

**PILOT
QUESTIONNAIRE**

Underwriting the future

| NAME OF POLICYHOLDER/AIRCRAFT OWNER: Sapphire Aviation | | | | |
|---|--|--|---|---|
| NAME OF PILOT: Jamie Coleman Dodd | | | DATE OF BIRTH: [REDACTED] | |
| ADDRESS: [REDACTED] Trinidad, Colorado 81082-8723 | | | | |
| PRESENT EMPLOYER: Boyert Shooting Center-Katy LLC | | | DATE EMPLOYED: September 1, 2017 | |
| ADDRESS: [REDACTED] Houston, Texas 77450 | | | | |
| POSITION(S) HELD: Aviation and Ranch Range Manager, Helicopter Pilot. | | | | |
| IS PILOTING AIRCRAFT YOUR PRIMARY PROFESSION? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF NO, DESCRIBE: | | | | |
| ARE YOU A FULL- TIME EMPLOYEE FOR THIS OPERATION OR CONTRACT PILOT? <input checked="" type="checkbox"/> FULL-TIME EMPLOYEE <input type="checkbox"/> CONTRACT | | | | |
| IF YOU ARE A CONTRACT PILOT, WHO ELSE DO YOU FLY FOR? I currently have no contracts. I have flown as a contract test pilot for Rice Aircraft Services Inc., Olivehurst, CA, it is likely I will work for this company in the future on a part-time, contract basis. | | | | |
| WHAT PERCENTAGE OF YOUR PILOTING TIME IS SPENT FLYING FOR OTHER OPERATIONS? I would estimate less than 10%. | | | | |
| FAA CERTIFICATE NO: [REDACTED] | | | DATE FIRST CERTIFIED AS PILOT: July 1984 | |
| CLASS OF MEDICAL CERTIFICATE HELD: Class II | | | | |
| DATE OF LAST FAA PHYSICAL EXAMINATION: December 7, 2017 | | | | |
| PHYSICAL IMPAIRMENTS, IF ANY: I wear corrective lenses for near and far vision. | | | | |
| WAIVERS, LIMITATIONS OR CONDITIONS SPECIFIED ON MEDICAL CERTIFICATES, IF ANY: Must wear corrective lenses. | | | | |
| PREVIOUS EMPLOYERS | POSITION | DATES | | |
| A&P Helicopters, Richvale, CA | Utility Helicopter Pilot | 5/16 to 6/17. | | |
| Rice Aircraft Services Inc. | Contract UH-1H Maintenance Test Pilot | 4/15 to Present. | | |
| California Highway Patrol (Honorably Retired) | Officer, SAR/LEO Helicopter Pilot | 8/90 to 5/10. | | |
| EDUCATION | | | | |
| CHECK HIGHEST YEAR COMPLETED: | | | | |
| HIGH SCHOOL: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 | | COLLEGE: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 | | GRADUATE SCHOOL: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 |
| Level of School | Name of School | Attended | | Did you graduate/ complete course? |
| | | From | To | |
| COLLEGE | Central Texas College | 8/85 | 5/89 | Yes |
| GRADUATE SCHOOL | NA | | | |
| BUSINESS OR TECHNICAL SCHOOL | U.S. Army Warrant Officer Helicopter Flight School | 8/83 | 7/84 | Yes |
| CURRENT CERTIFICATES & RATINGS | | | | |

| | | | |
|--|---|---|----------------------------------|
| <input type="checkbox"/> ATP | <input checked="" type="checkbox"/> INSTRUMENT: CLASS | <input checked="" type="checkbox"/> PRIVATE | <input type="checkbox"/> STUDENT |
| <input checked="" type="checkbox"/> COMMERCIAL | <input type="checkbox"/> MULTI-ENGINE: LAND | <input checked="" type="checkbox"/> ROTORCRAFT | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> GLIDER | <input type="checkbox"/> MULTI-ENGINE: SEA | <input checked="" type="checkbox"/> SINGLE ENGINE: LAND | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> INSTRUCTOR: CLASS | <input checked="" type="checkbox"/> NIGHT | <input type="checkbox"/> SINGLE ENGINE: SEA | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> TYPE RATING (SPECIFY EACH AIRCRAFT BELOW): | | | |
| Note: Commercial Instrument Rotorcraft Helicopter, w/NVG Endorsement. Private SEL. | | | |

DATE OF LAST LOGGED SATISFACTORILY ACCOMPLISHED BIENNIAL FLIGHT REVIEW: 09/26/2016
 MAKE & MODEL: Bell 206 Jet Ranger & MD 500. FAR Part 135.293 & FAR Part 135.299 Annual Check.

DATE OF LAST LOGGED SATISFACTORILY ACCOMPLISHED PILOT PROFICIENCY EXAM:
 MAKE & MODEL: Same as above.

| FLIGHT AND GROUND SCHOOL TRAINING COURSES (SPECIFIC TO MAKE & MODEL AIRCRAFT APPLYING FOR) | | | | | |
|--|-----------------------|--------------------|--|----------------------|--------------------|
| | INITIAL TYPE TRAINING | RECURRENT TRAINING | FULL AXIS MOTION FLIGHT SIMULATOR TRAINING | IN AIRCRAFT TRAINING | GROUND SCHOOL ONLY |
| TYPE OF AIRCRAFT | UH-1H | | UH1-H/V | UH-1H | |
| NAME OF FACILITY | U.S. Army | | Fort Lewis SFTS | Mather AFB, CA | |
| FREQUENCY | Initial | | | | |
| LAST SUCCESSFUL COMPLETION DATE | 7/84 | | 10/95 | 12/96 | |

LOGGED PILOT HOURS

TOTAL PILOT IN-COMMAND HOURS FOR ALL AIRCRAFT:

| MAKE/MODEL TO BE FLOWN | PICS OR SIC OR LISTED M/M | TOTAL TIME | PIC HRS | SIC HRS | LAST 12 MONTHS | LAST 90 DAYS |
|------------------------------|---------------------------|------------|---------|---------|----------------|--------------|
| 1. UH-1/Bell 205 Series | Listed | 2065 | 1090 | 0 | 56 | 3 |
| 2. AS 350 B3 Airbus H125 | Listed | 4056 | 4056 | 0 | 0 | 0 |
| 3. MBB-BO-105 LS A3 | Listed | 1890 | 1890 | 0 | 0 | 0 |
| 4. UH-60A Blackhawk | Listed | 297 | 124 | 173 | 0 | 0 |
| 5. Bell 206 B3 Jet Ranger | Listed | 243 | 243 | 0 | 0 | 3 |
| 6. Bell 206 L3 Long Ranger | Listed | 41 | 41 | 0 | 0 | 0 |
| 7. MDHI 500D | Listed | 17 | 17 | 0 | 0 | 0 |
| 8. Gazelle 342 | Listed | 4 | 4 | 0 | 0 | 0 |
| 9. Bell 47-G2 | Listed | 53 | 53 | 0 | 0 | 0 |
| 10. Hughes/Schweizer 269/300 | Listed | 48 | 0 | 0 | 0 | 0 |

| | | | | | | |
|---------------------------|------------|------|------|-----|----|---|
| SINGLE ENGINE FIXED | Listed | 128 | 97 | 0 | 0 | 0 |
| SINGLE ENGINE RETRACTABLE | NA | 0 | 0 | 0 | 0 | 0 |
| MULTIENGINE | NA | 0 | 0 | 0 | 0 | 0 |
| TURBINE | NA | 0 | 0 | 173 | 0 | 0 |
| PISTON ROTORWING | Listed | 101 | 53 | 0 | 0 | 0 |
| TURBINE ROTORWING | Listed | 8613 | 7465 | 173 | 56 | 3 |
| SLUNG LOAD ROTORWING | Estimated: | 250 | 200 | 15 | 0 | 0 |

ANSWER EACH QUESTION

HAVE YOU EVER HAD AN AIRCRAFT CLAIM INCIDENT OR ACCIDENT? YES NO

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|--|
| <p>IF YES, DESCRIBE: On May 5, 2007 while landing at the Auburn Municipal Airport (KAUN) in a Stinson 108, N97648 (a tail wheel airplane) in cross wind conditions, just at the time of initial touchdown of the main landing wheels (during a main wheel landing) a larger than anticipated gusty cross wind occurred. I attempted to make a go-around but the aircraft stalled and lateral control was lost due to the crosswind and stall. The aircraft impacted hard near the parallel taxiway causing significant damage to the landing gear and airframe structure then tipped forward on the prop and came to a rest. I had one passenger on board. No injuries resulted from this accident. The accident was reported to the FAA and after review by the FAA they found that the unanticipated gusty crosswind was the prime contributing factor to the accident. No further action was taken by the FAA.</p> |
| <p>HAVE YOU EVER BEEN CITED OR FINED FOR VIOLATION OF AN AVIATION REGULATION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAS YOUR PILOT CERTIFICATE EVER BEEN SUSPENDED OR REVOKED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF A FELONY OR ARE YOU UNDER INDICTMENT FOR A FELONY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF DRIVING A MOTOR VEHICLE UNDER THE INFLUENCE OF ALCOHOL OR NARCOTICS, OR CONVICTED OF RECKLESS DRIVING? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAS YOUR DRIVER'S LICENSE EVEN BEEN SUSPENDED OR REVOKED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF OR ARE YOU UNDER INDICTMENT IN A LEGAL ACTION INVOLVING DRUGS OR NARCOTICS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER EXPERIENCED OR BEEN TREATED FOR A CHEMICAL DEPENDENCY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>ARE YOU REGULARLY USING ANY MEDICATION? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF YES, DESCRIBE: Asprin, Motrin as needed. Viagra, i.e.: Sildenafil (generic).</p> |
| <p>HAVE YOU EVER BEEN DISCHARGED OR ASKED TO RESIGN? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |

ANY PERSON WHO KNOWINGLY AND WITH INTENT TO DEFRAUD ANY INSURANCE COMPANY OR OTHER PERSON, FILES AN APPLICATION FOR INSURANCE OR STATEMENT OF CLAIM CONTAINING ANY MATERIALLY FALSE INFORMATION OR CONCEALS FOR THE PURPOSE OF MISLEADING INFORMATION CONCERNING ANY FACT MATERIAL THERETO COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME AND SUBJECTS SUCH PERSON TO CRIMINAL AND CIVIL PENALTIES, INCLUDING BUT NOT LIMITED TO FINES, DENIAL OF INSURANCE BENEFITS, CIVIL DAMAGES, CRIMINAL PROSECUTION AND CONFINEMENT IN STATE PRISON.

APPLICABLE IN:

ALABAMA

ANY PERSON WHO KNOWINGLY PRESENTS A FALSE OR FRAUDULENT CLAIM FOR PAYMENT OF A LOSS OR BENEFIT OR WHO KNOWINGLY PRESENTS FALSE INFORMATION IN AN APPLICATION FOR INSURANCE IS GUILTY OF A CRIME AND MAY BE SUBJECT TO RESTITUTION FINES

MISLEADING, INFORMATION CONCERNING ANY FACT MATERIAL THERETO COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME AND SUBJECTS SUCH PERSON TO CRIMINAL AND CIVIL PENALTIES.

TENNESSEE, VIRGINIA AND WASHINGTON

IT IS A CRIME TO KNOWINGLY PROVIDE FALSE, INCOMPLETE OR MISLEADING INFORMATION TO INSURANCE COMPANY FOR THE PURPOSE OF DEFRAUDING THE COMPANY. PENALTIES INCLUDE IMPRISONMENT, FINES AND DENIAL OF INSURANCE BENEFITS.

RHODE ISLAND AND WEST VIRGINIA

ANY PERSON WHO KNOWINGLY PRESENTS A FALSE OR FRAUDULENT CLAIM FOR PAYMENT OF A LOSS OR BENEFIT OR KNOWINGLY PRESENTS FALSE INFORMATION IN AN APPLICATION FOR INSURANCE IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN PRISON.

| | |
|---|---------------------|
| All particulars herein are declared to be true and complete to the best of my/our knowledge and no information has been withheld or suppressed and I/we agree that this application and the terms and conditions of the policy in use by the insurer shall be the basis of any contract between me/us and the insurer. I hereby authorize the insurer to investigate all or any qualifications or statements contained herein. | |
| Applicant's Signature(s): [REDACTED] | Date: 1-7-18 |
| THIS APPLICATION DOES NOT COMMIT THE INSURER TO ANY LIABILITY NOR MAKE THE APPLICANT LIABLE FOR ANY PREMIUM UNLESS AND UNTIL THE INSURER AGREES TO EFFECT THIS INSURANCE. | |
| NAME OF PERSON COMPLETING APPLICATION: Jamie Coleman Dodd, FAA Certificate [REDACTED] | |
| RELATION TO APPLICANT / NAMED INSURED: Applicant | |
| NAME OF AGENT OR BROKER: | |
| ADDRESS: | |
| ARE YOU THE HOLDING PRODUCER: <input type="checkbox"/> YES <input type="checkbox"/> NO IF YES, FOR HOW MANY YEARS: | |

**PILOT
QUESTIONNAIRE**

Underwriting the future

| NAME OF POLICYHOLDER/AIRCRAFT OWNER: Sapphire Aviation | | |
|--|---|--|
| NAME OF PILOT: Paul David Cobb | | DATE OF BIRTH: [REDACTED] |
| ADDRESS: [REDACTED] Conroe Texas 77304 | | |
| PRESENT EMPLOYER: Sapphire Aviation | | DATE EMPLOYED: 01/01/2017 |
| ADDRESS: [REDACTED] Houston, Texas 77077 | | |
| POSITION(S) HELD: President | | |
| IS PILOTING AIRCRAFT YOUR PRIMARY PROFESSION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF NO, DESCRIBE: Administration | | |
| ARE YOU A FULL- TIME EMPLOYEE FOR THIS OPERATION OR CONTRACT PILOT? <input checked="" type="checkbox"/> FULL-TIME EMPLOYEE <input type="checkbox"/> CONTRACT | | |
| IF YOU ARE A CONTRACT PILOT, WHO ELSE DO YOU FLY FOR? | | |
| WHAT PERCENTAGE OF YOUR PILOTING TIME IS SPENT FLYING FOR OTHER OPERATIONS? | | |
| FAA CERTIFICATE NO: [REDACTED] | | DATE FIRST CERTIFIED AS PILOT: April, 1971 |
| CLASS OF MEDICAL CERTIFICATE HELD: Second | | |
| DATE OF LAST FAA PHYSICAL EXAMINATION: 12/05/2016 | | |
| PHYSICAL IMPAIRMENTS, IF ANY: | | |
| WAIVERS, LIMITATIONS OR CONDITIONS SPECIFIED ON MEDICAL CERTIFICATES, IF ANY: Must wear corrective lenses. | | |
| PREVIOUS EMPLOYERS | POSITION | DATES |
| Sam Houston State University | System and Operations Manager | July,2004 - Mar,2017 |
| Pasadena Police Department | Helicopter Instructor Pilot / Chief Of Police | Nov,1971 - Feb,2004 |
| U.S. Army | Warrant Ofcr. Cobra Gunship Pilot-Vietnam | Apr,1970 - Oct,1971 |

| EDUCATION | | | | |
|--|--|---|-----------|--|
| CHECK HIGHEST YEAR COMPLETED: | | | | |
| HIGH SCHOOL: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 | | COLLEGE: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 | | GRADUATE SCHOOL: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 |
| Level of School | Name of School | Attended | | Did you graduate/ complete course? |
| | | From | To | |
| COLLEGE | San Jacinto Jr. College / University Of Houston | Jun, 1969 | May, 2004 | Yes |
| GRADUATE SCHOOL | N/A | | | |
| BUSINESS OR TECHNICAL SCHOOL | U.S. Army Warrant Officer Helicopter Flight School | Apr, 1970 | Apr, 1971 | Yes |
| CURRENT CERTIFICATES & RATINGS | | | | |

| | | | |
|---|---|--|----------------------------------|
| <input type="checkbox"/> ATP | <input type="checkbox"/> INSTRUMENT: CLASS | <input type="checkbox"/> PRIVATE | <input type="checkbox"/> STUDENT |
| <input checked="" type="checkbox"/> COMMERCIAL | <input type="checkbox"/> MULTI-ENGINE: LAND | <input checked="" type="checkbox"/> ROTORCRAFT | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> GLIDER | <input type="checkbox"/> MULTI-ENGINE: SEA | <input type="checkbox"/> SINGLE ENGINE: LAND | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> INSTRUCTOR: CLASS | <input type="checkbox"/> NIGHT | <input type="checkbox"/> SINGLE ENGINE: SEA | <input type="checkbox"/> OTHER: |
| <input type="checkbox"/> TYPE RATING (SPECIFY EACH AIRCRAFT BELOW): | | | |

DATE OF LAST LOGGED SATISFACTORILY ACCOMPLISHED BIENNIAL FLIGHT REVIEW: Jan, 2015
 MAKE & MODEL: Bell AH1-P Cobra Helicopter

DATE OF LAST LOGGED SATISFACTORILY ACCOMPLISHED PILOT PROFICIENCY EXAM: Jan, 2015
 MAKE & MODEL: Bell AH1-P Cobra Helicopter

| FLIGHT AND GROUND SCHOOL TRAINING COURSES (SPECIFIC TO MAKE & MODEL AIRCRAFT APPLYING FOR) | | | | | |
|--|-----------------------|--------------------|--|----------------------|--------------------|
| | INITIAL TYPE TRAINING | RECURRENT TRAINING | FULL AXIS MOTION FLIGHT SIMULATOR TRAINING | IN AIRCRAFT TRAINING | GROUND SCHOOL ONLY |
| TYPE OF AIRCRAFT | Bell UH1-H | | | Bell UH1-H | |
| NAME OF FACILITY | U.S. Army | | | Rice Aircraft | |
| FREQUENCY | Initial | | | | |
| LAST SUCCESSFUL COMPLETION DATE | Apr, 1971 | | | Jan, 2017 | |

LOGGED PILOT HOURS

TOTAL PILOT IN-COMMAND HOURS FOR ALL AIRCRAFT:

| MAKE/MODEL TO BE FLOWN | PICS OR SIC OR LISTED M/M | TOTAL TIME | PIC HRS | SIC HRS | LAST 12 MONTHS | LAST 90 DAYS |
|---------------------------------|---------------------------|------------|---------|---------|----------------|--------------|
| 1. Hiller OH23 - Piston | Listed | 91 | 91 | 0 | 0 | 0 |
| 2. Bell 13 / Bell 47 - Piston | Listed | 48 | 48 | 0 | 0 | 0 |
| 3. Bell UH1 Series | Listed | 120 | 120 | 0 | 1.5 | 1.5 |
| 4. Bell AH1 Cobra | Listed | 145 | 110 | 35 | 18.5 | 1.3 |
| 5. Hughs / Switzer 300 - Piston | Listed | 2,080 | 2,080 | 0 | 0 | 0 |
| 6. Bell 206 Jet Ranger | Listed | 74 | 74 | 0 | 0 | 0 |
| 7. Robinson R22 - Piston | Listed | 10 | 10 | 0 | 0 | 0 |
| 8. Hughs 500 | Listed | 11 | 11 | 0 | 0 | 0 |
| 9. Enstrom F28 - Piston | Listed | 371 | 371 | 0 | 0 | 0 |
| 10. Enstrom 480 - Turbin | Listed | 150 | 150 | 0 | 0 | 0 |

| | | | | | | |
|---------------------------|--------|------|------|----|----|-----|
| SINGLE ENGINE FIXED | N/A | 0 | 0 | 0 | 0 | 0 |
| SINGLE ENGINE RETRACTABLE | N/A | 0 | 0 | 0 | 0 | 0 |
| MULTIENGINE | N/A | 0 | 0 | 0 | 0 | 0 |
| TURBINE | N/A | 0 | 0 | 0 | 0 | 0 |
| PISTON ROTORWING | Listed | 2600 | 2600 | 0 | 0 | 0 |
| TURBINE ROTORWING | Listed | 500 | 465 | 35 | 20 | 2.8 |
| SLUNG LOAD ROTORWING | N/A | 0 | 0 | 0 | 0 | 0 |

ANSWER EACH QUESTION

HAVE YOU EVER HAD AN AIRCRAFT CLAIM INCIDENT OR ACCIDENT? YES NO

| |
|---|
| <p>IF YES, DESCRIBE: Experienced a total engine failure while on a night time police patrol flight over a residential area. Performed auto-rotational descent to a residential street but by avoiding power lines, was forced to descend through a line of trees resulting in a hard landing and fire.</p> |
| <p>HAVE YOU EVER BEEN CITED OR FINED FOR VIOLATION OF AN AVIATION REGULATION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAS YOUR PILOT CERTIFICATE EVER BEEN SUSPENDED OR REVOKED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF A FELONY OR ARE YOU UNDER INDICTMENT FOR A FELONY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF DRIVING A MOTOR VEHICLE UNDER THE INFLUENCE OF ALCOHOL OR NARCOTICS, OR CONVICTED OF RECKLESS DRIVING? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAS YOUR DRIVER'S LICENSE EVEN BEEN SUSPENDED OR REVOKED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER BEEN CONVICTED OF OR ARE YOU UNDER INDICTMENT IN A LEGAL ACTION INVOLVING DRUGS OR NARCOTICS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>HAVE YOU EVER EXPERIENCED OR BEEN TREATED FOR A CHEMICAL DEPENDENCY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |
| <p>ARE YOU REGULARLY USING ANY MEDICATION? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF YES, DESCRIBE: Medication to control blood pressure, elevated blood sugar .</p> |
| <p>HAVE YOU EVER BEEN DISCHARGED OR ASKED TO RESIGN? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES, DESCRIBE:</p> |

ANY PERSON WHO KNOWINGLY AND WITH INTENT TO DEFRAUD ANY INSURANCE COMPANY OR OTHER PERSON, FILES AN APPLICATION FOR INSURANCE OR STATEMENT OF CLAIM CONTAINING ANY MATERIALLY FALSE INFORMATION OR CONCEALS FOR THE PURPOSE OF MISLEADING INFORMATION CONCERNING ANY FACT MATERIAL THERETO COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME AND SUBJECTS SUCH PERSON TO CRIMINAL AND CIVIL PENALTIES, INCLUDING BUT NOT LIMITED TO FINES, DENIAL OF INSURANCE BENEFITS, CIVIL DAMAGES, CRIMINAL PROSECUTION AND CONFINEMENT IN STATE PRISON.

APPLICABLE IN:

ALABAMA

ANY PERSON WHO KNOWINGLY PRESENTS A FALSE OR FRAUDULENT CLAIM FOR PAYMENT OF A LOSS OR BENEFIT OR WHO KNOWINGLY PRESENTS FALSE INFORMATION IN AN APPLICATION FOR INSURANCE IS GUILTY OF A CRIME AND MAY BE SUBJECT TO RESTITUTION FINES OR CONFINEMENT IN PRISON, OR ANY COMBINATION THEREOF.

ARKANSAS

PRESENTS FALSE INFORMATION IN AN APPLICATION FOR INSURANCE IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN PRISON.

OF DEFRAUDING THE COMPANY. PENALTIES INCLUDE IMPRISONMENT, FINES AND DENIAL OF INSURANCE BENEFITS.

RHODE ISLAND AND WEST VIRGINIA

ANY PERSON WHO KNOWINGLY PRESENTS A FALSE OR FRAUDULENT CLAIM FOR PAYMENT OF A LOSS OR BENEFIT OR KNOWINGLY PRESENTS FALSE INFORMATION IN AN APPLICATION FOR INSURANCE IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN PRISON.

All particulars herein are declared to be true and complete to the best of my/our knowledge and no information has been withheld or suppressed and I/we agree that this application and the terms and conditions of the policy in use by the insurer shall be the basis of any contract between me/us and the insurer. I hereby authorize the insurer to investigate all or any qualifications or statements contained herein.

Applicant's Signature(s):

[REDACTED SIGNATURE]

Date:

02/07/2017

THIS APPLICATION DOES NOT COMMIT THE INSURER TO ANY LIABILITY NOR MAKE THE APPLICANT LIABLE FOR ANY PREMIUM UNLESS AND UNTIL THE INSURER AGREES TO EFFECT THIS INSURANCE.

NAME OF PERSON COMPLETING APPLICATION:

RELATION TO APPLICANT / NAMED INSURED:

NAME OF AGENT OR BROKER:

ADDRESS:

ARE YOU THE HOLDING PRODUCER YES NO IF YES FOR HOW MANY YEARS: