

Gretz Robert

From: Payne Sean
Sent: Thursday, December 9, 2021 9:59 AM
To: Gretz Robert
Cc: Babcock Christopher
Subject: ERA22FA015 - (Titusville, FL) - Grand Rapids EFIS Displays - Email Report
Attachments: EFIS2back.jpg; EFIS1.jpg; EFIS1back.jpg; EFIS2.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

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 two Grand Rapids Technologies EFIS Displays, both model numbers and serial numbers were not able to be determined. Photos **EFIS1.jpeg** and **EFIS2.jpeg** show the arrival condition of the displays. Due to damage and missing components, it was not possible to conclusively identify the model of the displays, however, the displays are likely from the GRT Horizon HX, Horizon HS, Sport HS, or Sport SX series. The aircraft build logs were not located, and it was not possible to determine the exact model. Furthermore, the aircraft's airworthiness records did not record the model of the displays.

Grand Rapids Technologies EFIS Displays

Both displays arrived damaged and missing components. Specifically, both units were missing their associated back panels. One unit remained installed in a portion of the aircraft's instrument panel. The back of each unit are shown in **EFIS1back.jpeg** and **EFIS2back.jpeg**.

The manufacturer of the device was contacted to assist with potential data recovery options. The manufacturer stated the devices were likely GRT Horizon HX, Horizon HS, Sport HS, or Sport SX displays. The manufacturer stated that these display models all require a USB flash drive to be installed to record data. Without the USB flash drive, the units can only record summary statistics. The manufacturer stated, *"There is an automatic logbook, and there are statistics about the current (last) flight such as fuel used, average fuel flow, average speed, distance, and min/max normal acceleration (G-meter). The current flight stats are saved (replaced) every 1-2 minutes and reset the next time the display detects enough speed for takeoff/flight. If they have our EIS engine monitor, the engine monitor stores total engine hours."*

In a discussion with the Investigator-In-Charge (IIC), no USB devices were located in the wreckage. In addition, the IIC stated that much of the rest of the aircraft was destroyed by fire.

Recovery of the displays' summary statistics was not attempted. Due to the absence of any USB recording device found in the wreckage, no data were recovered from the displays.

Prepared by: Sean Payne, Recorder Specialist, NTSB RE-40

Sean Payne
Sr. Mechanical Engineer // Investigator
National Transportation Safety Board – NTSB
[REDACTED]