

National Transportation Safety Board

Office of Research and Engineering

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COCKPIT VOICE RECORDER

Specialist's Factual Report

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A. ACCIDENT

Location: Panama City, Florida
Date: June 6, 2023
Time: 20:17 eastern daylight time (EDT)
Airplane: Dassault-Breguet Falcon 10, PREMIER LJ40 INC, N87RT

B. COCKPIT VOICE RECORDER SPECIALIST

Specialist Kyle Garner
Sr. Aerospace Engineer – Recorder Specialist
National Transportation Safety Board (NTSB)

C. FEDERAL CARRIAGE REQUIREMENTS

The accident aircraft, N87RT, was operating under the provisions of Title 14 *Code of Federal Regulations* (CFR) Part 91. The multiengine, turbine-powered aircraft was manufactured in 1977, had 6 or more passenger seats installed, and required two pilots for operation; therefore, the aircraft was required to be equipped with a cockpit voice recorder (CVR) per Title 14 CFR Part 91.609.

D. DETAILS OF THE INVESTIGATION

A CVR group was not convened.

The NTSB Vehicle Recorder Division received the following CVR:

Recorder Manufacturer/Model: B&D Instruments CVR
Part Number: 89094-003111
Recorder Serial Number: A01005

1.0 Recorder Description

This model CVR records a minimum of 30 minutes of analog audio on a continuous loop tape in a four-channel format: one channel for each flight crew, one channel for a cockpit observer, and one channel for the cockpit area microphone (CAM).

1.1 Recorder Damage

The CVR arrived at the laboratory with no visible external damage, as shown in Figure 1.



Figure 1. B&D Instruments CVR, as received.

The outer casing was removed, and the crash-protected casing surrounding the magnetic tape was opened. The condition of the magnetic tape when the casing was opened is shown in Figure 2 and Figure 3.

The tape was severed near the erase head and portions of the tape showed other signs of physical distortion. The tape was repaired, flattened, and loaded onto a new reel. Audio data from the tape was then successfully digitized using established lab procedures.

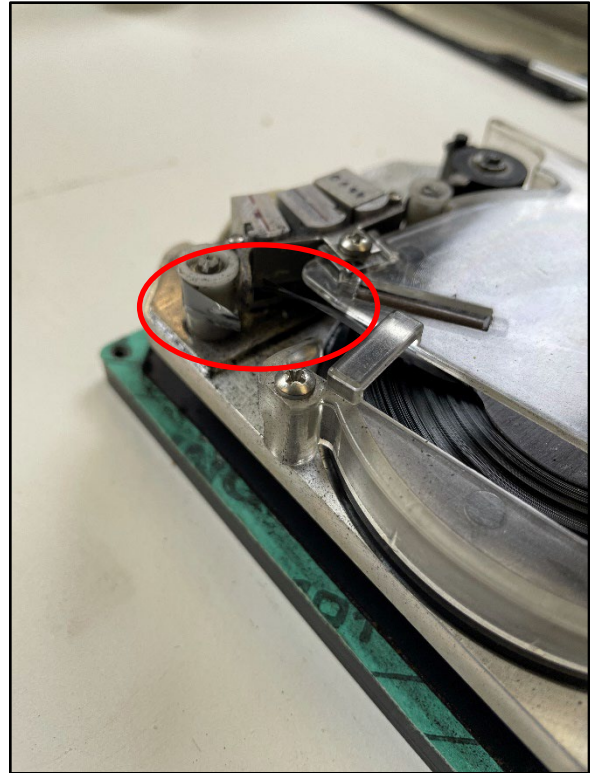
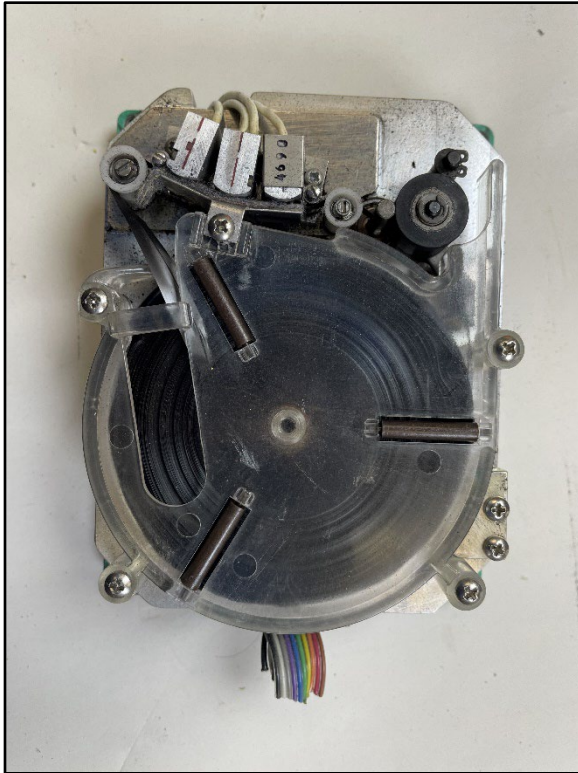


Figure 2. Magnetic tape surrounded by crash-protected casing (left) and severed magnetic tape (right, circled in red).

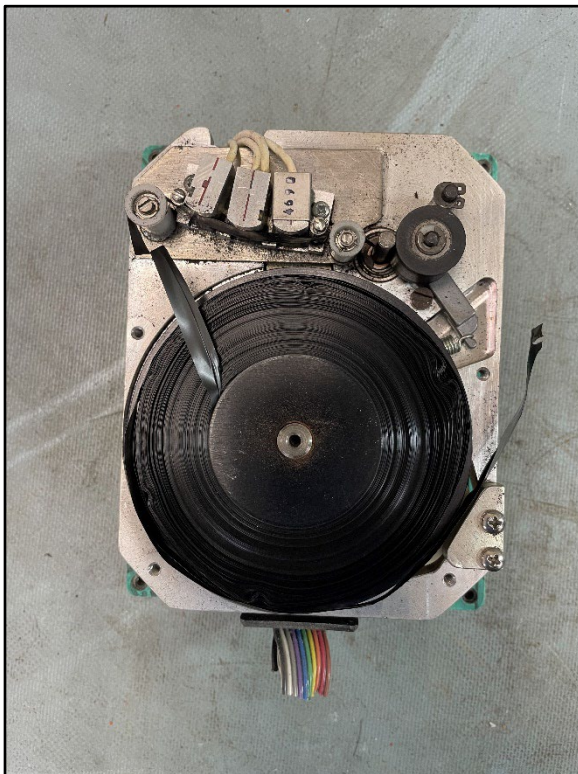


Figure 3. Magnetic tape with cover removed (left) and magnetic tape damage (right).

1.2 Audio Recording Description

The recording contained four channels of audio information and included over-the-air communications between the aircraft and air traffic control using a callsign of N20CF. The accident aircraft had previously been registered as N20CF; however, the registration was changed to N87RT in 2017. Thus, the audio information contained on the tape was from 2017 or earlier.

The CVR did not contain data from the accident flight and none of the recovered audio was pertinent to the accident investigation.

Submitted by:

Kyle Garner
Sr. Aerospace Engineer - Recorder Specialist