



Photo 1 – View of the top of the engine at the accident site. Both magnetos are displaced from their designated locations.



Photo 2 - View of the right side of the empennage in a recovery facility. A computer is viewed performing an RDM download.



Photo 3 - View inside of the right side of the empennage. A port is viewed through which an RDM download is being conducted.



Photo 4 - View of the engine mounted on a crate for shipment for a disassembly examination.

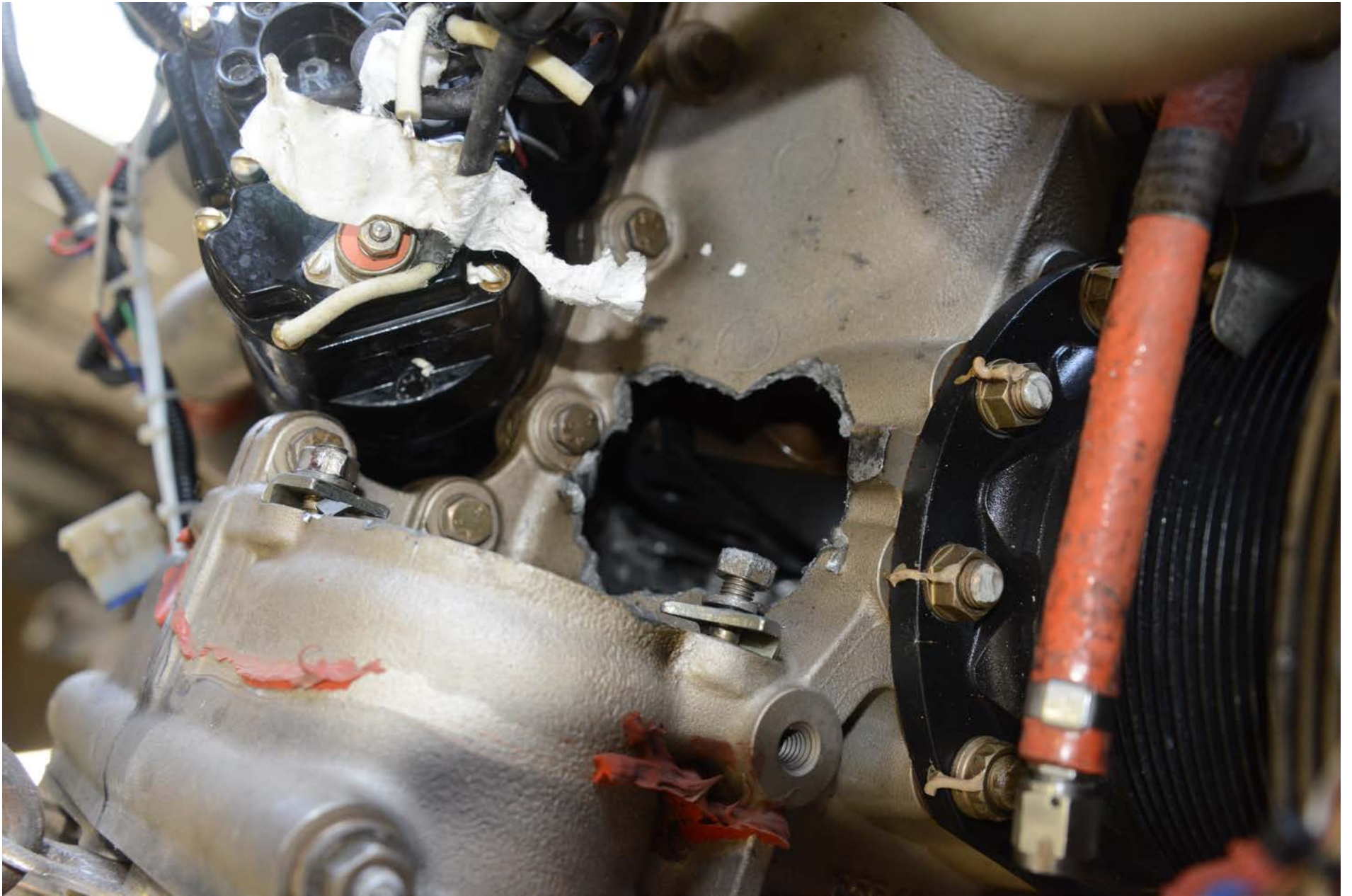


Photo 5 - Close up view of a hole in the crankcase above the No. 1 cylinder.



Photo 6 - View of the Hobbs and flight time meters. The Hobbs indicates 3,908.9 hours and the flight indicates 3,254.8 hours.



Photo 7 - View of the engine as received for the disassembly examination.



Photo 8 - View of the partially disassembled engine on a motor stand.

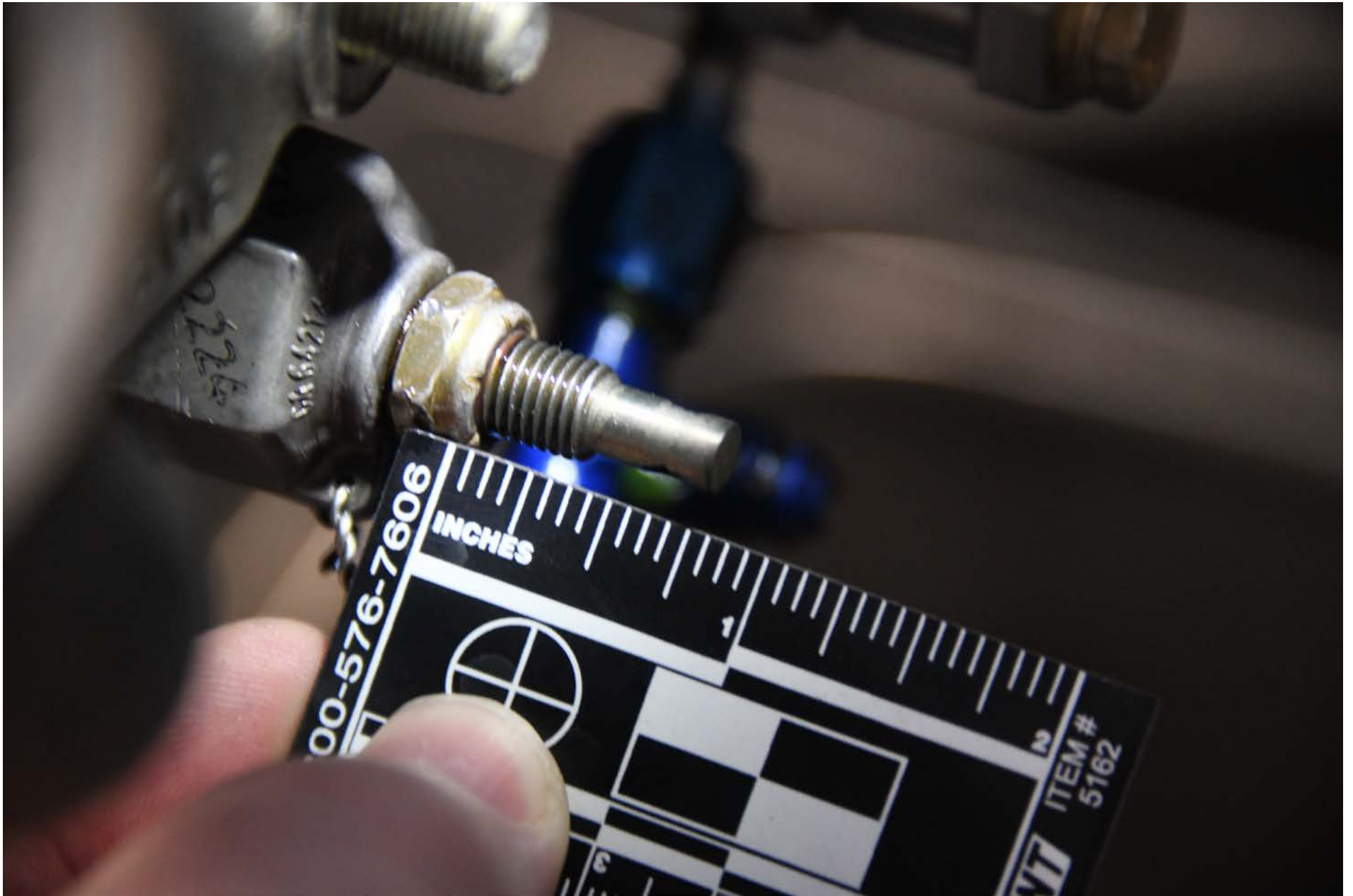


Photo 9 - Close up view of the oil pressure adjustment.



Photo 10 - Close up view of the oil pump cavity. No marks consistent with passage of hard particles are observed on the cavity's walls.



Photo 11 - Close up view of the oil pump's drive and driven gears. No marks are observed on the gear's surfaces.



Photo 12 - View of the oil sump pan as it is being removed.

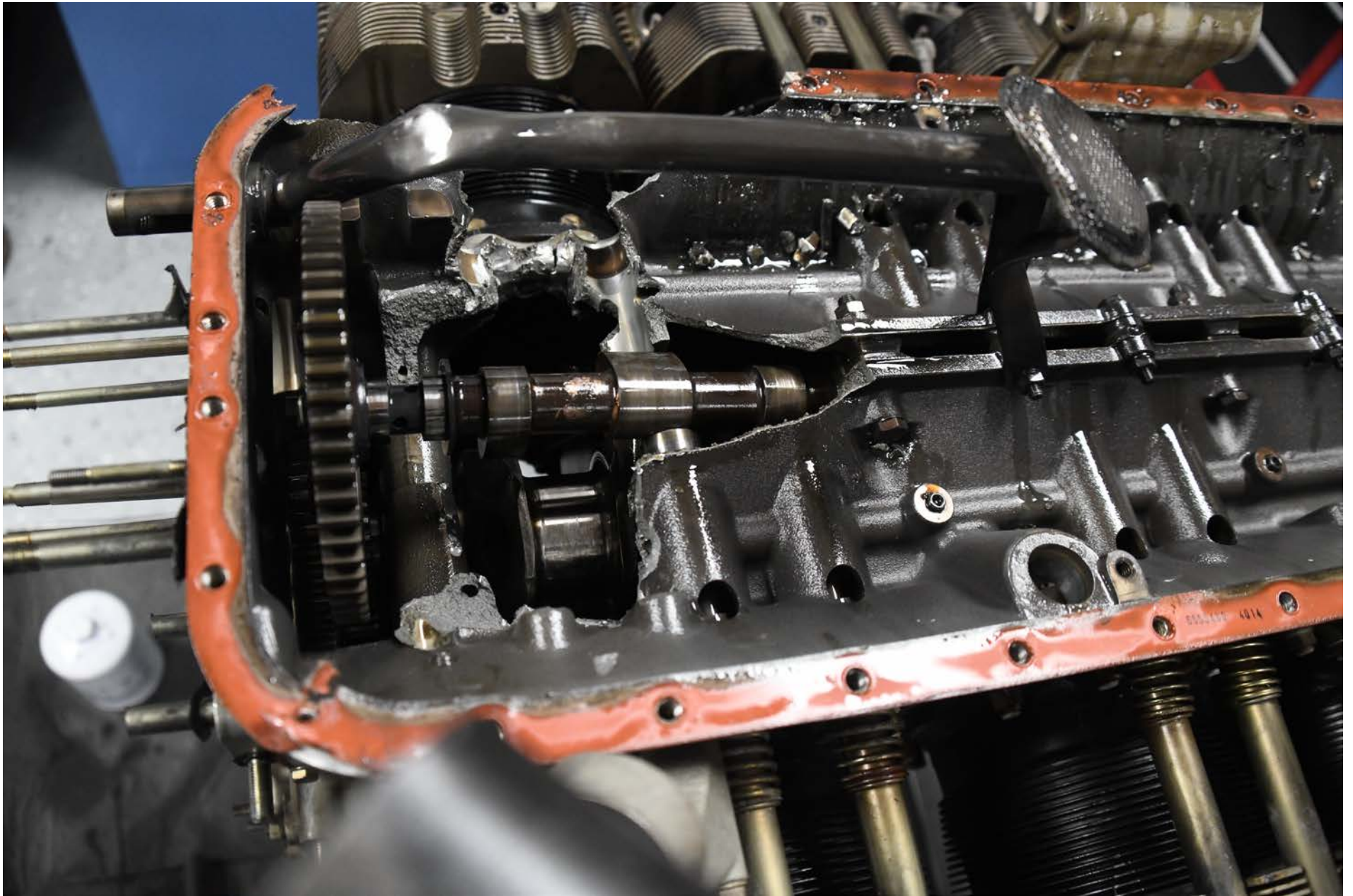


Photo 13 - View of the crankcase area below the No. 1 and 2 cylinders. Sections of the crankcase structure there are displaced, and the camshaft is bent.



Photo 14 - Close up view of the connecting rod from the No. 1 cylinder.



Photo 15 - View of the piston inside the No. 1 cylinder.



Photo 16 - View of the removed cylinders.



Photo 17 - Close up view of the bent camshaft.



Photo 18 - View of the removed crankshaft and connecting rods.



Photo 19 - Close up view of the magnetic plug from the oil sump pan.



Photo 20 - Magnified view of particles attached to the magnetic plug from the oil sump pan.



Photo 21 – View of the pickup tube from the oil sump area.



Photo 22 - View of media from the oil sump pan.



Photo 23 - View of media removed from the sump pan using a magnet.



Photo 24 - View of the cut open oil filter. Particles are observed on the internal side of the filter base.



Photo 25 - View of the removed filter element from the oil filter. Particles are observed on the pleats within the element.



Photo 26 - View of the oil filter contents being poured into a sample container.



Photo 27 - View of the contents of the oil filter being drained in to the sample container.

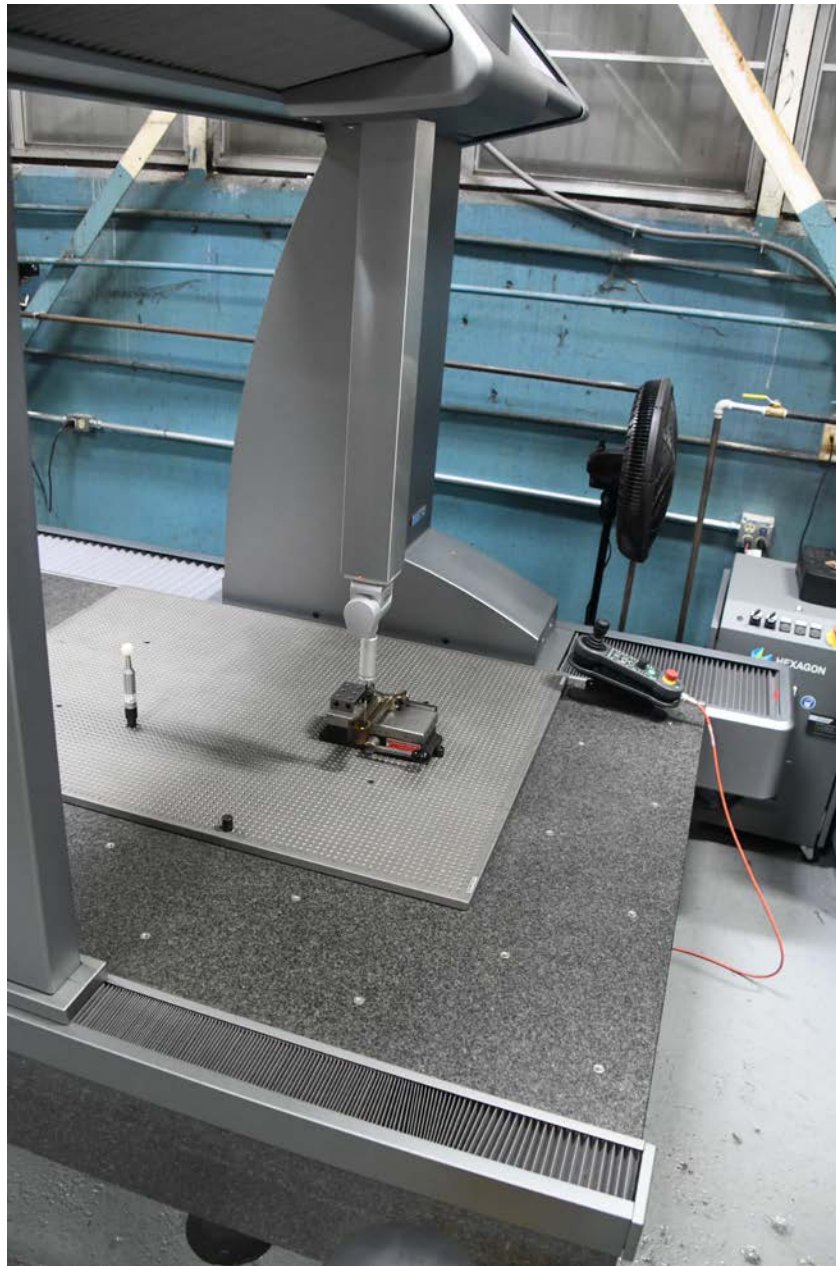


Photo 28 - View of a connecting rod being measured.



Photo 29 - View of a setup to measure the pressure required to displace connecting rod bushings.



Photo 30 - View of a setup to measure the pressure required to displace connecting rod bushings.



Photo 31 – Supplied close up view of the No. 1 connecting rod and a separated section of its rod end.



Photo 32 - View of the disassembled engine being crated for return shipment.



Photo 33 - View of the disassembled engine being crated for return shipment.



Photo 34 – Supplied close up view of removed sparkplugs.



Photo 35 – Supplied close up view of the crankcase under the No. 1 cylinder.



Photo 36 – Supplied view of the oil sump pan. An end of a connecting rod is observed in a hole in the pan.



Photo 37 – Supplied view of the left magneto. The magneto exhibits damage witness marks.



Photo 38 – Supplied close up view of the No. 6 connecting rod. Its bushing is displaced.



Photo 39 – Supplied close up view of the No. 6 connecting rod. Its bushing split is marked.



Photo 40 – Supplied view inside the No. 1 cylinder.