Figure 18. Panel 6 showing four new “hardened” GNSS pucks in white. Figure 18 also shows the old black GNSS puck, which has been cut from the system.

Figure 19. Panel 6, Containing GNSS Transceiver.

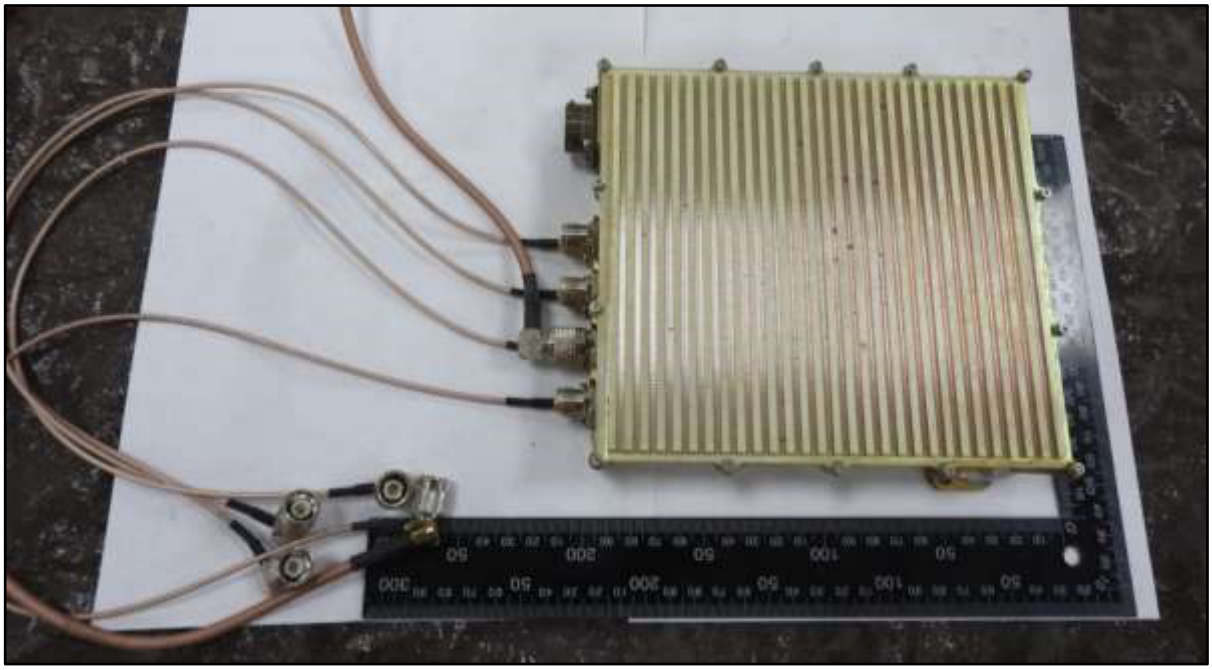

Figure 20. IRN-05 Transceiver.

Figure 21. IRN-05 GNSS Transceiver.

Figure 22. Internal GNSS Transceiver.

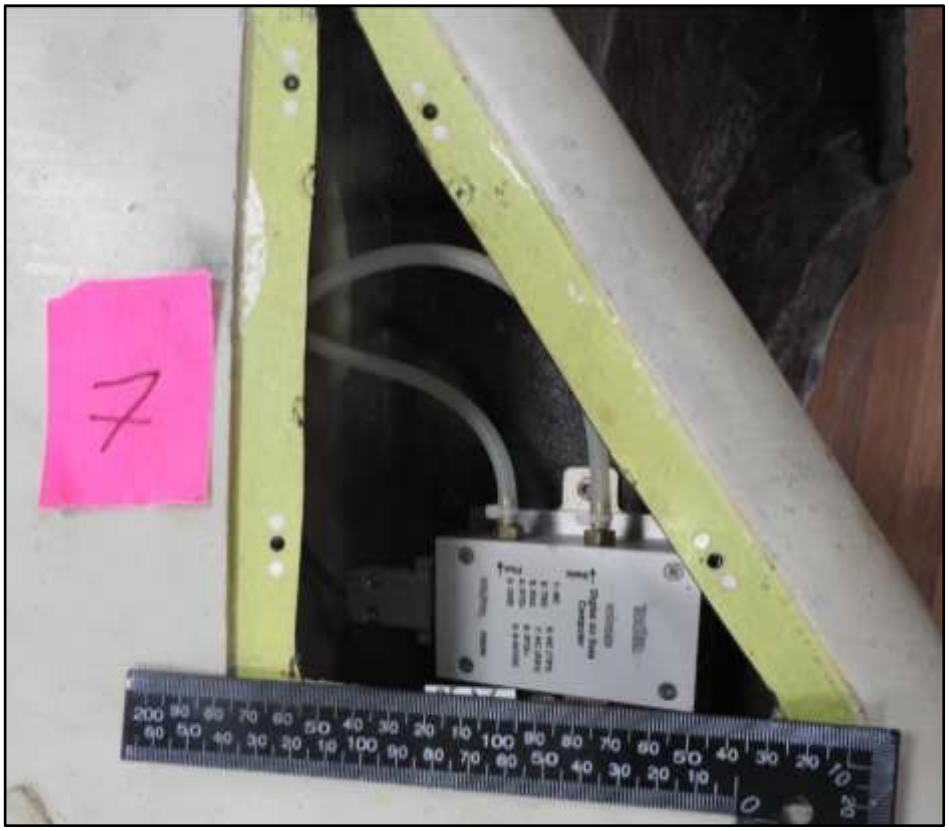

Figure 23. Panel 7 containing Inertia Measurement Unit (IMU).

Figure 24. Panel 8 containing connectors for aileron servos.

Figure 25. Panel 9 containing wiring loom connectors.

Figure 26. Panel 10 fuel or lubricants tank.

Figure 27. Panel 11 containing ATOL – “Automatic Take Off and Landing”.

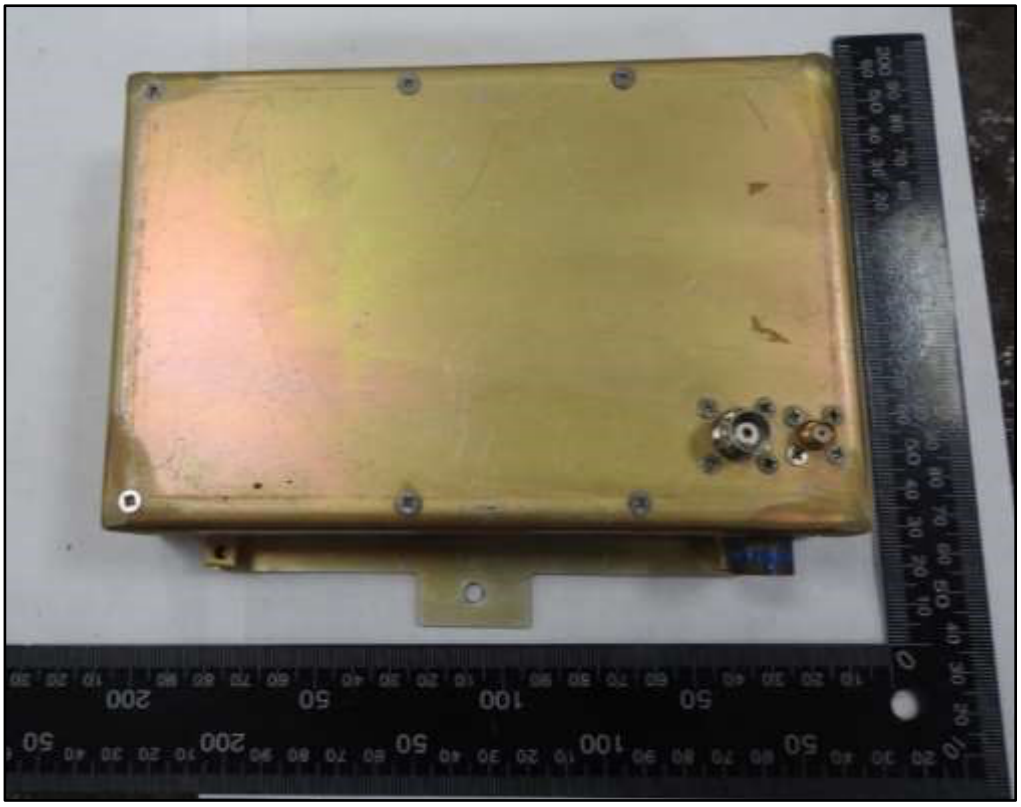

Figure 28. ATOL- “Automatic Take Off and Landing”.

Figure 29. Internal ATOL.

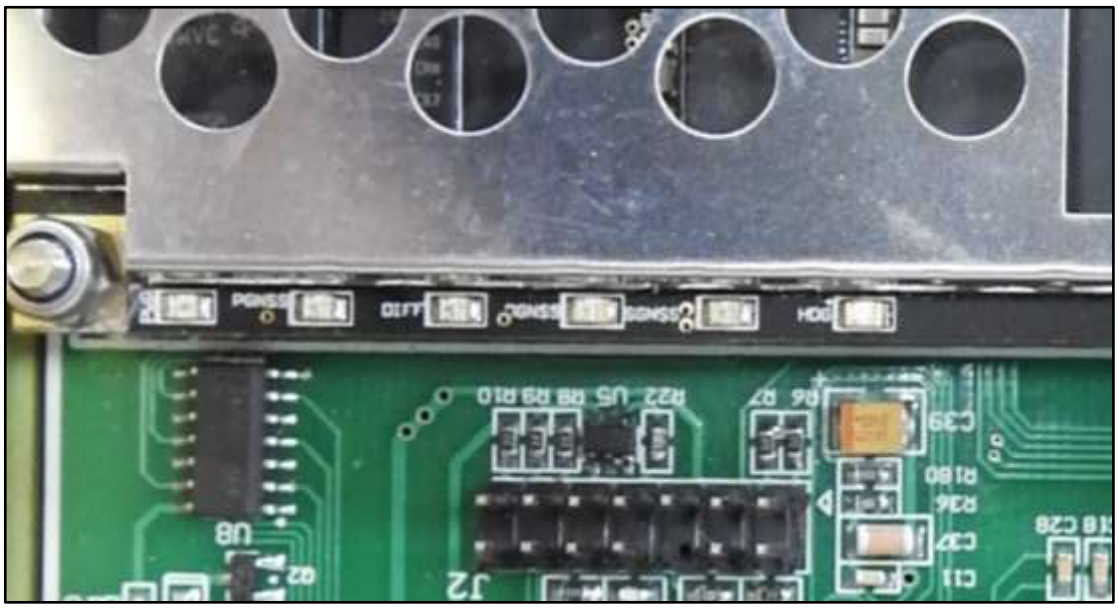

Figure 30. LEDs on ATOL PCB showing “PGNSS, DGNSS, SGNSS, HDG”.

Figure 31. Panel 12 containing Engine Control Unit (ECU).

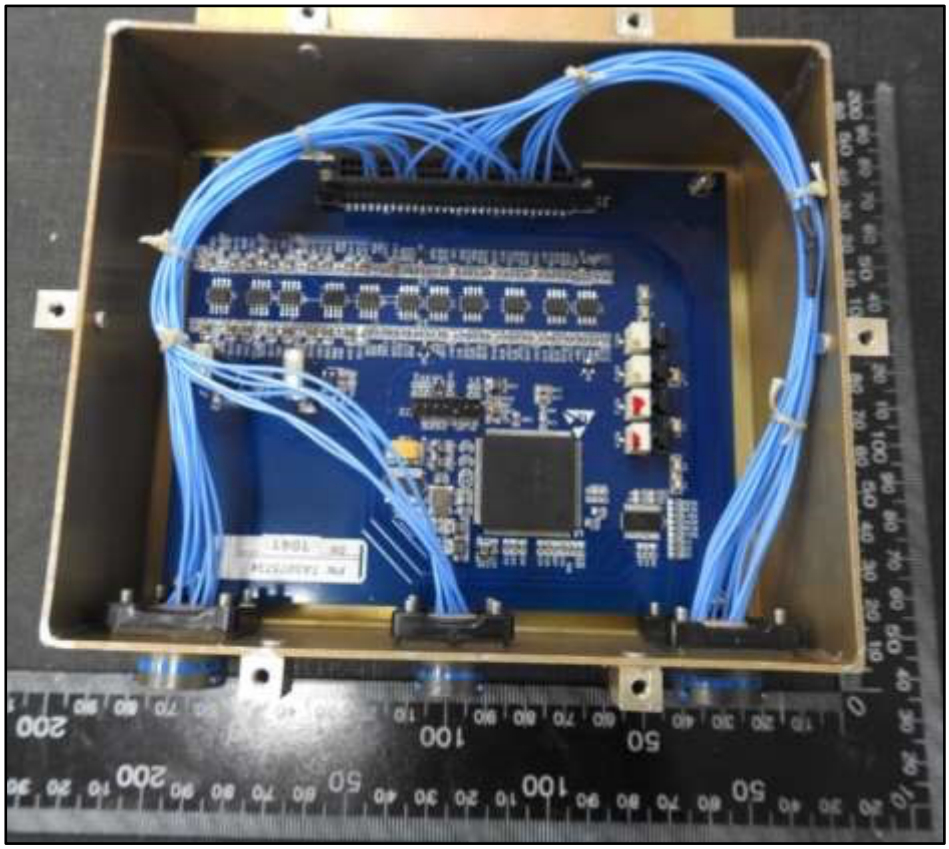

Figure 32. Panel 12 containing Engine Control Unit (ECU).

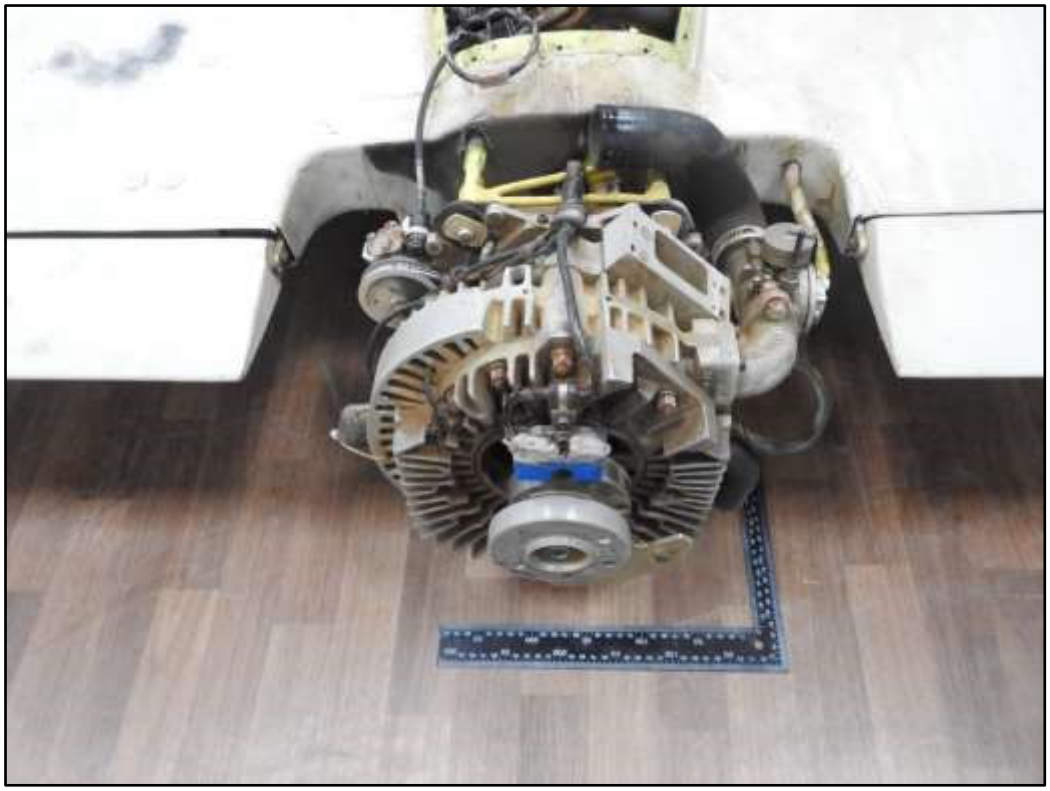

Figure 33. IRN-05 Combustion Engine.

Figure 34. 3D Scan of IRN-05 fuselage.

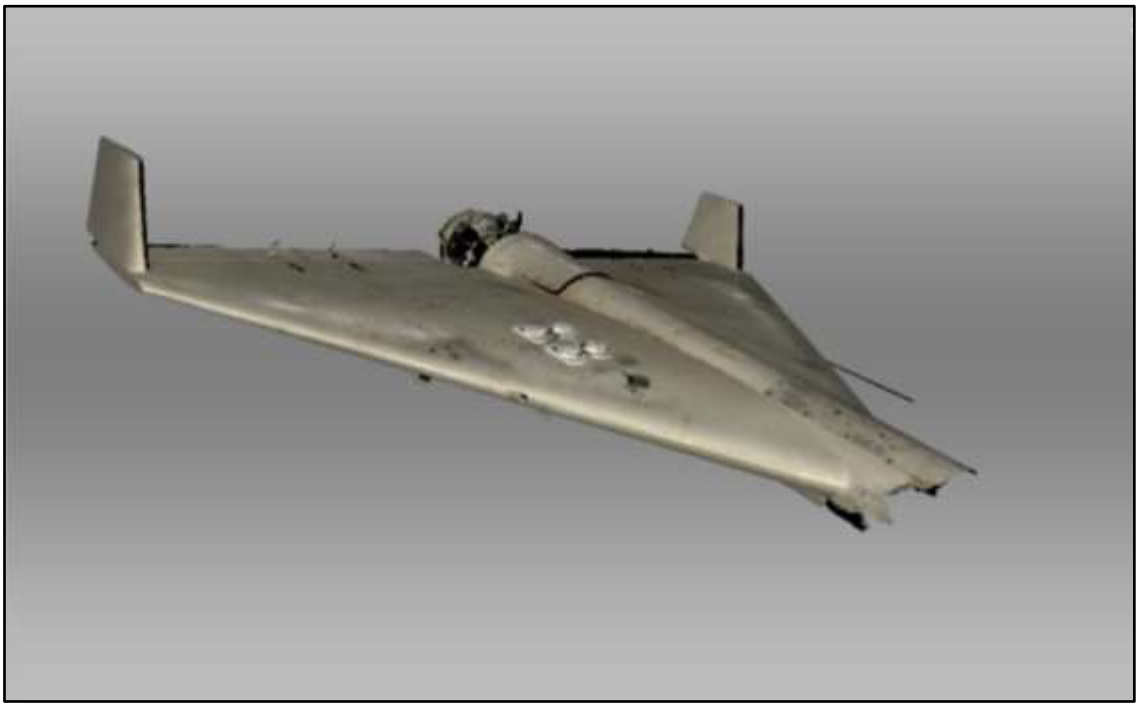

Figure 35. 3D Scan of IRN-05 fuselage.

Figure 36. 3D Scan of IRN-05 fuselage.

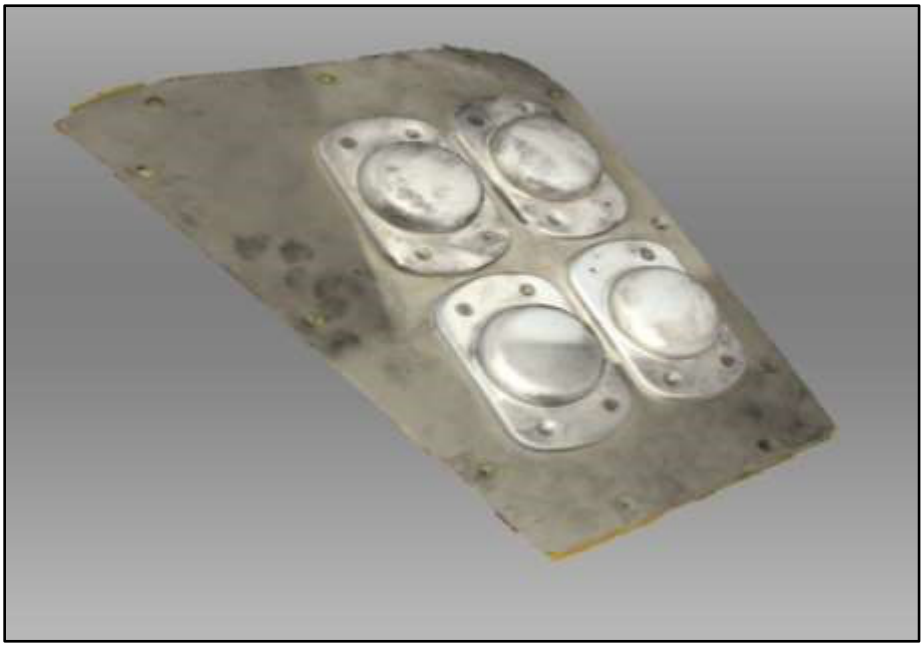

Figure 37. 3D Scan of new “hardened” GNSS pucks on panel 11.

Figure 38. 3D Scan of IRN-05 Power Distribution Unit (PDU).

Figure 39. 3D Scan of IRN-05 Engine Management Unit (ECU).

Figure 40. 3D Scan of IRN-05 ATOL “Automatic Take Off and Landing” Unit.

Figure 41. 3D Scan of IRN-05 panel 10 fuel/lubricants tank.

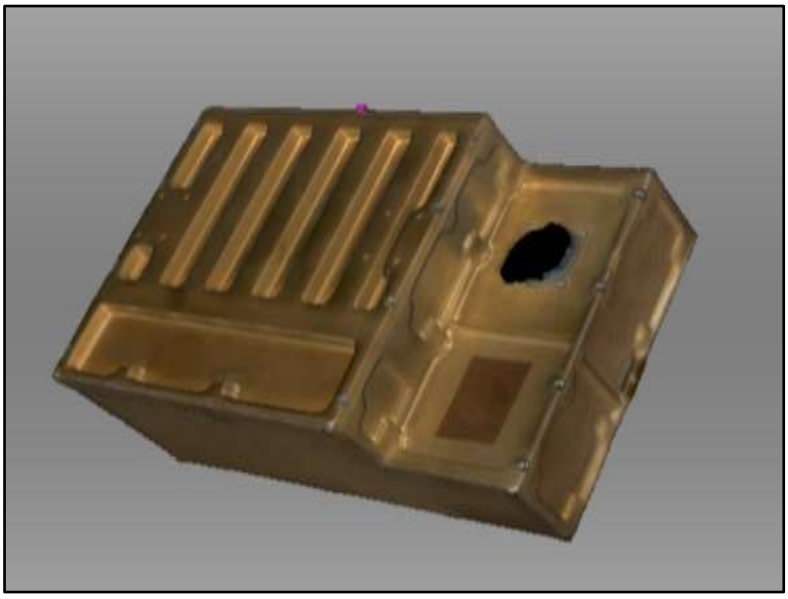

Figure 42. 3D Scan of IRN-05 Flight Control Unit (FCU).