

# NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, D.C. 20594

November 13, 2017

## Engine Data Monitor (EDM)

### Specialist's Factual Report

By Sean Payne

#### 1. EVENT SUMMARY

Location: McAlester, Oklahoma  
Date: September 15, 2017  
Aircraft: Beech A36  
Registration: N18403  
Operator: Private  
NTSB Number: CEN17LA357

On September 15, 2017, at 1620 central daylight time, a Beech A36, N18403, collided with a haybale during a forced landing following a loss of engine power while on approach to the McAlester Regional Airport (MLC), McAlester, Oklahoma. The private pilot received minor injuries. The airplane was substantially damaged. The airplane was registered to Travel Air LLC and was being operated by the pilot as a 14 *Code of Federal Regulations* Part 91 personal flight. Visual flight rules conditions existed near the accident site at the time of the accident. The pilot had canceled his instrument flight rules flight plan when he had MLC in sight. The flight departed from the Garner Field (UVA), Uvalde, Texas, at 1357.

#### 2. ENGINE DATA MONITOR GROUP

An Engine Data Monitor (EDM) group was not convened.

#### 3. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received the following EDM:

Recorder Manufacturer/Model: **JPI FS-450**  
Recorder Serial Number: **09510**

##### 3.1. JPI FS-450 Description

The J. P. Instruments FS-450 is a panel mounted gauge that the operator can use to monitor fuel flow, fuel used, and fuel remaining. The fuel status is dependant on the user to properly program the amount of fuel onboard the aircraft prior to each flight and the subsequent fuel status is measured by integrating the measured amount of fuel flow. When connected to a GPS device, the unit can calculate, in real time, the amount of fuel need to complete a trip

and the amount of fuel in reserve at the destination. The device stores the last remaining record of fuel used and fuel remaining in gallons.

### 3.1.1. Data Recovery

The recorder was in good condition and the data were extracted normally from the recorder by simply powering the device and observing the display. Figure 1 shows the amount of gallons used, 45.4 gallons. Figure 2 shows the amount of fuel remaining, 66.6 gallons.

Figure 1. The FS-450 powered to show the amount of fuel used.



Figure 2. The FS-450 powered to show the amount of fuel remaining.

