

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



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ELECTRONIC DEVICE

Specialist's Factual Report

March 2, 2026

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A. ACCIDENT

Location: Thibodaux, Louisiana
Date: July 23, 2025
Time: 0636 Central Daylight Time (CDT)
1136 Coordinated Universal Time (UTC)
Helicopter: Bell Textron 206L-1, Private Operator, N2611

B. ELECTRONIC DEVICE SPECIALIST

Specialist: Steven Smith
Mechanical Engineer (Recorder Specialist)
National Transportation Safety Board (NTSB)

C. DETAILS OF THE INVESTIGATION

A group was not convened. The NTSB Vehicle Recorder Division received the following electronic device:

Recorder Manufacturer/Model: AG-NAV Guia Platinum
Part Number: AAP771
Recorder Serial Number: 771000012

1.0 AG-NAV Guia Platinum Description

The AG-NAV Guia Platinum is a GPS navigation system designed for aerial agricultural applications. The device features an 8.4-inch touch screen display and is capable of handling precise on/off spray at various rates within defined spray areas. Non-volatile memory from flights is recorded to an internal hard drive.¹ Data can be exported via USB ports on the device and are processed using the manufacturer's software (NavviewW). The data can then be presented in applications such as Google Earth, which can show flight paths and spray areas from recorded flights.

1.1 AG-NAV Guia Platinum Data Recovery

The AG-NAV Guia Platinum was in good condition, as shown in figures 1 and 2, and powered on normally. Data from the device's hard drive were recovered utilizing the manufacturer's procedure.

¹ Non-volatile memory (NVM) is semiconductor memory that does not require external power for data retention.



Figure 1. AG-NAV Guia Platinum front as received by the NTSB Vehicle Recorder Laboratory.

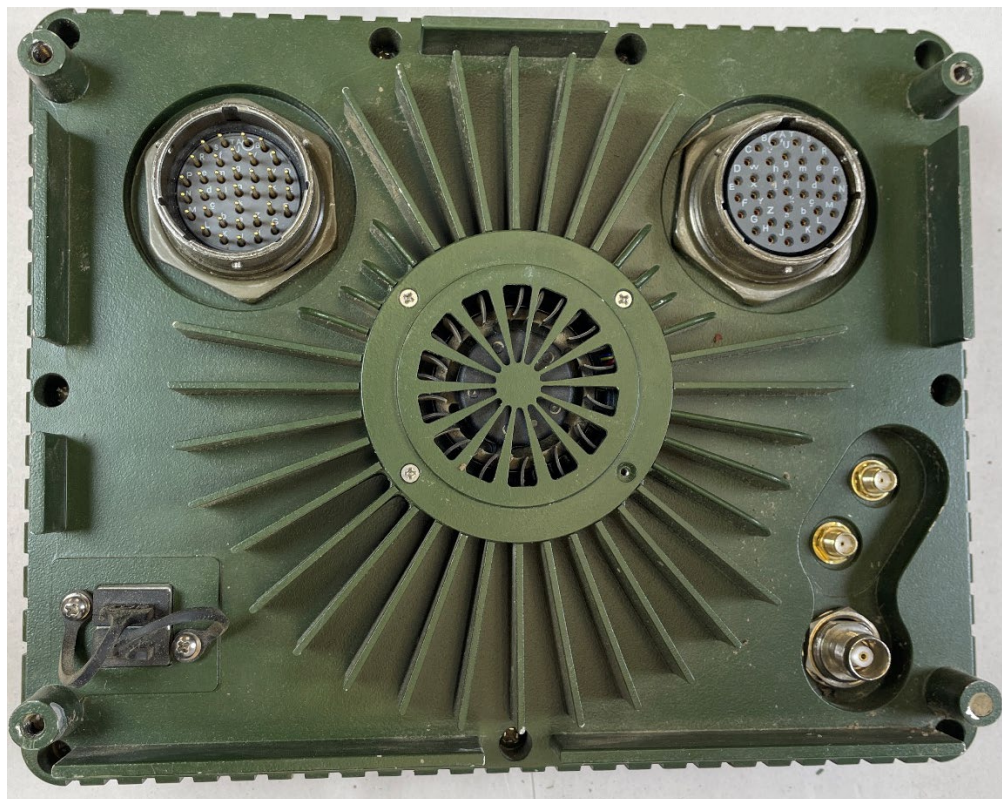


Figure 2. AG-NAV Guia Platinum back as received by the NTSB Vehicle Recorder Laboratory.

1.2 AG-NAV Guia Platinum Recording Description

The AG-NAV Guia Platinum contained 598 data files on the device's internal hard drive. The recorded session containing the accident flight was identified and started at 11:29:04.4 UTC and ended at 11:35:42.6 UTC on July 23, 2025. The sampling rate of the AG-NAV Guia Platinum varied between 2 Hertz and 3 Hertz. The final recorded data point was approximately 0.51 nautical miles north-northeast of the reported wreckage location. The accident event may not have been captured due to data buffering on the device.

1.2.1 AG-NAV Guia Platinum Parameters Provided

Table 1 lists the AG-NAV Guia Platinum parameters verified and provided in this report.

Table 1.

Parameter Name (unit)	Parameter Description (unit)
ALTft (ft)	Recorded GPS Altitude (feet)
Date (MM/DD/YYYY)	Date for recorded data point (Month/Day/Year)
IO (INSIDE/OUTSIDE)	Inside Selected Polygon / Outside Selected Polygon
LAT (deg)	Recorded Latitude (degrees)
LON (deg)	Recorded Longitude (degrees)
LIN	Recorded Line Number that is selected for spraying
SPmph (mph)	Average derived ground speed (miles per hour)
SPRY (ON/OFF)	Spray On / Spray Off
XTft (ft)	Average Derived Cross Track Error (feet)
Time (HH:MM:SS)	Time (UTC) for recorded data point (Hours:Minutes:Seconds)

1.3 AG-NAV Guia Platinum Time Correlation

The AG-NAV Guia Platinum data were recorded in UTC. The difference between CDT and UTC is 5 hours. An offset of 5 hours or 18,000 seconds was applied to the recorded data, therefore, for the rest of this report, all times are referenced as CDT, not UTC.

D. FIGURES AND TABULAR DATA

Figures 3 to 6 contain recorded data from the event on July 23, 2025. All the parameters listed in table 1 are plotted except Date and Time.

Figures 3 and 4 are time history plots of recorded data from the AG-NAV Guia Platinum from 06:29:00 CDT to 06:36:00 CDT and 06:34:40 CDT to 06:35:45 CDT, respectively.

These figures are configured such that right turns are indicated by the trace moving toward the bottom of the page, left turns towards the top of the page, and nose up attitudes towards the top of the page.

The AG-NAV Guia Platinum data indicated the following sequence of events:

- **06:29:04.4:** The device was recording data.
- **06:29:29.9:** The helicopter began a southeast course.
- **06:31:43.5:** The helicopter landed and the device stopped recording.
- **06:33:39.0:** The device was recording data. The helicopter started to move.
- **06:33:54.9:** The helicopter landed and had moved approximately 103 feet. The device stopped recording data.
- **06:34:43.2:** The device was recording data.
- **06:35:40.2:** GPS altitude was 59 feet and ground speed was 49 miles per hour. The spray system was ON.
- **06:35:40.4:** The helicopter was INSIDE the polygon area and actively spraying.
- **06:35:42.6:** The last recorded data point. GPS altitude was 43 feet and ground speed was 58 miles per hour. The spray system was changed to OFF. The device position was 0.51 nautical miles from where the fuselage reported wreckage location.

Figures 5 through 7 are graphical overlays of the entire accident flight, the spray area, and the spray area and location where the spray system was recorded on, respectively. The weather and lighting conditions in Google Earth are not necessarily representative of the weather and lighting conditions present at the time of the recording.

The corresponding tabular data used to create figures 3 to 7, including Date and Time, are provided in electronic comma-separated value (CSV) format as attachment 1 to this report.

Submitted by:

Steven Smith
Mechanical Engineer (Recorder Specialist)

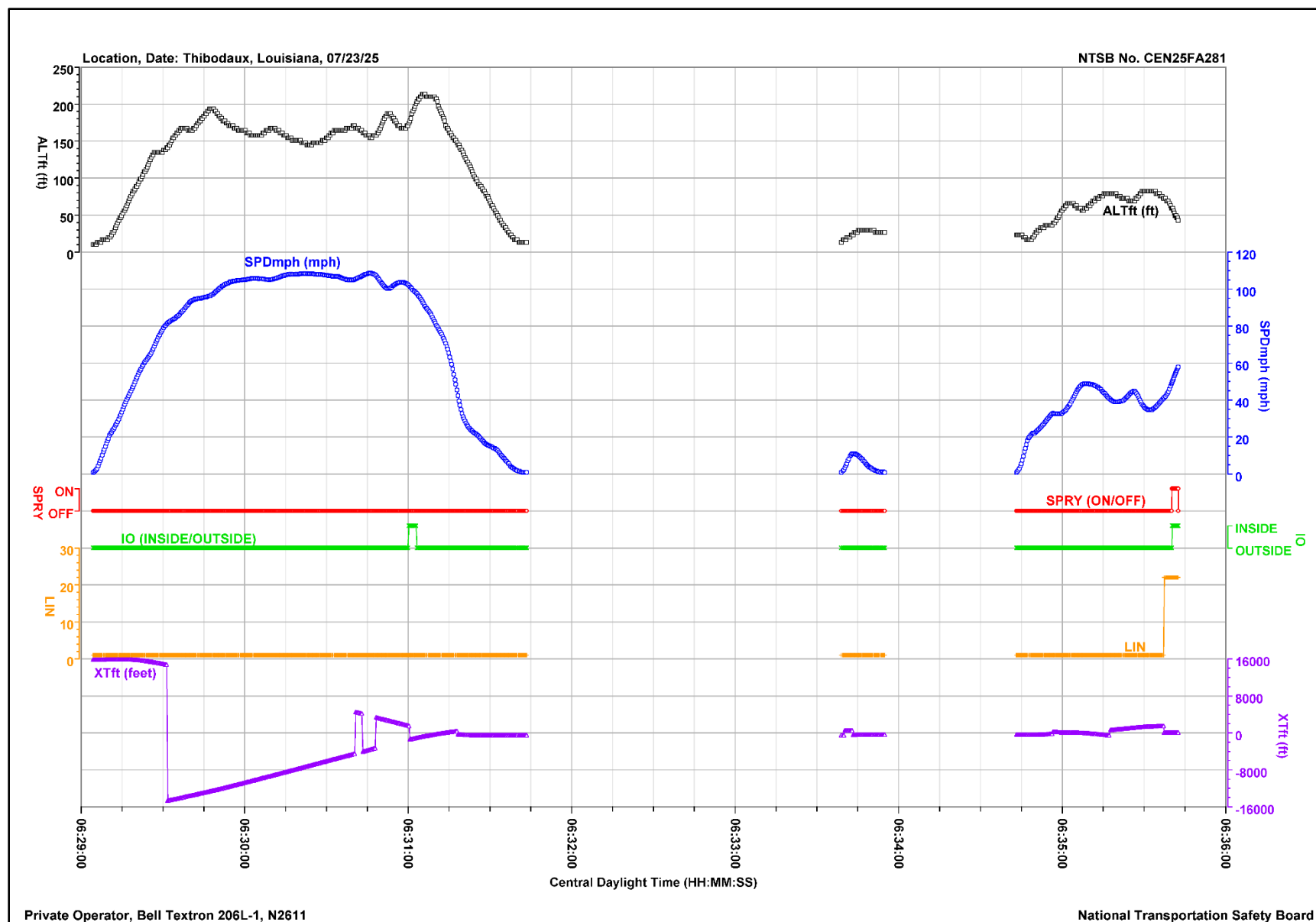


Figure 3. Time history plot of AG-NAV Guida Platinum parameters from 06:29:00 CDT to 06:36:00 CDT.

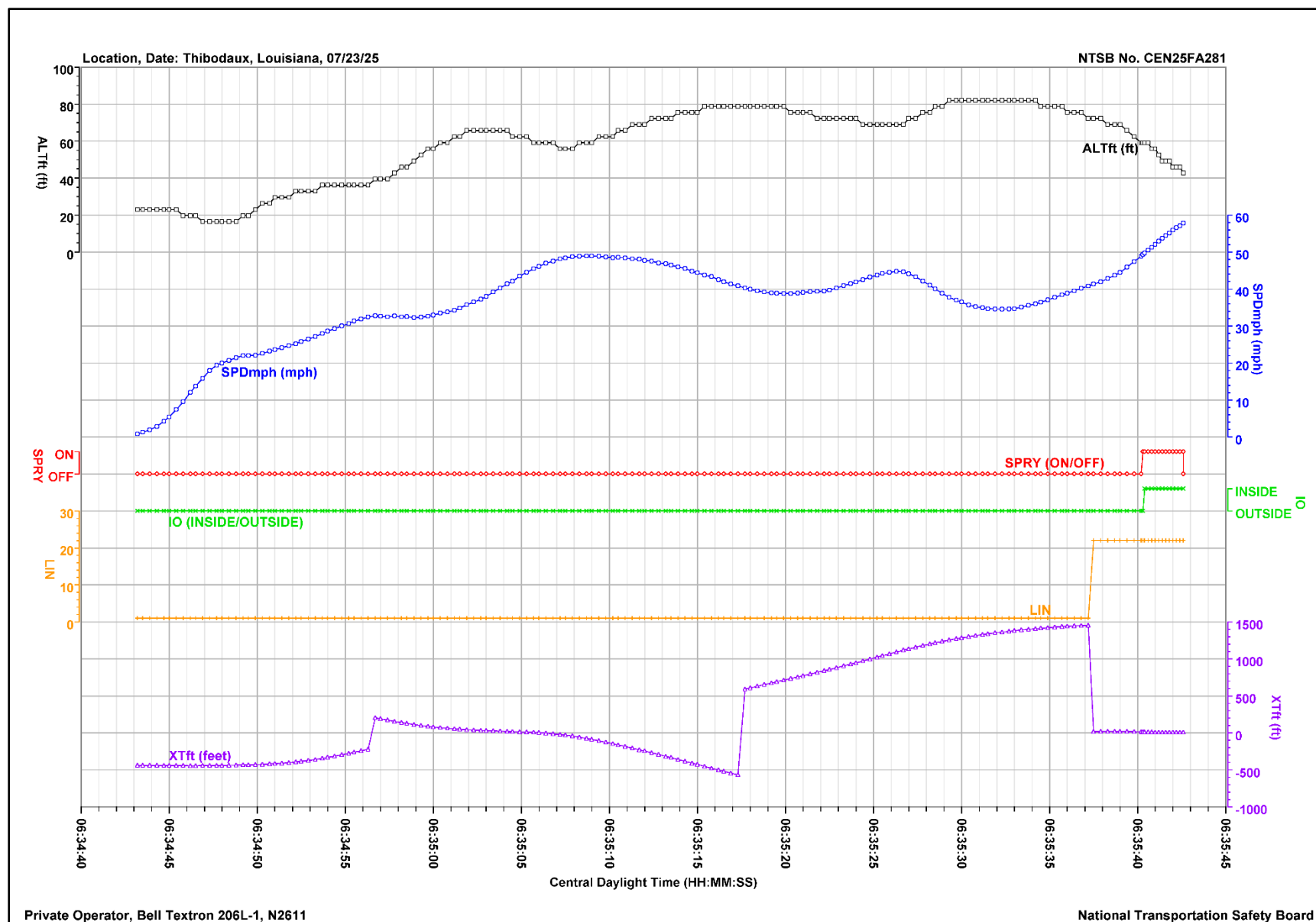


Figure 4. Time history plot of AG-NAV Guida Platinum parameters from 06:34:40 CDT to 06:35:45 CDT.



Figure 5. Google Earth overlay of the entire recorded data.

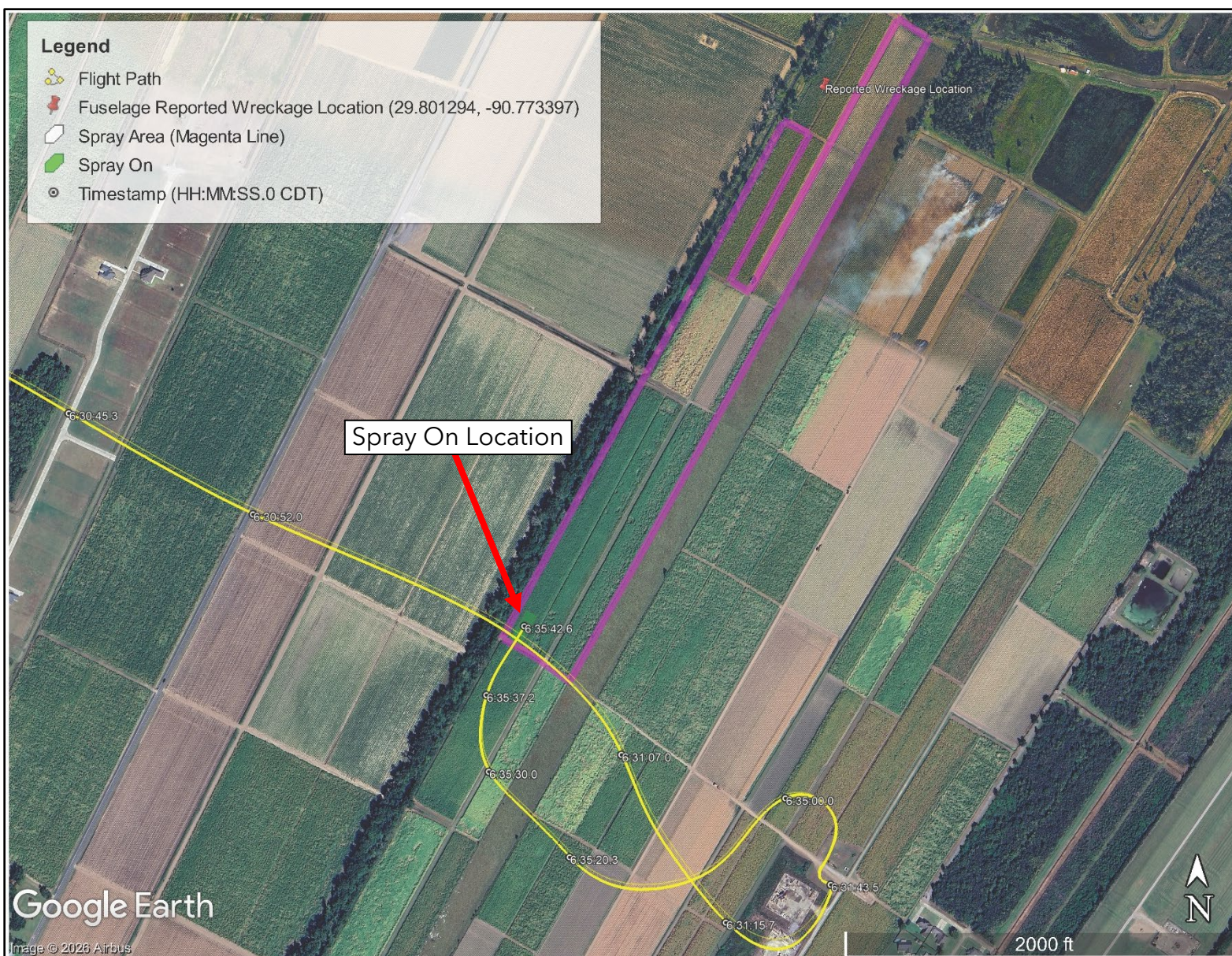


Figure 6. Google Earth overlay of the spray area. The red arrow indicates the location where the sprayer was active.



Figure 7. Google Earth overlay of the spray area and where the spray system was recorded on.