

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



ANC25MA018

PERSONAL ELECTRONIC DEVICES

Specialist's Factual Report

December 8, 2025

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A. ACCIDENT

Location: Nome, Alaska
Date: February 6, 2025
Time: 1520 Alaska Standard Time (AKST)
Airplane: Textron Aviation Inc. 208B, Bering Air, N321BA

B. PERSONAL ELECTRONIC DEVICES SPECIALIST

Specialist: Gerald Kawamoto
Recorder Specialist
National Transportation Safety Board (NTSB)

C. DETAILS OF THE INVESTIGATION

A personal electronic devices (PEDs) group was not convened. The NTSB Vehicle Recorder Division received the following PEDs:

Device Manufacturer/Model:	Apple iPhone 16 Pro
Device Part Number:	A3083
Device Serial Number:	Unknown
Device Manufacturer/Model:	Apple iPad Mini 5
Device Part Number:	A2126
Device Serial Number:	DMPDL08CLMVK
Device Manufacturer/Model:	Apple Watch Ultra 2
Device Part Number:	A2986
Device Serial Number:	K06LT7XYG9

1.0 Personal Electronic Device Description

PEDs are a category of devices comprised primarily of portable computing devices and mobile phones. Portable computing devices are typically capable of internet access, email, messaging services, and can run user-installed applications to perform specific tasks. Depending on the model, mobile phones can perform many of the same tasks as portable computing devices, plus have voice call and text messaging capabilities. PED user and system data is typically stored on non-volatile memory and can be accessed through manufacturer-provided interfaces.¹

PED data can provide investigators with information about the situational awareness and flight information available to crewmembers. Photos or videos taken

¹ Non-volatile memory (NVM) is semiconductor memory that does not require external power for data retention.

by crewmembers or passengers can provide information not captured by other recording devices.

1.1 Data Recovery

The iPhone and iPad, as shown in figures 1 and 2 respectively, sustained impact damage rendering each inoperable. The iPhone was able to power on with exemplar laboratory components and prompted a 4-digit numeric passcode. Potential passcodes provided to the investigation team were unable to unlock the device, as were generic passcodes attempted. It is unknown whether there were any stored data pertinent to the event. No further attempts were made to access the data.

The extent of the damage on the iPad precluded normal recovery procedures and on August 26, 2025, the device was brought to an advanced repair facility for further evaluation. After various troubleshooting methods were unsuccessful in restoring the motherboard into a functional condition, the central processing unit (CPU), NAND flash memory, and erasable programmable read-only memory (EPROM), chips were removed from the motherboard and installed on an exemplar donor board. The donor board powered on normally and prompted a 4-digit numeric passcode. Potential passcodes provided to the investigation team were unable to unlock the device, however, a generic passcode unlocked the device and its contents were accessed normally.

The Apple Watch, as shown in figure 3, powered on normally and prompted a 4-digit numeric passcode. Potential passcodes provided to the investigation team were unable to unlock the device, as were generic passcodes attempted. It is unknown whether there were any stored data pertinent to the event. No further attempts were made to access the data.

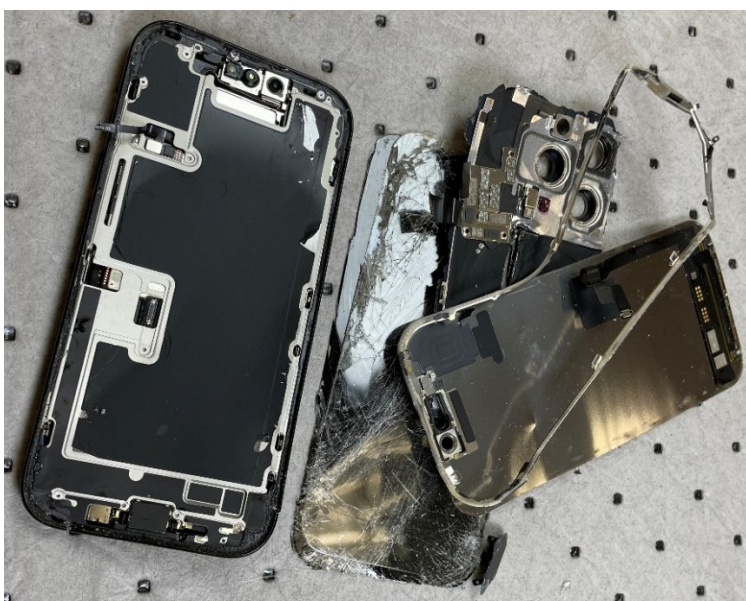


Figure 1. iPhone 16 Pro as received.



Figure 2. Front and back of the iPad Mini 5 as received.



Figure 3. Apple Watch Ultra 2 as received.

1.2 iPad Mini 5 Data Description

The device's contents were reviewed and the recently used applications bin indicated that ForeFlight was the most recently opened application.² The next to last application opened was FlightReport.³

² Foreflight is an iOS Device application capable of displaying the aircraft's altitude, navigation, weather, and traffic information. The application can be used for flight planning, charts, airport information, document management, and flight logging.

³ FlightReport is a Bering Air custom application where the operator can input load information then generate a report at the end of a flight.

ForeFlight was reviewed and no flight planning information or track log associated with the accident flight were present.

FlightReport was reviewed and user input weight and balance data for three flights on February 6, 2025 were present. Data were exported in portable document format (PDF).

The most recent data showed input for a flight from Unalakleet Airport (UNK), Unalakleet, Alaska, to Nome Airport (OME), Nome, Alaska, and corresponded to the accident flight. Corresponding data is included as attachment 1 to this report.

Additionally, data showed inputs for two previous flights. The first was from Nome Airport (OME), Nome, Alaska to St. Michael Airport (SMK), St. Michael, Alaska, and the second was from SMK to UNK. Corresponding data is included as attachment 2 to this report.

Submitted by:

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Recorder Specialist