

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, DC 20594

May 24, 2021

Onboard Image Recorder

Specialist's Factual Report
By Nick Swann

1. EVENT SUMMARY

Location:	Houston, TX
Date:	May 2, 2020
Vehicle:	McDonnell Douglas MD-369E
Registration:	N8375F
Operator:	City of Houston
NTSB Number:	CEN20LA167

2. GROUP

An onboard image recorder group was not convened.

3. DETAILS OF INVESTIGATION

On May 7, 2020, the National Transportation Safety Board (NTSB) Vehicle Recorder Division received files from the following helicopter video recording device:

Recorder Manufacturer/Model:	Churchill Navigation System
Recorder Serial Number:	Unknown

3.1. Recorder Description

The Churchill Navigation System is a recording device that allows for airborne law enforcement vehicles to capture video and photographs from missions and augment the recordings with GPS data.

3.2. Video Files

The last 4 videos on the device were deemed to be of interest and were examined for this report. The recorder has the following data overlaid on the frame:

- Speed
- Heading
- Latitude
- Longitude
- Altitude

3.3. Timing and Correlation

The times used in this report are expressed as local time, central daylight time. The time in each video was displayed in the top left of the frame.

3.4. Summary of Recording Contents

In agreement with the Investigator-In-Charge, a video group did not convene and a summary report was prepared. The last frame of each video recorded was taken and the location and time of the last frame were taken from each video. Information from the last frame of each video is displayed in a table below.

Date and Time	Latitude	Longitude
Data from Last Frames		
05/01/20 – 22:45:55	29°46'50.20"N	95°30'13.05"W
05/01/20 – 22:45:58	29°46'52.72"N	95°15'12.00"W
05/01/20 – 23:29:58	29°42'54.37"N	95°30'42.60"W
05/02/20 – 01:28:23	29°40'15.71"N	95°20'58.24"W
Accident Information		
05/02/20 – 02:03	29°56'50.00"N	95°23'45.01"W

Last Frames of Video Recordings:

The following images are the final frames of the four recordings. The helicopter data is displayed in the upper left.



Figure 1. Last frame of first recording



Figure 2. Last frame of second recording



Figure 3. Last frame of the third recording.



Figure 4. Last frame of the fourth recording.