



Photo 1 – N562TU One Blade of the 2-Bladed Propeller – Courtesy of FAA



Photo 2 – N562TU Second Blade of the 2-Bladed Propeller – Courtesy of FAA



Photo 3 – N562TU Lower Cowling and Nose Landing Gear Location– Courtesy of FAA



Photo 4 – N562TU Windshield – Courtesy of FAA



Photo 5 – N562TU Right Wing– Courtesy of FAA



Photo 6 – N562TU Left Main Landing Gear Mounting Location – Courtesy of FAA



Photo 7 – N562TU Lower Fuselage – Courtesy of FAA



Photo 8 – N562TU Right Upper Fuselage – Courtesy of FAA



Photo 9 – N562TU Lower Firewall

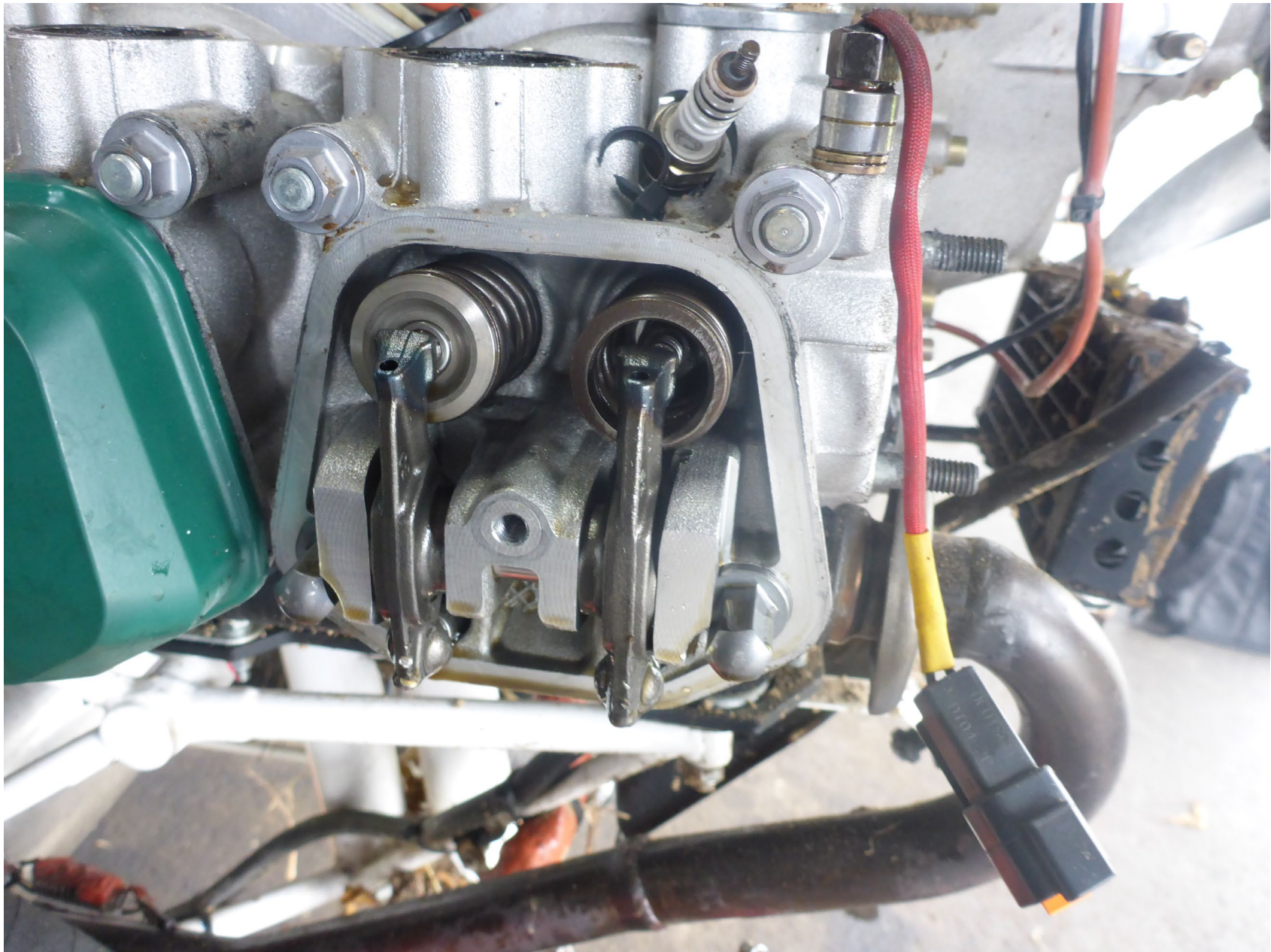


Photo 10 – N562TU Cylinder No. 1 – Courtesy of Rotech Flight Safety



Photo 11 – N562TU Cylinder No. 1 Broken Exhaust Valve Spring Retainer – Courtesy of Rotech Flight Safety



Photo 12 – N562TU No.1 Piston and Exhaust Valve – Courtesy of Rotech Flight Safety



Photo 13 - N562TU No.1 Cylinder Exhaust Valve Spring Shim Wear Marks – Courtesy of BMK



Photo 14 – N204BF – No. 2 Cylinder Intake Valve Spring Retainer, Valve Spring, and Valve Spring Shim

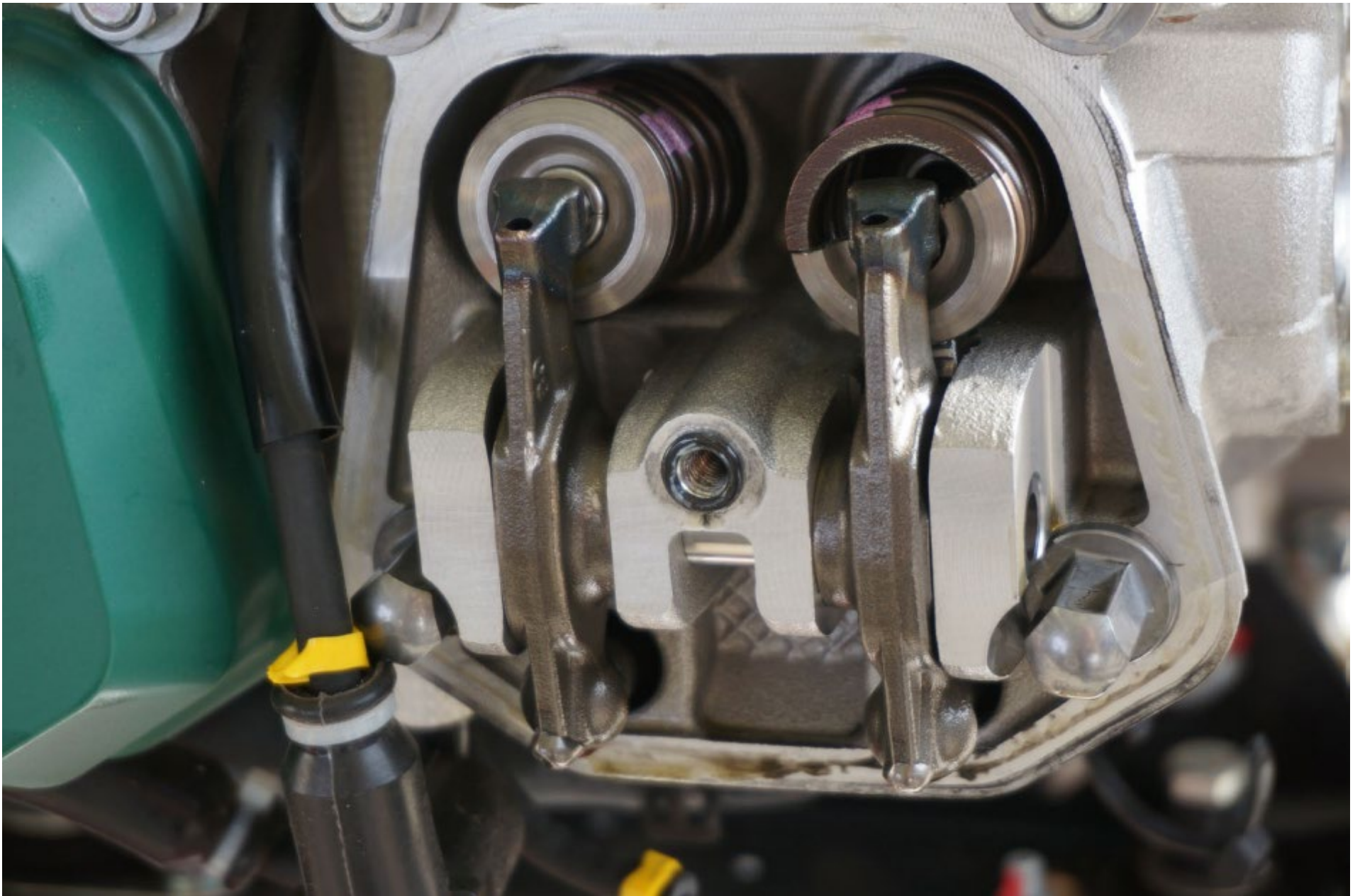


Photo 15 – N561TU No. 1 Cylinder



Photo 16 – N561TU No. 1 Exhaust Valve

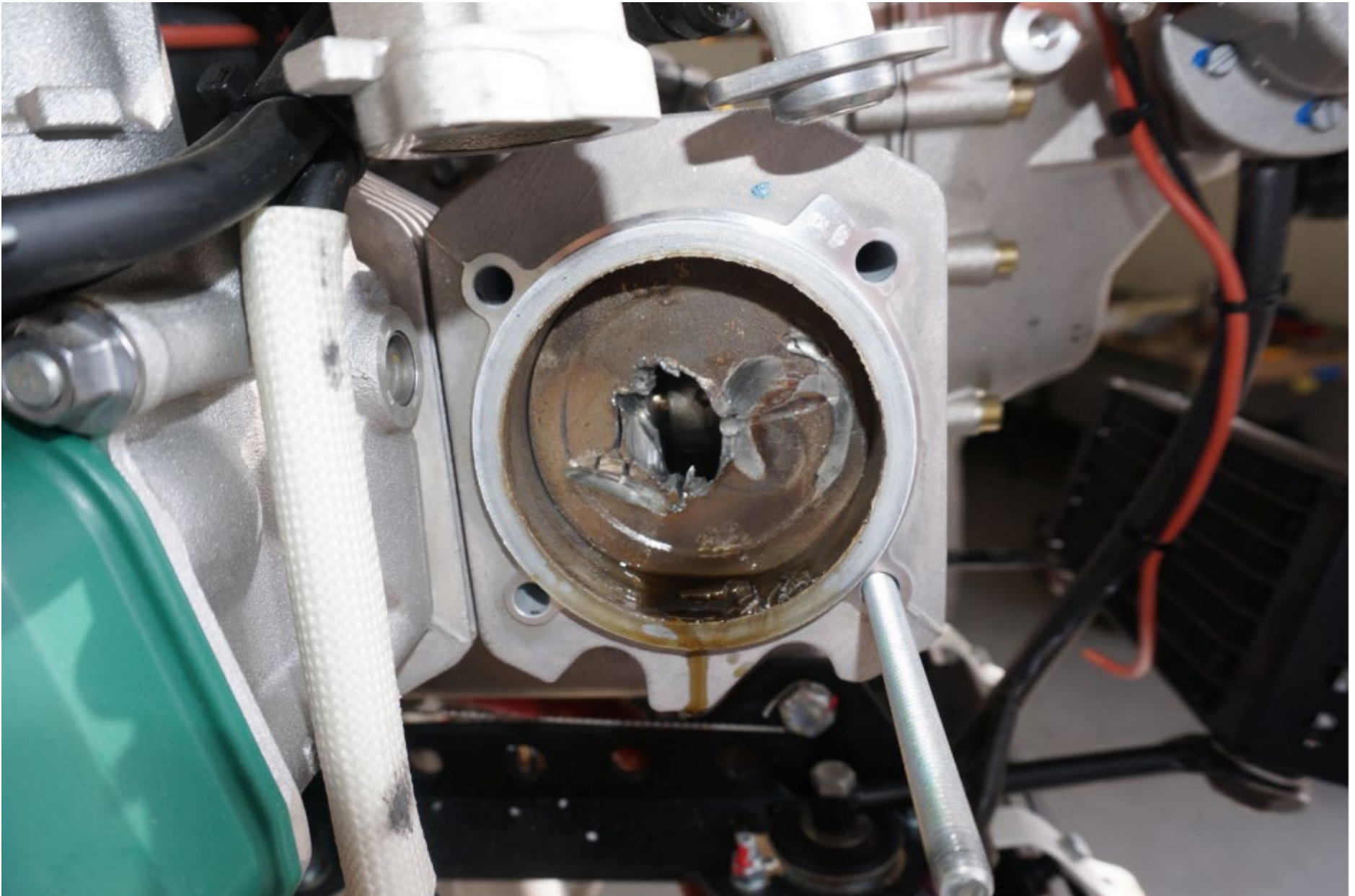


Photo 17 – N561TU No. 1 Piston



Photo 18 – N639BA – No.1 Cylinder – Courtesy of Icon Aircraft



Photo 19 - N639BA Cylinder No. 1 Broken Exhaust Valve Spring Retainer – Courtesy of Icon Aircraft



Photo 20 - N639BA Cylinder No. 1 Piston and Exhaust Valve – Courtesy of Icon Aircraft