

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, D.C. 20594

February 22, 2018

Personal Electronic Device

Specialist's Factual Report
By Jane Foster

1. EVENT SUMMARY

Location: Frankenmuth, Michigan
Date: July 3, 2016
Aircraft: Aeronca 11AC
Registration: N86078
Operator: Private
NTSB Number: CEN16FA240

On July 3, 2016, about 1720 eastern daylight time, an Aeronca Chief 11AC airplane, N86078, impacted terrain near Frankenmuth, Michigan. The private rated pilot and passenger were fatally injured, and the airplane was destroyed. The airplane was registered to and operated by a private individual under the 14 *Code of Federal Regulations* Part 91 as a personal flight. Visual meteorological conditions prevailed and the airplane was not on a flight plan. The local flight was originating from the William 'Tiny' Zehnder Field Airport (66G), Frankenmuth, Michigan, at the time of the accident.

2. GROUP

A group was not convened.

3. DETAILS OF INVESTIGATION

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

Device Manufacturer/Model: HTC One M8 831C
Serial Number: FA43RSF02240

3.1. Device Description

The HTC One M8 is a touch-screen smart-phone capable of voice calling, text messaging, email, photo/video recording, audio (music) playback, and numerous other specialized functions depending on configuration. Specialized functions are supported by additional user-installed program applications (Apps). Application data is stored in non-volatile memory and may include call logs, text messaging logs, image, video, and position

location information. In addition, the specialized application data may be stored in a proprietary file structure using numerous file formats. The amount and type of data stored varies based on the software version and configuration of the specific device.

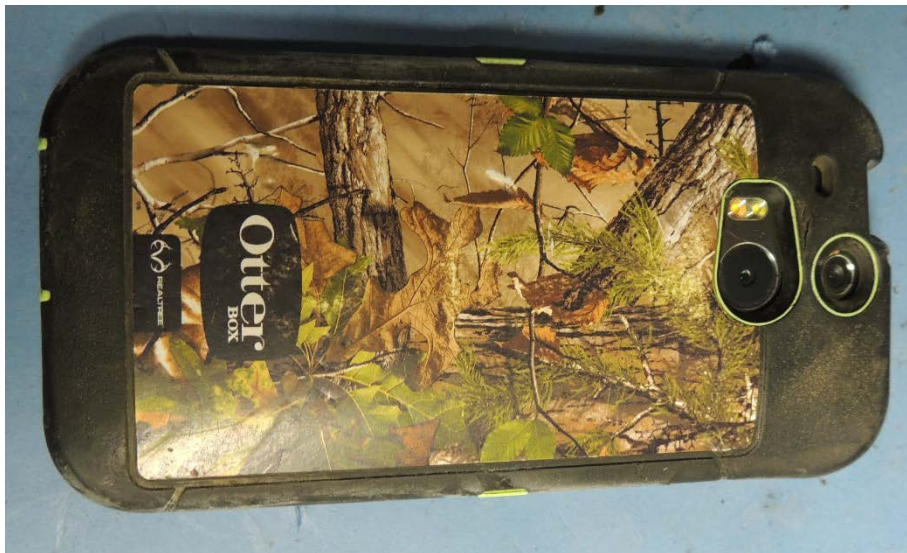
3.2. Data Recovery

Upon arrival at the Vehicle Recorder Laboratory, an examination revealed the unit was in working condition. The device was powered on and read out normally using forensic software. Figures 1 and 2 show the front and back of the HTC M8 as received.

Figure 1. Front of HTC M8 as received.



Figure 2. Back of HTC M8 as received.



4. DEVICE INVESTIGATION

4.1. HTC Cell Phone

There were six in cockpit images found on the cell phone. They were taken on the day of the accident, July 3, 2016, starting at 1708 and ending at 1709 EDT. Four of the images showed the ground below the aircraft. One was a blurry picture of some of the gauges and was unreadable. The final photo showed the altimeter and oil pressure gauge. The images are shown in figures 3 through 8.

Figure 3. Photo from July 3, 2016 at 17:08:57 PM EDT



Figure 4. Photo from July 3, 2016 at 17:08:59 EDT



Figure 5. Photo from July 3, 2016 at 17:09:39 EDT.



Figure 6. Photo from July 3, 2016 at 17:09:45 EDT.



Figure 7. Photo from July 3, 2016 at 17:09:54 EDT.



Figure 8. Photo from July 3, 2016 at 17:09:54 EDT.

