

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, D.C. 20594

October 26, 2016

Other Device

Specialist's Factual Report by James Cash

1. EVENT

Location: Xenia, Ohio
Date: January 26, 2016
Aircraft: Cirrus SR22
Registration: N1703
Operator: Private
NTSB Number: CEN16FA095

On January 26, 2016, about 1800 Eastern Standard Time¹, a Cirrus Design Corp SR22 single engine airplane, N1703, registered to Weaver LLC of Indianapolis, Indiana, was substantially damaged when it impacted terrain during final approach to runway 25 at the Greene County - Lewis A Jackson Regional Airport (I19), Xenia, Ohio. The pilot, who was the sole occupant, sustained fatal injuries. Visual meteorological conditions (VMC) prevailed in the area during the approach. The positioning flight was being conducted under the provisions of Title 14 CFR Part 91 and an IFR flight plan was filed. The flight originated about 1700 from the Indianapolis Executive Airport (TYQ), Indianapolis, Indiana, and I19 was its planned destination.

2. DETAILS OF INVESTIGATION

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

Device: Heads Up Technologies RDM
Device: Serial Number: 18042

2.1. Heads Up Technologies RDM Device Description

The Heads Up Technologies RDM data recorder is a light weight impact and fire hardened data recorder mounted in the tail of the Cirrus aircraft. The unit is capable of recording approximately 150 hours of aircraft data at a rate of one record per second. Each record includes approximately 105 positional, aircraft flight and engine parameters.

¹ All times expressed in Eastern Standard Time (EST)

2.1.1. Heads Up Technologies RDM Data Recovery

Upon arrival at the Vehicle Recorder Division, an exterior examination revealed the unit had not sustained any impact or heat/fire damage. The electrical cable that connects the RDM unit to the aircraft was cut during the recovery so a new electrical connector was attached. The unit powered up normally and the recorded information was extracted using the manufacturer's software, without difficulty.

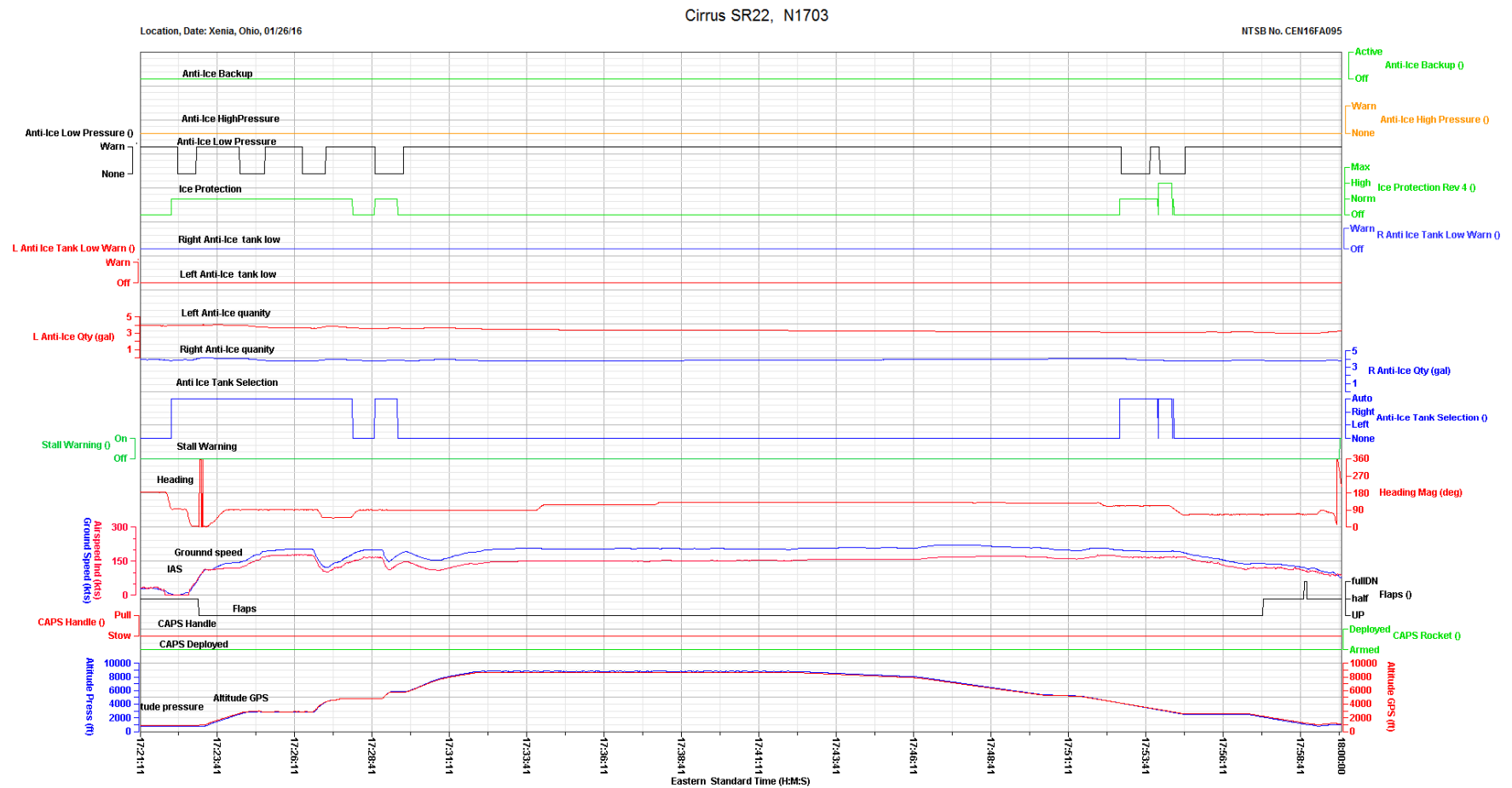
2.1.2. Heads Up Technologies RDM Data Description

The data extracted included 521,855 total data records. The accident flight was the last session recorded (3599 total data records (seconds)). All times are based on the IIC provided time of 1800 EST as the time of the accident. Chart 1 contains data from the accident flight pertaining to the anti-ice/deice system of the aircraft. Chart 2 contains the same information found in Chart 1 but for the last 15 minutes of the accident flight. Chart 3 contains select engine and flight data from the entire accident flight. Chart 4 contains the same information found in Chart 3 but for the last 15 minutes of the accident flight.

Data used to produce Charts 1-4 are available in electronic format as attachment 1 in public docket.

James Cash
Electronic Engineer

CHART 1 Anti-Ice Parameters for Accident Flight



Revised: 25 May 2016

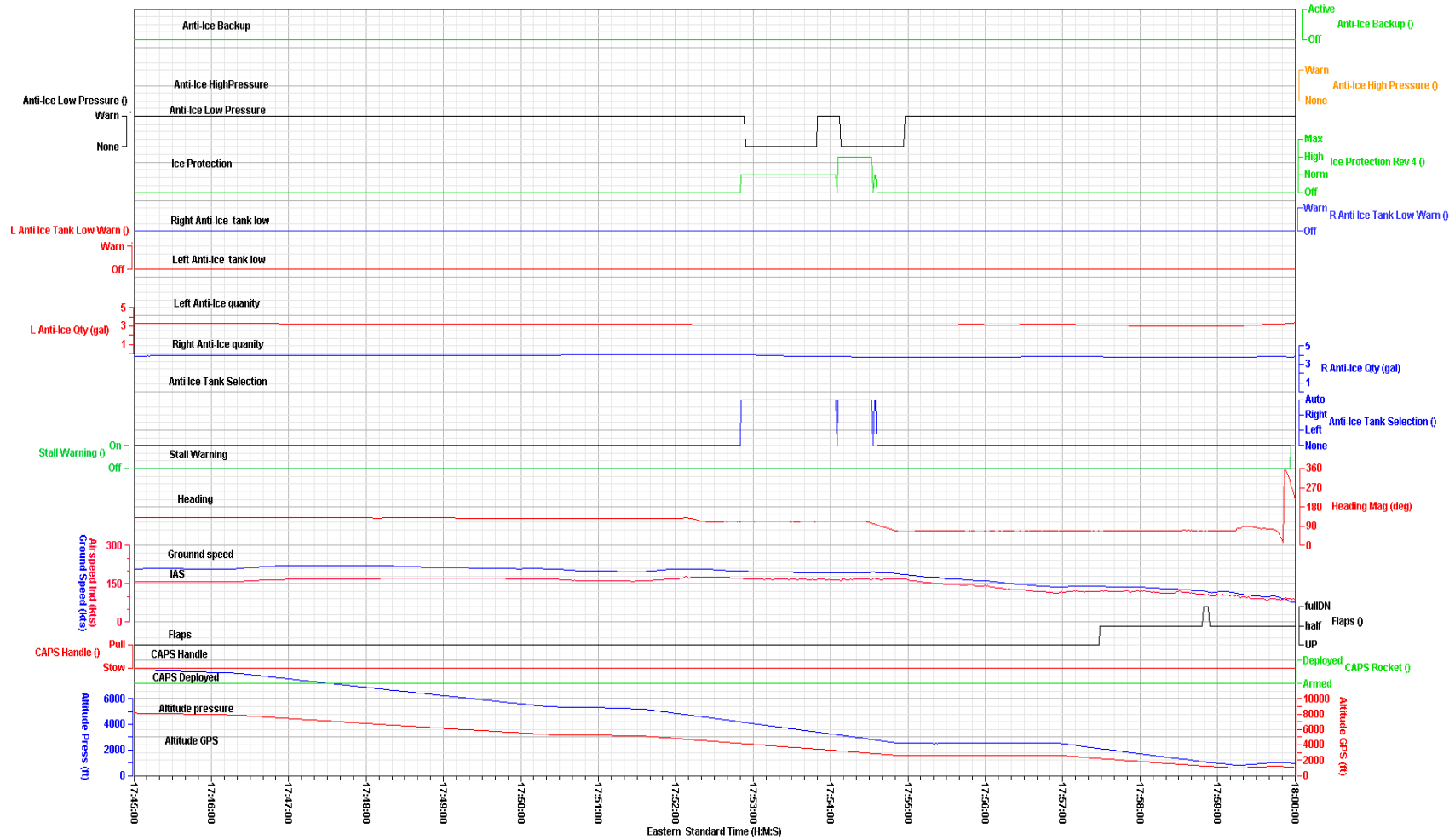
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CHART 2 Anti-Ice Parameters for last 15 Minutes of Accident Flight

Cirrus SR22, N1703

Location, Date: Xenia, Ohio, 01/26/16

NTSB No. CEN16FA095



Revised: 25 May 2016

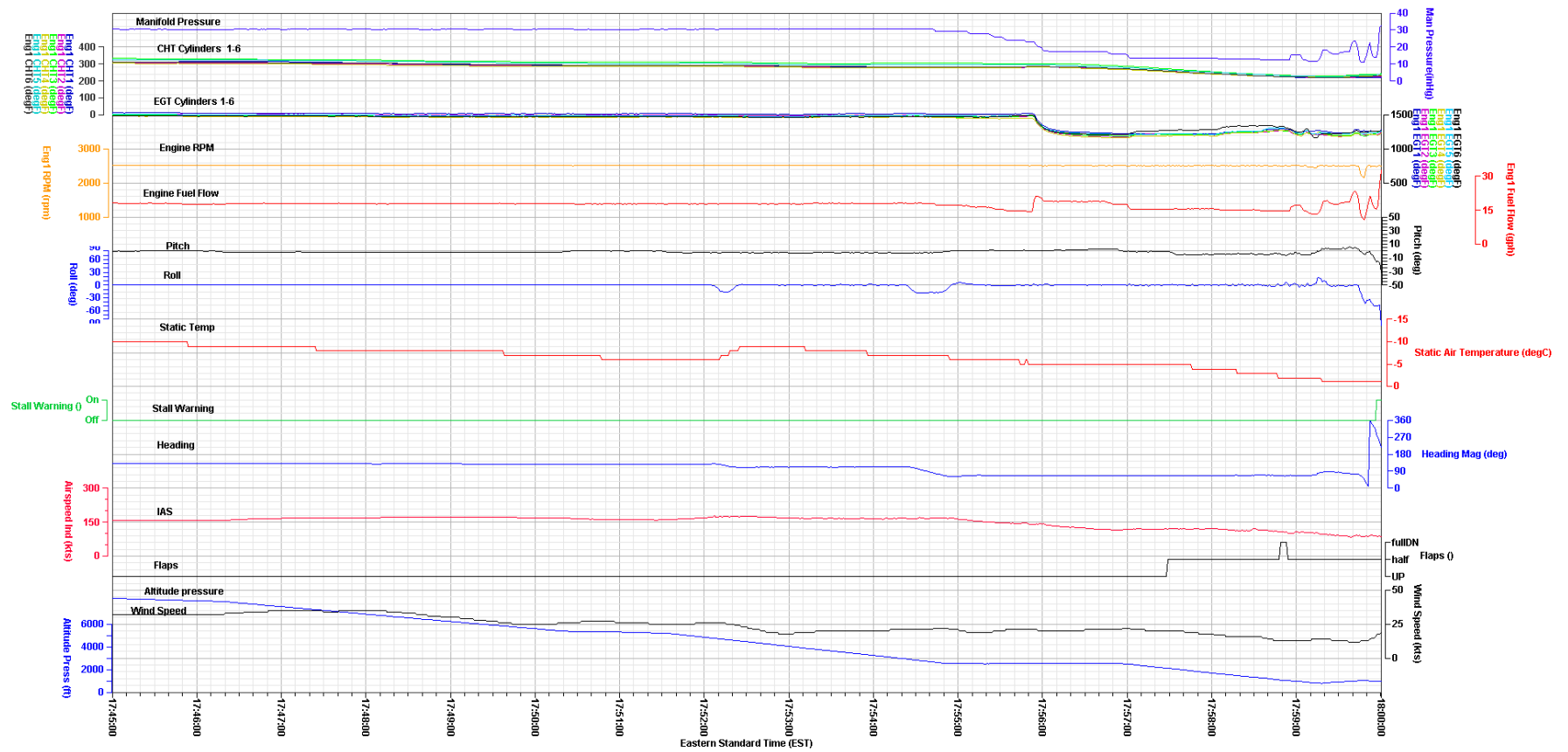
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CHART 3 Engine Parameters for Accident Flight

Cirrus SR22, N1703

Location, Date: Xenia, Ohio, 01/26/16

NTSB No. CEN16FA095



Revised: 26 October 2016

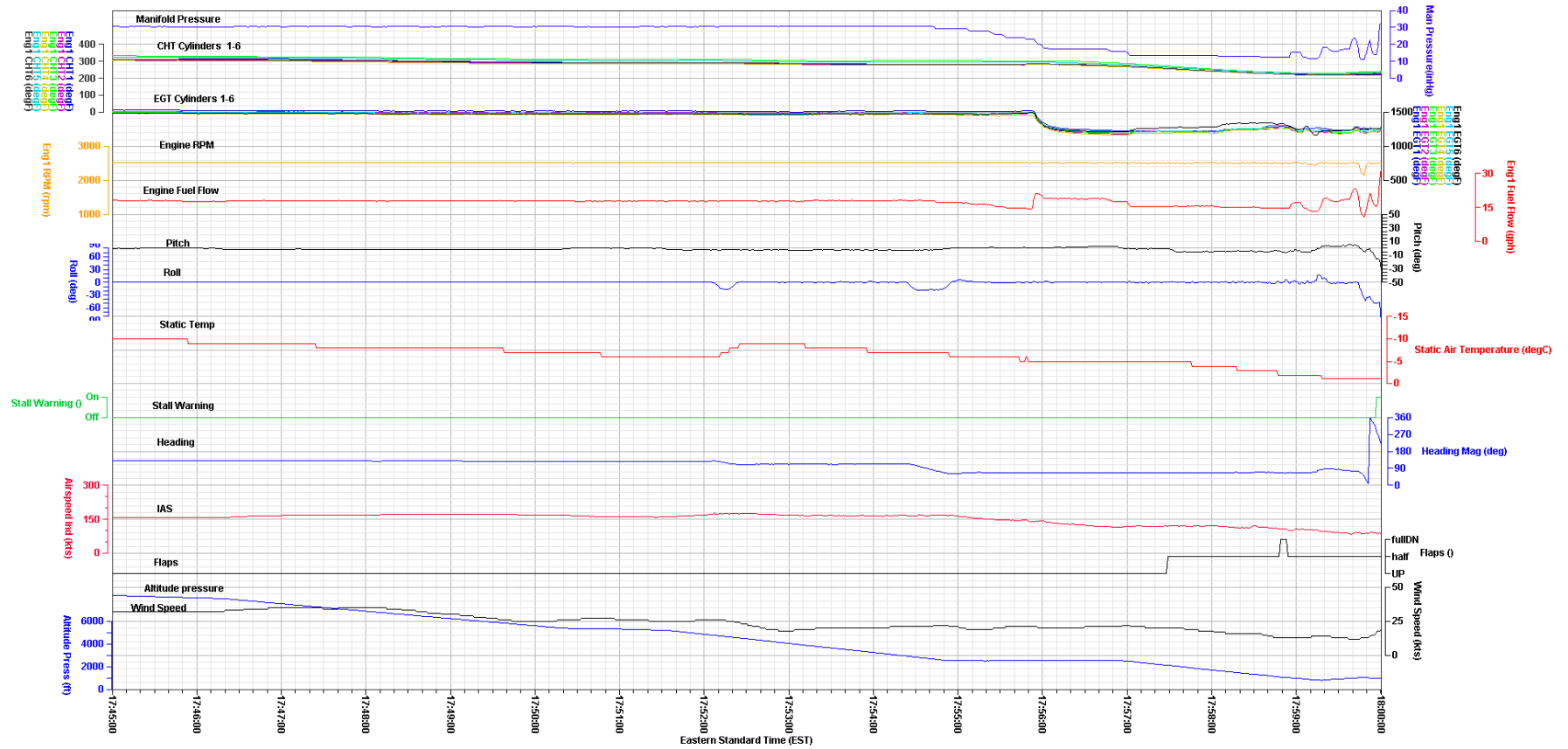
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CHART 4 Engine Parameters for last 15 minutes of Accident Flight

Cirrus SR22, N1703

Location, Date: Xenia, Ohio, 01/26/16

NTSB No. CEN16FA095



Revised: 26 October 2016

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