



## EXCLUSIVE OFFER – ONE OF ONE IN THE WORLD!

### **Own a Legendary Symbol of Aviation and Space Exploration Be The Only Person to Possess This Timeless American Artifact**

**Tactical Supply Network** is honored to present an extraordinary opportunity on behalf of our client (“Seller”): the chance to acquire **the Bell X-14, one of the rarest and most unique historical aircraft in aviation and space exploration history.** This experimental vertical takeoff and landing (VTOL) jet represents not only a pivotal chapter in aeronautical innovation but also a direct connection to humanity’s greatest frontier—space exploration. **This is more than an acquisition—it’s an invitation to own and preserve an irreplaceable piece of aerospace and space exploration history, directly linked to the training of humanity’s first Moonwalker.**

**More than an “X-Plane” — A One-of-a-Kind Legend** - When most envision “X-planes,” images of shadowy, supersonic military aircraft like the Bell X-1, the first to break the sound barrier, or the X-15, which soared beyond the edge of space, spring to mind. These sleek, mind-boggling machines embody power and speed beyond imagination.



Current Photo of X-14



Historical Photo of Engineering Team of the X-14

The Bell X-14, in contrast, defies that template. Sporting an open cockpit, fixed landing gear, a max speed only modestly faster than a Cessna 182, the X-14 boasts an almost agricultural aesthetic. Yet this “unique” aircraft was instrumental as a testbed for vectored thrust VTOL technology, and later, became a key astronaut training platform that helped shape the skills of Neil Armstrong for the Apollo lunar landing.

**A Pioneering Flight and Training Platform** - Conceived by Bell Aircraft under a U.S. Air Force order, the X-14 achieved vertical flight in February 1957, joining an elite cadre of early jet-powered VTOL aircraft alongside the Ryan X-13 and the British Short SC.1. Powered initially by Armstrong Siddeley Viper turbojets and later upgraded to General Electric J85 engines, the X-14 used a revolutionary system of thrust vectoring and bleed-air controls for pitch, yaw, and roll—technologies essential for mastering vertical flight.

From the late 1950s through 1981, pilots and engineers tested its capabilities, influencing VTOL design worldwide, and directly feeding into the development of the iconic Harrier jump jet as well as the Lockheed Martin F-35B.

**The Link to Neil Armstrong and the Moon Landing** - Perhaps the most remarkable chapter in this particular aircraft's story is its NASA service, training astronauts for the Apollo missions. It was at NASA’s Ames Research Center that Neil Armstrong, arguably the most legendary astronaut in history, flew the X-14 on numerous occasions to train and help refine precise control of vectored thrust, a skill crucial when he piloted the Lunar Module Eagle on its historic 1969 moon landing.

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Armstrong described flying the X-14 as “balancing on a bubble of hot air” and reportedly claimed it was the only aircraft in which he could perform a zero-radius loop through deft throttle and nozzle manipulation. The aircraft’s low fuel capacity limited flights to short, high-concentration sessions that helped shaped Armstrong’s spaceflight mastery.

**A Hard-Won Rescue and Restoration Journey** - After decades of pioneering flight research and astronaut training service, the X-14 was retired, placed in storage, and nearly lost to history when it was designated as scrap to be recycled. Thanks to the foresight and dedication of the founder of the Ropkey Armor & Aviation Museum in Indiana, the X-14 was rescued, and safely displayed.

Alongside the aircraft itself, the Seller saved extensive blueprints, records, manuals and test data—an unparalleled archive documenting this aircraft’s legacy. Over nearly three decades, the X-14 has been carefully protected and displayed, now poised for new custodians who appreciate its historical significance.

**A Rare Opportunity for Visionary Ownership** - Today, the Bell X-14 stands as a singular artifact: the only surviving aircraft of its kind, embodying American ingenuity and a legacy of exploration. It offers unmatched potential for display as a stunning centerpiece for museums, private collections, or corporate showcases celebrating the spirit of innovation.



Historical Photo: Neil Armstrong exiting the Bell X-14

The history of the Bell X-14 is extensively documented and widely celebrated, with numerous online videos, firsthand accounts, and detailed stories highlighting its pioneering role in vertical flight and astronaut training. Enthusiasts and historians alike have access to rich archival footage and technical analyses that chronicle the aircraft’s unique development and its connection to Neil Armstrong’s lunar landing preparation. Furthermore, the seller holds essential components, records and original documentation necessary to restore the Bell X-14, providing a rare opportunity for the new owner to bring this legendary aircraft back to life if desired. While we do not wish to discourage a full restoration, we emphasize that this remarkable aircraft is primarily a unique historical artifact best preserved in its current form to maintain its profound legacy.

While the aircraft is currently non-flying, restoration to flight-worthy condition is technically achievable. The seller possesses essential parts, manuals, and documentation to assist with such a restoration, should the new owner choose to pursue it. However, bringing this historic aircraft up to modern flight standards would require additional capital investment and equipment upgrades to meet today’s safety and regulatory requirements. More importantly, restoring the Bell X-14 to flying status carries inherent risks given the specialized piloting skills needed to operate it—skills possessed by few. There is also the consideration that returning the aircraft to flight may diminish its historical authenticity and original character.

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**Purchase Price:** This offering transcends a mere acquisition — it represents a once-in-a-lifetime opportunity to own the only existing X-14 aircraft worldwide. This unique and irreplaceable icon of aerospace and space exploration history holds an unparalleled connection to the training and preparation of humanity's very first Moonwalker, Neil Armstrong, making it not just an aircraft, but a priceless symbol of our collective heritage.

Envision this one-of-a-kind X-plane as the centerpiece of your personal collection, where its extraordinary rarity and historical significance will captivate and inspire all who behold it. **Its presence would elevate the prestige and cultural value of any corporate headquarters or private residence**, serving as a powerful testament to human achievement and pioneering innovation.

Alternatively, by **donating this singular artifact to a museum or public institution**, you can ensure its legacy educates and inspires future generations, offering a rare window into the groundbreaking era of aerospace exploration. Such a philanthropic gesture may also provide substantial tax benefits, which we strongly recommend discussing with your tax advisors and accountants to fully capitalize on this opportunity.

This singular X-14 aircraft deserves a future that reflects the extraordinary legacy of its past. We invite you to be the exclusive steward of this legend — an investment in history and inspiration.

**Price: UPON REQUEST + 12.5% Buyer's Premium.**

#### **Related Links:**

- Neil Armstrong tests the X-14A VTOL Aircraft [HD] (1964/03/25) - Test Pilot, Moffett Field:  
<https://www.youtube.com/watch?v=eFD5JxVzclA>
- Bell's X-14 VTOL Prototype Aircraft That Actually Worked  
<https://www.jetprops.com/prototype/bells-vtol-aircraft-that-came-handy-for-lunar-missions-practice.html>
- Sci Ch Impossible Engineering F-35 Fighter Jet 2020 (Fast forward to 20:43 in the video.)  
<https://www.youtube.com/watch?v=MFpXURcDxyI>
- X-14 Additional Material  
<https://tacticalsupplynetwork.com/x-14-vtol>

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X-14 (Photo taken 09/06/25)



X-14 (Photo taken 09/06/25)



X-14 (Photo taken 09/06/25)



X-14 (Photo taken 09/06/25)



X-14 Right General Electric J-85 engines Engine (Photo taken 09/06/25)



X-14 Left General Electric J-85 engines Engine (Photo taken 09/06/25)

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X-14 Cockpit (Photo taken 09/06/25)



X-14 Rear Puffers / Thrusters (Photo taken 09/06/25)



X-14 Underbelly Thrusts



X-14 Wing Puffers / Thrusters



The original X-14 Yah Sensor Flag and Pitot (Photo taken 09/06/25)



The original X-14 Yaw Sensor Flag Case (Photo taken 09/06/25)

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### ***EXHIBIT A: PHOTO***



Step into history aboard the Bell X-14, where pioneering astronaut Neil Armstrong and other visionary test pilots once pushed the boundaries of vertical flight. The cockpit, preserved with much of its original instrumentation, controls, and the very seat those legends occupied, offers a direct connection to the groundbreaking era of VTOL technology and space exploration.

The X-14 boasted a revolutionary flight control system, combining thrust vectoring with bleed-air controls to master pitch, yaw, and roll. This advanced system enabled smooth transitions between vertical lift and horizontal flight—a critical milestone that paved the way for iconic VTOL aircraft like the Harrier jump jet and the Lockheed Martin F-35B. With the X-14, you're not just looking at an aircraft—you're witnessing a cornerstone of aerospace innovation.

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In keeping with the authenticity and historical integrity of the Bell X-14, the Ropkey Armor & Aviation Museum chose to preserve the damage sustained during the aircraft's final flight accident rather than repair it. The X-14 was utilized by the US Army, US Airforce and NASA. Over the years the logo's were replaced. At the time of the last flight, the right side of the X-14 has the US Army painted on, which is seen today. This decision highlights the aircraft's unique story and its journey through aviation history. However, should a future owner wish to restore the X-14 to full flight condition, these damaged areas are readily repairable. Importantly, the aircraft's internal structure remains sound and unaffected by the accident, preserving the fundamental integrity of this pioneering VTOL experimental jet.

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In keeping with the authenticity and historical integrity of the Bell X-14, the Ropkey Armor & Aviation Museum chose to preserve the damage sustained during the aircraft's final flight accident rather than repair it. The right fuel tank was severely damaged when NASA Research Pilot, Ron Gerdes was flying in April 1982 when the aircraft experienced a computer malfunction causing the aircraft to crash to the ground, collapsing the landing gear and causing a large gash in the tank. The burn marks visible are from a mild fire caused by the crash. This preservation decision honors the unique story of the aircraft and its remarkable journey through aviation history.

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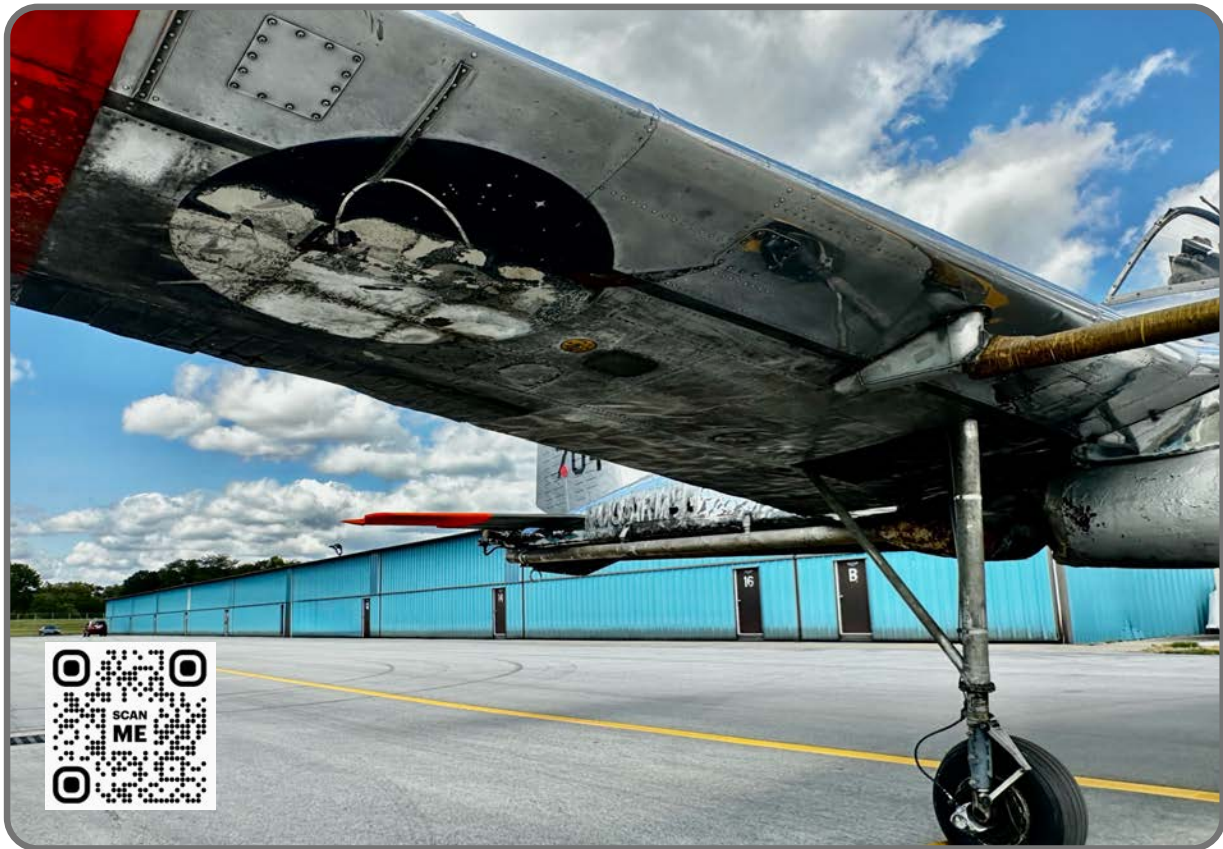
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In its early years, NASA underwent a rebranding phase during the early 1970s when an edict from upper management required the retirement of the former "meatball" or orbit logo and its replacement with new branding on all materials. The Bell X-14 featured the original meatball logo under its right wing. However, there was an unofficial agreement among middle management, ground and flight staff to ignore this directive and keep the original logo intact. The agreed-upon story was that if upper management noticed, everyone would claim they simply forgot it was there and that it was an oversight. In reality, this was out of nostalgia and a desire to preserve the logo's legacy.

Today, the X-14's logo remains, albeit mildly damaged from the hard landing. In keeping with the authenticity and historical integrity of the Bell X-14, the Ropkey Armor & Aviation Museum chose to preserve the damage sustained during the aircraft's final flight accident rather than repair it.

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The Bell X-14 proudly retains its original Yaw Sensor Flag, housed within the original handcrafted wooden protective box, alongside the essential Pitot Tube—flight components integral to the aircraft’s groundbreaking VTOL flight control system. The Yaw Sensor played a vital role in detecting lateral (sideways) movement during hover operations, allowing pilots to make precise adjustments to maintain stable and controlled flight. This sensor fed real-time data into the flight control system, enabling the manipulation of the control nozzles to counteract drift and ensure equilibrium.

The Pitot Tube, fundamental for measuring airspeed, helped the pilots monitor and transition between vertical and horizontal flight modes safely. The preservation of these original components and their protective housings highlights not only the durability of the X-14 but also reinforces its historical and technological significance. Their survival embodies the pioneering spirit of early VTOL research, cementing the X-14’s legacy as a cornerstone in the evolution of vertical flight and aerospace engineering.

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Internal structural view of the Bell X-14 aircraft showcasing its remarkably well-preserved framework. Despite the aircraft's age and the fact that its final flight ended in a malfunction and hard landing, the X-14 remains structurally sound and in excellent condition. The aircraft stands as a testament to the durability of its engineering and its significance in the early development of VTOL technology, with much of its original structure intact and ready for continued preservation .

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This is the original identification plate affixed to the Bell X-14 aircraft. Such plates are significant relics typically lost. The presence of this intact plate underscores the authenticity and uniqueness of this airframe—the only Bell X-14 ever built. While you may encounter references to the X-14A and X-14B, these designations refer to the same aircraft, marking upgrades to its motors and landing gear rather than different airframes.

**Manufacturers Model:** 68

**Customs Model:** X-14

**Manufacturers Serial Number:** 68-01

**Customers Serial Number:** 56-4022

**Type Cert.:**

**Contract Number:** AF33(600)308

**Engine Type:** ASV8 / J-85

The Bell X-14 was powered by two General Electric J85 turbojet engines, which were mounted vertically to provide the thrust necessary for its pioneering vertical takeoff and landing (VTOL) capability. These engines could be vectored downward for vertical lift and transitioned to horizontal thrust for conventional flight, allowing the aircraft to demonstrate early VTOL control concepts. The original engine cowlings were recovered and preserved during restoration, maintaining the authenticity of this unique experimental aircraft.

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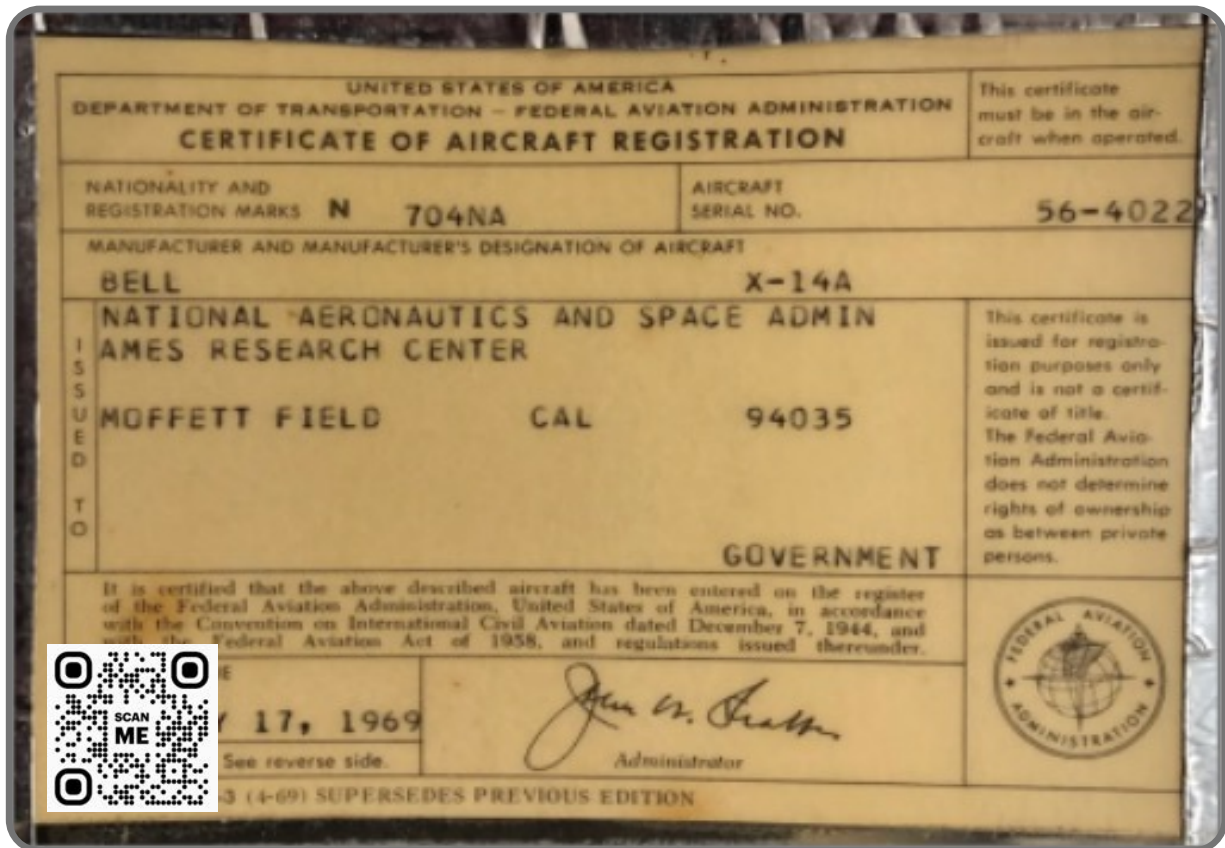
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This original Certificate of Aircraft Registration, dated July 17, 1969, is a rare and invaluable document that underscores a pivotal moment in aerospace history and provides further provenance of the X-14. The Certificate of Aircraft Registration was Issued by the United States Federal Aviation Administration, it officially documents the Bell X-14A's registration to the National Aeronautics and Space Administration's Ames Research Center at Moffett Field, California.

The Bell X-14A was a groundbreaking experimental VTOL aircraft, advancing thrust vectoring technology that played a crucial role in shaping the future of vertical takeoff and landing flight—and ultimately, spaceplane development. This certificate is not just a piece of paper; it is a tangible connection to the bold innovations and pioneering spirit of the Apollo era.

It adds genuine value and authenticity to any collection, reminding us of humanity's unwavering quest to conquer the skies and beyond.

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### ***EXHIBIT A: PHOTO***



The Bell X-14 still houses its General Electric J-85 engines, which powered its groundbreaking vertical and horizontal flight capabilities. These engines are critical components that delivered the thrust vectoring needed for precise VTOL maneuvers. While the engines remain intact, any future owner seeking to return the aircraft to full flight status would need to undertake a comprehensive engine rebuild or overhaul to ensure performance and safety. The presence of these original powerplants marks the X-14 as an authentic and historic piece of experimental aviation heritage.

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### ***EXHIBIT A: PHOTO***



The Bell X-14 featured powerful vectored thrust nozzles mounted under its belly, which are key to its revolutionary vertical takeoff and landing (VTOL) capabilities seen in this photo. These swiveling engines can precisely redirect jet thrust downward to lift the aircraft vertically off the ground, then smoothly transition to horizontal thrust for forward flight. This innovative thrust vectoring system was pioneering technology that laid the groundwork for modern VTOL jets, enabling the X-14 to serve as a crucial testbed in aerospace history..

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### ***EXHIBIT A: PHOTO***



Amongst the numerous items rescued with the X-14, this mock “Escape Knife” managed to survive. The “escape knife” on a plane is a safety and survival tool designed to help pilots in emergency situations. It is typically used to cut through seat belts, harnesses, or other restraints quickly and efficiently if they become trapped to aid in escape or survival after an emergency landing or ejection. The escape knife serves as a vital piece of emergency equipment to enhance the pilot’s chances of a safe exit from the aircraft under hazardous conditions.

As a sense of good humor, the ground crew made a wooden 10.5” “Escape Knife” that was located inside the cockpit of the X-14. This handcrafted knife, preserved within the cockpit, symbolized the courage and preparedness of the test pilots who pushed the envelope of aerospace innovation, venturing into uncharted flight territory.

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### **EXHIBIT A: PHOTO**



**CMG WORLDWIDE**  
Representing The World's Greatest Legends

**MARK ROESLER, ESQ.**  
CEO & Founder

September 8, 2025

To Whom this May Concern,

I am the Founder and Chairman of CMG Worldwide. We have served as the business and/or legal representative of over 3,000 entertainment, sports, music and historical personalities and their estates during the past 5 decades since I founded the company. These have included many of the most famous personalities in the world, from the estates of Albert Einstein, Marilyn Monroe, Richard Nixon, Michael Jackson, Hugh Hefner, Amelia Earhart, John Wayne and thousands of others. One such client is Neil Armstrong who I have represented both him and his estate (after his passing) for the past 30 years.

It is with that responsibility and with great respect for his enduring place in history that I write to emphasize the extraordinary importance of the Bell X-14 ("X-14"), both to Neil Armstrong's legacy and to the broader story of humankind's first steps on another world. I attest to this matter as having known Mr. Armstrong's thoughts regarding this aircraft. Over many years I have discussed the X-14 numerous times with Neil and Rick Ropkey who is the current steward of this remarkable piece of American aerospace history.

Neil Armstrong extensively flew the X-14 during his years at NASA's Ames Research Center. This pioneering vertical takeoff and landing aircraft offered him a unique environment to prepare for the daunting challenge of landing the Lunar Module on the Moon's surface. Armstrong himself described hovering in the X-14 as "balancing on a bubble of hot air," a vivid metaphor that captures the level of delicacy and control required of a pilot. The experience he gained mastering this demanding aircraft contributed directly to the safe landing of Apollo 11 on July 20, 1969, an event that changed the course of human history.

The X-14 is not simply an aircraft; it is a singular chapter in aviation history. As the world's first jet powered aircraft to achieve vertical takeoff and landing, it established the principle of vectored thrust, a principle later adopted in aircraft such as the Harrier and the F35B. While those designs are admired worldwide, they owe their lineage to the lone Bell X-14, the aircraft that proved the impossible could be done.

For Neil Armstrong personally, the X-14 was a demanding yet invaluable partner in his evolution from test pilot to astronaut. His work in the X-14 honed his instincts and skills for situations where no precedent existed. Those lessons became indispensable when he guided the Lunar Module Eagle to a safe landing with only seconds of fuel remaining. In this way, the X-14 is inseparable from the story of humanity's arrival on the Moon.

Only one X-14 was ever built, and that it survives today is nothing short of remarkable. Unlike other historic aircraft, it has no peers and no comparables. Its provenance is unquestionable, documented in photographs, film, and records that clearly establish its role in Armstrong's preparation for the Apollo program and in the evolution of flight itself.

The X-14 is far more than a rare artifact. It is a priceless American treasure, embodying ingenuity, courage, and the spirit of exploration. It is an aircraft that helped prepare Neil Armstrong to accomplish the greatest landing in history, the first landing on another world. Preserving the X-14 is not simply about honoring a machine; it is about safeguarding a vital piece of our shared human story, one that will inspire generations to come.

Should you have any questions about this matter, I would be happy to answer them.

Respectfully,

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Beverly Hills / Nashville / Indianapolis  
310.651.2000 | [Mark@CMGworldwide.com](mailto:Mark@CMGworldwide.com) | [CMGWorldwide.com](http://CMGWorldwide.com) | [MarkRoesler.com](http://MarkRoesler.com)

This letter of authenticity, provided by Mark Roesler of CMG Worldwide, one of the foremost authority on Neil Armstrong memorabilia, adds significant provenance and validation to the exceptional historical connection of this remarkable aircraft.

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The seller spent several years researching and performing an extensive archival recovery at NASA Ames Research Center, locating and securing original X-14 engineering drawings, including dozens of extra-large blueprints of the X-14. The archival materials also contained flight manuals, engineering evaluations, test reports, pilot interviews, NASA memos, and detailed records of modifications and experimental flight profiles specific to the X-14's pioneering VTOL design. These documents were officially released and transferred to the seller, forming a comprehensive archive. Alongside the research, the seller conducted an exhaustive physical search to recover all original structural and mechanical components such as the tail group, engine cowlings, landing gear, and cockpit instrumentation unique to the aircraft's test role.

#### **Official Documentation**

- Extensive Original Bell Aircraft engineering drawings, including multiple extra-large blueprints.
- Bell Aircraft manufacturing blueprints for the X-14 program (1957 onward).
- NASA Ames Research Center engineering evaluations, test reports, and technical memos.
- Manuals and operational procedures.
- Pre- and post-flight inspection checklists and reports.
- Pilot interviews and NASA staff correspondence.
- Engineering records of modifications, instrumentation, and structural changes unique to the X-14/X-14B.
- Original Bell Aircraft factory airframe data plate & Federal Aviation Administration Civil Aircraft registration certificate.

#### **Photographic & Visual References**

- NASA Ames era cockpit and exterior photographs.
- USAF historical photographs showing early configuration details.

#### **Original Components Included**

- Tail group assembly.
- Engine cowlings.
- Original landing gear assemblies (with NASA Ames 1980s repair history).
- Fuel tanks' external.
- Cockpit instrumentation unique to VTOL testing.

#### **Storage & Preservation Notes**

- The original blueprints remain folded in their original files, exactly as they were removed from the filing cabinets where they were found in NASA storage. The blueprints are still in their original hanging folders and have been transferred from the filing cabinets into legal file boxes. This is generally the case with all of the archival materials.

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### EXHIBIT A: PHOTO



**HISTORICAL PHOTO:** Part of the X-14's rich history includes a feature article and cover of Aviation Week magazine dating July 8, 1957, showcasing the Bell X-14, one of the pioneering experimental aircraft developed to explore vertical takeoff and landing (VTOL) technology. The cover and article highlights the innovative design and engineering breakthroughs of the X-14 program, which significantly contributed to the development of modern VTOL aircraft, including the Harrier and F-35. This issue celebrated the cutting-edge research and flight testing that were shaping the future of aviation in the mid-20th century.

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### ***EXHIBIT A: PHOTO***



**HISTORICAL PHOTO:** Neil Armstrong merges from the cockpit of the Bell X-14 at NASA's Ames Research Center, February 26, 1964. (NASA). Armstrong underwent extensive and rigorous training to prepare for the lunar landing as part of the Apollo 11 mission. His training included mastering spacecraft controls, lunar surface operations, rendezvous and docking procedures, and emergency response drills. Armstrong's preparation involved not only simulator practice but also field geology exercises and working closely with the mission team to understand every aspect of the lunar module's behavior during descent and ascent. This thorough and meticulous training ensured he was ready to handle the historic and high-risk challenges posed by the first-ever manned lunar landing. Armstrong's time as a test pilot on advanced experimental aircraft like the Bell X-14 contributed significantly to his skills in handling novel flight conditions, especially VTOL approach and landing techniques, which were valuable experience preceding his astronaut career.

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### ***EXHIBIT A: PHOTO***



Check out this iconic yellow ladder—the original boarding ladder pilots used to access the X-14! Believe it or not, it was found stuffed inside the cockpit of the X-14. Climbing this ladder means following in the footsteps of many legendary pilots, including the one and only Neil Armstrong.

As Armstrong famously said, “That’s one small step for [a] man, one giant leap for mankind.” Just imagine—that incredible moment on the moon might not have been possible without this very ladder and the X-14 plane that helped make Neil Armstrong’s lunar landing a reality. So next time you take a small step, remember it all started with a climb up a humble ladder like this one!

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### ***EXHIBIT A: PHOTO***



**HISTORICAL PHOTO:** Ames test pilot Fred Drinkwater, astronaut Neil Armstrong, and Ames project engineer Stu Rolls stand in front of the Bell X-14 in February 1964. Five years before Neil Armstrong made history as the first person to walk on the moon, he was actively flying this pioneering VTOL experimental aircraft, helping advance vertical takeoff and landing technology at NASA Ames Research Center to provide him the essential skills Armstrong needed for the historic lunar landing. . (Photo credit: NASA)

Fred Drinkwater was a distinguished aviator and NASA test pilot whose historic contributions span military service and pioneering aerospace research. Beginning his career as a Corsair pilot during the Korean War, Drinkwater earned the Distinguished Flying Cross for his valor and skill. After his combat service, he transitioned into test piloting at NASA's Ames Research Center, where he played a crucial role in flight testing innovative aircraft. Notably, in February 1964, Drinkwater congratulated Neil Armstrong on his first hovering flight in the Bell X-14, an X-plane integral to Armstrong's training. Drinkwater's career reflects a significant legacy of advancing aviation and spaceflight technology during a formative era of exploration

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### ***EXHIBIT A: PHOTO***



**HISTORICAL PHOTO:** Bell X-14 Aircraft Twentieth Anniversary. Research Team pictured on March 3, 1977: Front Row: Fred Drinkwater, Jim Meeks, Lonnie Phillips, Jim Kozalski, Vic Bravo. Second Row: Bill Carpenter, Sid Selan, Dick Gallant, Terry Stoeffler. Third row: Ron Gerdes, Lloyd Corliss. Fourth row: Cy Sewell, Dick Greif, Ed Vernon, Lee Jones. Fifth Row: Dan Dugan, Jim Rogers, Dave Walton, Terry Feistel. Back Row: Frank Pauli, Seth Anderson. Not pictured: Terry Gossett, Bob Innis, Stew Rolls, Lawson Williamson. (NASA)

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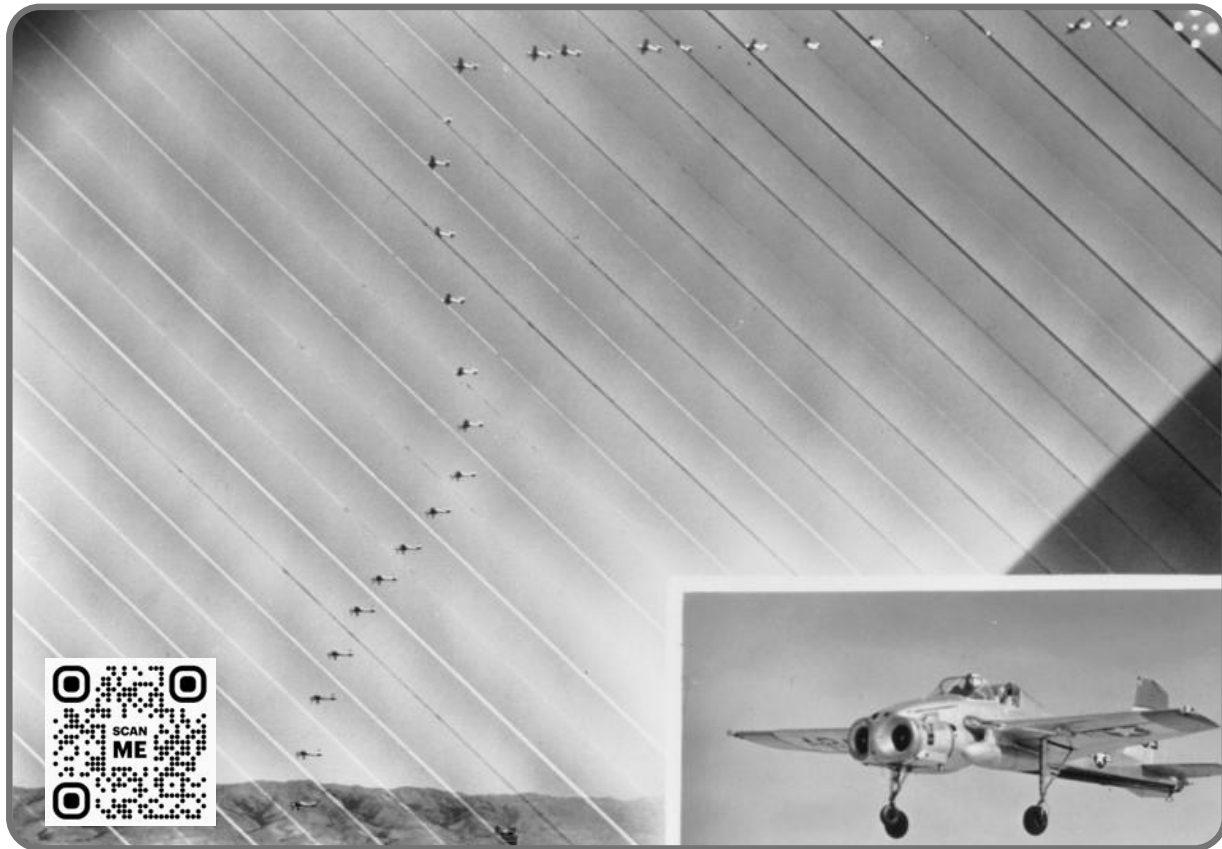
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### ***EXHIBIT A: PHOTO***



**HISTORICAL PHOTO:** A Fairchild flight data analyzer camera captures the Bell X-14A as it simulates a lunar surface landing during a controlled descent. On December 7, 1962, the X-14A began its approach from an altitude of 1,000 feet, precisely targeting a designated landing spot at NASA Ames Research Center. The inset in the lower right corner offers a detailed close-up of the aircraft mid-descent, showcasing the pioneering VTOL technology that contributed to early lunar landing research. (Photo credit: NASA)

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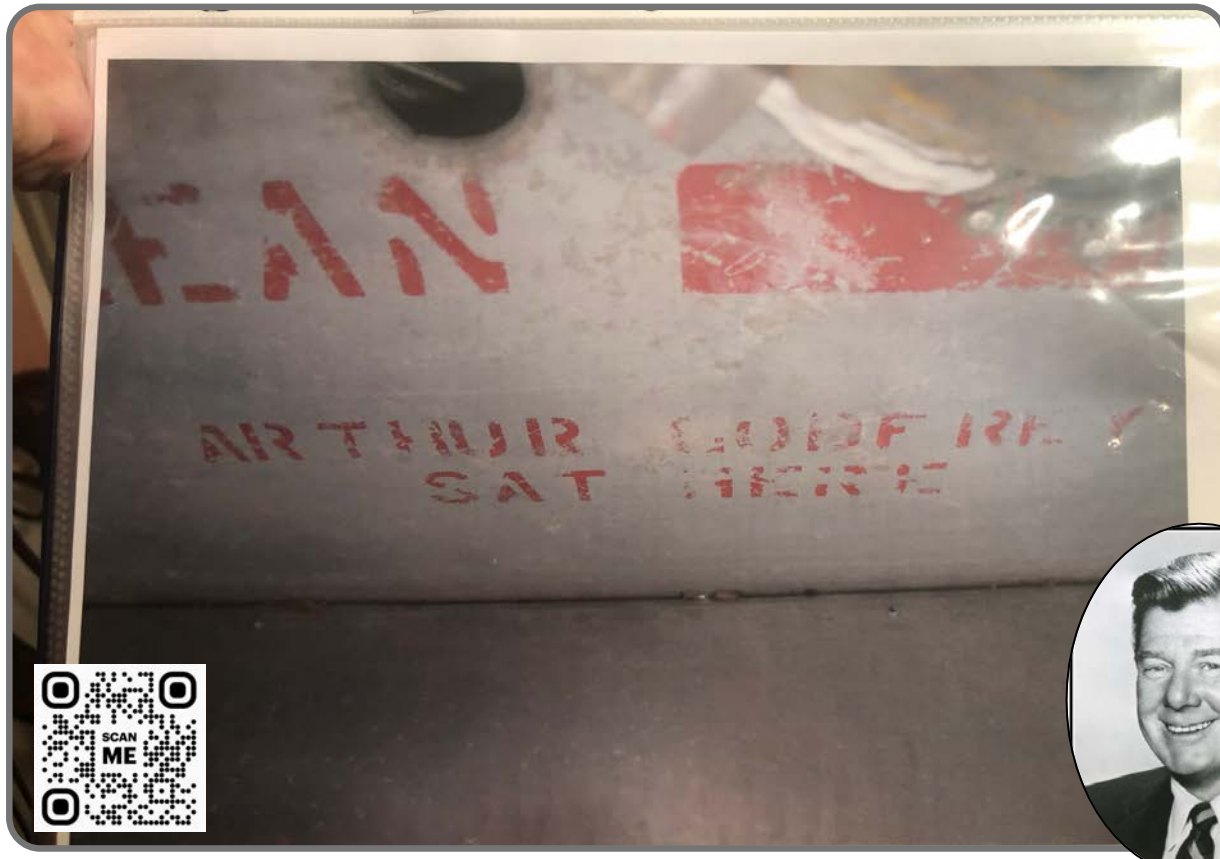
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### ***EXHIBIT A: PHOTO***



**Historical Photo:** An intriguing piece of the Bell X-14's rich history surfaced during the seller's extensive research and meticulous documentation. Prior to Neil Armstrong's iconic flights and while the aircraft was still under development, Arthur Morton Godfrey—a renowned American radio and television broadcaster and entertainer—visited the Bell factory. Godfrey, notable for being the first purchaser of a Bell Model 47 helicopter, had the opportunity to sit in the X-14's cockpit during his visit. In a moment of enthusiasm and celebration, the Bell team painted a stencil on the rear of the pilot's seat to commemorate the occasion. Though this unique marking was later covered up as the aircraft underwent modifications, it was subsequently rediscovered by the seller, adding a fascinating and personal touch to the X-14's extraordinary story.

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In March 2012, the X-14 was loaned to the Children's Museum of Indianapolis by the Ropkey Armor & Aviation Museum for a temporary exhibit titled "the Curious Scientific Investigators: Flight Adventures" which was part of a NASA-funded public aviation display. The exhibit was not just a static presentation of the aircraft but was designed to preserve and showcase the engineering story and historical significance of the X-14.

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## EXCLUSIVE OFFER – ONE OF ONE IN THE WORLD!

**Own a Legendary Symbol of Aviation and Space Exploration  
Be The Only Person to Possess This Timeless American Artifact**

### *EXHIBIT A: PHOTO*



The X-14 on display at the Ropkey Armor & Aviation Museum. The museum is privately owned by the Ropkey family. It stemmed from the founder Fred Ropkey's interest in military history and his past career as a tank platoon leader in the U.S. Marine Corps during the early 1950's. The Ropkey Armor Museum closed July 29, 2017. Afterwards, the vehicle collection was downsized. Some pieces of the collection were distributed to other museums while the core collection was relocated by the Ropkey's to Indianapolis, Indiana.

Considered one of the most historical and valuable aircraft in the Ropkey's vast collection of priceless historic aircraft and military hardware.

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#### Purchase Terms and Conditions for the Bell X-14 Experimental VTOL Aircraft

- 1. Agreement to Purchase:** The Buyer agrees to purchase the Bell X-14 experimental VTOL aircraft (the "Aircraft") from Seller ("Seller"), under the general terms and conditions set forth herein.
- 2. Proof of Funds:** Prior to any inspection or transfer of ownership, Buyer shall provide Seller with verifiable proof of sufficient funds to complete the purchase. Proof of funds may include bank statements, letter of credit, or other documentation satisfactory to Seller. Seller reserves the right to withhold access to Aircraft and related materials until such proof is received and approved.
- 3. Inspection:** Upon receipt and verification of proof of funds, Seller shall coordinate with Buyer to arrange an inspection of the Aircraft and related supporting documentation, including manuals, flight logs, and restoration records. The inspection shall take place in Indianapolis, Indiana at a mutually agreed time. Buyer's inspection team shall have reasonable access and opportunity to review Aircraft components and documentation.
- 4. Condition and As-Is Sale:** Buyer acknowledges that the Aircraft is a rare historical collector's item and is sold "as-is," and "where is" with all faults and defects, known or unknown. Seller makes no warranties or representations regarding airworthiness, operational status, or suitability for flight. Restoration potential and completeness of parts and documentation are disclosed but not guaranteed.
- 5. Purchase Price and Payment:** The total purchase price for the Aircraft shall be agreed upon between Buyer and Seller. Payment terms will be agreed upon in writing, typically requiring a deposit upon signing a binding purchase agreement and full payment prior to transfer of title.
- 6. Buyers Premium:** In addition to the agreed purchase price, Buyer agrees to pay Tactical Supply Network ("TSN") a buyers' premium equal to twelve and one-half percent (12.5%) of the final purchase price. This buyers' premium shall be payable at the same time as the purchase price and is a condition of closing the transaction. Buyer acknowledges and agrees that the buyers' premium is a non-refundable fee due to TSN for facilitating the transaction.
- 7. Title and Transfer:** Seller guarantees good and marketable title to the Aircraft free of liens and encumbrances, except as disclosed. Title transfer and possession will occur following full and cleared payment.
- 8. Shipping and Logistics:** Buyer is solely responsible for all arrangements, costs, and logistics associated with the transport, shipping, and handling of the Aircraft following the transfer of possession. Seller shall reasonably cooperate to facilitate the transfer but bears no responsibility for shipping risks, damages or related matters once possession transfers.
- 9. Confidentiality:** Buyer agrees to keep all transaction details and sensitive information confidential, except as required by law or agreed upon in writing by both parties.
- 10. Governing Law:** This agreement shall be governed by and construed in accordance with the laws of the State of Indiana. Any disputes arising under or related to this agreement shall be resolved exclusively in the courts located within Indiana.
- 11. Seller's Discretion to Sell:** Notwithstanding anything to the contrary herein, Seller expressly reserves the absolute right, in its sole and absolute discretion, to refuse to sell the Aircraft to Buyer for any reason or no reason at all, at any time prior to the execution of a final and binding purchase agreement and full payment. Such decision shall not incur any liability or obligation on the part of Seller to Buyer, and Seller's decision shall be final and binding.

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