

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

September 1, 2017

Global Positioning System Device

Factual Report

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NTSB Air Safety Investigator

1. EVENT SUMMARY

Location: Gaylord, Michigan
Date: August 28, 2017
Aircraft: Cessna 180J
Registration: N180LP
Operator: Private Individual
NTSB Number: CEN17FA332

2. DETAILS OF INVESTIGATION

The following device was downloaded:

Device Manufacturer & Model Number: Garmin GPSmap 196
Device Serial Number: 65410427

2.1. Data Recovery

The device was undamaged and was downloaded normally using the Garmin Basecamp software.

2.2. Data Description

A Garmin GPSMAP 196 device was recovered from the wreckage, and its non-volatile memory was downloaded. According to a review of the recovered data, only portions of the flight were recorded, and there were several time gaps observed in the data. Additionally, the recovered data did not include the final 9 minutes of the flight. The recovered dataset began at 1248:03 with the airplane at the north end of Otsego Lake. The airplane water-taxied at the north end of the lake for the first 2 minutes 53 seconds of the dataset. After 1250:56, there was a 2 minute 44 second gap in the recorded data. When the recorded data resumed, at 1253:40, the airplane was near the south end of Otsego Lake at 1,280 ft (about 10 ft above the lake) on a south course at a ground speed of 63 knots. At 1253:54, the airplane had had climbed to 1,545 ft and accelerated to 99 knots ground speed. The airplane then made a climbing 180° left turn above the southern shore of Otsego Lake to a north course. Between 1256:19 and 12:57:17, the airplane completed a left 360° turn about 130 ft above the lake. After the left 360° turn the airplane

continued north toward GLR. At 1258:52, the airplane was about 1 mile south of GLR at 1,703 ft. After 1258:52, there was a 1 minute 49 second gap in the recorded data. When the recorded data resumed, at 1300:41, the airplane was about 0.6 miles northwest of the runway 9 threshold at GLR on a west-northwest course at 1,565 ft. Between 1301:22 and 1302:23, the airplane completed a 225° left turn to join a 1.6 mile final approach to runway 9. At 1303:01, the final GPS data point was recorded about ½ mile west of the runway 9 threshold about 170 ft agl at a ground speed of 100 knots. The final GPS data point was located about 6.8 miles northwest of the accident site.

2.3. TABULAR DATA

Tabular data in electronic comma-delimited (.csv) format is included with the docket materials associated with NTSB Investigation No. CEN17FA332 (Gaylord, Michigan).