

**NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Vehicle Recorder Division
Washington, D.C. 20594**



SPECIALIST'S FACTUAL REPORT

ERA21LA111

WARNING

The reader of this report is cautioned that the summary of a video recording is not a precise science but is the best product possible from a National Transportation Safety Board investigative effort. The summary or parts thereof, if taken out of context, could be misleading. The summary should be viewed as an accident investigation tool to be used in conjunction with other evidence gathered during the investigation. Conclusions or interpretations should not be made using the summary as the sole source of information.

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January 20, 2023

Image Recorder Summary

Specialist's Factual Report
By Ben Hsu

1. EVENT

Location: Boynton Beach, Florida
Date: January 24, 2021
Vehicle: Piper PA-28-161
Registration: N266ND
Operator: 2Fly Airborne
NTSB Accident Number: ERA21LA111

2. IMAGE RECORDER GROUP

A group was not convened.

3. DETAILS OF DEVICE INVESTIGATION

The National Transportation Safety Board's (NTSB) Vehicle Recorder Division received a video file recorded from within the aircraft. The data file was provided to the NTSB electronically and transferred to NTSB laboratory computers for analysis.

4. Video Source Description

The data file received was recorded by an in-vehicle camera from a fixed position. Both audio and video were captured. The video was recorded at a resolution of 1920 x 1080 pixels at a framerate of 30 frames-per-second. The video was 13 minutes and 2 seconds in duration. The view was directly out the front windscreen and did not capture the airplane's instrument panel. The video was recorded at night.

4.1. Video Source Time Correlation

The NTSB did not receive the recording device and therefore was not able to perform a time correlation. The times provided in this report are elapsed time from the start of the recording.

4.2. Video Source Summary

From engine start, taxi, takeoff, initial climb, and final descent, the sound of the engine was smooth and continuous throughout. Changes in engine sound were consistent with the changes in flight mode.

During the final portion of the flight, the airplane was in cruise flight on a southerly heading over a well-lit north/south interstate highway that bisected a developed urban/suburban area. To the east, the coastline was discernable due to its illumination. The water beyond was black with no visible horizon. There was no ambient light on or above the water providing illumination. The engine sound reduced, and the view was consistent with a shallow turn and descent on an easterly heading.

The airplane crossed the coastline with illuminated homes and roadways clearly visible, but once over the water, the view in the windscreen was completely black with no discernable horizon. The attitude of the airplane could not be determined. For the final 25 seconds of the recording, the view remained completely black, while the sound of the engine was smooth and continuous until water contact.