

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



CEN24LA236

Recoverable Data Module Brief Report

June 23, 2024

A. ACCIDENT

Location : Boerne Texas
Date : June 23, 2024
Vehicle : Cirrus SR22T, NB7AQ

B. DEVICE

Device : Heads Up RDM-100
Part Number : RDM100-02
Serial Number : QR-Code In Image Below

C. DETAILS OF THE INVESTIGATION

1. Summary

The Recoverable Data Module was delivered to the NTSB Vehicle Recorder Laboratory and the data were downloaded using the manufacturer's procedure and software. Figure 1 is a photo of the recovered RDM showing the serial number QR code.



Figure 1. Photograph of the device including the data plate

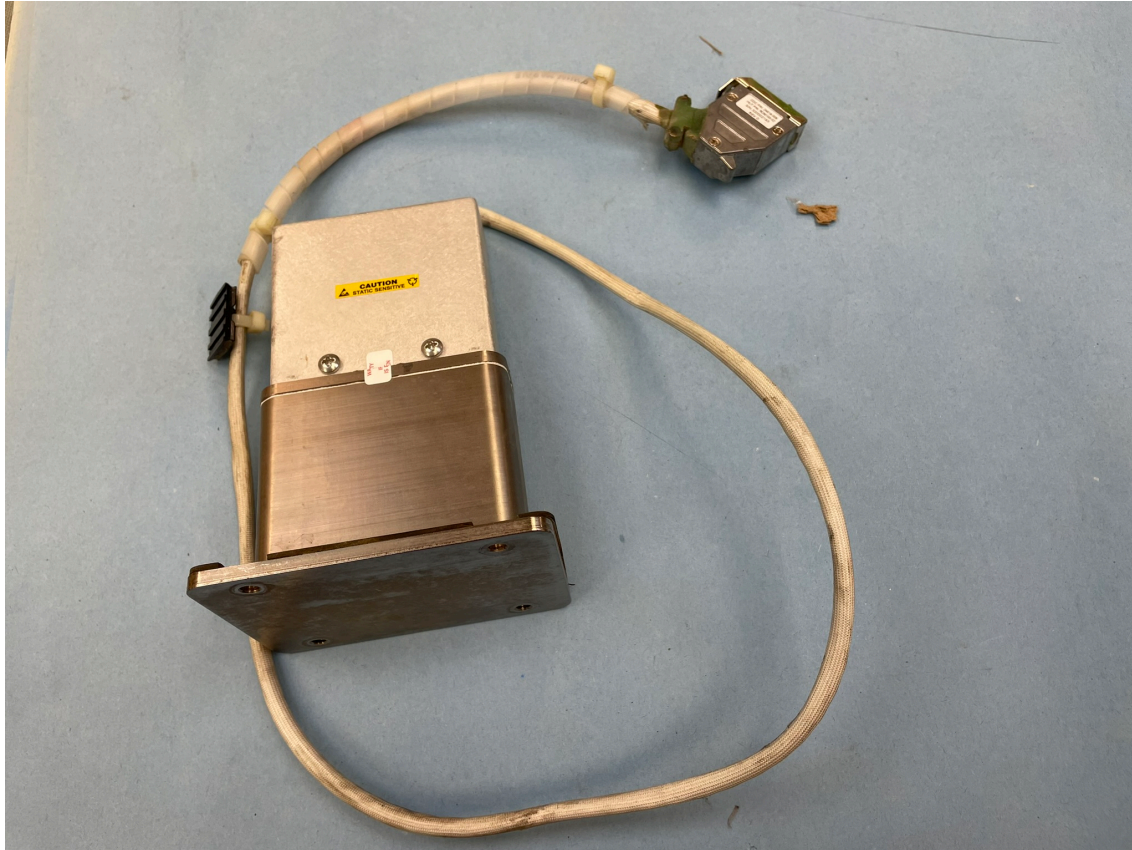


Figure 2. Photograph of the entire device, including it's cable

2. Graphs

The accident flight is shown in a series of plots as figure 3. The first set represents EGT, CHT, fuel flow and manifold pressure.

A dashed red line is used on the fuel flow graph to denote when a Crew Alerting System (CAS) message should have been presented to the pilot. the CAS message for fuel flow is not recorded by the RDM, so it is unsure if this was presented to the pilot or not.

The first two plots of figure 3 show temperature for each cylinder on the vertical axis and amount of time spent at that temperature on the horizontal axis.

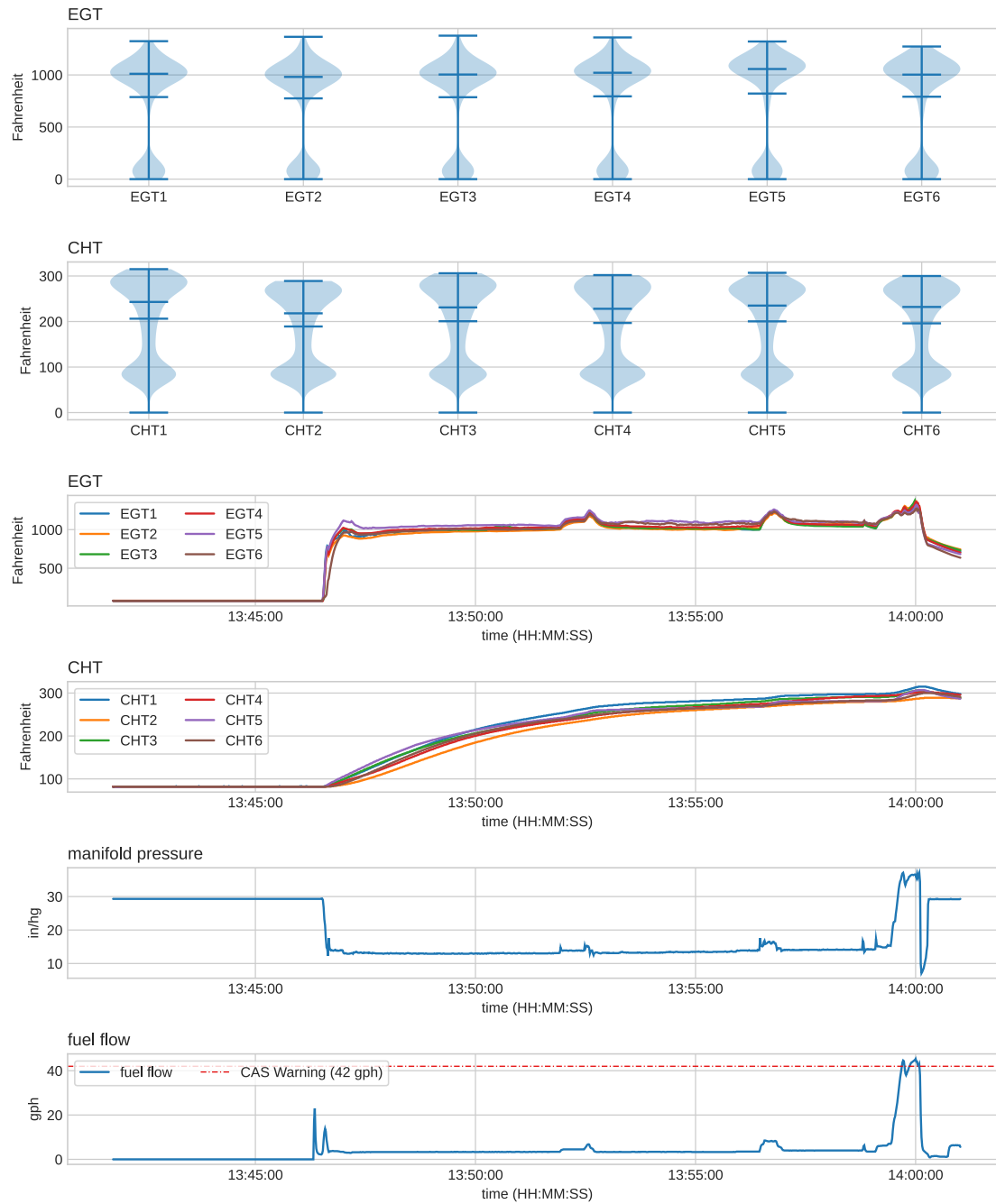


Figure 3. Graphs showing the general health of the engine on the accident flight

Fuel flow for two previous flights were plotted. The first flight is a normal flight from June 13th 2024 were the fuel flow CAS message would not have been triggered.

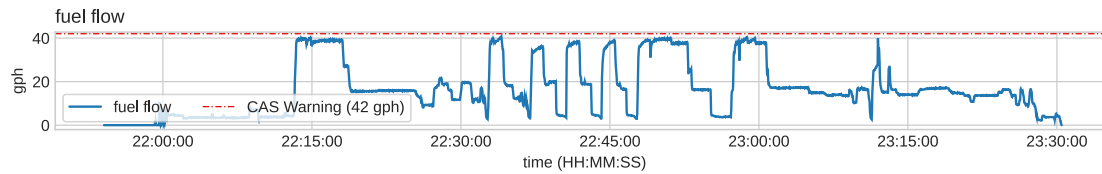


Figure 4. Another flight recorded on June 13th

Figures 5 and 6 show a flight from June 17th, were the CAS message would have likely been triggered. Figure 6 is expanded to show just the time around the highest fuel flow recorded.

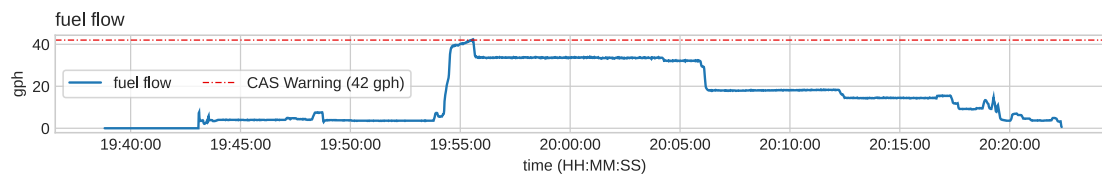


Figure 5. The earlier flight from June 17th

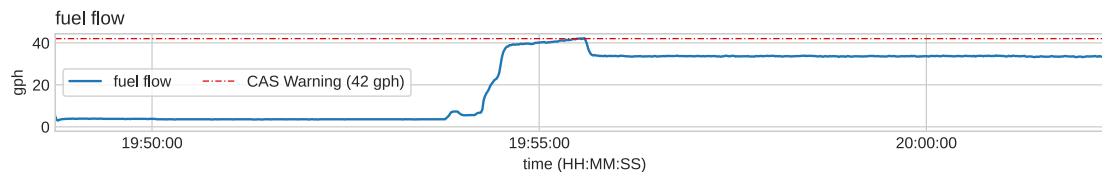


Figure 6. The high fuel flow event from earlier on the 17th

Submitted by:

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