

Sean Payne

Subject: ERA23FA370 (Fitzgerald, Georgia) - Personal Electronic Devices (PED) - Email Report
Attachments: iPhone11ProMax.jpg; iPhoneSE2020.jpg

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, should also be placed in the public docket by the IIC.

Email Report

The Vehicle Recorder Division received two PEDs. One PED was an iPhone 11 Pro Max (**iPhone11ProMax.jpg**) and was identified as having belonged to the passenger and the other was a iPhone SE 2020 (**iPhoneSE2020.jpg**) which was identified as belonging to the deceased accident pilot.

Passengers PED

iPhone11ProMax.jpg (Passenger)

The device arrived damaged, the screen was shattered and the digitizer was non-functional. The screen and digitizer were replaced with NTSB owned surrogate parts and the device was restored to operational condition. The device was locked with a six-digit passcode. A representative for the owner of the iPhone 11 Pro Max provided a passcode for the device. That passcode did not unlock the phone. Because the PED remained passcode locked, the NTSB was unable to review data from the device and it was returned to the passenger's attorney at his request.

Pilot's PED

iPhoneSE2020.jpg (Pilot)

The device arrived essentially undamaged and was operational. The device was not passcode locked. A data extraction was performed using mobile forensic software and the data was reviewed. The following was noted from the review of the PED data:

Photos/Images/Media:

No pertinent photos/images/media were discovered on the device.

Text/SMS/Other Messages:

On September 12, 2023, a contact sent the pilot a weblink to a Trade-A-Plane advertisement for the accident aircraft.

Between June 8, 2023, and September 2023, a number of text messages were received related to an outstanding bill that was related to ambulance trip. Between July 28, 2023 and September 5, 2023, a number of sales oriented text messages were received that appeared to be a follow up on a hearing aid purchase inquiry. Additionally, in the 12 months prior to the accident, there were other text messages received related to medical bills, doctor's appointments and prescription reminders.

No other pertinent text/SMS/other messages in the year prior to the accident were discovered. Specifically, no electronic references were found that were related to maintenance of the aircraft.

Phone Calls:

On September 7, 2023, there was an incoming call registered from a number associated with the accident passenger for a duration of 25 seconds. On September 11, 2023, there was an incoming call registered from a number associated with the accident passenger for a duration of one minute. On September 12, 2023, there was an outgoing call to a number associated with the accident passenger for a duration of approximately 10 minutes.

On September 13, 2023, there was an outgoing call placed at 2:07 P.M. to a contact called "Awas" for a duration of 7 seconds. It was later determined that this number is associated with a landfill in Fitzgerald, GA. On September 13, 2023, at 2:08 PM, there was an outgoing call to a contact called "Fitz Awas" (the Fitzgerald Municipal Airport (KFZG), Fitzgerald, GA AWOS) for a duration of approximately 1 minute. Later, at 4:37 P.M. the same day, another call was placed to the "Fitz Awas" which had a duration of 53 seconds.

App Usage:

The device did not contain any aviation related applications. There was a commercial driver's logbook application open in the background, but no significant logging data was present. The only weather-related application on the phone was the iOS native weather app, information from this application was unable to be retrieved for this investigation. No other application data was determined to be pertinent.

Emails:

The device was connected to a Google Gmail e-mail application. The Gmail application did not appear to be extensively used and no emails pertinent to the investigation were discovered.

Rest History:

It was determined the device did not contain enough usage information to conduct a useful rest history examination.

Web History:

Between September 12, 2023, and the accident date, there were six webpage visits to Trade-a-plane.com for classified listings for various Ercoupe aircraft. One of the webpages visited was consistent with the accident aircraft. The device's web history was limited and no other reviewed data was pertinent to the accident investigation.

Prepared By

Sean Payne
Branch Chief // Vehicle Recorders Laboratory (Blue)
NTSB Vehicle Recorder Division