

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, D.C. 20594

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Personal Electronic Device (PED)

Specialist's Factual Report By Gerald Kawamoto

1. EVENT

Location: Rhine, Georgia
Date: September 20, 2017
Aircraft/ID: Cessna 150 – N3875J
Operator: Private
NTSB Number: ERA17FA330

2. ACCIDENT SUMMARY

On September 20, 2017, at 0601 eastern daylight time (EDT), a Cessna 150, N3875J, was substantially damage when it collided with terrain shortly after takeoff from a private airstrip near Rhine, Georgia. The student pilot/registered owner was fatally injured. Marginal visual flight rules (MVFR) conditions prevailed for the personal flight conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91. No flight plan was filed for the flight that was destined for Turner County Airport (75J), Ashburn, Georgia.

3. DETAILS OF DEVICE INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received the following device:

Device Manufacturer/Model:	Apple iPad Air
Serial Number:	DMPMLKX2F4YD

3.1. Device Description

Personal Electronic Devices (PEDs) are a category of devices comprised primarily of portable computing devices and mobile phones. Portable computing devices are typically capable of internet access, email, messaging services, and can run user-installed applications to perform specific tasks. Depending on the model, mobile phones can perform many of the same tasks as portable computing devices, plus have voice call and text messaging capabilities. PED user and system data is typically stored on non-volatile memory (NVM)¹ and can be accessed through manufacturer-provided interfaces.

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

3.2. Device Condition

Upon arrival at the Vehicle Recorder Laboratory, an exterior examination revealed a crack in the screen, as shown in Figure 1. The device was otherwise in good condition and powered on normally.

Figure 1. Apple iPad Air as received.



3.3. Data Description

Upon powering, ForeFlight² was in the recently used applications. The last “Track Log” documented in the application was on September 12, 2017³. A text messaging application was also in the recently used applications. The last messages sent and received were from September 15, 2017. The accident event occurred on September, 20, 2017 and it was determined that there were no data pertinent to the event recorded on the device.

² iOS Device application capable of displaying the aircraft’s altitude, navigation, weather, and traffic information. The application can be used for flight planning, charts, airport information, document management, and flight logging.

³ All dates and times referenced to eastern daylight time (EDT).