

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, D.C. 20594

July 21, 2014

Electronic Devices Factual Report

Specialist's Factual Report

by Jane Foster

1. EVENT

Location: Wann, Oklahoma
Date: April 27, 2014
Aircraft: Hawker Beechcraft A36
Registration: N3078Y
Operator: Private
NTSB Number: CEN14LA218

On April 27, 2014, the pilot of a Beech A36, 3078Y, made a forced landing near Wann, Oklahoma, after the engine lost power. The pilot and two passengers were seriously injured. The airplane was substantially damaged. The airplane was registered to and operated by Dakota N8465S, Montgomery, Alabama, under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan had been filed. The cross-country flight originated from Washington (K38), Kansas, at 1207, and was originally en route to Shawnee Regional Airport (SNL), Shawnee, Oklahoma, but was diverting to Claremore Regional Airport (GCM), Claremore, Oklahoma.

2. DETAILS OF DEVICE INVESTIGATION

The Safety Board's Vehicle Recorder Division received the following devices:

Device 1: JPI EDM-700
Device 1 Serial Number: 9666
Device 2: JPI FS-450
Device 2 Serial Number: 5163

2.1. JPI EDM-700 Device Description

The JPI EDM-700 is a panel mounted gauge that an operator can use to monitor and record up to 24 parameters related to engine operations depending on the installation. This device had no memory installed on the board for data storage. Figures 1 and 2 show the front and back of the device. Figure 3 shows the side label.



Figure 1: Front interface of the JPI EDM-700



Figure 2: Back of the JPI EDM-700



Figure 3: Side of the JPI EDM-700

2.1.1. JPI EDM-700 Data Recovery

The JPI EDM-700 device had no memory chips installed; therefore there was no data available for download.

2.2. JPI FS-450 Device Description

The JPI FS-450 is used for fuel management. It displays the flow rate per hour, fuel used, fuel remaining, hours and minutes remaining based on the current fuel flow rate, fuel required (available only if EDM is receiving flight data from a GPS), and fuel reserve

(available only if EDM is receiving flight data from a GPS). The JPI unit has a limited amount of memory that permits it to retain fuel used and fuel remaining values after electrical power is removed. Figure 4 and 5 show the front and back of the device.



Figure 4: Front of the JPI FS-450



Figure 5: Back of the JPI FS-450

2.2.1. JPI FS-450 Data Recovery

The JPI FS-450 device was powered up to retrieve the fuel used and fuel remaining values. At the time power was applied, the device indicated 0.0 gallons of fuel used and 0.0 gallons of fuel remaining.