

**NATIONAL TRANSPORTATION SAFETY BOARD**

Vehicle Recorder Division  
Washington, D.C. 20594

May 10, 2018

**Personal Electronic Device**

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

**1. EVENT SUMMARY**

Location: Collinston, Louisiana  
Date: April 30, 2017  
Aircraft: Champion 7KCAB  
Registration: N1899G  
Operator: Private  
NTSB Number: CEN17FA169

On April 30, 2017, at 1635 central daylight time, a Champion 7KCAB airplane, N1899G, impacted terrain following a power line strike near Collinston, Louisiana. The flight instructor and commercial pilot were fatally injured, and the airplane was destroyed. The airplane was registered to Professional Pilot Resources LLC and operated by Flying Tiger Aviation LLC under the provisions of 14 *Code of Federal Regulations* Part 91. Day visual meteorological conditions prevailed for the local aerial application training flight, which departed without a flight plan from Morehouse Memorial Airport (BQP), Bastrop, Louisiana.

**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: | Apple iPhone 6S |
| Serial Number:             | N/A             |

**3.1. Device Description**

PEDs are a category of devices comprised primarily of portable computing devices and mobile phones. Portable computing devices are typically capable of internet access, email, messaging services, and can run user-installed applications to perform specific tasks. Depending on the model, mobile phones can perform many of the same tasks as

portable computing devices, plus have voice call and text messaging capabilities. PED user and system data is typically stored on non-volatile memory<sup>1</sup> and can be accessed through manufacturer-provided interfaces.

### **3.2. Data Recovery**

The device was unable to power in the laboratory. The device's main board was removed and installed in a surrogate device. The device functioned normally in the surrogate device. The device was connected to a PC and read using forensic evidence recovery software for PEDs. Data from the device is discussed in section 4.



**Figure 1.** Photo of iPhone 6S.

## **4. DEVICE INVESTIGATION**

### **4.1. Apple iPhone 6S**

#### **Photos and Videos**

There were no photos or video recovered of the accident flight. Photos prior to the accident flight were aviation in nature and included photos of a Citabria cockpit which had what appeared to be an agricultural light bar that could provide guidance during aerial application. Generally, other photos and videos in the days preceding the accident were related to agricultural and aerobatic oriented aviation.

#### **Text Messages**

Text messages between the accident pilot receiving instruction and accident flight instructor were determined to be pertinent to the investigation. To summarize, an electronic booking program showed that a flight was scheduled on April 29, 2017. On the morning of the 29<sup>th</sup>, the accident flight instructor informed the accident pilot receiving

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<sup>1</sup> Non-volatile memory is semiconductor memory that does not require external power for data retention.

instruction that it was going to be windy and suggested rescheduling the flight. The accident pilot receiving instruction agreed.

Later that day, the accident pilot receiving instruction informed the instructor that he had 14.3 “Citabria hours.” The accident instructor stated that “the system” showed the accident pilot receiving instruction had 16.2 hours and told the accident pilot receiving instruction to look into the discrepancy.

Later, messages showed that the electronic booking software had been updated and the accident flight was scheduled for April 30, 2017.

No other text messages were deemed pertinent to the investigation.

### **Electronic Flight Bag (Foreflight)**

The device contained the application “Foreflight” which is an electronic charting and navigation program for pilots. The application contained a track log from April 24, 2017. The tracklog was for a duration of 1.2 hours and was recorded between Touchstone Ridge Ultralight Flight Park (84LA), Haughton, Louisiana and East Side Airport (3TS0), Longview, Texas.

The device contained sporadic recordings of other tracklogs, many were incomplete recordings of flights. The other available tracklogs dated back to March 4, 2016.

### **72 Hour History**

The 72 hour history of the accident pilot receiving instruction was recreated from data available on the PED only.<sup>2</sup> The 72 hour history showed a nominal cycle in which PED usage spiked during daylight hours and tapered off during nighttime hours.

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<sup>2</sup> A 72 hour history built on the usage of the PED may not reflect the overall characteristics of an individual’s 72 hour history.