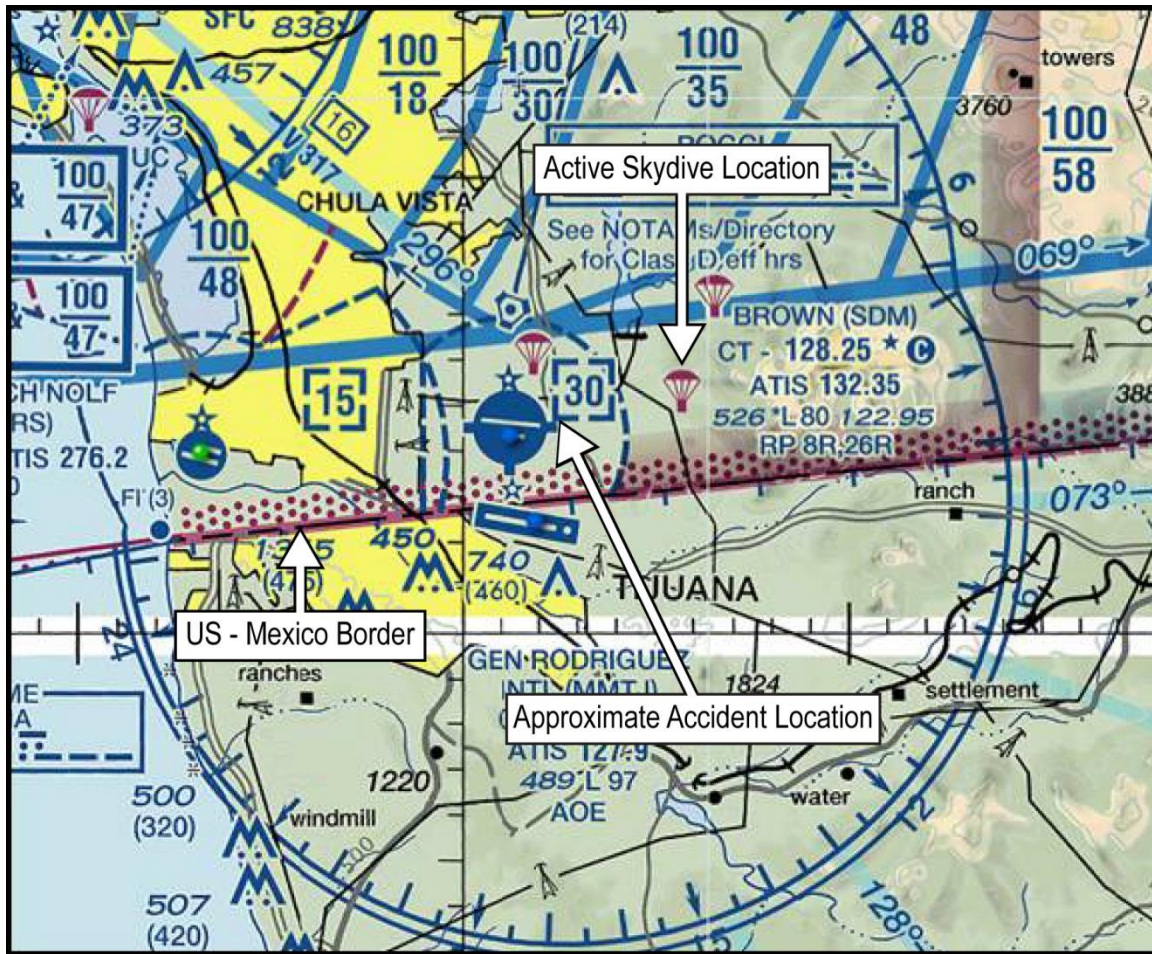


Figure 5. FAA sectional aeronautical chart view depicting SDM and the approximate accident location. (Not for navigational use.)

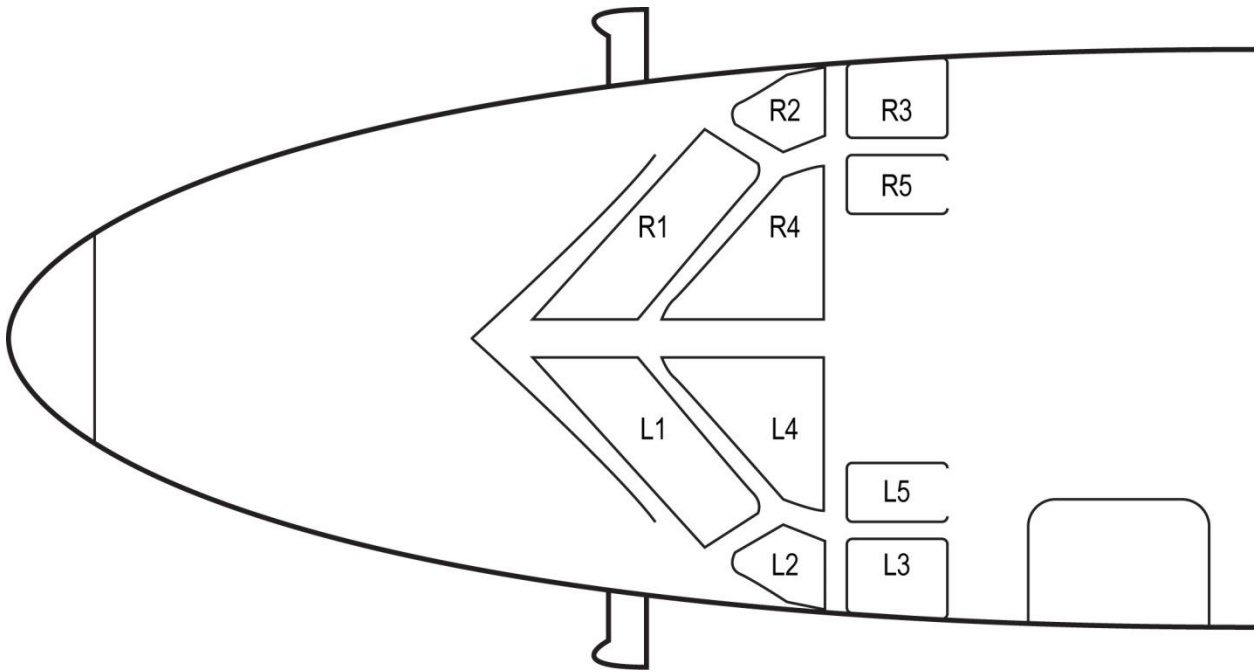


Figure 6. Top-down view of Eagle1 forward fuselage, showing labels used to identify cockpit windows.

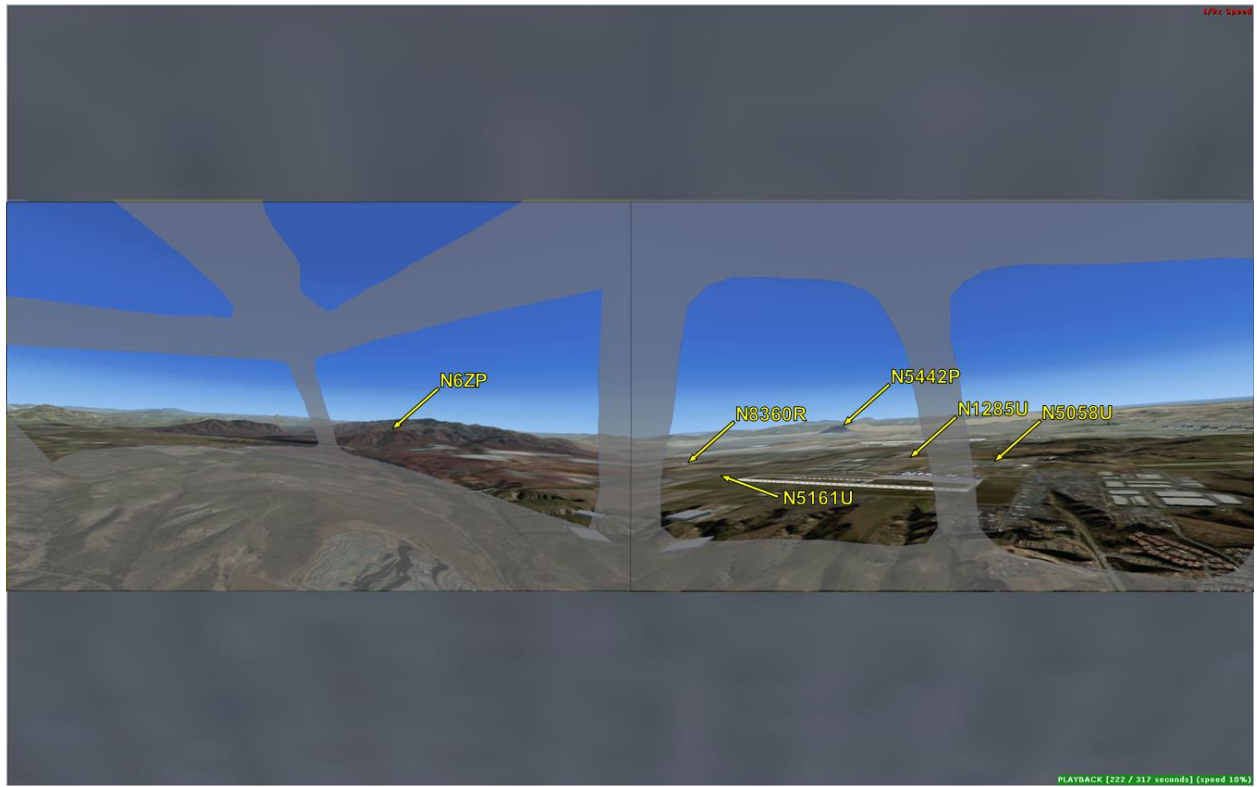


Figure 7a. View from the copilot seat of Eagle1 at 1101:43.1.

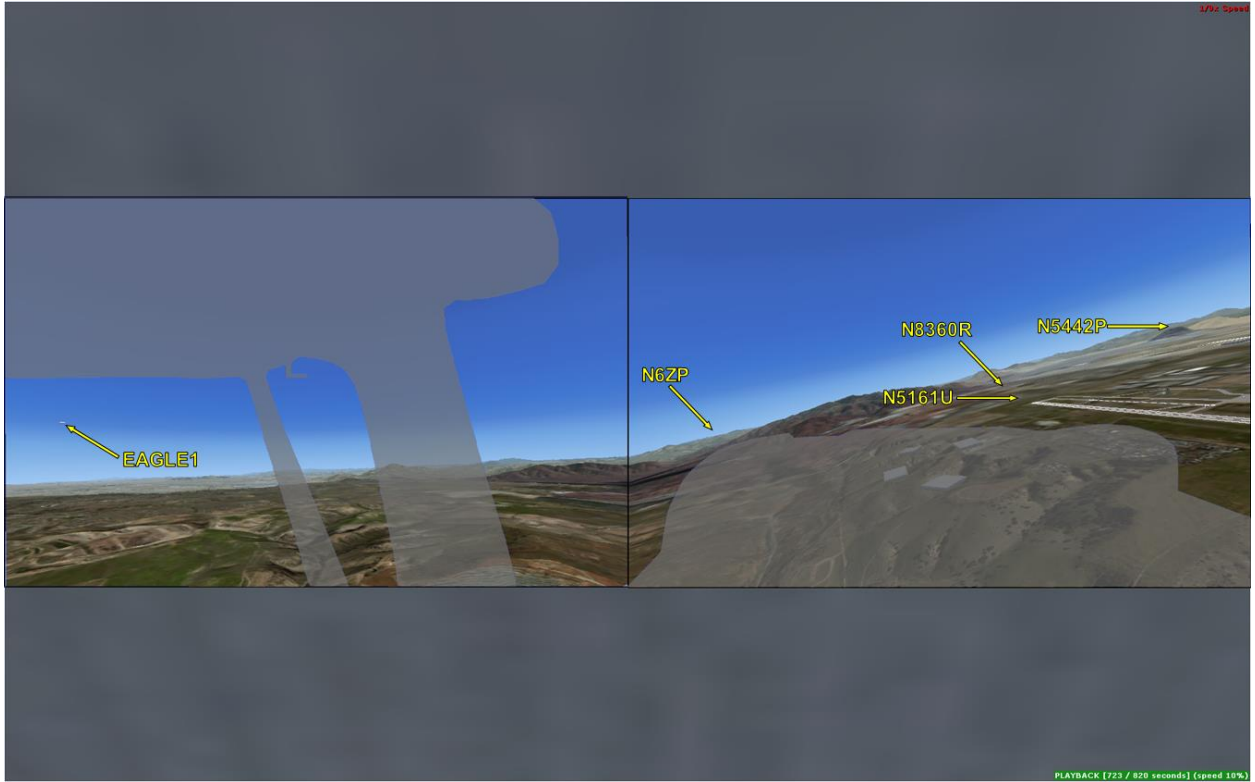


Figure 7b. View from the pilot seat of N1285U at 1101:43.1.

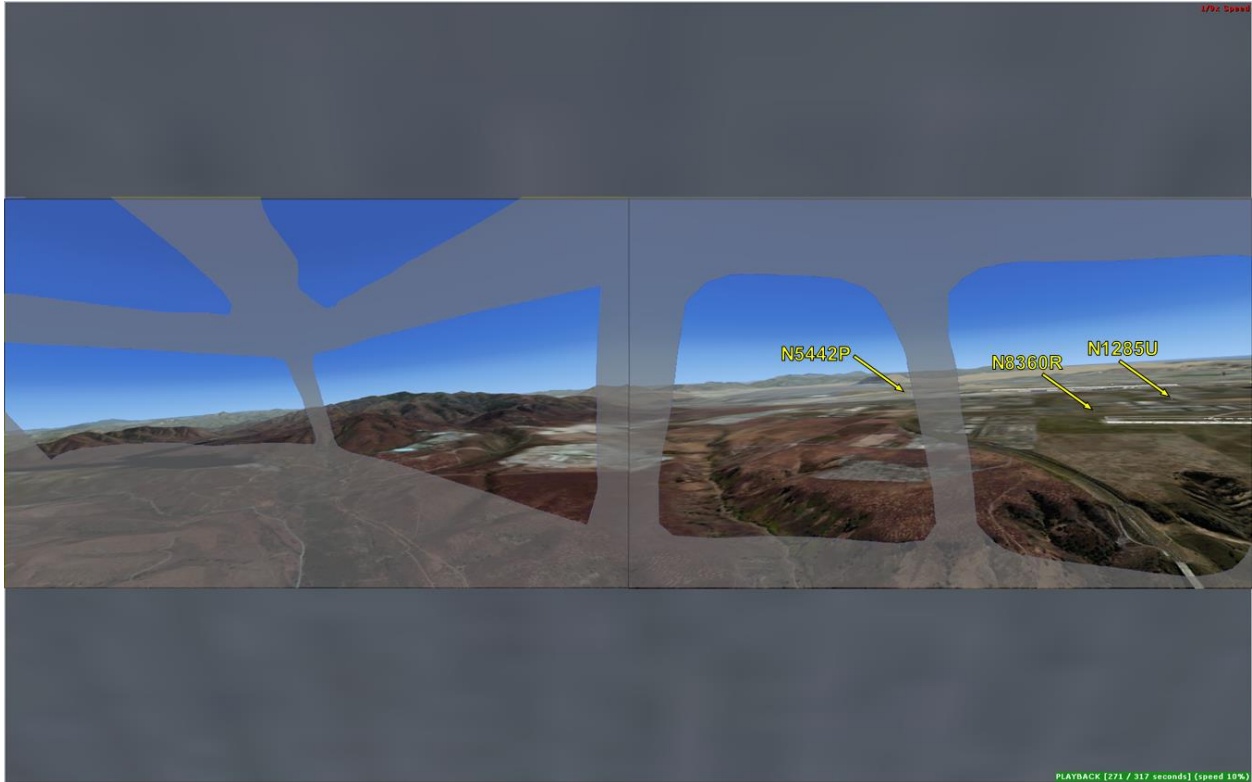


Figure 8a. View from the copilot seat of Eagle1 at 1102:32.4.

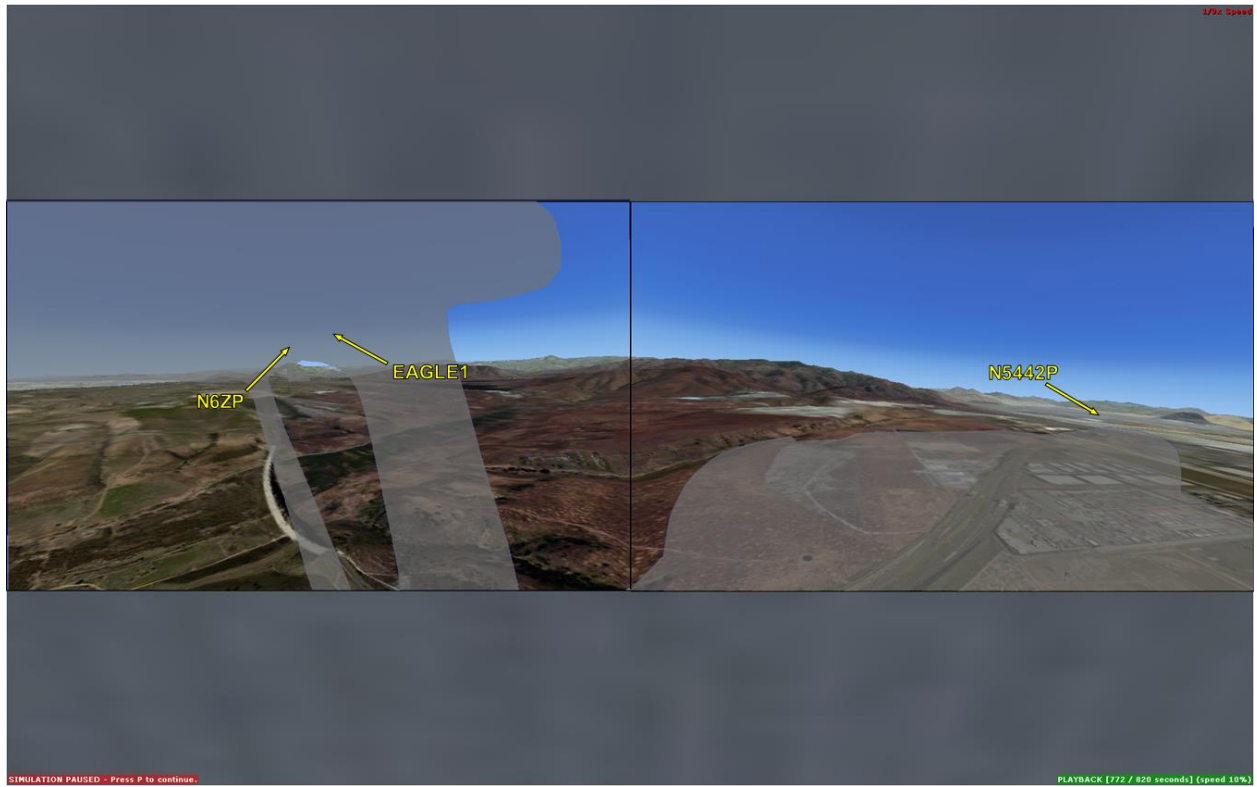


Figure 8b. View from the pilot seat of N1285U at 1102:32.4.

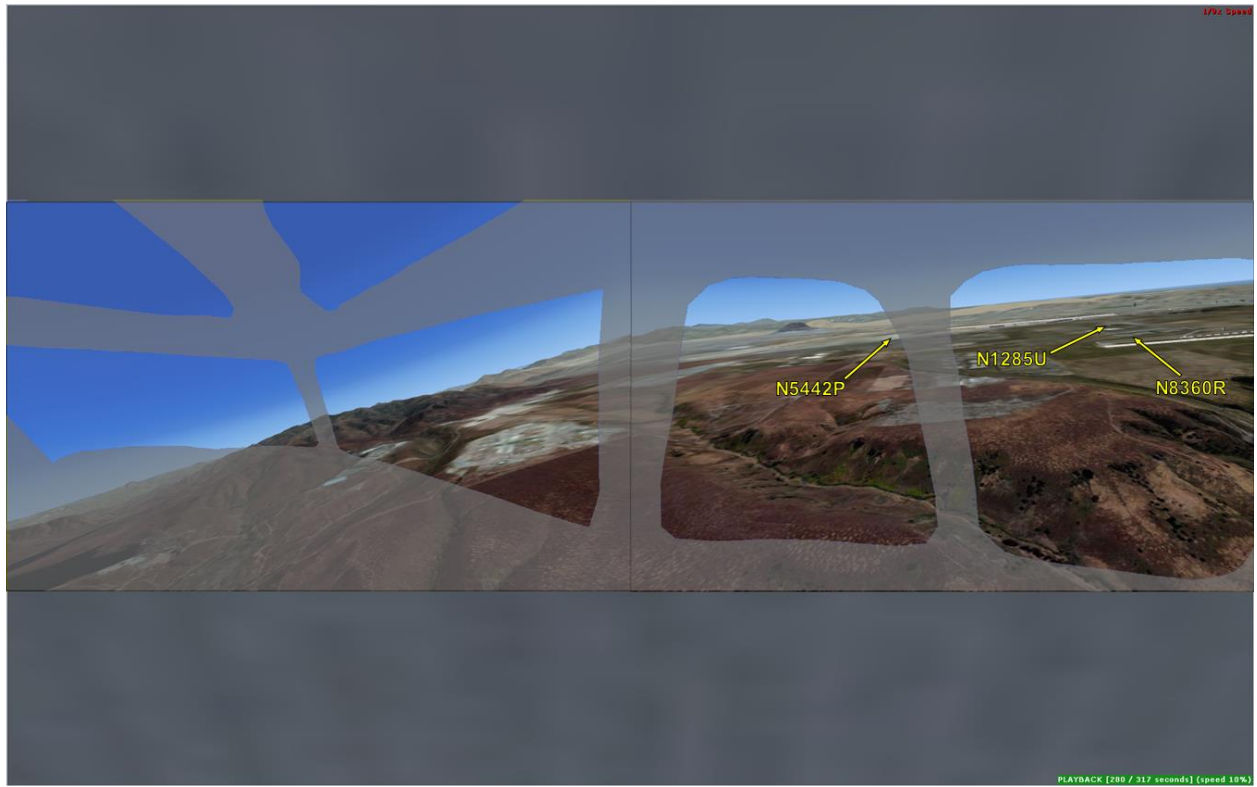


Figure 9a. View from the copilot seat of Eagle1 at 1102:42.0.

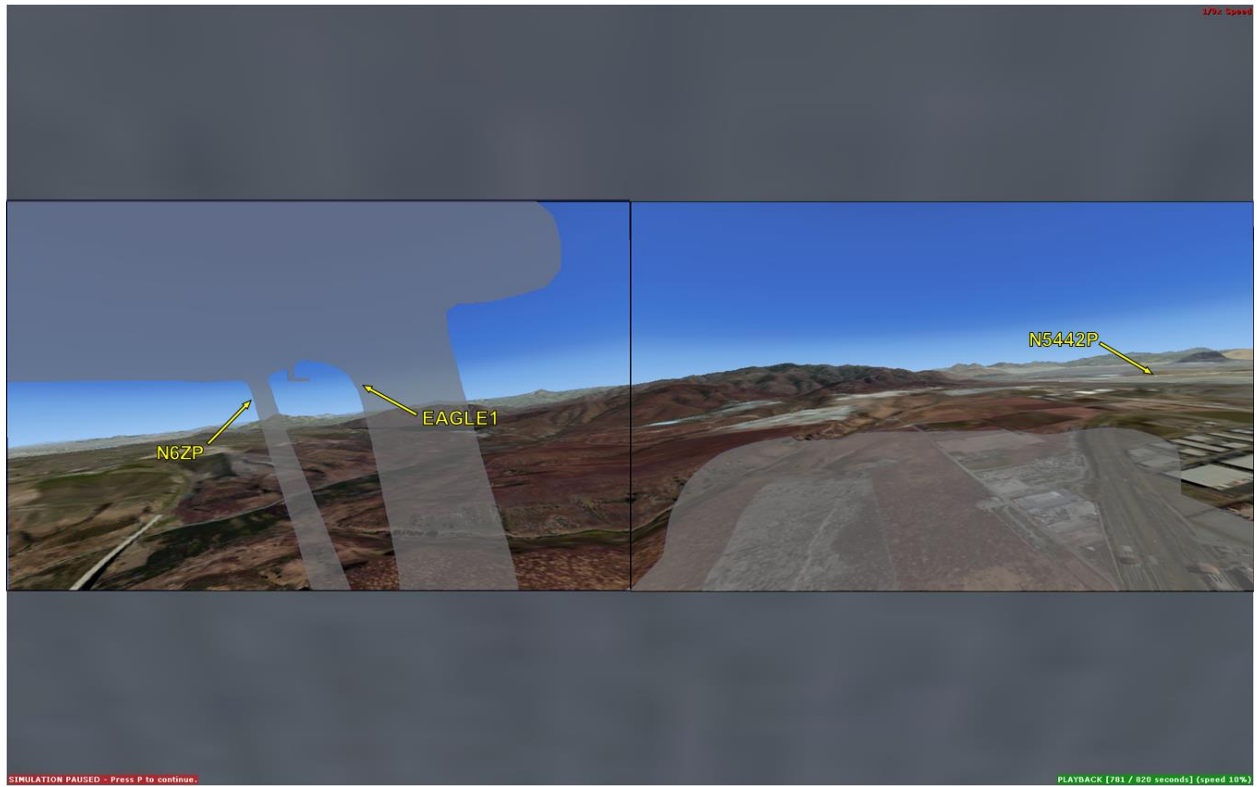


Figure 9b. View from the pilot seat of N1285U at 1102:42.0.

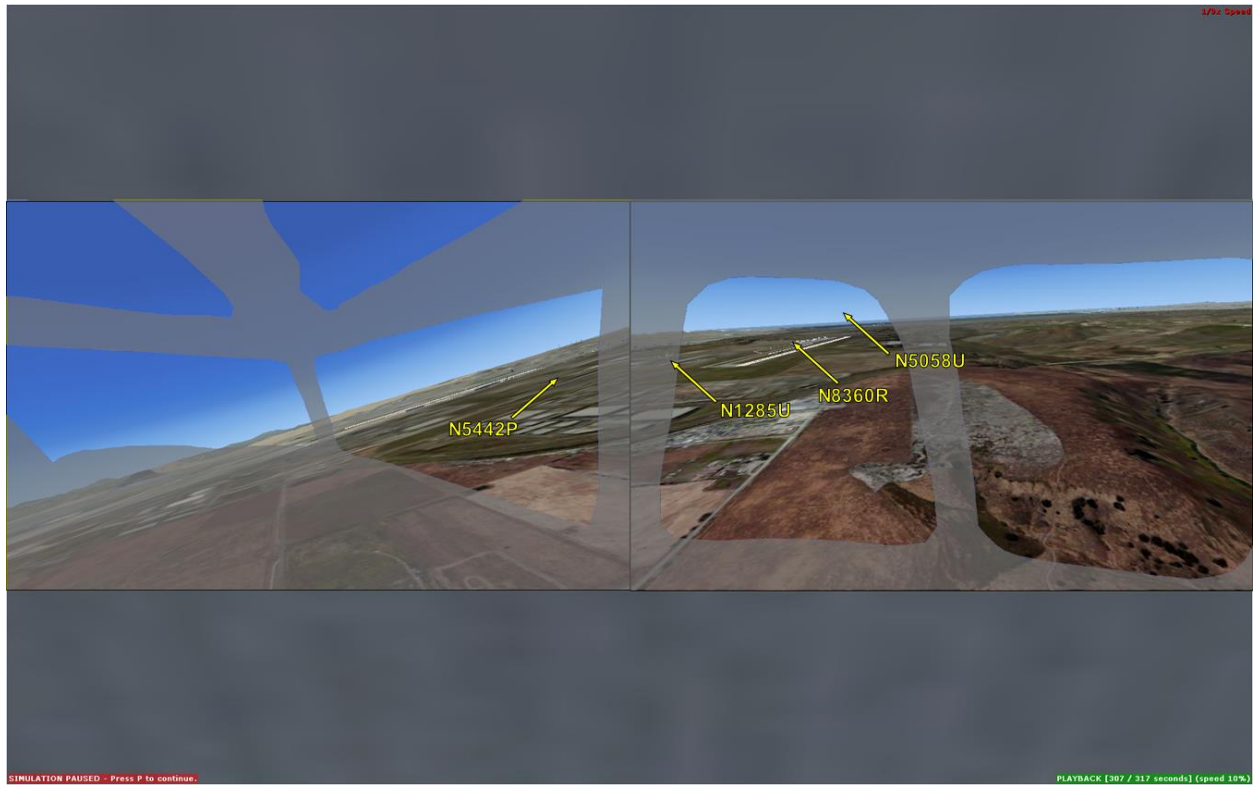


Figure 10a. View from the copilot seat of Eagle1 at 1103:08.0.

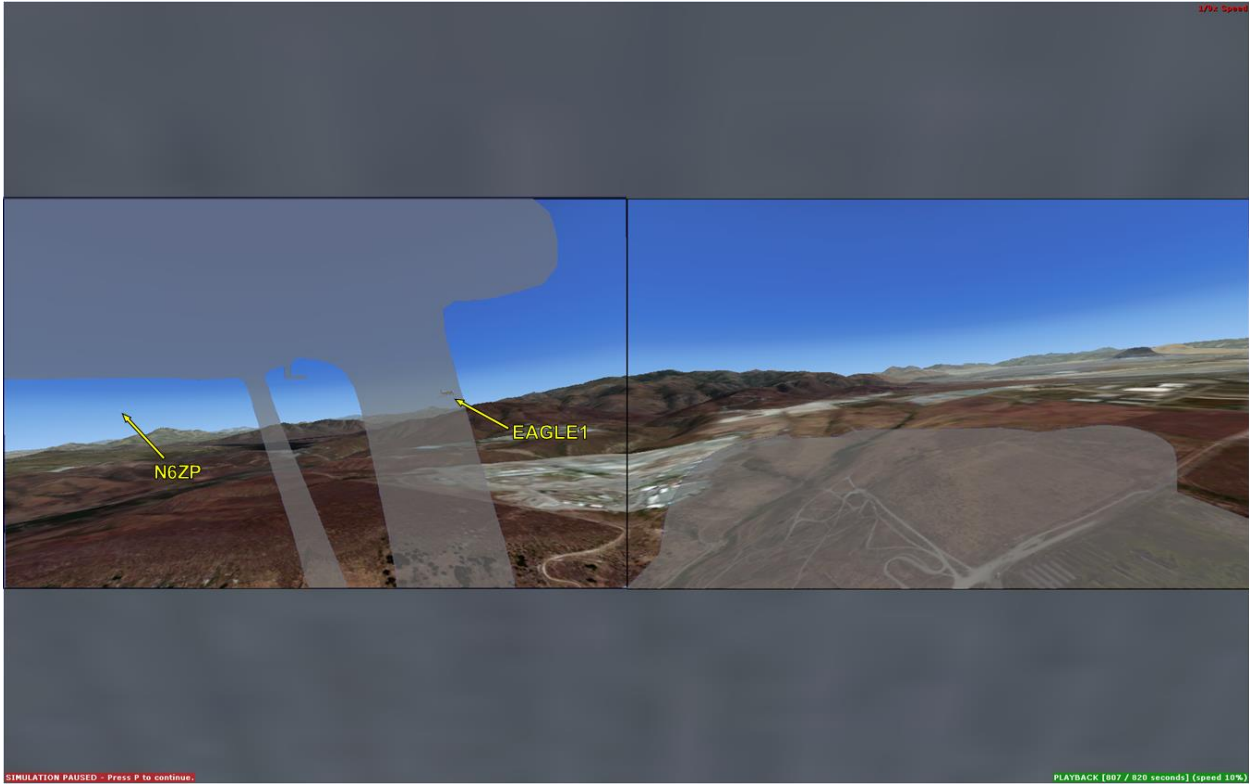


Figure 10b. View from the pilot seat of N1285U at 1103:08.0.

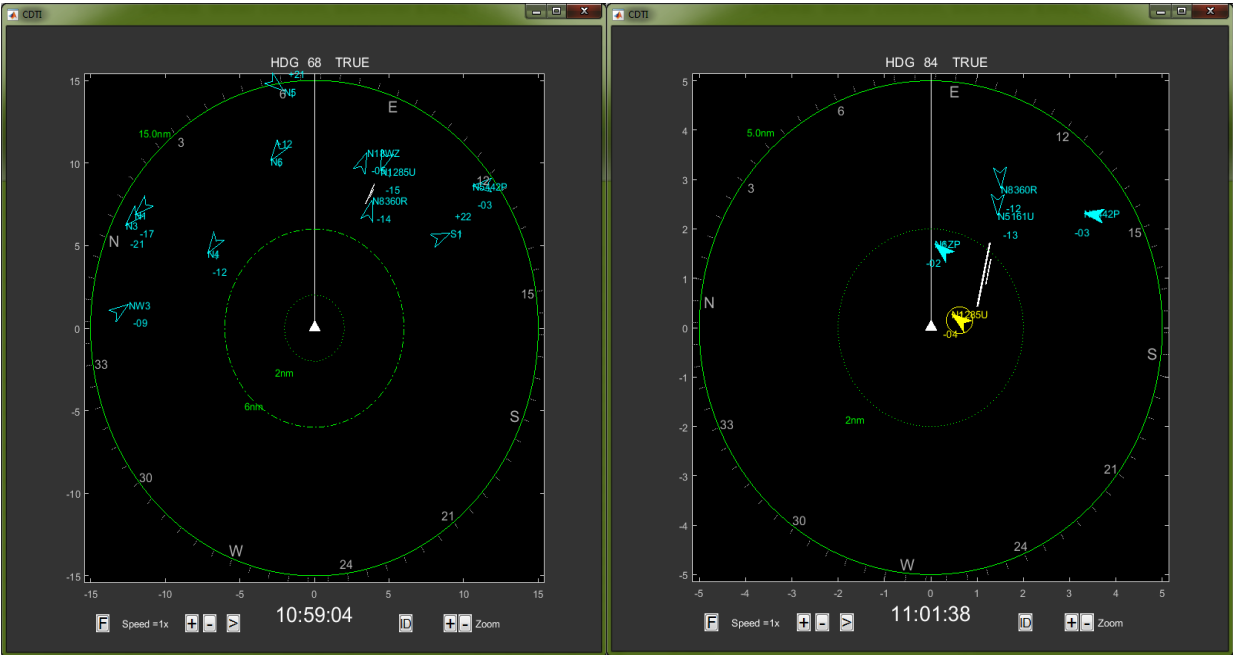


Figure 11. Simulated in-cockpit traffic display for Eagle1 at 1059:04 (left) and 1101:38 (right).

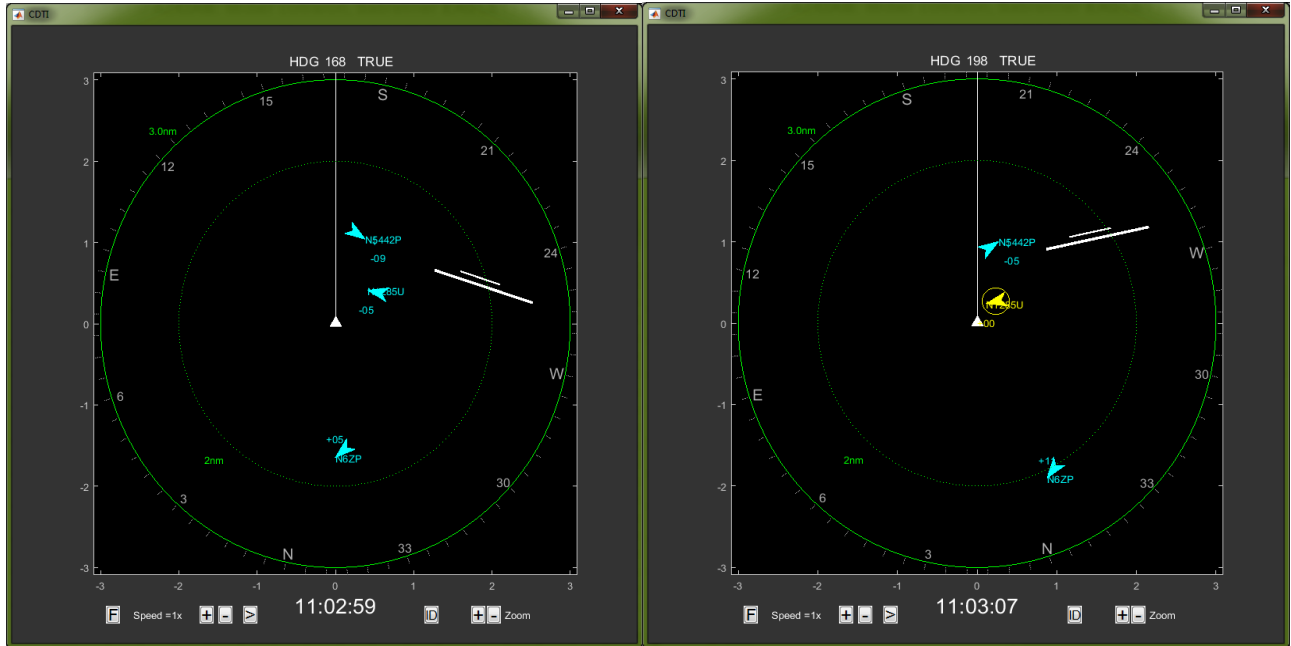


Figure 13. Simulated in-cockpit traffic display for Eagle1 at 1102:59 (left) and 1103:07 (right).