



Photo 1 – Exemplar N466MD Front Instrument Panel, with N414MT Panel Inset

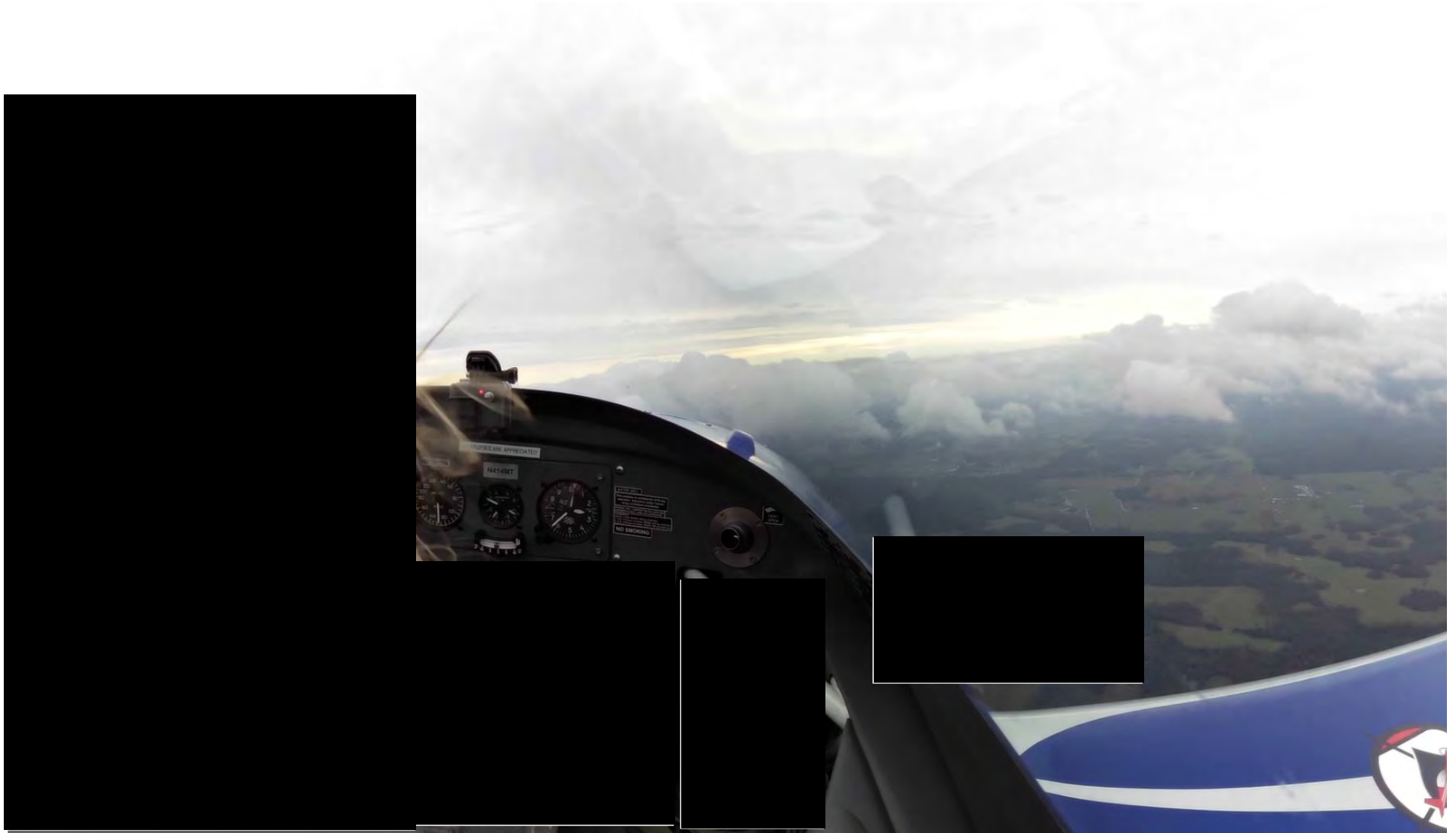


Photo 2 – N414MT with Max-g Needle Indicating 10.5g Prior to Maneuvers. October 17, 2017 (Company Pilot)

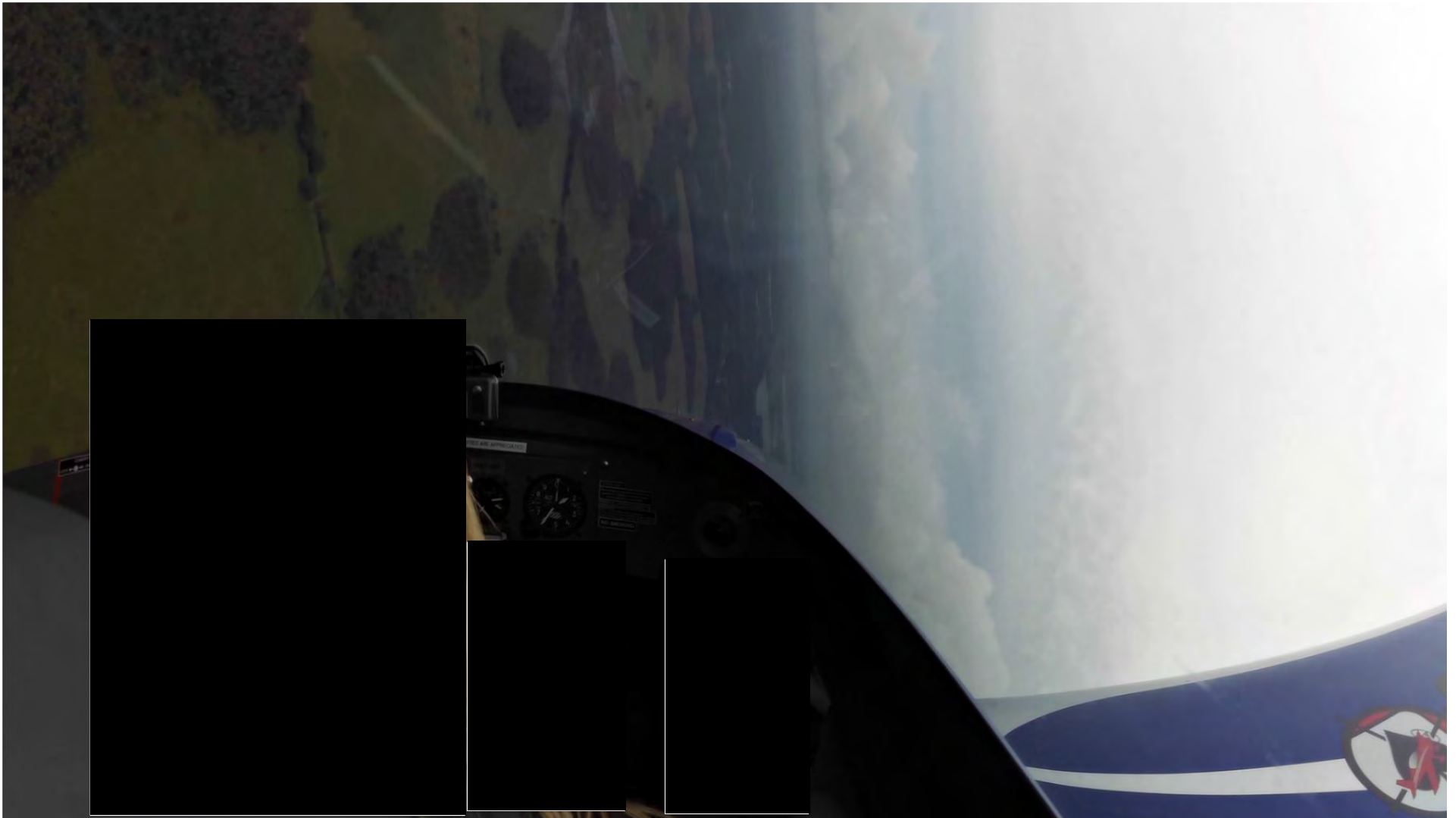


Photo 3 – N414MT with g-Meter Indicating 9g During Maneuvers. October 17, 2017 (Company Pilot)

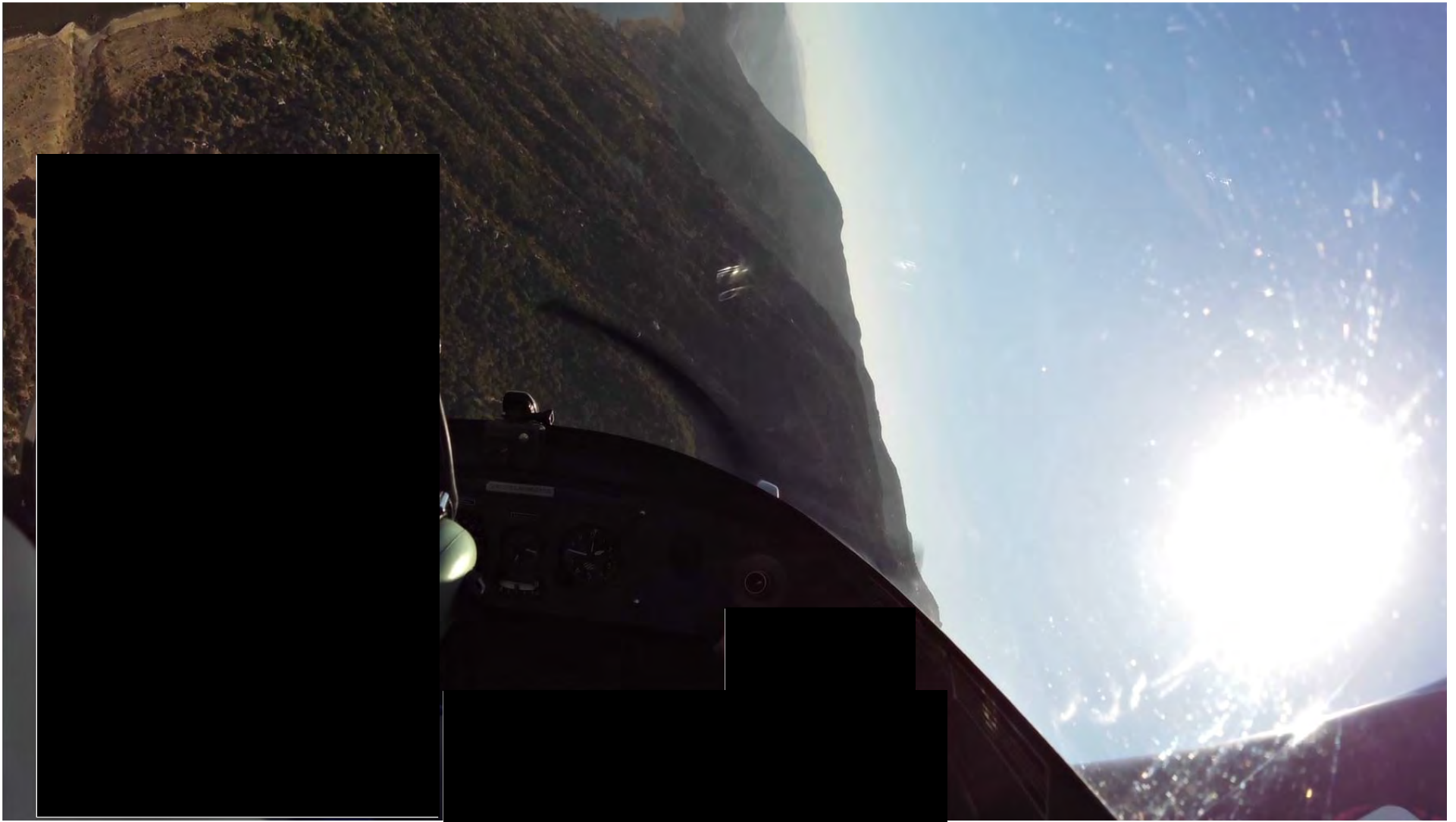


Photo 4 – N763DT with g-Meter Indicating 10g During Maneuvers. October 8, 2017 (Accident Pilot)



Photo 5 - N763DT with Airspeed Indicating 210 knots During Maneuvers. October 8, 2017 (Accident Pilot)



Photo 6 - N763DT with g-Meter Indicating 9.5g During Maneuvers. October 8, 2017 (Accident Pilot)



Photo 7 - N763DT with g-Meter Indicating 8.5g During Maneuvers. October 8, 2017 (Accident Pilot)



Photo 8 - N763DT with g-Meter Indicating 9.5g During Maneuvers. October 12, 2017 (Accident Pilot)

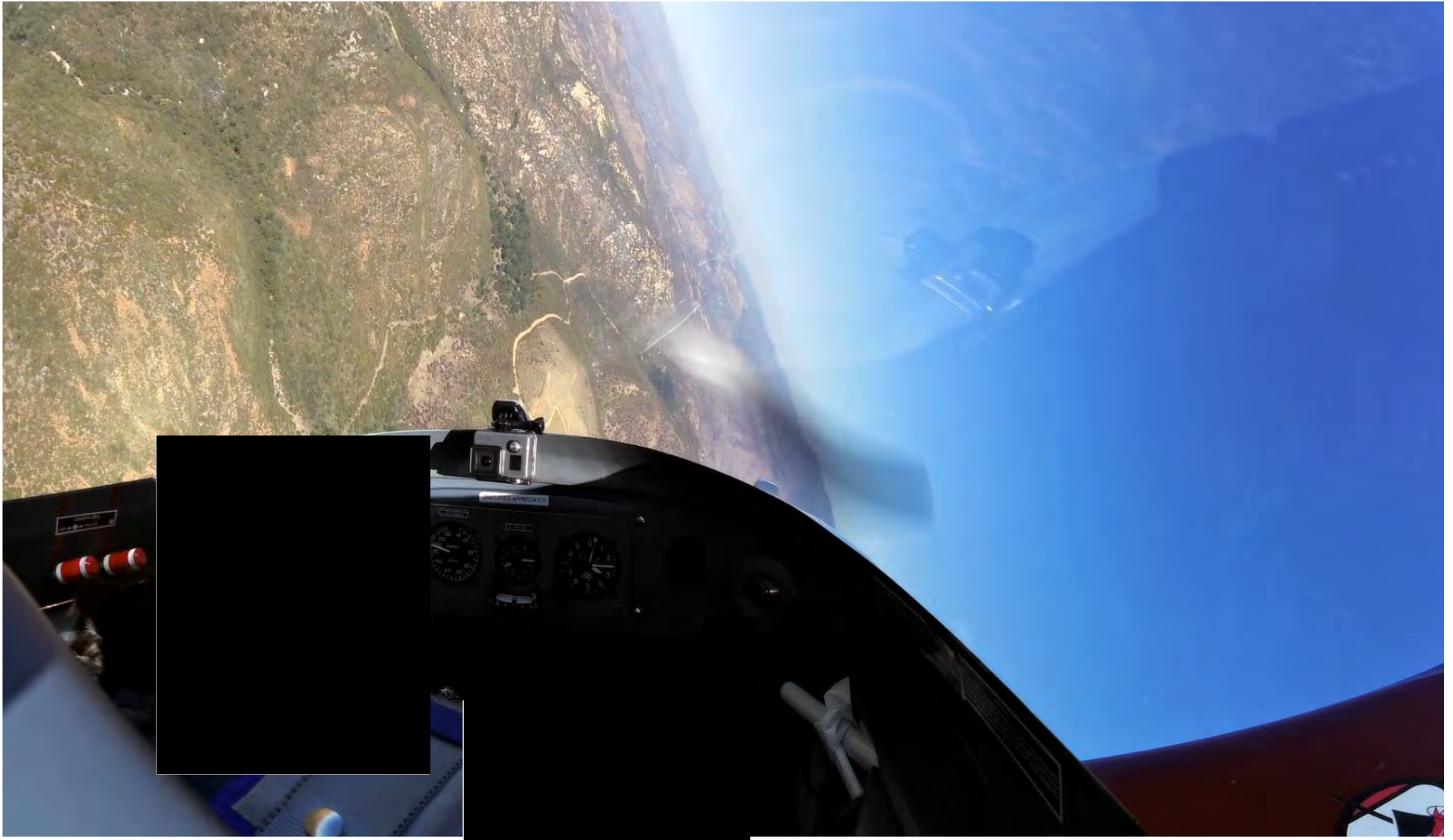


Photo 9 - N763DT with g-Meter Indicating 9g During Maneuvers. October 13, 2017 (Accident Pilot)



Photo 10 – Canopy Departure Event September 2016 (Company Pilot)



Photo 11 – Canopy Departure Event September 2016 (Airspeed Indicates 260 Knots prior to failure) g-Meter Inoperative (Company Pilot)