

Gretz Robert

From: Payne Sean
Sent: Monday, April 11, 2022 9:30 AM
To: Gretz Robert
Cc: Babcock Christopher
Subject: ERA22FA015 - (Titusville, FL) - Security Video Report - Email Report

Email Report Instructions

The narrative and attachments from this email report may be used in other reports at the discretion of the IIC. This email, including attachments (if applicable), should also be placed in the public docket by the IIC.

Email Report

The Vehicle Recorder Division received the following security camera recording:

20211014_15h47m_ch01_1920x1088x25.m4v

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The video file received to the laboratory contained metadata that suggested it was 1920 x 1080 pixels in resolution at an average frame rate of 25 frames per second (fps). The recording was in color and contained an associated 8kHz monoaural audio track.

The video recording shows the accident aircraft start at around camera timestamp 15:50:50 local. The accident aircraft is visible in a climb and climbs out of the frame of the camera by camera timestamp 15:50:54. During the time the accident aircraft was visible on the recording, the recording exhibited artifacting which may have been a result of video compression effects and potentially aliasing. By approximately camera timestamp 15:51:04, the aircraft was again visible on the recording, this time in a descent. Around camera timestamp 15:51:06 impact occurred and a fireball erupted. The recording exhibited the same artifacting and potential aliasing behavior during the descent and impact portion of the recording.

The video was examined to determine if aircraft performance calculations could be derived from the recording. The distance from the camera to runway 9 was calculated as being around 2000 feet. The accident airplane in the recording constituted only a handful of pixels. Due to the range of the aircraft from the camera, and the resolution of the recording, it was not possible to determine aircraft angles (pitch, roll) or the position of the aircraft's control surfaces. Only during the portions of the recording of which the aircraft was visible, it may have been possible to compute the aircraft's groundspeed and height above ground, however, since the aircraft was not in the recording for part of the accident sequence, it was not possible to determine a complete flight path, or a maximum altitude above ground during the accident sequence. In a discussion with the Investigator-In-Charge (IIC), additional work to derive this information was not pursued.

The associated audio track was also reviewed for information that could be relevant to the accident. A sound spectrogram of the audio track did not reveal any evidence that there was a signal that could be associated with the accident aircraft's engine. The audio track contained sounds similar to electrical noise, or nearby machinery operating.

The recording has been added to the docket for this investigation.

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