**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted]
**Subject:** WPR19FA256 Device Data
**Date:** Friday, December 6, 2019 10:13:27 AM
**Attachments:** [redacted]

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Good Morning Fabian,

Here's a summary of the WPR19FA256 devices:

**JPI EDM-700:** This particular EDM-700 is an older model that doesn't record data to NVM.

**Garmin:** Based on the logic board, this Garmin appears to be a GPSMAP 296 model. Similar to the 696 I just did, there was damage to the board and it wasn't able to power on normally with surrogate parts so the NVM chip was removed and no settings data were recovered.

The accident flight was captured and plots are attached (Times are UTC). There were 122 sessions recorded from 9/9/2012 through 9/8/2019. The date associated with the last track log was 1/23/2000 which is exactly 1024 weeks offset from the 9/8/2019 accident event. A handful of the sessions exhibited this phenomena, known as GPS Week Number Rollover. It occurs due to the GPS date being stored in 10 binary digits (equates to a range of 0 to 1023). Software not coded to anticipate the rollover can potentially display dates that are 20 or 40 years back in time.

The 3 previous sessions before the accident flight were:

| Start Date Time | End Date Time | Session Length |
|---|---|---|
| 9/1/2019 5:53:21 PM | 1/16/2000 6:09:11 PM | 0:15:50 |
| 9/1/2019 6:25:52 PM | 1/16/2000 6:46:20 PM | 0:20:28 |
| 9/6/2019 6:45:21 PM | 1/21/2000 8:19:21 PM | 1:34:0 |

Please let me know if you have any questions or would like to see anything additional.

V/r,
Gerald Kawamoto
Vehicle Recorder Division
National Transportation Safety Board
[redacted]