

Silliman James

From: [REDACTED]
Sent: Thursday, June 21, 2018 11:13 AM
To: Silliman James
Subject: N92WL Crash Data
Attachments: N92WL_Crash.zip

James,

Nice talking to you the other day. I've pulled the data into some screen shots to try and paint a better picture of what happened and included them in the zip file attached. Each graph has a label on the left or right side indicating what data set we are reading. Then the time stamp at the bottom corresponds to each graph horizontally.

It appears they were in a climb, hit a +1.78 G bump that went all the way down to +0.154 G. So, generally speaking, it went from nearly 2 G to 0 in 1 second. That's a bump. About 20 seconds after the fuel flow starts to taper off, fuel pressure tapers off, the climb slows, and the engine starts to turn off. The bump I marked with the cursor on the graph and labeled the file 01-59-23 and the 1 second later of 01-59-24. That is flight time, not local time.

The rest is pretty obvious I guess. All engine parameters are normal, other than fuel pressure and fuel flow. Good oil pressure, which increases again when they push the prop back in halfway through the decent.

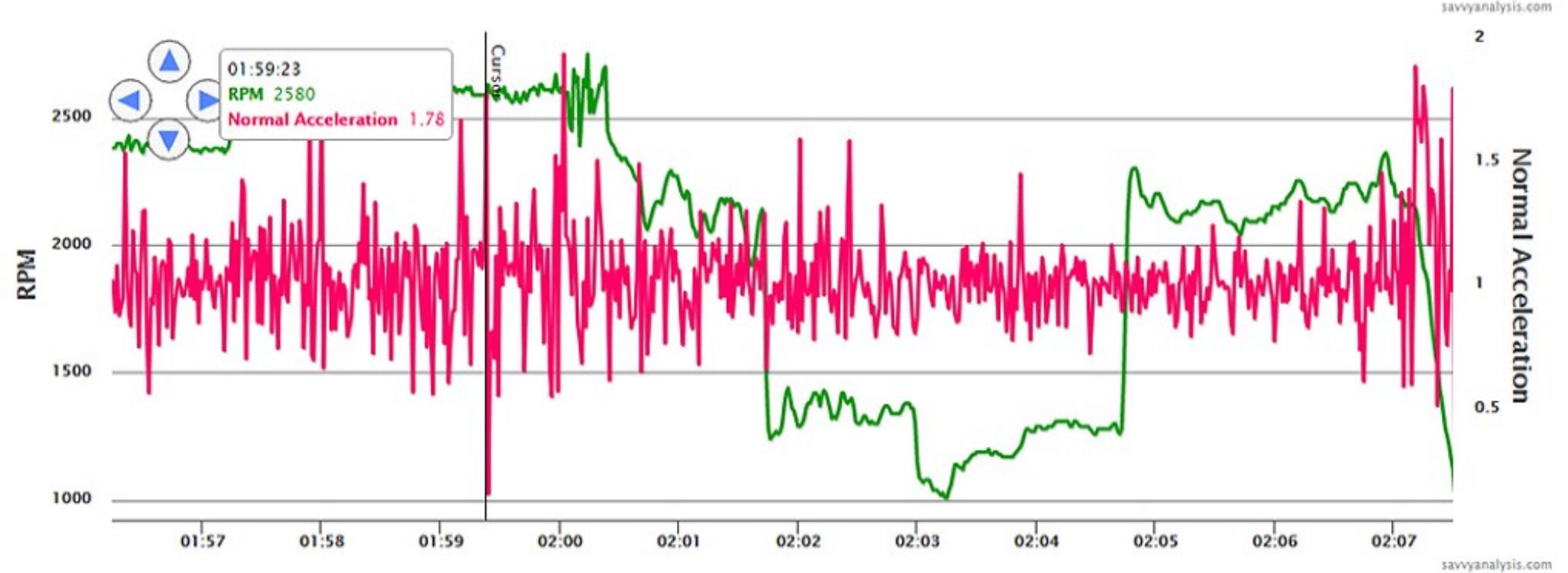
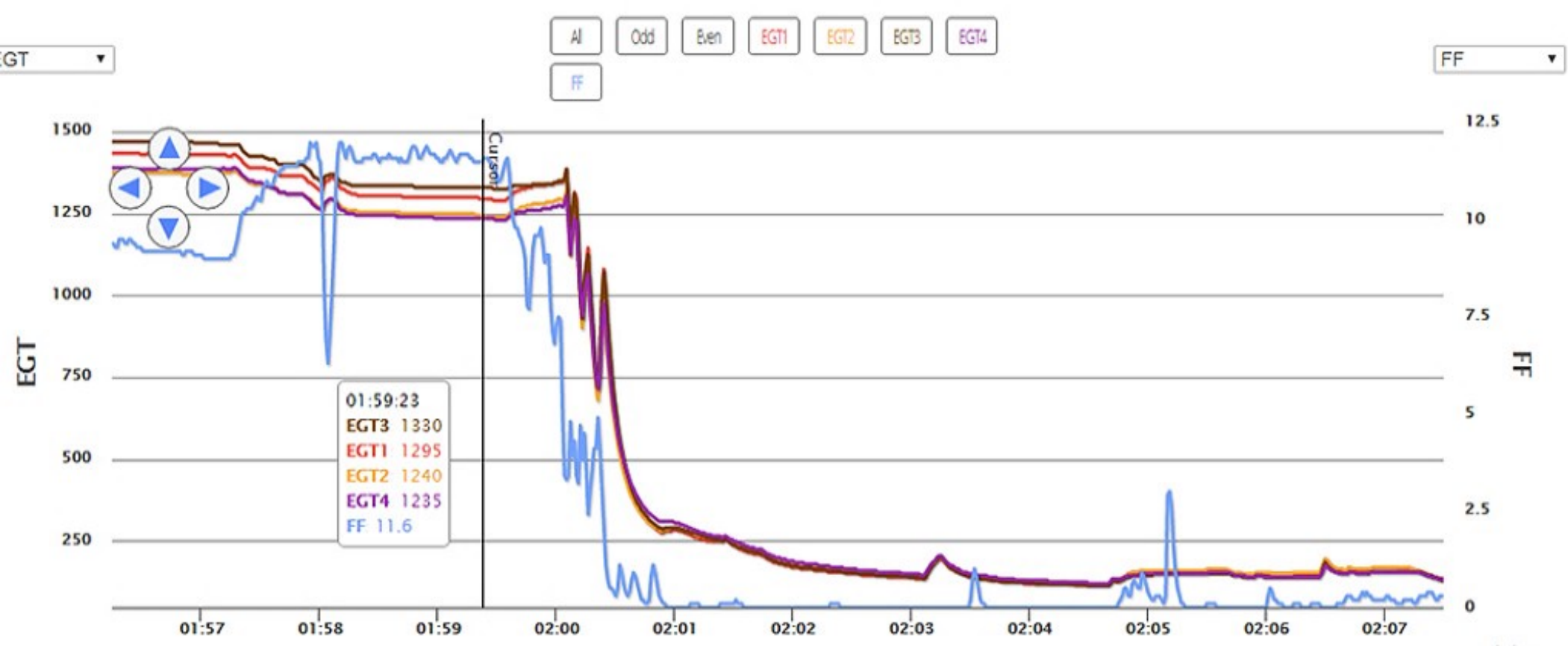
Notice the Vertical speed and Indicated Airspeed during the decent. Best glide as best as I could calculate on that airplane was 105 KIAS with the prop pulled back which I established in Phase 1. The airspeed tape was marked with "G" for best glide.

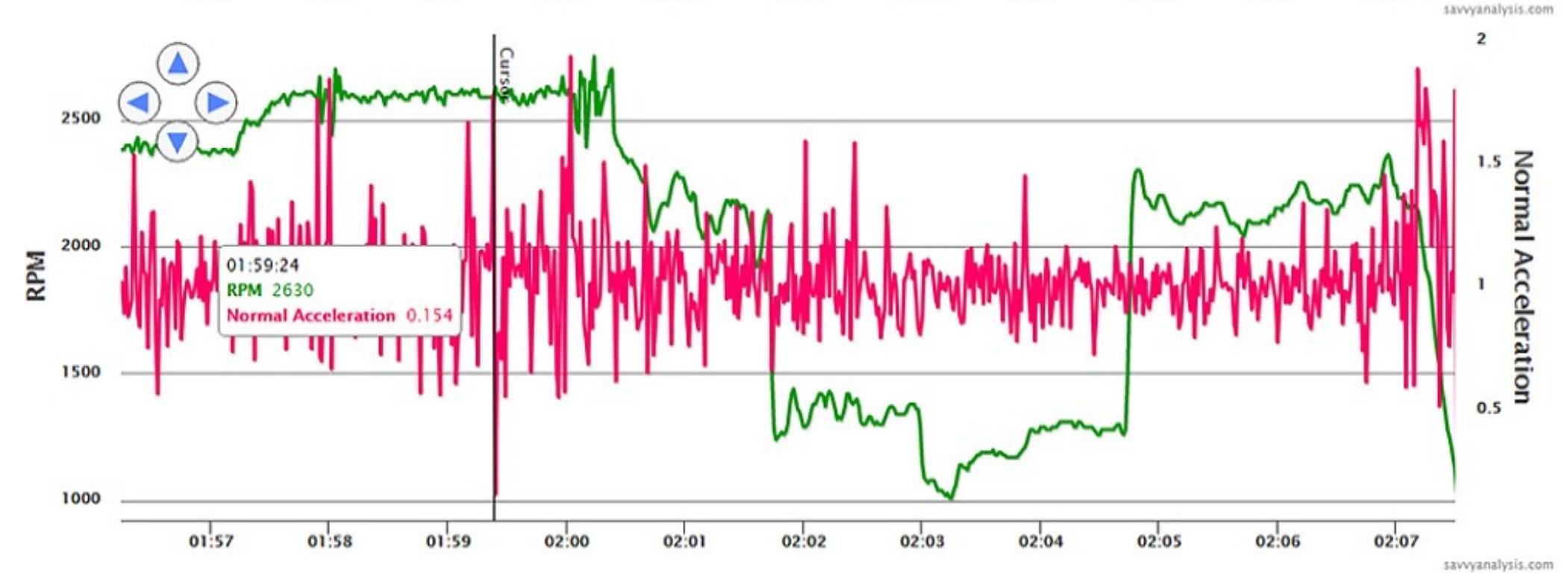
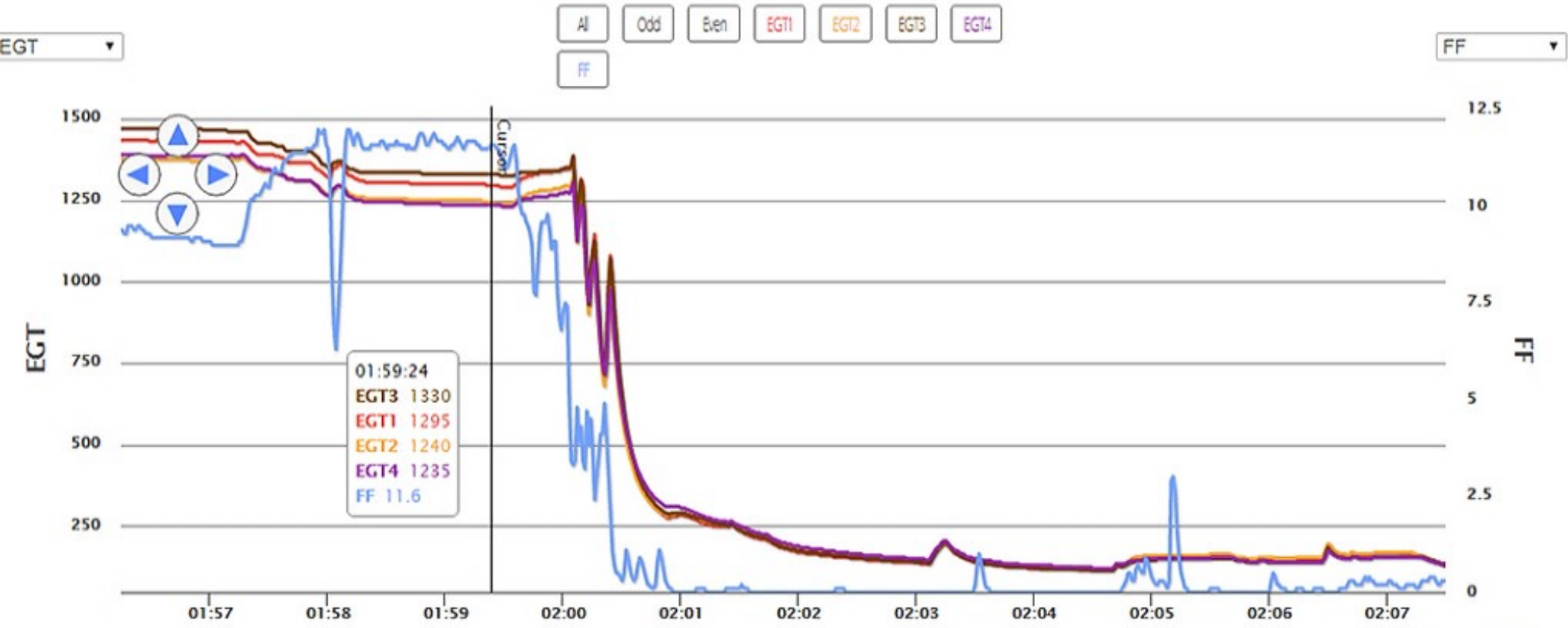
I've also plotted the flight on Google Earth using the GPS data. I pulled a few screen grabs of that, although it doesn't tell us more than we already know.

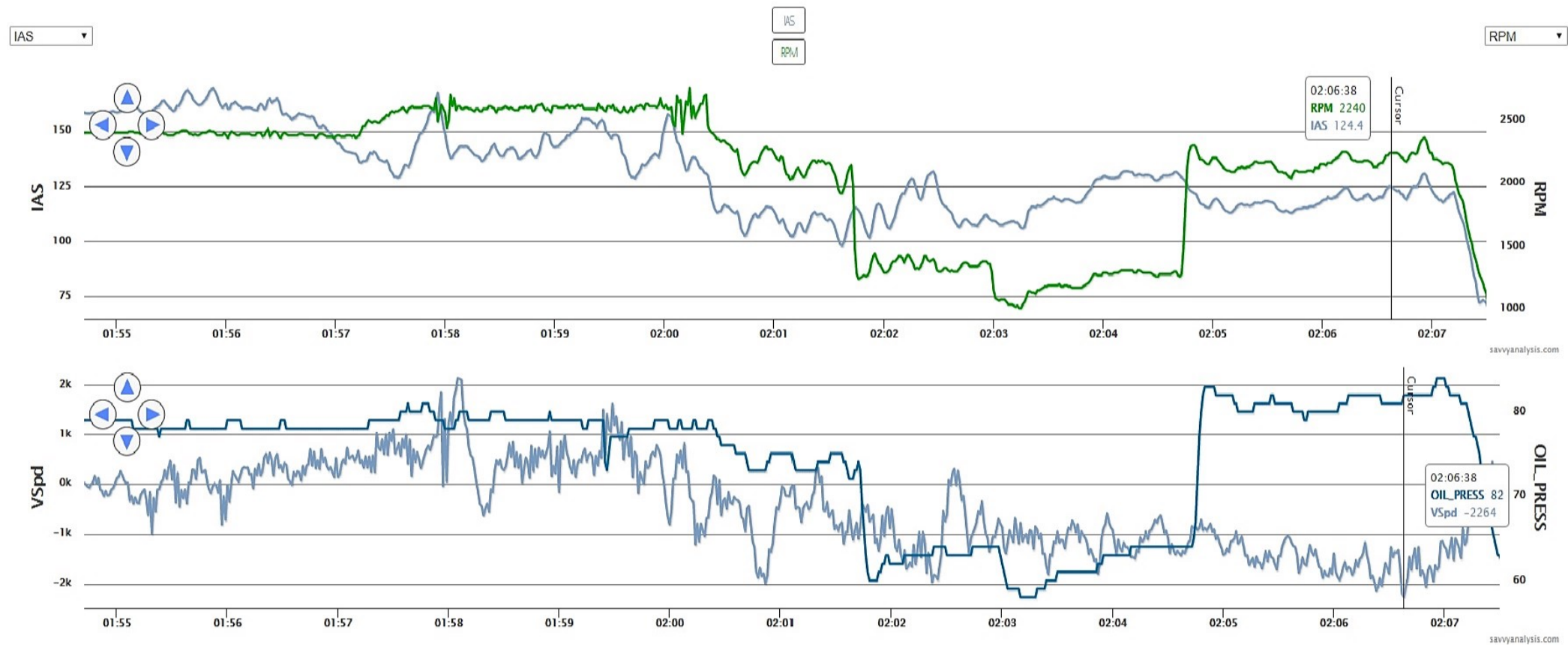
Anyway, let me know if there is anything I can do to help. If they intend to run the engine again, I'd be happy to walk anyone through a few steps I would do to ensure it doesn't make things any worse. Disabling the landing gear for example.

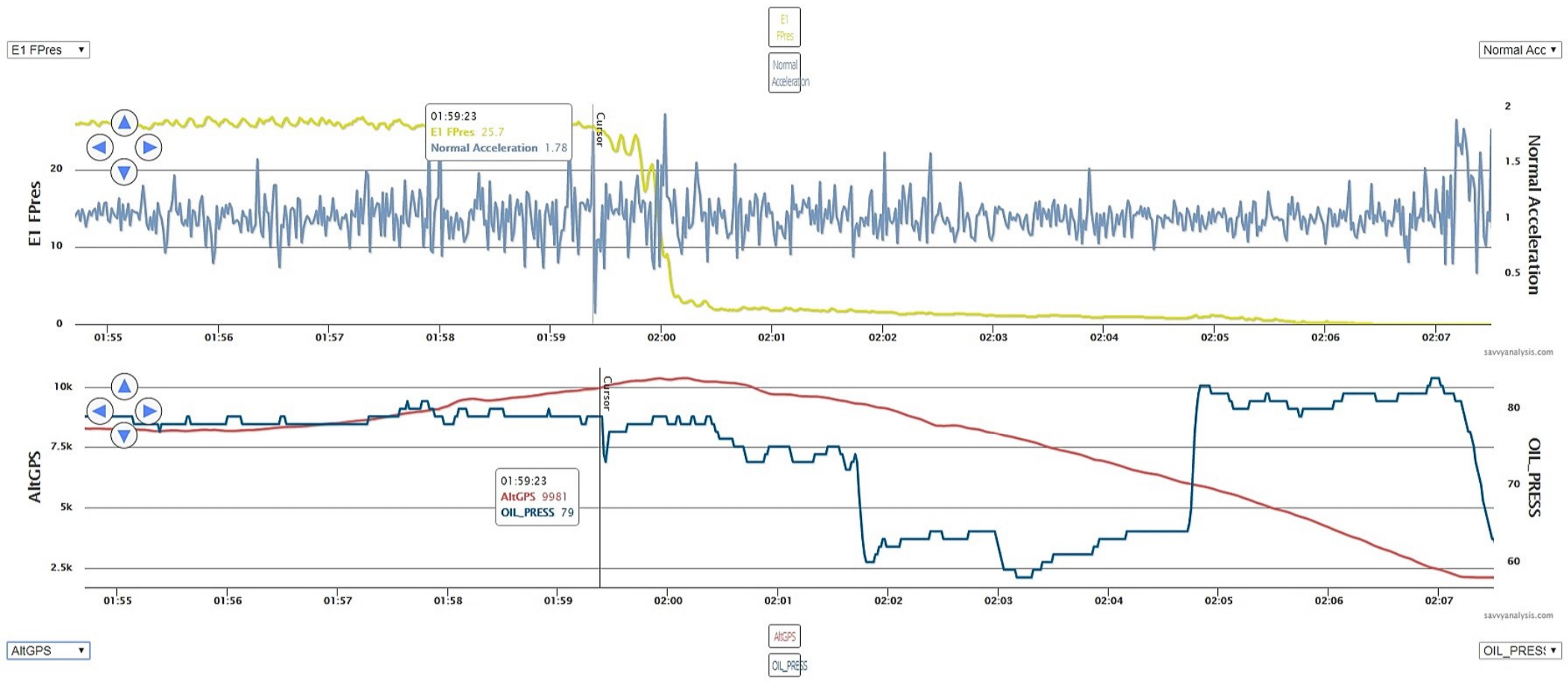
Thanks again,
Tom McNerney

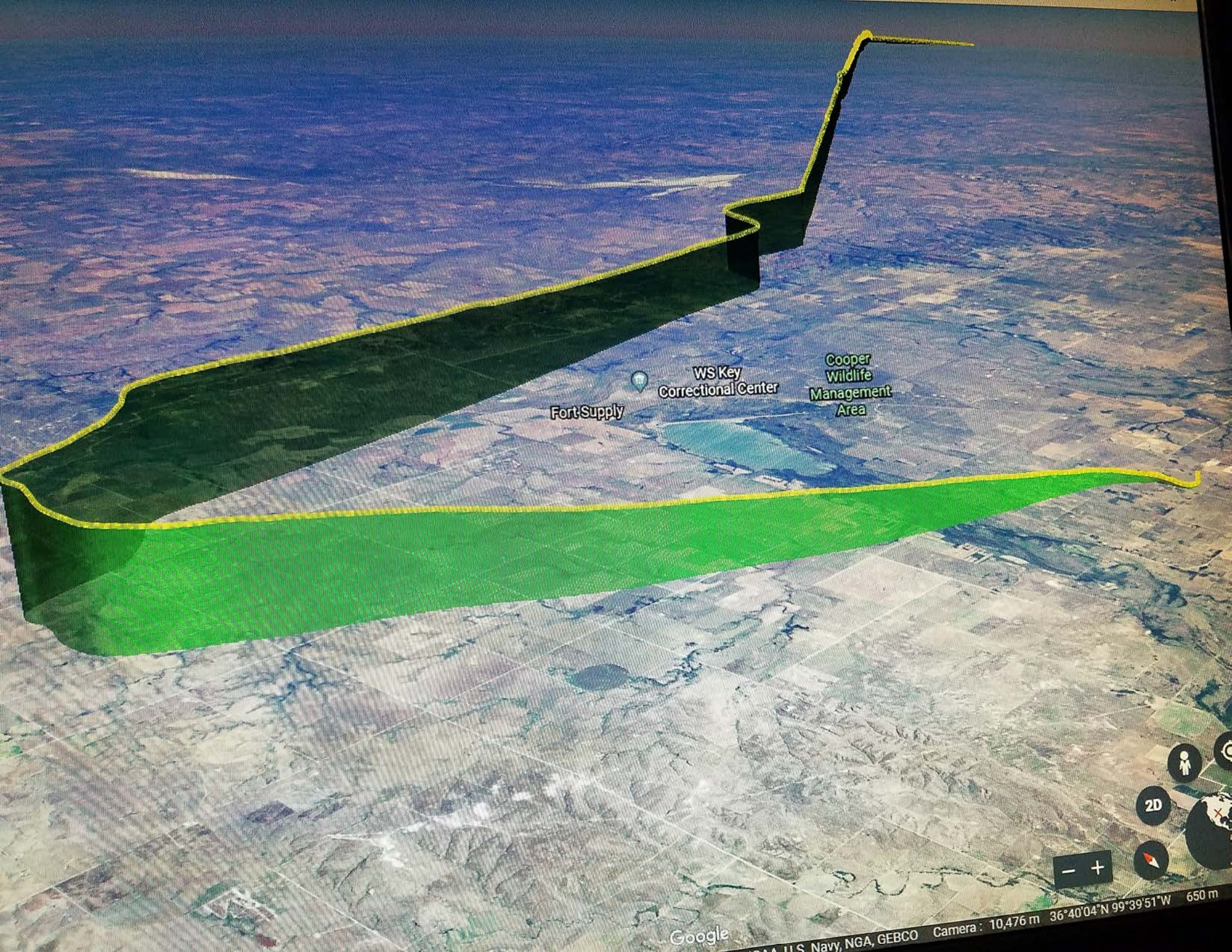
[REDACTED]











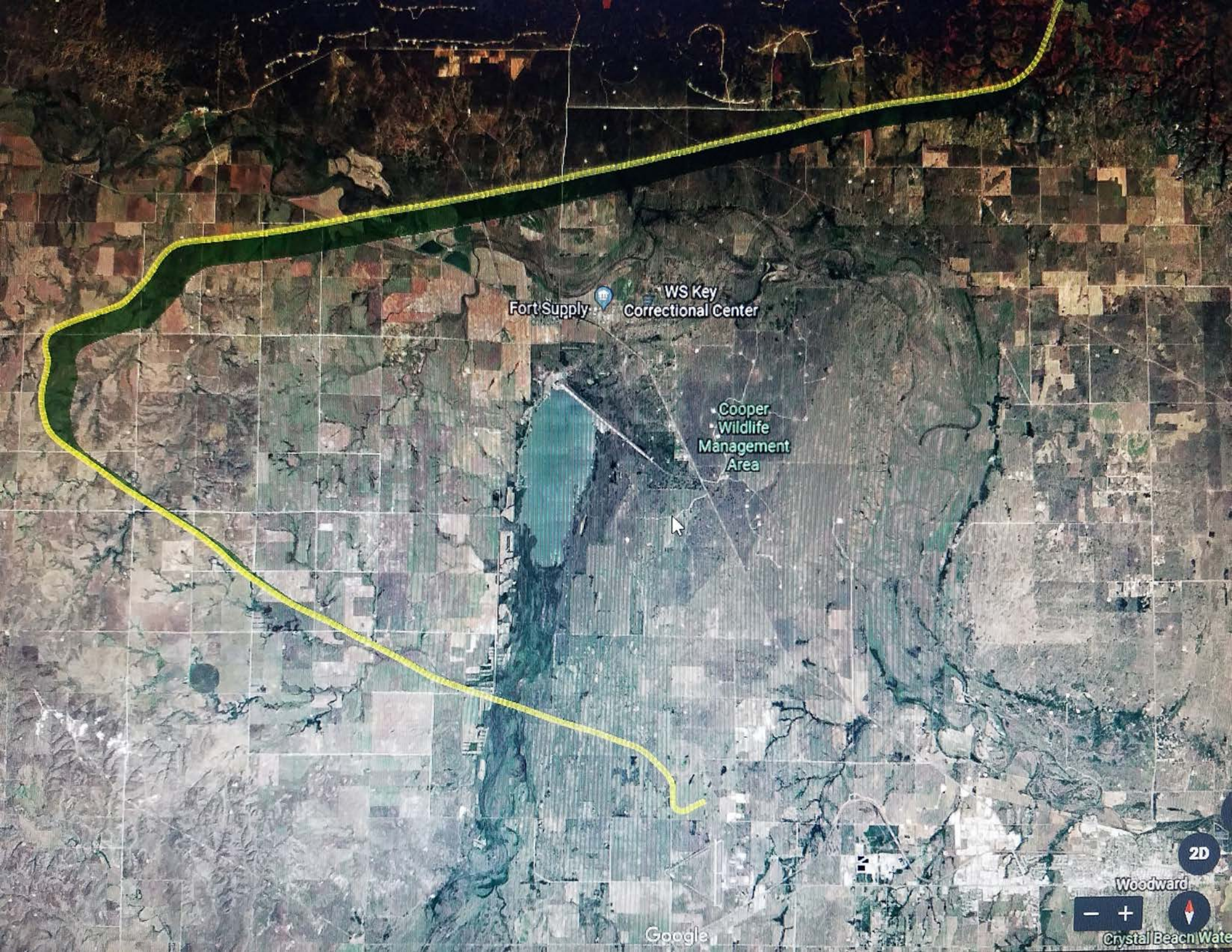
Fort Supply

WS Key
Correctional Center

Cooper
Wildlife
Management
Area

Google

U.S. Navy, NGA, GEBCO Camera: 10,476 m 36°40'04"N 99°39'51"W 650 m



Fort Supply
WS Key Correctional Center

Cooper Wildlife Management Area

Google

2D
Woodward
- +
Crystal Beach Water



Google