

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, D.C. 20594

November 28, 2018

Personal Electronic Devices

Specialist's Factual Report By Sean Payne

1. EVENT SUMMARY

Location: Fancy Gap, Virginia
Date: October 06, 2018
Aircraft: Piper J3C
Registration: N38811
Operator: Private
NTSB Number: ERA19FA003

On October 6, 2018, at an unknown time, a Piper J3C-65, N38811, was substantially damaged after it impacted terrain near Fancy Gap, Virginia. The private pilot was fatally injured. Instrument meteorological conditions prevailed, and no flight plan was filed for the cross country flight, which originated from Fayette Airport (WV59), Fayetteville, West Virginia, around 1100. The personal flight was conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91 and had an intended destination of Twin Lakes Airport (8A7), Mocksville, North Carolina.

2. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received the following personal electronic devices (PEDs):

Device Manufacturer/Model:	Apple iPad 6th Generation
Serial Number:	unknown

Device Manufacturer/Model:	Apple iPhone 6 Plus
Serial Number:	unknown

2.1. Device Description

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 memory¹ and can be accessed through manufacturer-provided interfaces.

2.2. Data Recovery

Both devices were in functional condition and turned on when battery power was supplied. The devices were explored inside iOS by navigating the devices' apps and menus.

3. DEVICE INVESTIGATIONS

3.1. Apple iPad 6th Generation

The device was found to be running the ForeFlight EFB application. The ForeFlight app was on the map screen with a terrain cross-section overview and a first strike distance set as 1 statute mile. Figure 1 shows the ForeFlight EFB screen upon power on.

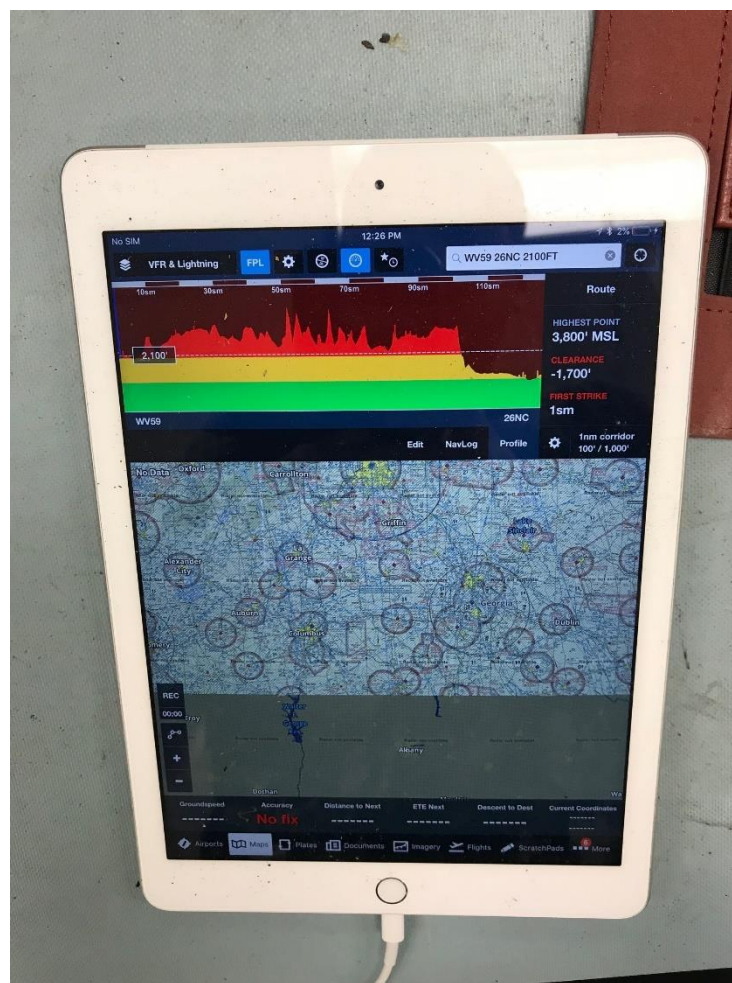


Figure 1. The ForeFlight EFB screen that was found to be active upon exploring the device.

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

The ForeFlight application's map screen showed a flight plan of "WV59 26NC 2100FT." The map page was set to a VFR sectional with the radar and lightning strike layers turned on.

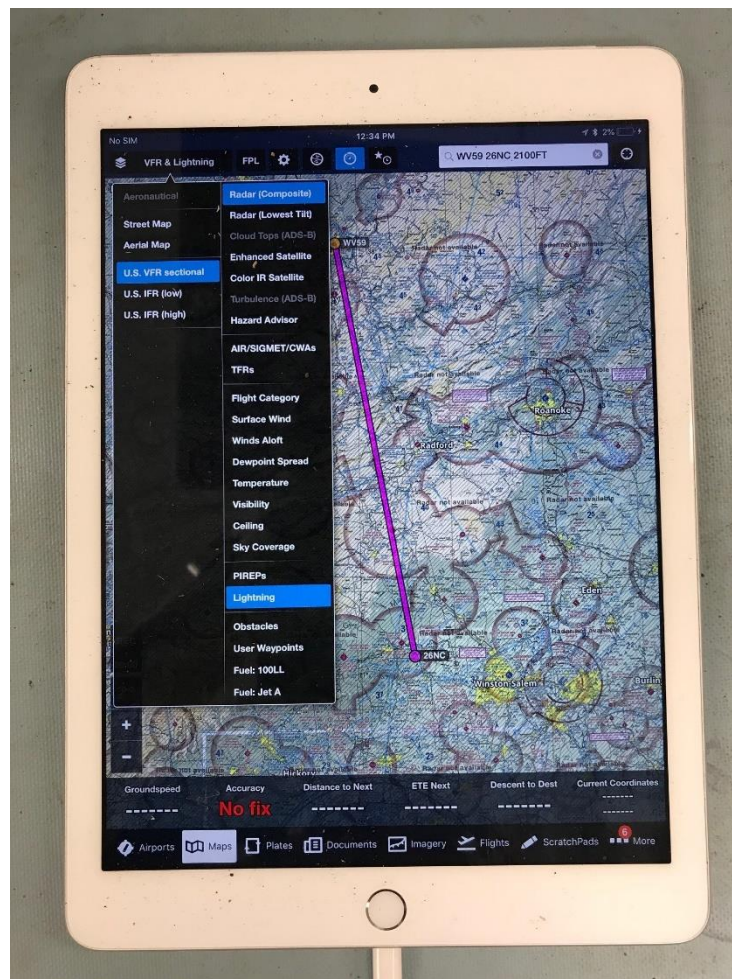


Figure 2. The ForeFlight EFB map screen.

Track logging was enabled in the application's settings, however, "Enable Auto Start/Stop" was not turned on. The Auto Start/Stop feature would have allowed the application to begin saving tracklogs automatically when certain criteria had been met that indicated the aircraft was either flying or taxiing.

The ForeFlight EFB appeared to be loaded to VFR sectional information for the pilot's operational region and were current at the time of the accident.

3.2. Apple iPhone 6 Plus

A text message was received on the device (sent time of October 6, 11:19 AM), stating, "Low overcast here. Watch out for hard things. Call me where ever you land."

A test message was received on the device (sent time of October 6, 11:20 PM), stating "This is Search & Rescue. You've been reported overdue/missing. Click here to share your location <https://gpsping.net/eycggn> [07-Oct-18 03:19:16 UTC]"

An information page for WeatherUnderground was active in the vicinity of Piney View, WV. No data was available to be retrieved.

An information page for NOAA Weather Radar was active in the vicinity of the southeast United States.

There were some emails regarding coordinating an exchange for parts from a Jeep.