

# NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division  
Washington, D.C. 20594

March 2, 2016

## Onboard Image Recorder

**Specialist's Factual Report**  
**By Sean Payne**

### 1. EVENT SUMMARY

Location: Humboldt, Iowa  
Date: August 9, 2015  
Aircraft: Larry D Erickson RAF 2000 GT  
Registration: N315LK  
Operator: Private  
NTSB Number: CEN15LA344

On August 9, 2015, about 1855 central daylight time, a Larry D Erickson RAF 2000 GT rotorcraft, N315LK, was substantially damaged after impacting terrain near Humboldt, Iowa. The pilot was fatally injured and the passenger was seriously injured. The rotorcraft was registered to and operated by a private individual under the provisions of 14 *Code of Federal Regulations* Part 91 as a personal flight. Day visual meteorological conditions prevailed for the flight, with no flight plan filed. The local flight departed from Humboldt Municipal Airport (0K7), Humboldt, Iowa at an unknown time.

### 2. GROUP

A group was not convened.

### 3. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received the following device:

|                            |                              |
|----------------------------|------------------------------|
| Device Manufacturer/Model: | <b>Sony Cybershot DSC-H3</b> |
| Serial Number:             | <b>539589</b>                |

#### 3.1. Device Description

The Sony Cybershot DSC H3 is a consumer grade 8.1 megapixel hand held imaging device. The device has a 2.5 inch LCD<sup>1</sup> display and a pop up flash. The device is capable of taking continuous still images at a rate of 2 frames per second (fps) at an

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<sup>1</sup> LCD – Liquid Crystal Display.

ISO<sup>2</sup> up to 3,200. The device is capable of recording video at a resolution of 640 x 480 pixels and a frame rate of up to 30 fps. It uses an optical zoom of up to 10x power as well as a digital zoom of up to 20x power.

### 3.2. Device Condition

Upon arrival at the Vehicle Recorder Laboratory, an examination revealed the unit had sustained only light damage and information was extracted normally from the device's Memory Stick<sup>3</sup> flash<sup>4</sup> card.



**Figure 1.** Photo of undamaged unit

### 3.3. Data Description

The data extracted from the device's Memory Stick flash memory device included 432 .JPG<sup>5</sup> photographs with timestamps ranging from June 26, 2012 through July 9, 2015. The event occurred on August 9, 2015.

The camera's battery was charged in the laboratory and the camera was powered. Upon start up, the camera prompted the user to set the camera's internal clock. The internal clock defaulted to January 1, 2007. A time correlation was unable to be constructed.

Five of last six photos on the device's memory stick flash card were taken from an aerial vantage point. The photographs showed only a view of the ground and did not show any part of the accident aircraft. It was unable to be determined if these photos were taken in the accident aircraft on the accident date.

The last photograph, DSC02431.JPG, was taken in an area of vegetation. It is unclear whether the photo was accidentally or intentionally captured by the camera's user.

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<sup>2</sup> ISO – A standard for equivalent film speed.

<sup>3</sup> Memory Stick – A Sony proprietary removal flash memory device.

<sup>4</sup> Flash memory – An electronic non-volatile computer storage medium.

<sup>5</sup> .JPG – A standard for a type of lossy compression typically used in digital imaging devices.

No video recordings were found on the device's memory stick. The Memory Stick was not forensically searched for corrupted or incomplete video files as the Memory Stick showed no evidence that user had recently recorded a video file using the imaging device.<sup>6</sup>

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<sup>6</sup> In high impact scenarios in which an imaging device sustains a violent impact, the possibility exists of corrupted or incomplete video file being recorded to the memory card. These corrupted files are often not viewable in a Windows filesystem.