

**NATIONAL TRANSPORTATION SAFETY BOARD**  
Vehicle Recorder Division

December 13, 2021

## **Onboard Image Recorder**

**Specialist's Factual Report**  
**By Kyle Garner**

### **1. EVENT**

Location: Santee, California  
Date: October 11, 2021  
Vehicle: Cessna 340A  
Operator: Private  
NTSB Number: WPR22FA004

### **2. ONBOARD IMAGE RECORDER GROUP**

An onboard image recorder group was not convened.

### **3. DETAILS OF INVESTIGATION**

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received a Lytx DriveCam video event recorder (VER) recovered from a delivery package car that was struck by the Cessna 340A airplane during the accident sequence:

**Device Manufacturer/Model:** Lytx, ER-SF300 DriveCam  
**Device Serial Number:** MV00159084

The Investigator-in-Charge asked the Vehicle Recorder Division to determine if there was accident-related video data on the VER device.

#### **3.1. VER Description**

The Lytx DriveCam VER, model SF300, is a driver monitoring and recording device mounted on a vehicle's windshield that has both a forward and inward-facing camera, an omnidirectional microphone, a 9-axis motion sensor (accelerometer, gyro, and magnetometer), and a built-in GPS.

The camera continuously records, but by default only saves and transmits video and data when triggered by critical events, such as hard braking or impacts. If configured by the operator, the camera is also capable of continual video recording to internal memory or live streaming.

### 3.2. VER Condition and Data Recovery

Upon arrival at the NTSB's Vehicle Recorder Division laboratory, an exterior examination of the device revealed impact damage to the casing, the battery cover was open, and the battery was no longer in the device (see Figures 1 and 2). The device was taken by NTSB personnel to the manufacturer in San Diego, California for further assessment.



Figure 1. Condition of the front of Lytx DriveCam, as received.

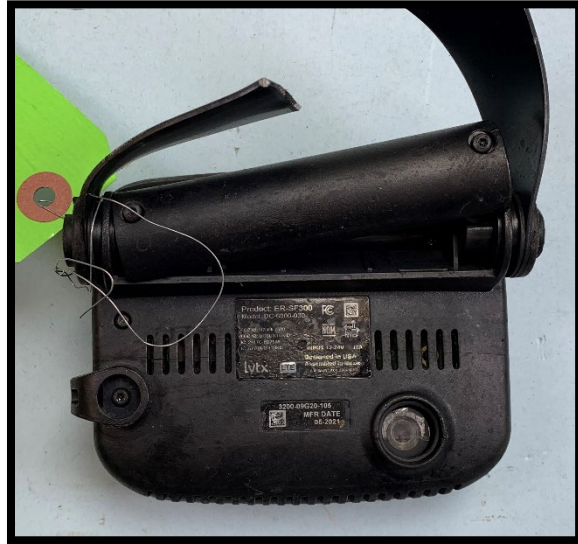


Figure 2. Condition of the back of Lytx DriveCam, as received.

Upon arrival at the manufacturer's facility, the exterior casing was removed and no damage to the circuit boards was noted. The device was connected to the manufacturer's readout workstation and the filesystem was accessed normally.

### 3.3. VER Data Description

It was determined that the device had both event-triggered and continual forward-facing video recording enabled.

There were 79 event-triggered recordings recovered from the device. The first event-triggered recording on the device was from October 11, 2021, at 0904 Pacific daylight time (PDT) and the most recent event-triggered recording was from October 11, 2021, at 1208 PDT, which was about 6 minutes before the airplane impacted the ground.

Next, the continual recording forward-facing video files were reviewed. The first continual recording forward-facing video file on the device was from October 11, 2021, at 0418 PDT and the most recent file was from October 11, 2021, at 1212 PDT. The most recent video recording was viewed for accident-related footage; however, it was determined using the embedded GPS data that the recording ended before the airplane impacted the ground, approximately 350 feet from the accident site. The manufacturer noted that the recording saving to internal memory was likely interrupted by the battery dislodging during the accident sequence.

No data pertinent to the accident were recovered from the event-triggered or continual recording forward-facing video files.