

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division

March 4, 2015

Cockpit Voice Recorder

Specialist's Factual Report
By James Cash

1. EVENT SUMMARY

Location: Eagle Colorado
Date: February 7, 2015, 2136 mountain standard time (MST)
Aircraft: Gulfstream GIV, Registration N701DB
Operator: Fair Wind Air Charter
NTSB Number: CEN15IA139

On February 7, 2015, about 2136 mountain standard time, a Gulfstream Aerospace G-IV airplane, N701DB, sustained minor damage during a rejected takeoff at the Eagle County Regional Airport (EGE), Eagle, Colorado. The five passengers and two pilots were not injured. The aircraft was registered to GOAT Airways LLC and operated by Executive Air Charter of Boca Raton, Inc., dba Fair Wind Air Charter, under the provisions of 14 Code of Federal Regulations Part 91 as an executive/corporate flight. Visual meteorological conditions prevailed for the flight, which was operated on an instrument flight rules (IFR) flight plan. The flight was originating at the time of the incident. The intended destination was the Bob Hope Airport (BUR), Burbank, California. A tape cockpit voice recorder (CVR) was sent to the National Transportation Safety Board (NTSB) Vehicle Recorder Division for evaluation.

2. GROUP

A group was not convened.

3. DETAILS OF INVESTIGATION

The NTSB Vehicle Recorder Division received the following CVR:

Recorder Manufacturer/Model: **Fairchild A-100**
Recorder Serial Number: **51096**

3.1 CVR Carriage Requirements

Per federal regulation, multiengine turbine powered aircraft with more than six passenger seats and requiring two pilots manufactured prior to April 7, 2010, and operated under 14 CFR 91/135, must be equipped with a CVR that records a minimum of the last 30 minutes of aircraft operation.

3.2 Recorder Description

This model CVR, the Fairchild A-100, records a minimum of 30 minutes of analog audio on a continuous loop tape in a four-channel format: one channel for each flight crew, one channel for a cockpit observer, and one channel for the cockpit area microphone (CAM).

3.3 Recorder Damage

Upon arrival at the laboratory, it was evident that the CVR had not sustained any heat or structural damage and the audio information was extracted from the recorder normally, without difficulty.

3.4 Audio Recording Description

The recording consisted of four channels of audio information; however none of the audio was pertinent to the incident/accident investigation. The audio was consistent with the CVR being overwritten or recorded over by subsequent events. Characteristics of overwritten CVRs include:

- Audio consistent with the airplane being stationary on the ground with electrical power on.
- Post-accident conversations or sounds that are irrelevant, or do not provide any additional information useful to the investigation.
- Conversations or other audio consistent with maintenance personnel working in or near the cockpit.
- Conversations or other audio indicating the airplane is taxiing after an incident.
- Background sounds in an unoccupied cockpit such as:
 - Radio transmission from other aircraft or ground facilities.
 - Unintelligible or difficult to discern conversation or other sounds likely emanating from the cabin or outside the airplane.

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