

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, DC 20594

May 16, 2014

Cockpit Voice Recorder

Specialist's Factual Report
By Bill Tuccio, Ph.D.

1. EVENT

Location: Columbus, Ohio
Date: May 9, 2014
Aircraft: Cessna 525C, N718MV
Operator: Foxy Air 2009 LLC
NTSB Number: CEN14LA239

2. GROUP

A group was not convened.

3. SUMMARY

On May 9, 2014, about 1537 eastern daylight time, a Cessna 525C multi-engine turboprop airplane, N718MV, was substantially damaged during an engine start at Rickenbacker International Airport (LCK), Columbus, Ohio. The two crewmembers and two passengers were not injured. The airplane was registered to Foxy Air 2009 LLC; Columbus, Ohio, and was being operated by Capital City Jet Center, Inc., Columbus, Ohio. Day visual meteorological conditions (VMC) prevailed at the time of the accident and an instrument flight rules (IFR) flight plan had been filed for the 14 *Code of Federal Regulations* Part 135 non-scheduled passenger flight. At the time of the accident the airplane was preparing to depart LCK for a flight to Bolton Field Airport (TZR), Columbus, Ohio. A solid-state cockpit voice recorder (CVR) was sent to the National Transportation Safety Board's Audio Laboratory for readout.

4. DETAILS OF INVESTIGATION

The NTSB Vehicle Recorder Division's Audio Laboratory received the following CVR:

Recorder Manufacturer/Model: **L-3/Fairchild FA2100-1020**
Recorder Serial Number: **688209**

4.1. Recorder Description

Per federal regulation 14 CFR 135.151, multiengine, turbine powered airplanes manufactured after April 7, 2010 must be equipped with a CVR that records a minimum of the last 2 hours of aircraft operation; this is accomplished by recording over the oldest audio data. When the CVR is deactivated or removed from the airplane, it retains only the most recent 2 hours of CVR operation. This model CVR, the L-3/Fairchild FA2100-1020, is a solid-state CVR that records 2 hours of digital cockpit audio. Specifically, it records 4 channels of audio data: one channel for each flight crew, one channel for the CAM audio information, and a fourth channel for the public address and third crewmember.

4.2. Recorder Damage

Upon arrival at the audio laboratory, it was evident that the CVR had not sustained any heat or structural damage and the audio information was extracted from the recorder normally, without difficulty.

4.3. CVR Channels

The recording consisted of four channels of audio information; however, none of the audio was pertinent to the incident/accident investigation. The audio was consistent with the CVR being overwritten or recorded over by subsequent events. Characteristics of overwritten CVRs include:

- Audio consistent with the airplane being stationary on the ground with electrical power on.
- Post accident conversations or sounds that are irrelevant, or do not provide any additional information useful to the investigation.
- Conversations or other audio consistent with maintenance personnel working in or near the cockpit.
- Conversations or other audio indicating the airplane is taxiing after an incident.