

# National Transportation Safety Board

Office of Research and Engineering

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## **ONBOARD IMAGE RECORDER**

Specialist's Factual Report

January 12, 2026

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## **A. ACCIDENT**

Location: Big Creek, Idaho  
Date: June 28, 2024  
Time: 1734 Mountain Daylight Time (MDT)  
2334 Coordinated Universal Time (UTC)  
Airplane: Cessna 182, Depot Avionics Inc, N6210A

## **B. ONBOARD IMAGE RECORDER SPECIALIST**

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## **C. DETAILS OF THE INVESTIGATION**

In agreement with the Investigator-In-Charge, an Onboard Image Recorder group was not convened, and a summary was prepared.

The NTSB Vehicle Recorder Division received the following onboard recorder:

|                            |                |
|----------------------------|----------------|
| Device Manufacturer/Model: | Go Pro Max     |
| Part Number:               | Unk            |
| Device Serial Number:      | C3351324585935 |

### **1.0 Device Description**

The GoPro MAX is a compact digital camera designed for capturing 360-degree video footage. The camera can record up to 5.6K video at 30 frames per second, as well as lower-quality recording resolutions at higher frame rates. The camera can also capture still images at a resolution of up to 16.6 megapixels.

The camera also features built-in GPS and Wi-Fi capabilities. The camera saves data to an internal microSD card.

### **2.0 Device Condition**

The device was in good condition, and the data were downloaded from the internal removable memory card.

### **3.0 Video Files Information**

The device contained 39 video files; each video was approximately 8 minutes in duration. The camera was mounted to the outboard underside of the left wing of the aircraft and captured two 180-degree hemispheric views which could then be

stitched together to create a single 360-degree spherical video. The resultant spherical video could see the left side of the aircraft, including the engine, fuselage, and tail, left side flight control surfaces, as well as a view of the aircraft's direction of flight. The recorded videos had an equivalent resolution of 1408x704 pixels at a frame rate of 29.97 frames per second (fps).<sup>1</sup> An associated audio track was also recorded from the camera's internal microphone.

#### 4.0 Timing and Correlation

No external sources were available to conduct a timing correlation. Therefore, timing of the summary is expressed as Video Elapsed Time, which is timed from the beginning of the recording.

#### 5.0 Summary of Recording Contents

The 8-minute video that contains the approach, landing attempt, go around, and accident is summarized in Section D below.

### D. SUMMARY OF EVENTS

**Table 1.** Summary of events.

| Elapsed Time (mm:ss) | Observation                                                                                                              |
|----------------------|--------------------------------------------------------------------------------------------------------------------------|
| 00:00                | The video started. The aircraft was in a left downwind for the Big Creek Airport runway 19. Flaps were up.               |
| 00:23                | The flaps were lowered to their first detent.                                                                            |
| 01:03                | Engine power was reduced slightly.                                                                                       |
| 01:15                | Engine power was raised.                                                                                                 |
| 01:21                | The aircraft began a left turn to base.                                                                                  |
| 01:27                | Engine power was reduced.                                                                                                |
| 01:34                | The flaps were lowered further.                                                                                          |
| 01:35                | Engine power was further reduced and remained in a low or near idle power state throughout the remainder of the descent. |
| 01:42                | The aircraft turned to final.                                                                                            |

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<sup>1</sup> Reported pixel dimension and frame rate are based on metadata embedded in the file. Files that have been modified from their original version may have incorrect metadata.

|              |                                                                                                                                                                    |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>01:56</b> | The main gear were approximately over the threshold of the runway. The aircraft appeared to be at a higher-than-normal altitude and nose-down attitude.            |
| <b>02:07</b> | The aircraft passed a shed on the left side of the field.                                                                                                          |
| <b>02:15</b> | The aircraft reached its approximate point of lowest approach.                                                                                                     |
| <b>02:16</b> | An increase in engine noise was noted, consistent with the application of go-around power.                                                                         |
| <b>02:18</b> | The engine noise reached full intensity. The flaps were raised slightly. The aircraft passed a windsock on the field denoting a tailwind of approximately 3 knots. |
| <b>02:21</b> | The aircraft flew over the departure end of the runway.                                                                                                            |
| <b>02:23</b> | The aircraft banked sharply left, maneuvering toward an area with fewer obstructions.                                                                              |
| <b>02:26</b> | The flaps moved up slightly then returned to their previous position.                                                                                              |
| <b>02:28</b> | The aircraft banked right, maneuvering toward an area with fewer obstructions.                                                                                     |
| <b>02:30</b> | The flaps were lowered slightly.                                                                                                                                   |
| <b>02:33</b> | The flaps were raised to their full up position.                                                                                                                   |
| <b>02:34</b> | The right wing impacted a tree.                                                                                                                                    |
| <b>02:35</b> | The fuselage impacted trees, and the camera was dislodged from its position.                                                                                       |
| <b>02:38</b> | The aircraft came to rest. The camera remained in this position for the remainder of the recording.                                                                |
| <b>08:02</b> | The video ended.                                                                                                                                                   |

Submitted by:

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