

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

June 26, 2018

Engine Data Monitor

**Factual Report
By Doug Brazy**

1. EVENT SUMMARY

Location: Palatka, Florida
Date: 2/23/16
Aircraft: Cirrus SR22
Registration: N256CD
NTSB Number: ERA16LA110

2. DETAILS OF INVESTIGATION

The following device was downloaded:

JPI EDM-700 Engine Data Monitor
Serial Number: 30525

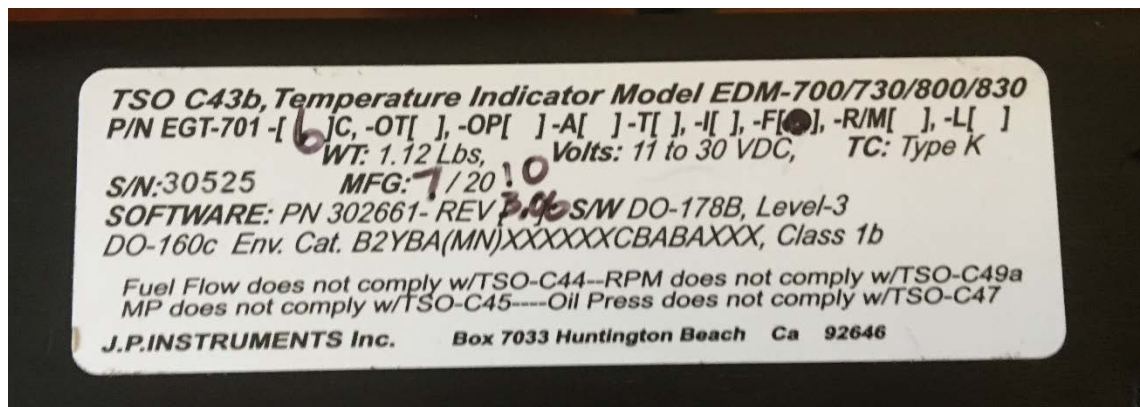
2.1. Data Recovery

The device was undamaged and was downloaded normally using the manufacturer's software. Figures 1 and 2 show the front and back of the device.

Figure 1. Font Panel



Figure 2. Data Plate



2.2. Data Description

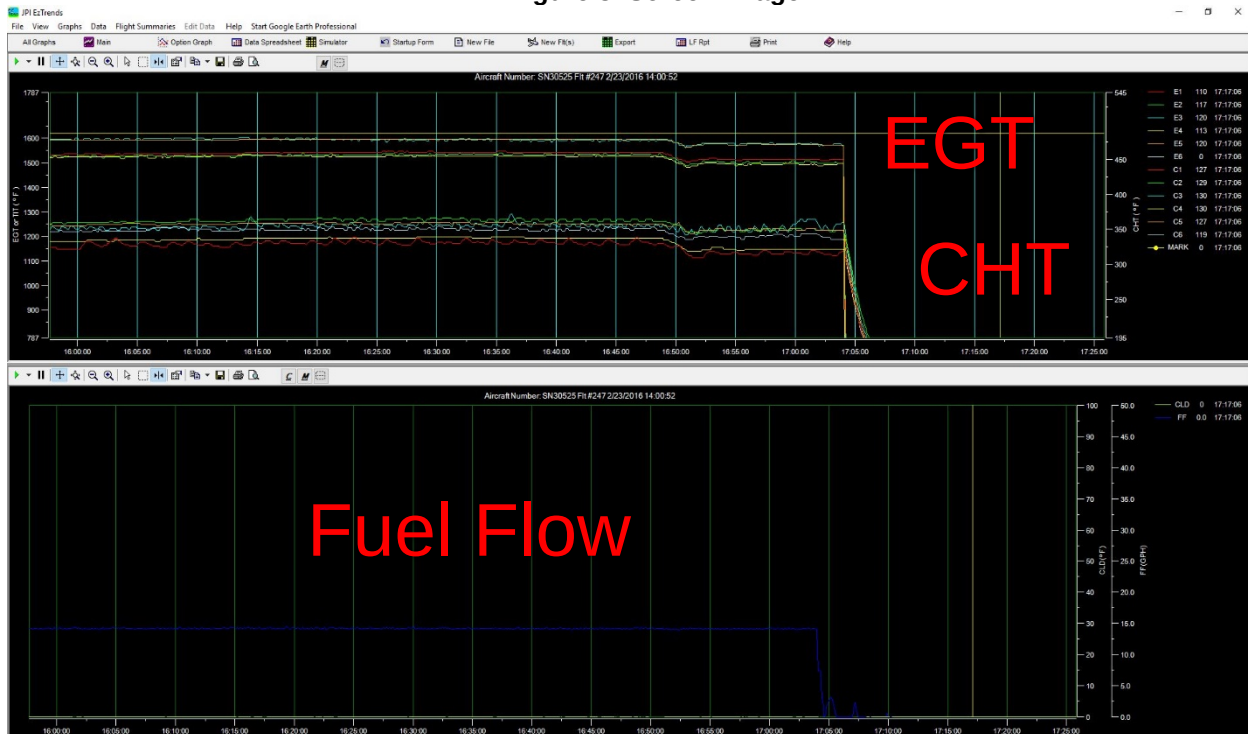
The data extracted included 12 sessions from October 29 through February 23, 2016. The accident flight was recorded starting 07:30:52¹ and ending 10:55:48 eastern standard

¹ As adjusted for clock correction and time zone. The unit's internal clock was found to be about 6 hours and 30 minutes later than eastern standard time, based on the US Naval Observatory clock.

time on February 23, 2016. Recorded parameters included cylinder head temperatures (CHT), exhaust gas temperatures(EGT), fuel flow, fuel used and battery voltage.

At the end of the flight, the fuel flow was relatively steady at 14 gallons per hour (gph) when it suddenly (within one 6 second recording interval) reduced to about 7 gph, then fluctuated between 0 and 3 gph for about 1 minute, and then reduced to 0. The fuel used for the entire flight totaled 42.6 gallons.

Figure 3. Screen Image



2.3. TABULAR DATA

Tabular data are included as Attachment 1. This attachment is provided in electronic comma-delimited (.CSV) format.