



## RECORD OF CONVERSATION

**Joshua D. Cawthra**  
**Senior Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: 12/19/2022**  
**Person Contacted: Brad Miller – Cirrus Aircraft**  
**NTSB Accident Number: WPR21LA068**

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### **Narrative:**

During a conversation with Mr. Miller, he reported that during examination of the recovered wreckage, the Cirrus Airframe Parachute System (CAPS) handle was out of the handle holder. The handle holder mounting bracket was bent downward about 90° and that the CAPS system was not activated, and the CAPS activation switch was not triggered. Mr. Miller stated that with the rocket removed, the activation handle was actuated, and activation cable continuity was established to the igniter switch. The igniter switch circuit continuity was operationally tested. No evidence of any preexisting malfunction that would have precluded normal operation of the CAPS was found.

Mr. Miller added that the airplane was equipped with a CAS message for manifold pressure. The threshold for the CAS message to display is when manifold pressure is over 34 inches. The CAS message is accompanied with a audible double chime that repeats until it is acknowledged by the pilot pressing the warning soft key.

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