



MEMORANDUM FOR RECORD

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Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety - Western Pacific Region

NTSB Accident Number: WPR21LA268
Aircraft Registration & Make/Model: Bell 212 N911KW
Accident Location: Weed, CA
Accident Date: July 7, 2021

Narrative:

The following is a synopsis of the information provided by NTSB Vehicle Recorders Lab (Sean Payne) in an email on October 19, 2021:

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 Apple iPad, serial number f9fsnktzflml and Garmin Aera GPS, serial number 2cy013770.

Apple iPad, serial number f9fsnktzflml

The iPad arrived at the lab and was unable to boot. The IIC reported that the iPad had been submerged. The operator provided some example data from a Garmin branded Electronic Flight Bag (EFB) application. The sample data showed the device would likely contain GPS data. The aircraft was also equipped with a Garmin GTX 345 transponder. In some applications, the GTX transponder can pass through pitch and roll data to the EFB Garmin app. It was determined that in this installation, the Garmin GTX 345 was not able to pass through pitch and roll information to the Garmin EFB application. In rotorcraft

installations, Garmin disables AHRS information from the GTX 345. As such, the device was determined to not be data rich and additional GPS data was not pursued as the helicopter was equipped with ADS-B and flight profile from that information was already obtained.

Garmin Aera GPS, serial number 2cy013770

The Garmin Aera GPS arrived at the lab and was non-functional. The IIC reported that the GPS had been submerged. Typically, tracklog data from this unit has been historically recovered by removing and reading the device's memory chip in cases of devices with water damage. In these type of recoveries, likely due to a buffering schema, the last recorded tracklog points are not recovered and detailed tracklogs from the accident flight are not complete. For this reason, as well as the fact that GPS data had already been recovered, a recovery of data from this device was not pursued.