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Subject: WPR21LA357 - (Buckeye, AZ) - Engine Data Monitor - Email Report
Date: Thursday, October 14, 2021 11:41:32 AM
Attachments: [Flt1004.csv](#)

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 engine data monitor (EDM) - JP Instruments JPI-730/830 Series, SN 06057

JP Instruments JPI-730/830 Series, SN 06057

The device was received in working condition. The device powered normally on the lab's test bench. The device showed 3.6 gallons of fuel used. Note: the amount of fuel used is dependent on user entry and resetting the fuel status properly when the aircraft is refueled.

The device was downloaded normally using the manufacturer's software. Log files from the device were exported normally. The sample rate of the device was found to be set to an interval of 497 seconds, or about 8.5 minutes. This means that the device was registering a sample from the engine every 497 seconds. As such, the data was sparse. Data associated with the accident flight was identified. Only three lines of data existed for the accident flight. Data recorded for exhaust gas temperature and cylinder head temperature for these three samples appeared nominal, however, it is not possible to determine a trend in the engine data as there is a lack of samples for the accident flight.

The engine log file is appended in an unaltered .CSV format as output by the manufacturer's software. The file is named flt1004.csv. Note that timing information in the file is as recorded and has not been adjusted to match that of the accident. Timing information is set by the user, manually.

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