

# National Transportation Safety Board

Office of Research and Engineering  
Washington, DC 20594



WPR25FA146

## ENGINE DATA MONITOR BRIEF REPORT

May 1, 2025

### A. ACCIDENT

Location: Grass Valley, CA  
Date: May 1, 2025  
Vehicle: Cessna 177RG, N52156

### B. DEVICE

Device : **JPI 800**  
Part Number : **JPI EDM-700**  
Serial Number : **28486**

### C. DETAILS OF THE INVESTIGATION

The engine data monitor was delivered to the NTSB Vehicle Recorder Laboratory in damaged condition. The device's chips were removed, read out and converted using NTSB laboratory software.

All times are given in elapsed time from the start of the JPI recording. The time format is given as HH:MM:SS, where HH stands for the number of elapsed hours, MM, the number of elapsed minutes, and SS, the number of elapsed seconds.

The following plots were created from the JPI data:

Figure 1 is the accident flight on May 1, 2025. Note that the recorded data is consistent with the aircraft being on the ground for the first approximate 41 minutes of the recording, and that data consistent with flight was only approximately 15 minutes.

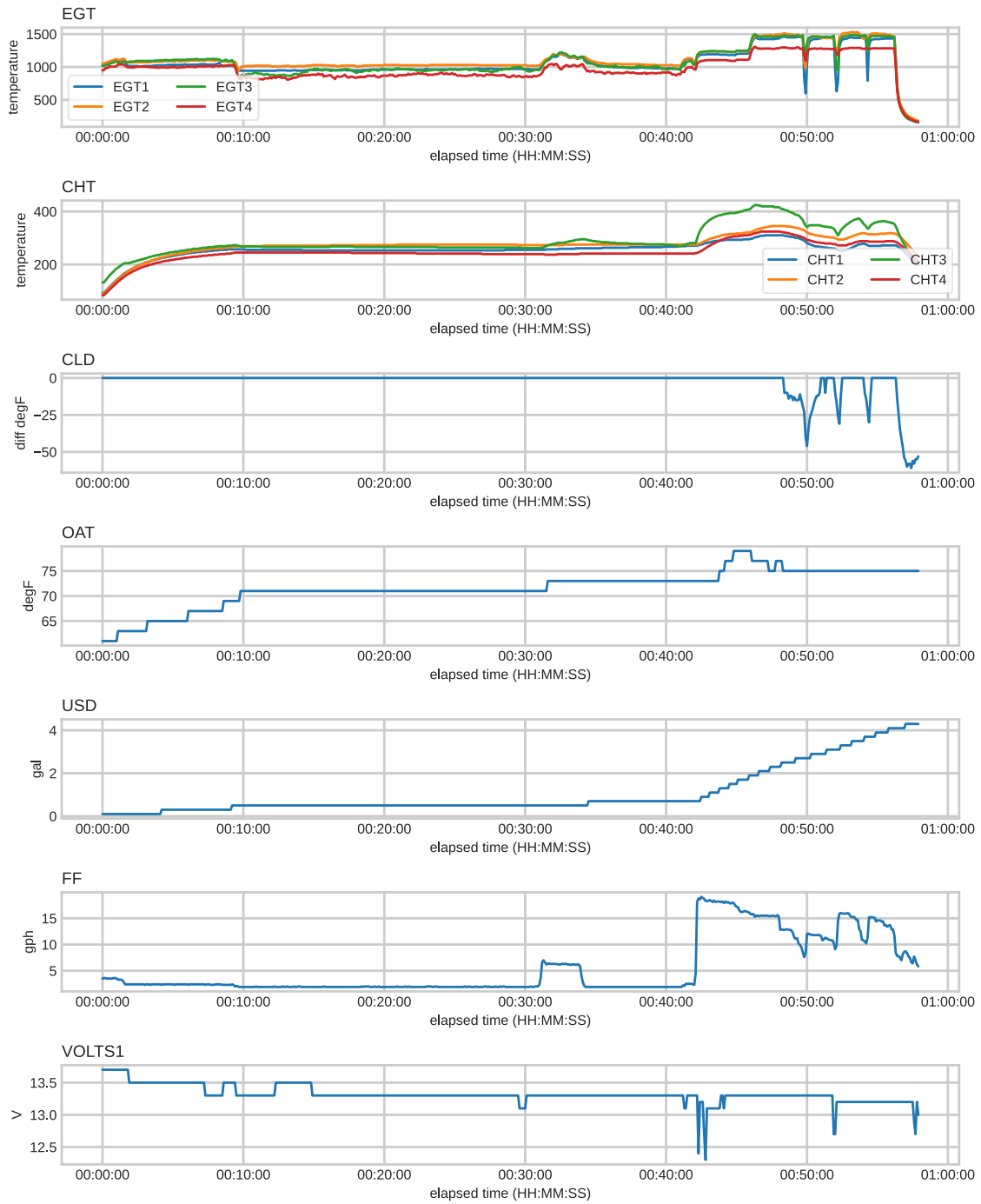
Figure 2 is an expanded plot showing only the flight portion of the data for the accident recording.

Figure 3 is data from a session consistent with an engine ground run on April 29, 2025.

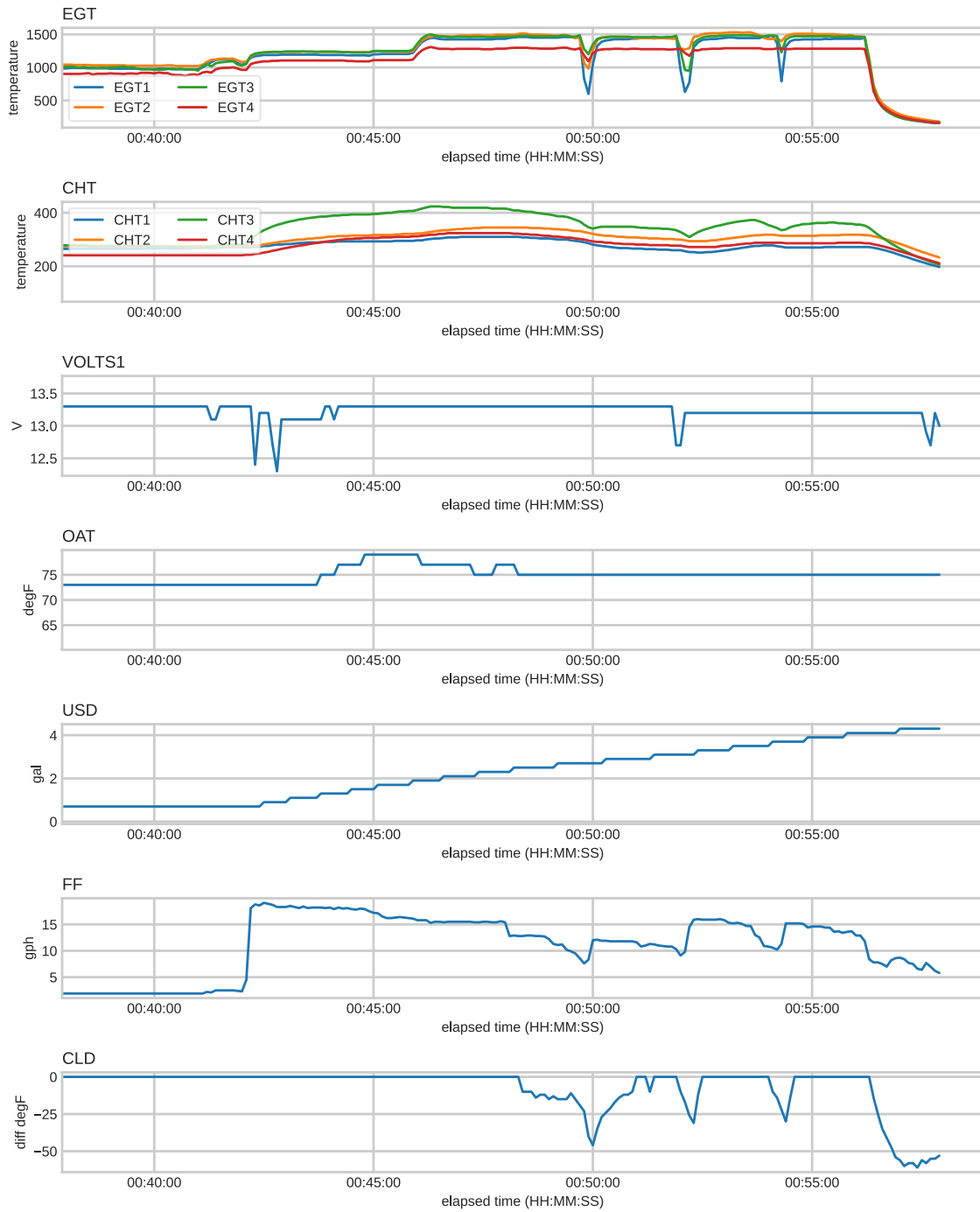
Figure 4 is the previous flight to the accident on April 28, 2025. Note that the recorded data is consistent with the aircraft being on the ground for the first approximate 15 minutes of the recording, and that data consistent with flight was approximately 40 minutes.

Figure 5 is the second previous flight to the accident on April 18, 2025. Note that the recorded data is consistent with the aircraft being on the ground for the first approximate 20 minutes of the recording, and that data consistent with flight was approximately 25 minutes.

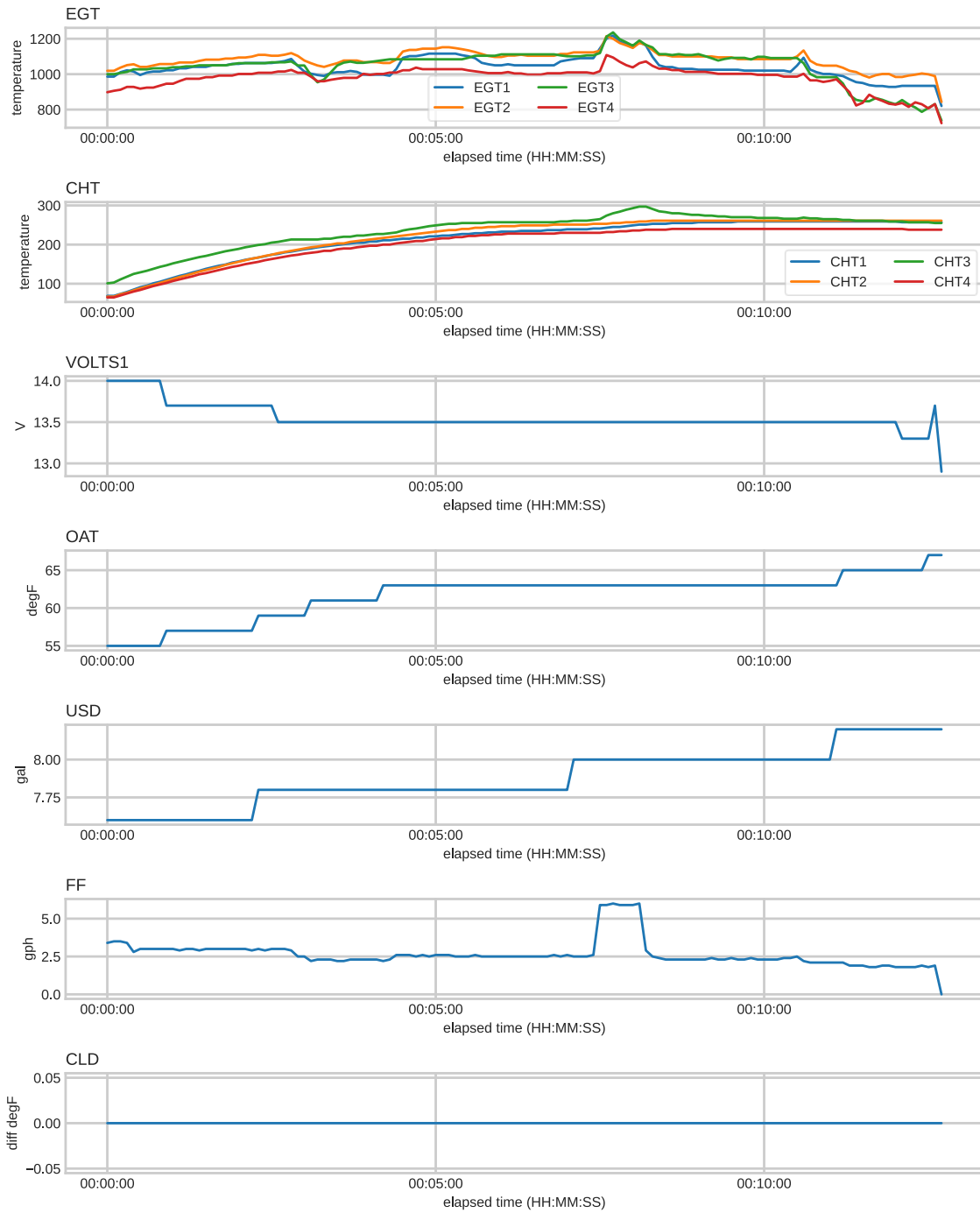
Attachment 1 is the converted JPI data for all three flights presented in comma separate format (.CSV). Data for the session consistent with the ground run is not provided in the attachment. Note that the time and date on the JPI is user set. The date recorded for each session appeared to agree with ADS-B data provided by recorded online available ADS-B data. The time of each session was not validated, thus each session is given in elapsed time.



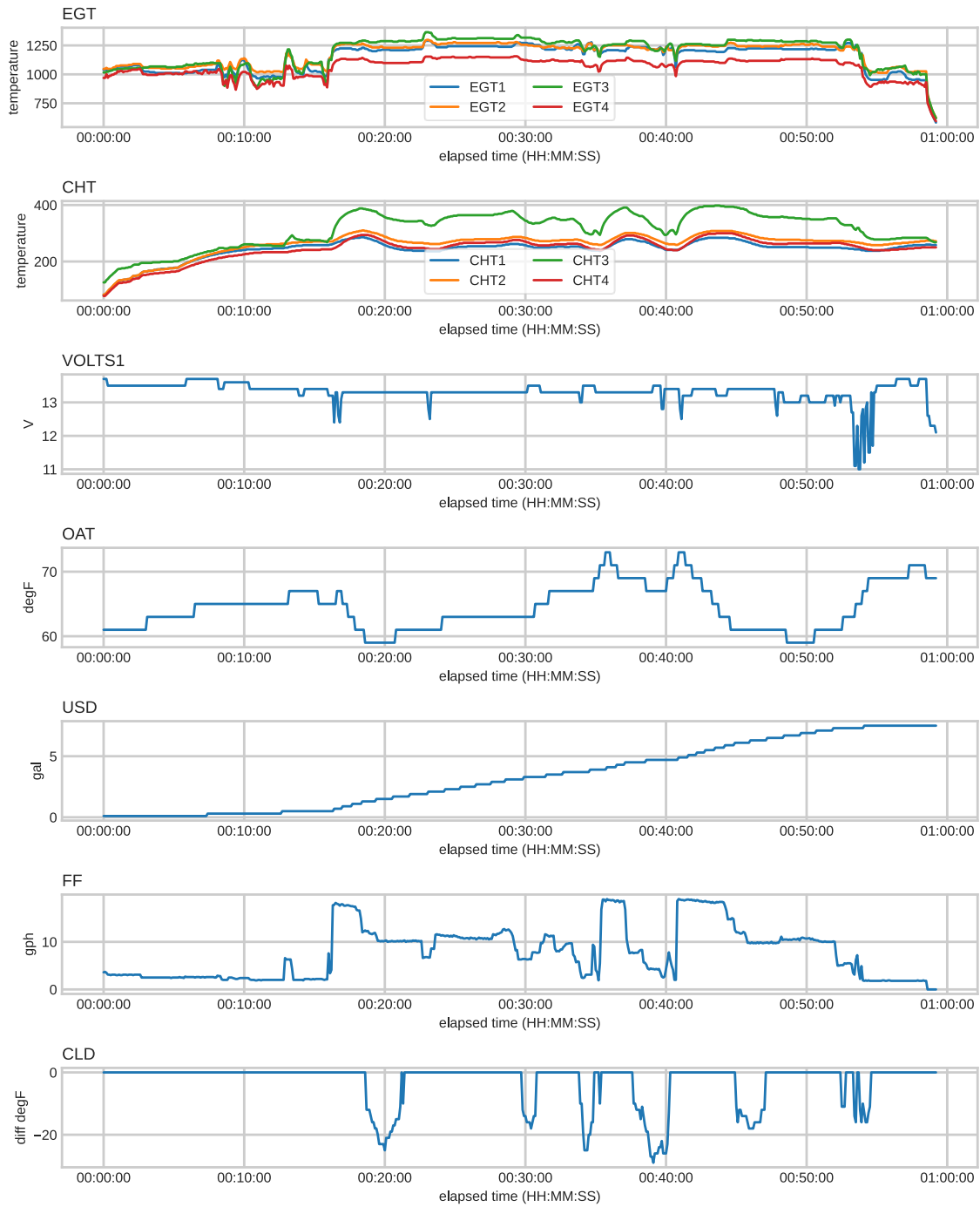
**Figure 1.** Plot of JPI data from the accident flight May 1, 2025.



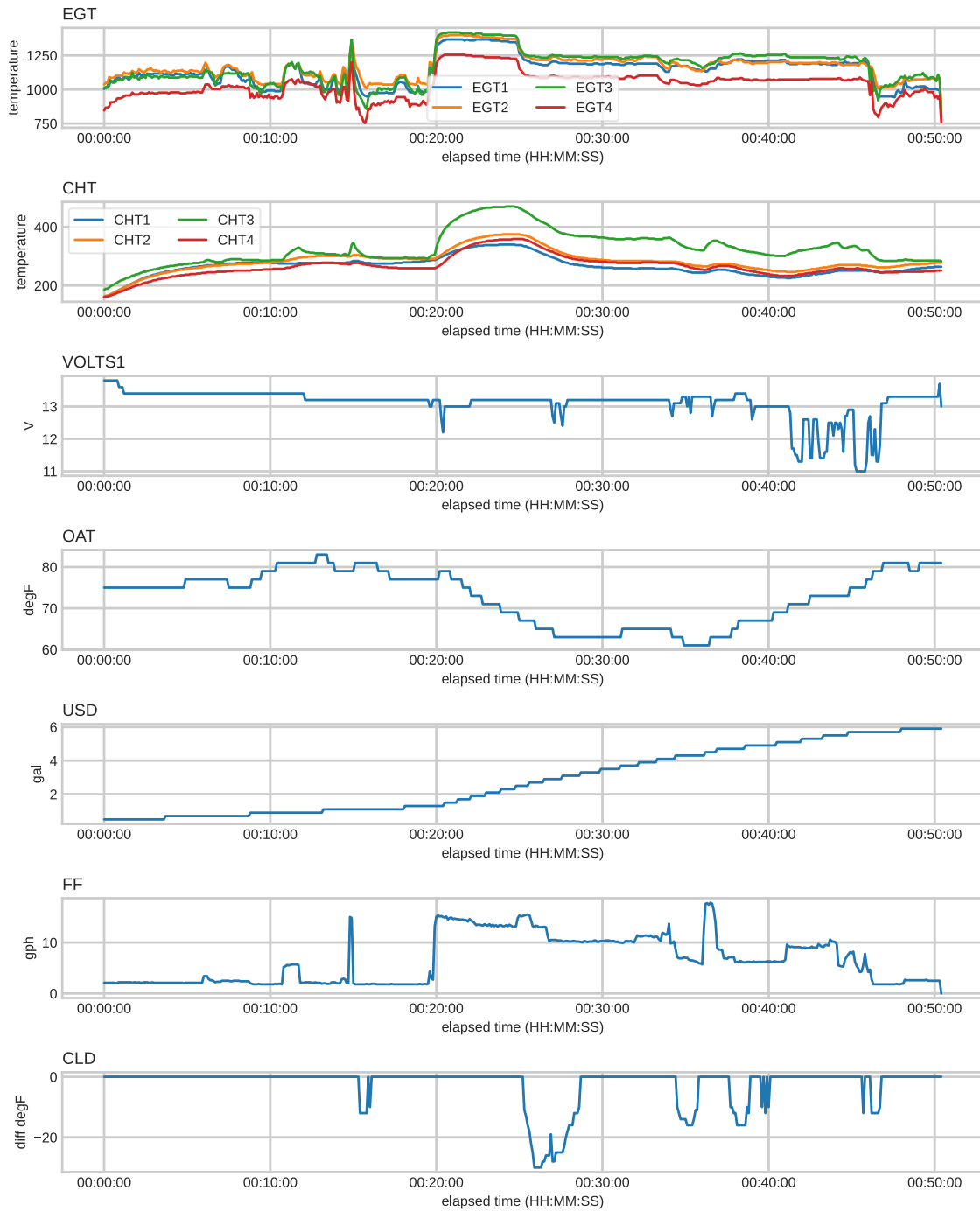
**Figure 2.** Expanded plot of the final portion of the JPI recording for the accident flight on May 1, 2025.



**Figure 3.** Plot of JPI data consistent with a ground run recorded on April 29, 2025.



**Figure 4.** Plot of JPI data from the previous flight to the accident on April 28, 2025.



**Figure 5.** Plot of JPI data from the second previous flight to the accident on April 18, 2025.