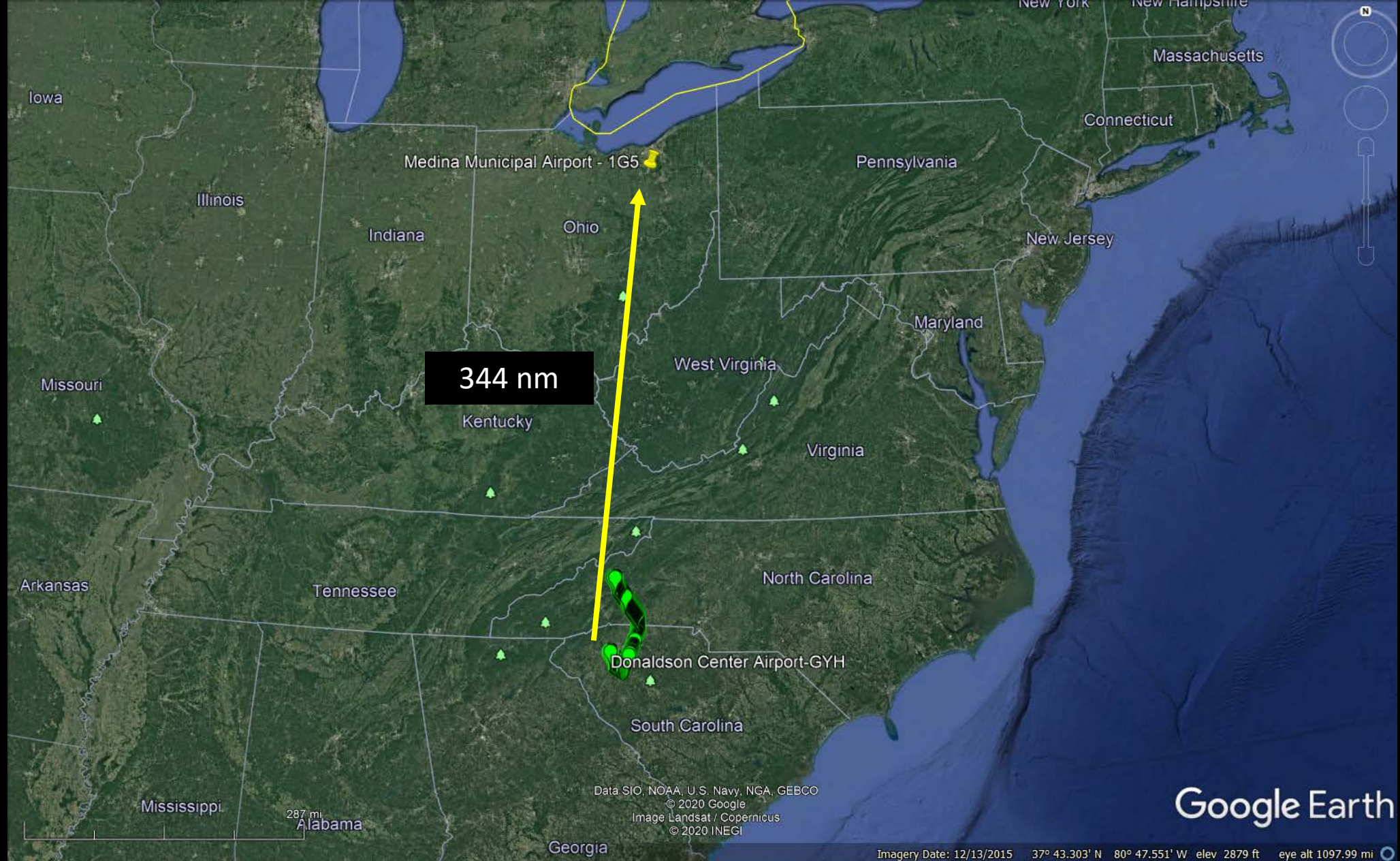
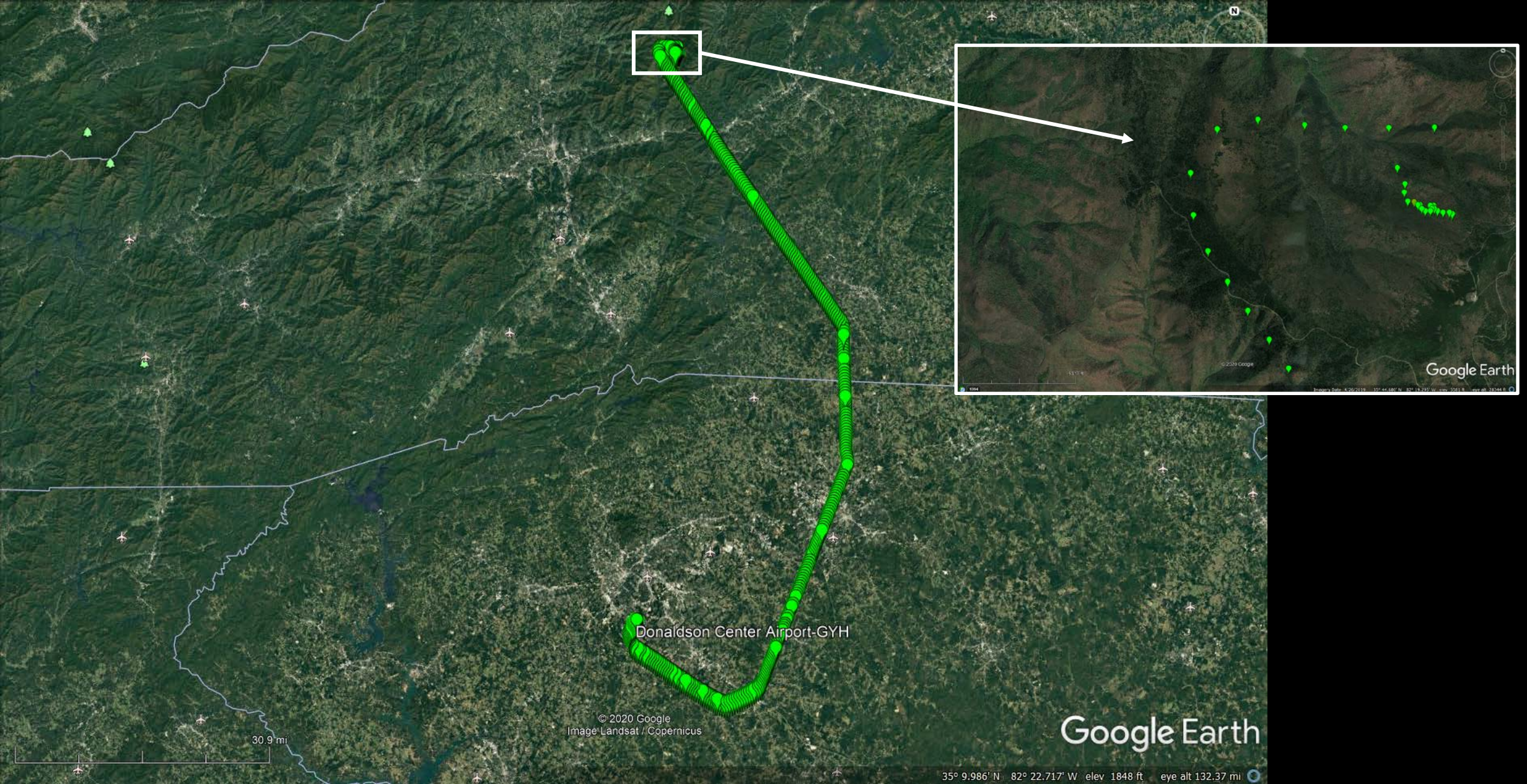


Counter (6 sec. intervals)	Time	Event
1	160700	First data point
2	160706	Engine running – rpm = 1030
81	161512	Airplane on runway 23, rpm increases to takeoff power shortly after this
100	161706	Airplane takes up a southeast heading (PALT = 1,502)
146	162142	Airplanes turns to E-SE heading <u> </u> (PALT = 4,785)
163	162324	Airplane turns NE <u> </u> (PALT = 5,455)
252	163224	Airplane turns North <u> </u> (PALT = 12,230)
298	163700	Airplane turns NW <u> </u> (PALT = 14,894)
410	164824	Descent begins <u> </u> (PALT = 16,827)
416	164900	Descent arrested <u> </u> (PALT = 5,237) 16,287-5,237 = 11,050' loss in 36 seconds = 18,417 fpm
420	164924	Peak altitude achieved after descent arrested (PALT = 8,275) Altitude gain of 3,038' in 24 seconds = 7,595 fpm climb Altitude decreases from here until counter 433, after 433 all altitudes read -16,000
422	164936	Estimated CAPS deployment PALT = 7,272 7,772-5,466 = 1,806 = 1,642 fpm <u>descent</u> (CAPS descent <1,700 fpm per the POH)
423	164942	Engine RPM = 0
433	165042	Last valid pressure altitude PALT = 5,466



Intended Route of Flight
Prepared by: Brad Miller
SR22-2429 22 AUG 2019
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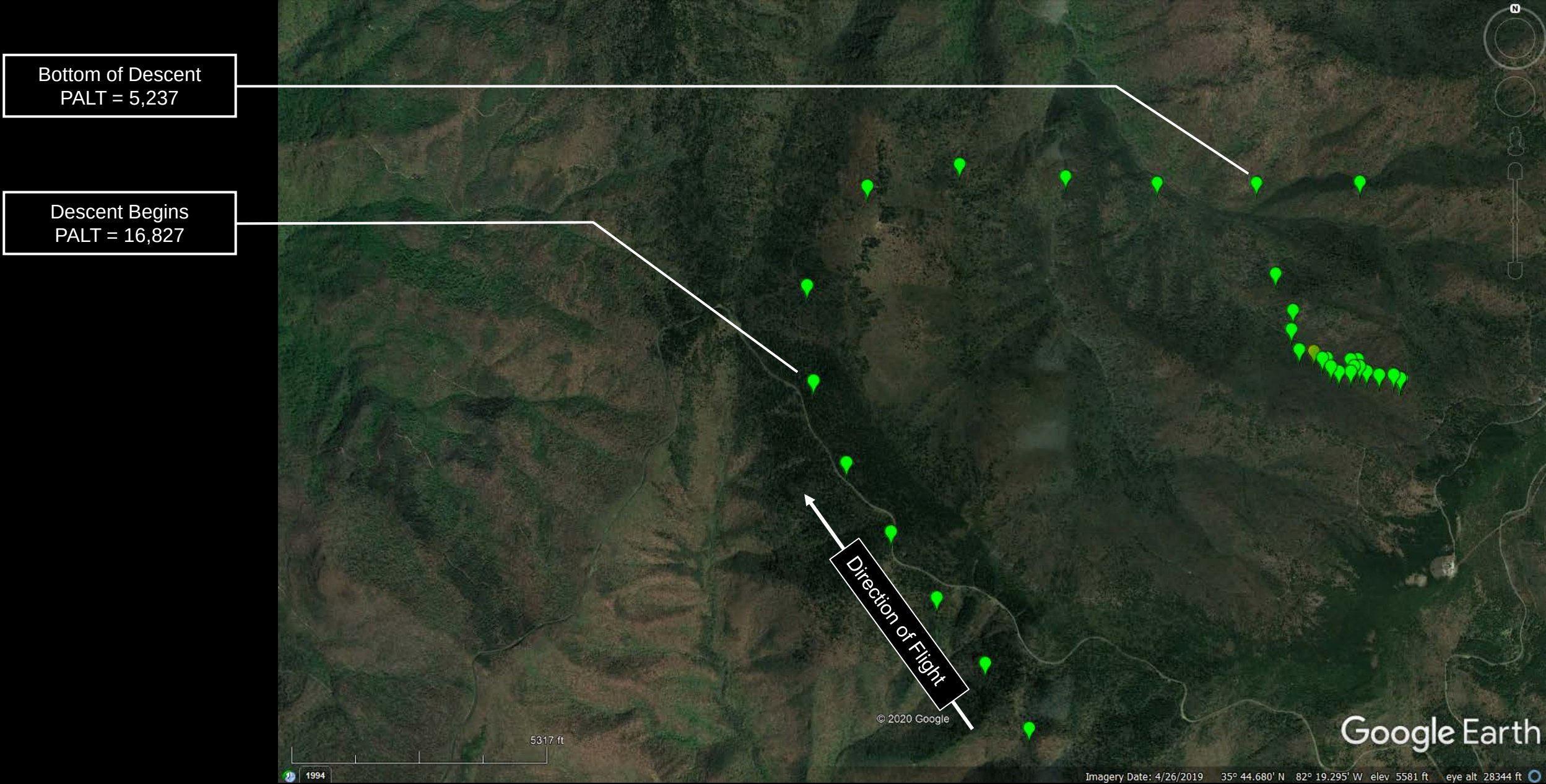


Accident Flight (engine monitoring data)

Prepared by: Brad Miller

SR22-2429 22 AUG 2019

ERA19LA257

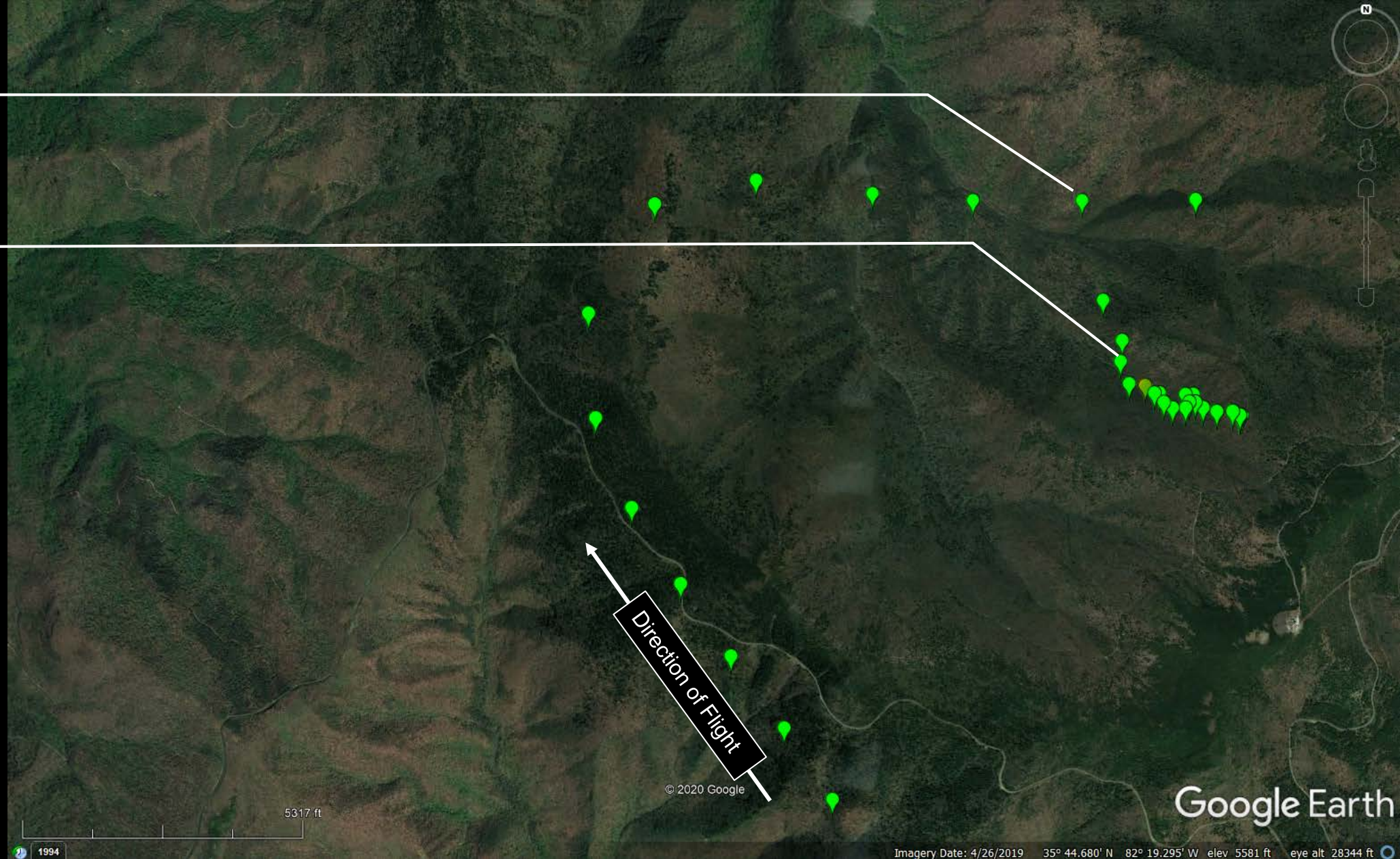


Accident Flight Data
Prepared by: Brad Miller
SR22-2429 22 AUG 2019
ERA19LA257

NOTE: time between green balloon placemarks = 6 seconds

Bottom of Descent
PALT = 5,237

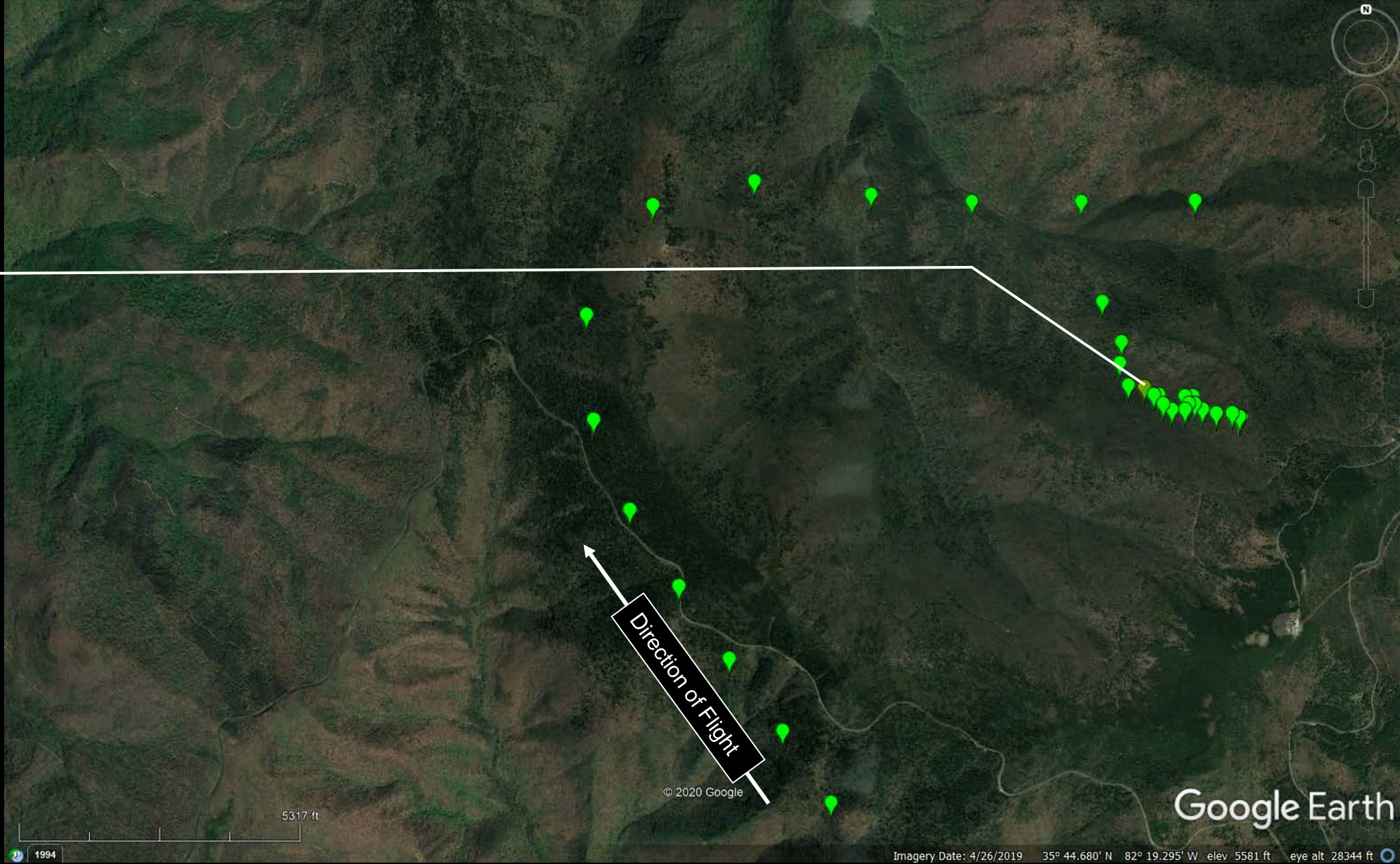
Peak Altitude After Descent
PALT = 8,275



Accident Flight Data
Prepared by: Brad Miller
SR22-2429 22 AUG 2019
ERA19LA257

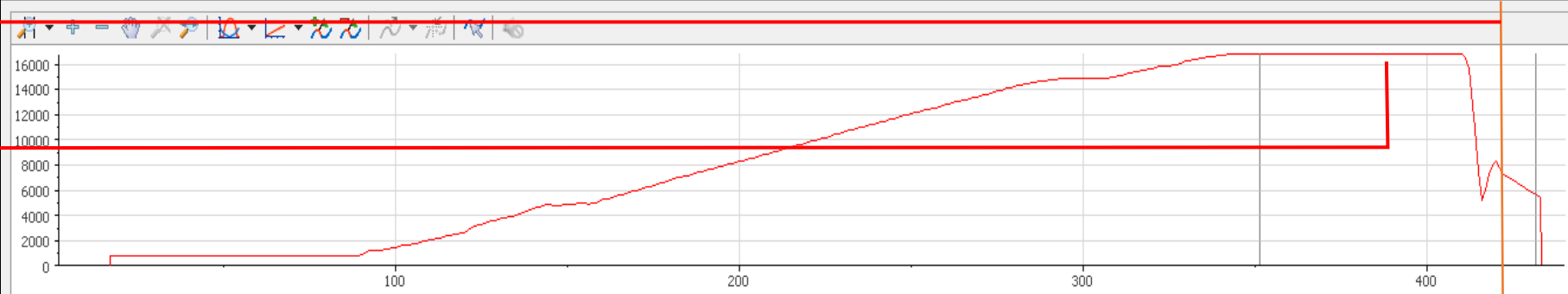
NOTE: time between green balloon placemarks = 6 seconds

Estimated CAPS Deployment
PALT = 7,272
Estimated 2,377' agl

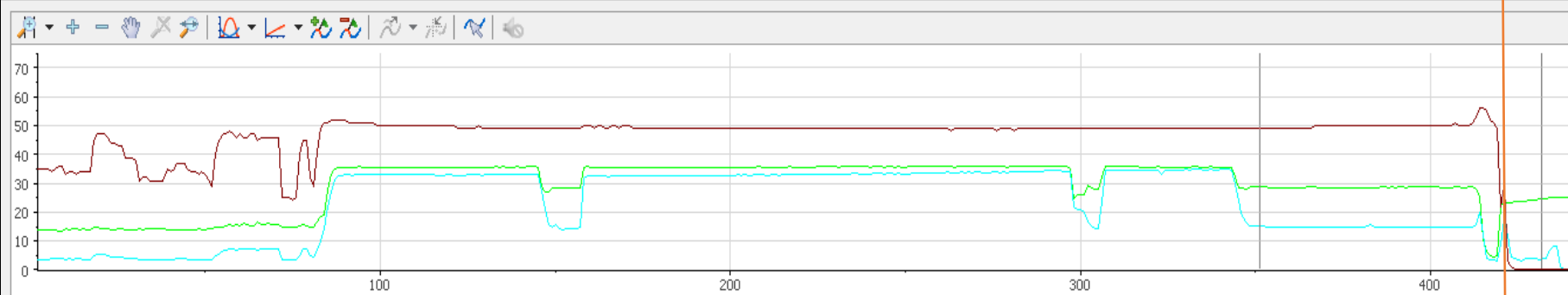


Estimated area where
CAPS deployed (not
exact)

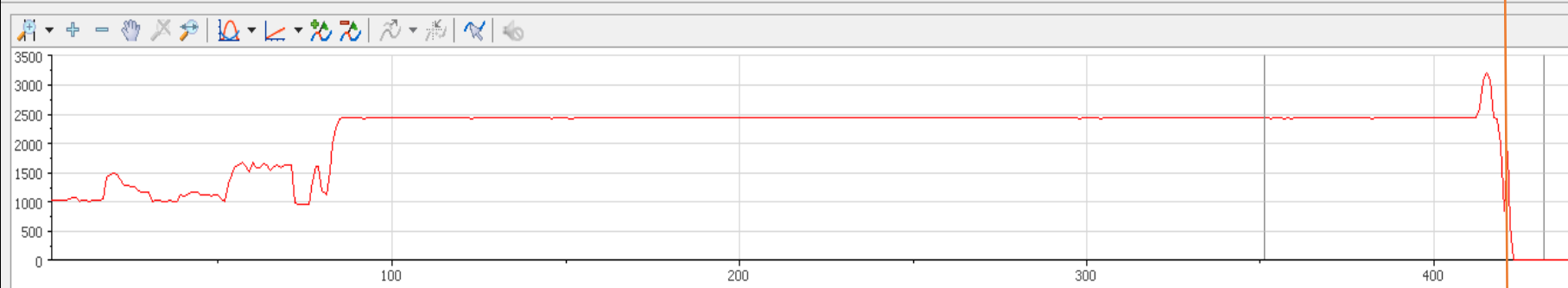
Altitude stable until
descent



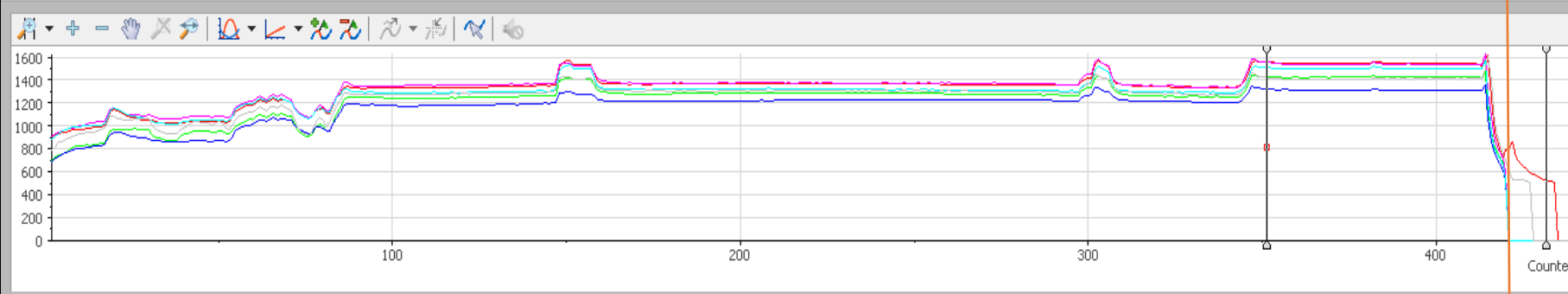
Red = PALT



Brown = Oil Press.
Lt. Blue = Fuel Flow
Green = MAP



Red = RPM



Red = EGT1
Green = EGT2
Dark Blue = EGT3
Magenta = EGT4
Lt. Blue = EGT5
Grey = EGT6

NOTE: Each increment of
one on X-axis = 6 seconds

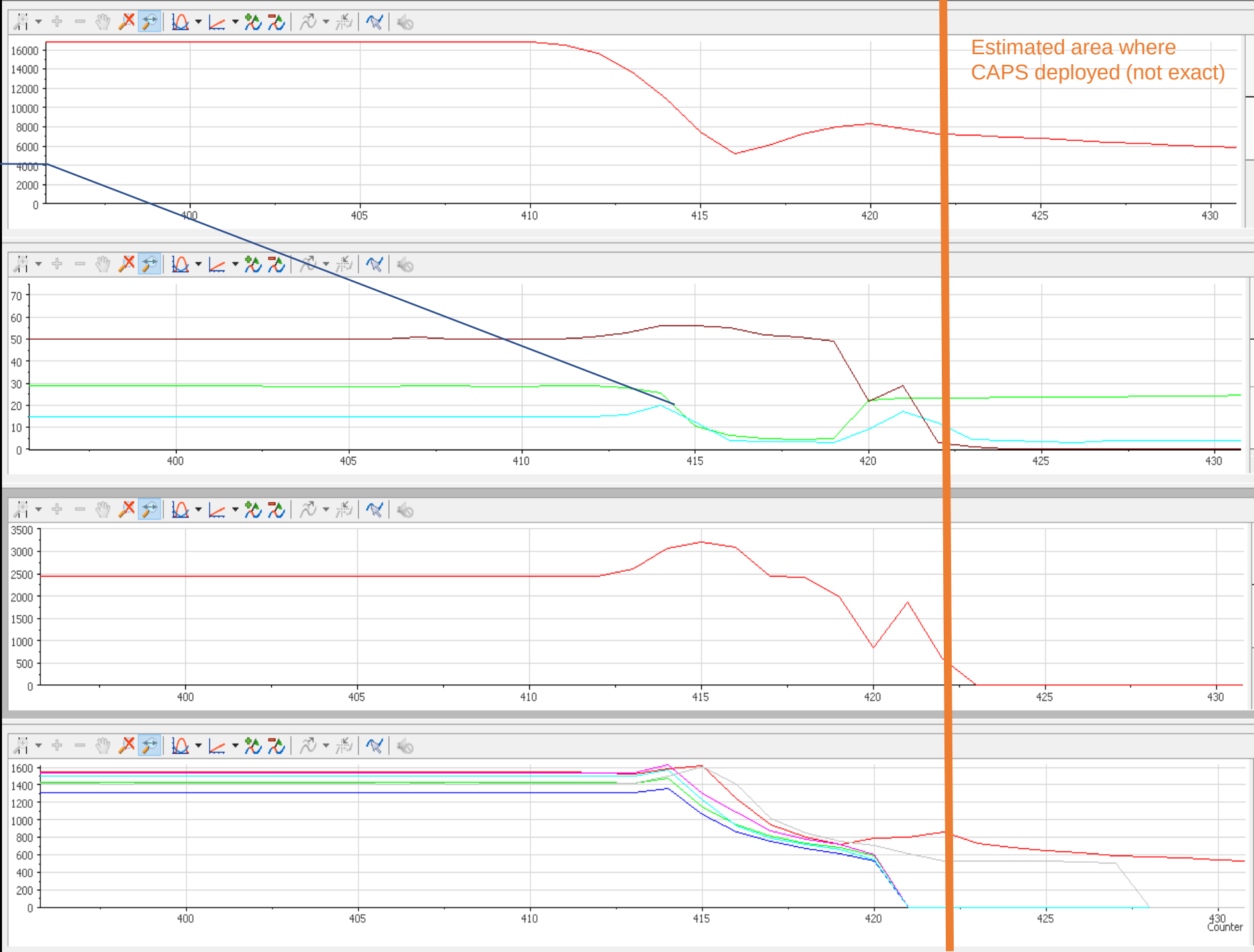
Data: Entire Flight
Prepared by: Brad Miller
SR22-2429 22 AUG 2019
ERA19LA257

MAP reduction = pilot throttling back during descent.

If mixture lever not moved in conjunction with new throttle setting loss of engine power could have occurred during descent or afterwards when MAP / throttle show an increase.

NOTE: Each increment of one on X-axis = 6 seconds

Data: End of Flight
Prepared by: Brad Miller
SR22-2429 22 AUG 2019
ERA19LA257



Estimated area where CAPS deployed (not exact)

Red = PALT

Brown = Oil Press.
Lt. Blue = Fuel Flow
Green = MAP

Red = RPM

Red = EGT1
Green = EGT2
Dark Blue = EGT3
Magenta = EGT4
Lt. Blue = EGT5
Grey = EGT6