

WPR18LA142

Go-Pro File Synopsis

A Go-Pro brand video camera was found attached to the exterior of the aircraft. Review of the data on the camera's memory card indicated that the camera recorded the entire accident flight. The camera was mounted low on the outside of the right fuselage, faced forward, and did not capture any aerodynamic surfaces, instruments, controls, or the engine/propeller. Except when the pilot reached out to adjust the camera or something near it, the camera did not capture any of the pilot's anatomy.

The cruise altitude appeared to be between about 500 and 750 ft above ground level

The following timeline (in file elapsed time, format MM:SS, was constructed from a review of the recorded file:

00:00 - File Start
00:15 - Aircraft begins taxi on ramp area
01:20 - Aircraft arrives and stops on midfield perpendicular taxiway
01:48 - Aircraft resumes taxi towards runway
02:30 - Aircraft stops on taxiway beyond point-hold line but prior to entering runway
03:00 - Aircraft taxis onto runway (turns south, remains on left side of runway (18/36)
04:26 - Aircraft arrives at 36 end
04:31 - Aircraft stops on 36 end of runway (on the threshold bars, prior to runway numbers)
05:37 - Aircraft begins taxiing north on right side of runway
05:53 - Aircraft stops on runway numbers (right side)
06:26 - Aircraft resumes taxiing north on runway (right side of runway)
07:02 - Takeoff roll begins (aircraft well right of runway centerline; never gains centerline during takeoff roll)
07:16 - Aircraft becomes airborne
08:00 - Aircraft crosses 18 runway end
08:53 - Aircraft turns right to heading of east, levels off and slowly drifts to an east-northeast heading
10:07 - Aircraft turns to approximately northeast heading
11:00 - Aircraft appears to enter slow descent
11:30 - Aircraft appears to level off
11:50 - Aircraft turns north-northeast heading
12:30 - Aircraft turns right to southeast heading
12:49 - Aircraft turns right to south heading
12:51 - Aircraft begins maneuvers consistent with stall and spin; aircraft first banks and turns sharply right, nose pitches down, and then banks/turns sharply left, descending rapidly during this sequence. The left and right turns both appeared to result in approximate 180° heading changes.
13:00 - Aircraft strikes tree and then ground. The aircraft was descending rapidly, but with wings level and a forward horizontal velocity component, when it struck the tree.
13:17 - Camera vibration (consistent with engine operation) ceases
17:42 - File end (no activity between 13:17 and 17:42)

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Figure 1 - 30 Seconds Prior to Takeoff

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Figure 2 - Just After Takeoff

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Figure 3 - Cruise

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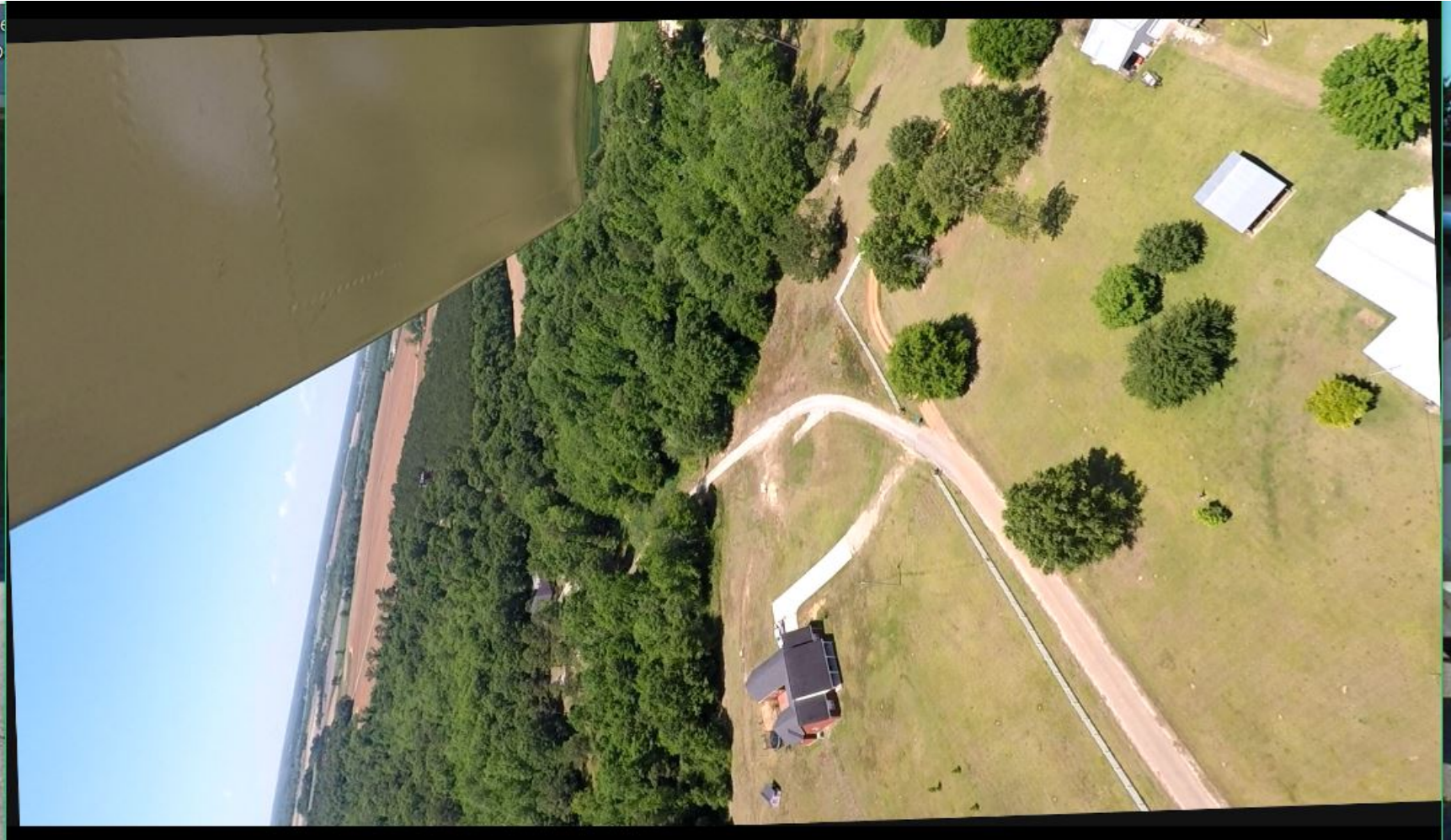


Figure 4 - Right Bank Just Prior to Accident

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Figure 5 - Left Bank just Prior to Accident

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Figure 6 - Impact Tree

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Figure 7 - Just Prior to Ground Impact

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Figure 8 - Post Impact