



Department of the Interior

DOI Aviation Safety Review

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Ground Rules



The National Transportation Safety Board

NTSB 831.13 Flow and dissemination of accident or incident information.

(b) ... Parties to the investigation may relay to their respective organizations information necessary for purposes of prevention or remedial action.

... However, no (release of) information... without prior consultation and approval of the NTSB.

**This information is provided
for accident prevention purposes only**



Mishap Investigation in DOI

Protect People, Property, and Evidence

Notify and Investigate

DOI Response to Accidents and IWPs

Bureau role in Investigation and Prevention

NTSB and FAA roles



Party to an NTSB Investigation

The law (49 CFR 831.11) hasn't changed

The IIC designates Parties as needed to support the investigation.

The FAA is the only Agency that is always allowed Party status.

Parties shall be responsive to the direction of the IIC, and may lose Party status if they do not comply.

Claimant, lawyers, and insurers are not allowed



Party to an NTSB Investigation

The law (49 CFR 831.11) hasn't changed



National Transportation Safety Board

Operations Bulletin OPS-GEN-115 Naming Parties to NTSB Investigations

1. Issuing Organization. Operations Bulletin OPS-GEN-115 was developed by the Office of the Managing Director (MD-1) and was issued on May 6, 2010. This revision is dated August 3, 2010. It is due for review by August 3, 2012.
2. Purpose. Operations Bulletin OPS-GEN-115 requires that each party representative, excluding certain governmental party representatives, also called party participants, sign the Certification of Party Representative (Certification form). Each party participant will receive a copy of the Information and Guidance for Parties to NTSB Accident and Incident Investigations (Guidance document).
3. Policy. The NTSB may invite qualified and interested organizations to participate as parties to the fact-finding phase of an investigation. Participation as a party to an NTSB investigation is a privilege and confers no rights or benefits, but it is critical that parties understand what is expected of them and be familiar with the rules that govern their participation. Consequently, it is NTSB policy that each party participant shall receive a copy of the Guidance document and 49 *Code of Federal Regulations* Part 831, and be required to sign the Certification form (with the exception of representatives from federal regulatory agencies and law enforcement agencies, and Accredited Representatives of foreign governments and their foreign Technical Advisors who are not required to sign the form).

...but the enforcement definitely has !



DOI FY 10 / 11 Aviation Mishaps

FY 10 / 11

5 Accidents

7 Fatalities

All Preventable

Weather

Mission Planning

Managing Risk

Risk Tolerance

Policy Violations

Training

ALSE

Flight Following / AFF

Search and Rescue

Supervision

Corvallis, OR, January 17, 2010



King Salmon, AK, August 21, 2010



King Cove, AK, February 11, 2010



Bettles, AK, August 30, 2010



Davant, LA, July 24, 2010



Reedsport, OR, December 31, 2010





Corvallis, OR

January 17, 2010



Cessna
C-182

Mission

Migratory Bird
Program

(point-to-point flight)

Damage

Destroyed

Injuries

2 Fatal

Procurement

Fleet

NTSB ID

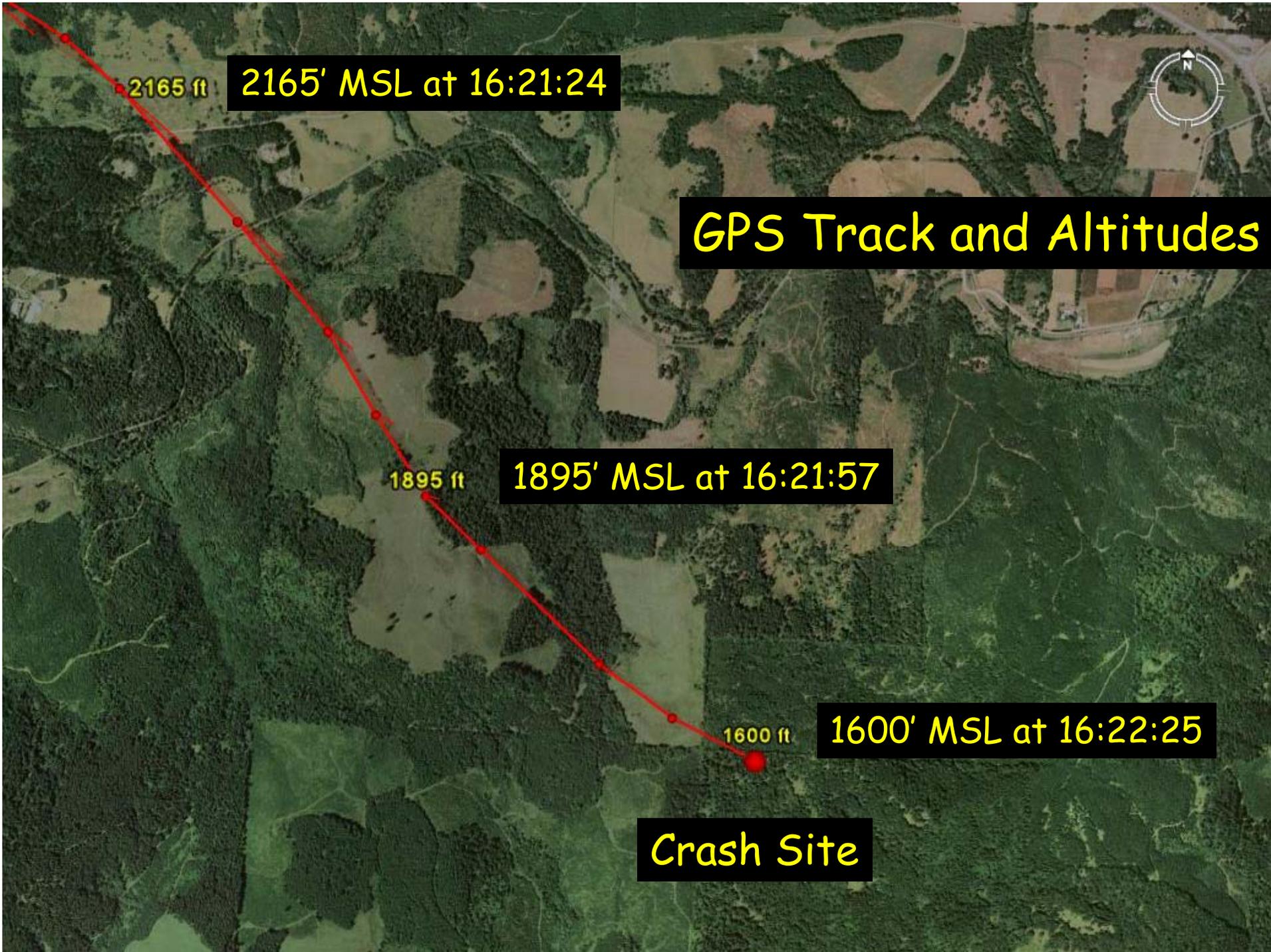
WPR10GA113



Radar Track



PREPARED BY THE OFFICE OF SAFETY
 N702/C182 (POSSIBLE TRACK)
 JANUARY 18, 2010
 MOLSEN January 2010



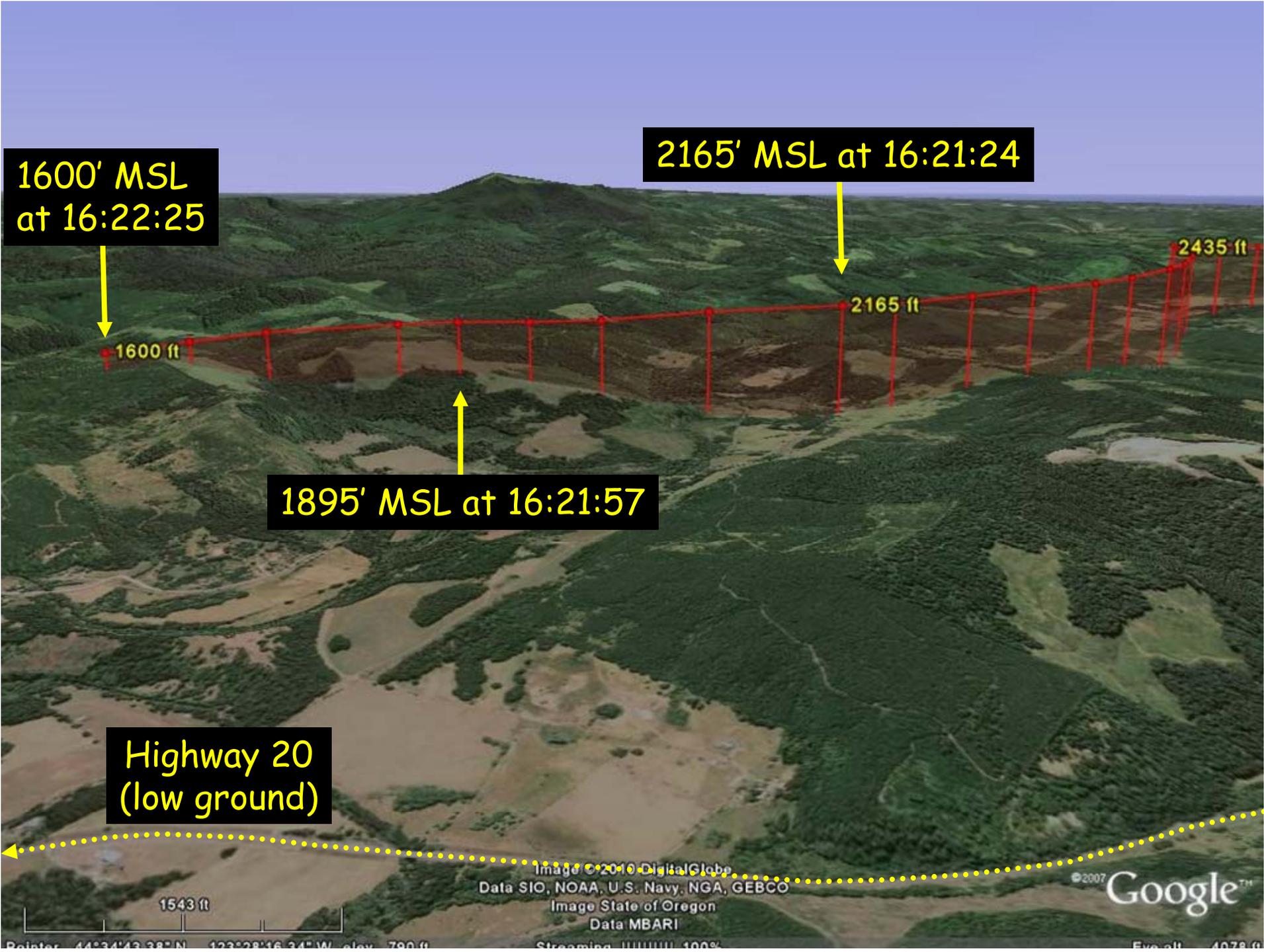
2165 ft 2165' MSL at 16:21:24

GPS Track and Altitudes

1895 ft 1895' MSL at 16:21:57

1600 ft 1600' MSL at 16:22:25

Crash Site



1600' MSL
at 16:22:25

2165' MSL at 16:21:24

1895' MSL at 16:21:57

Highway 20
(low ground)

1543 ft

Image © 2010 DigitalGlobe
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image State of Oregon
Data MBARI
Streaming 100%

© 2007 Google™

Eye alt 4073 ft



**Northeast of Corvallis at 1453 PST and 1060 feet AGL
Looking towards accident site**



Accident Site looking to Southeast



Cockpit



Aft Cabin



Outboard Left Wing





Tail Section

Right Wing



Discussion





King Cove, AK

February 11, 2010



Piper
PA-18 SuperCub

Mission

Refuge
Management

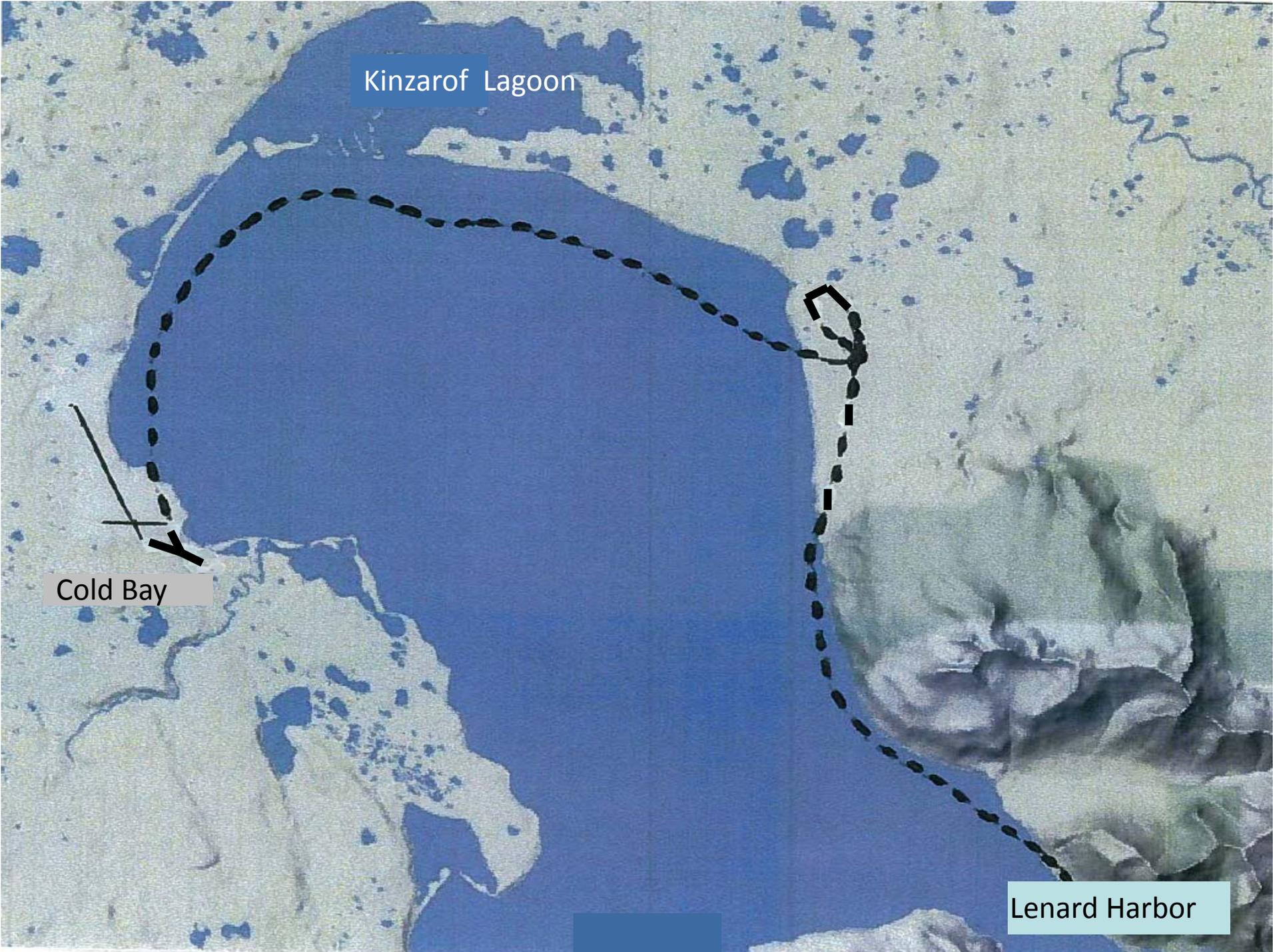
Damage
Substantial

Injuries
None

Procurement
Fleet

NTSB ID
ANC10TA017





Kinzarof Lagoon

Cold Bay

Lenard Harbor

Carburetor Icing Probability Chart

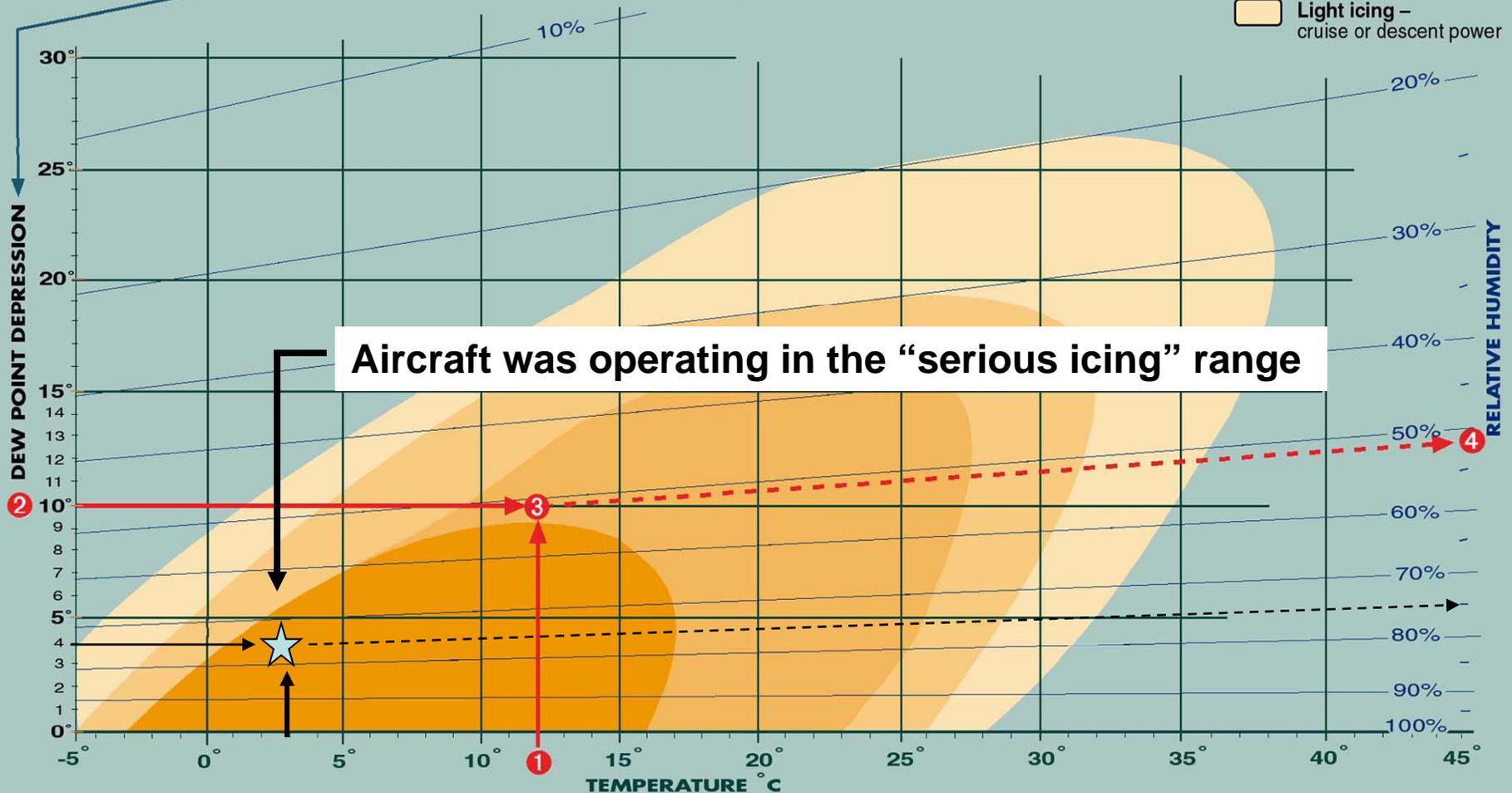
To work out dew point depression:

$$\text{Temp} \text{ Minus } \text{Dew Pt.} = \text{Dew Pt. Depression}$$

To use this chart:

- obtain the temperature and dew point
- calculate the difference between the two. This is the 'dew point depression'
- for example, if the temperature is 12° C **1** and the dew point is 2° the dew point depression will be 10° **2**
- for icing probability, refer to the shading legend appropriate to the intersection of the lines **3**
- for relative humidity, refer to the right hand scale **4**

- Serious icing** – any power
- Moderate icing** – cruise power;
Serious icing – descent power
- Serious icing** – descent power
- Light icing** – cruise or descent power



What the pilot saw











Wing tip scrapes







Discussion





Davant, LA

July 24, 2010



**Cessna
C-180J**

**** Non-DOI Accident****

Mission

Pilot Training
(FAA Float Plane Qual)

Damage

Substantial

Injuries

1 Fatal

1 First Aid

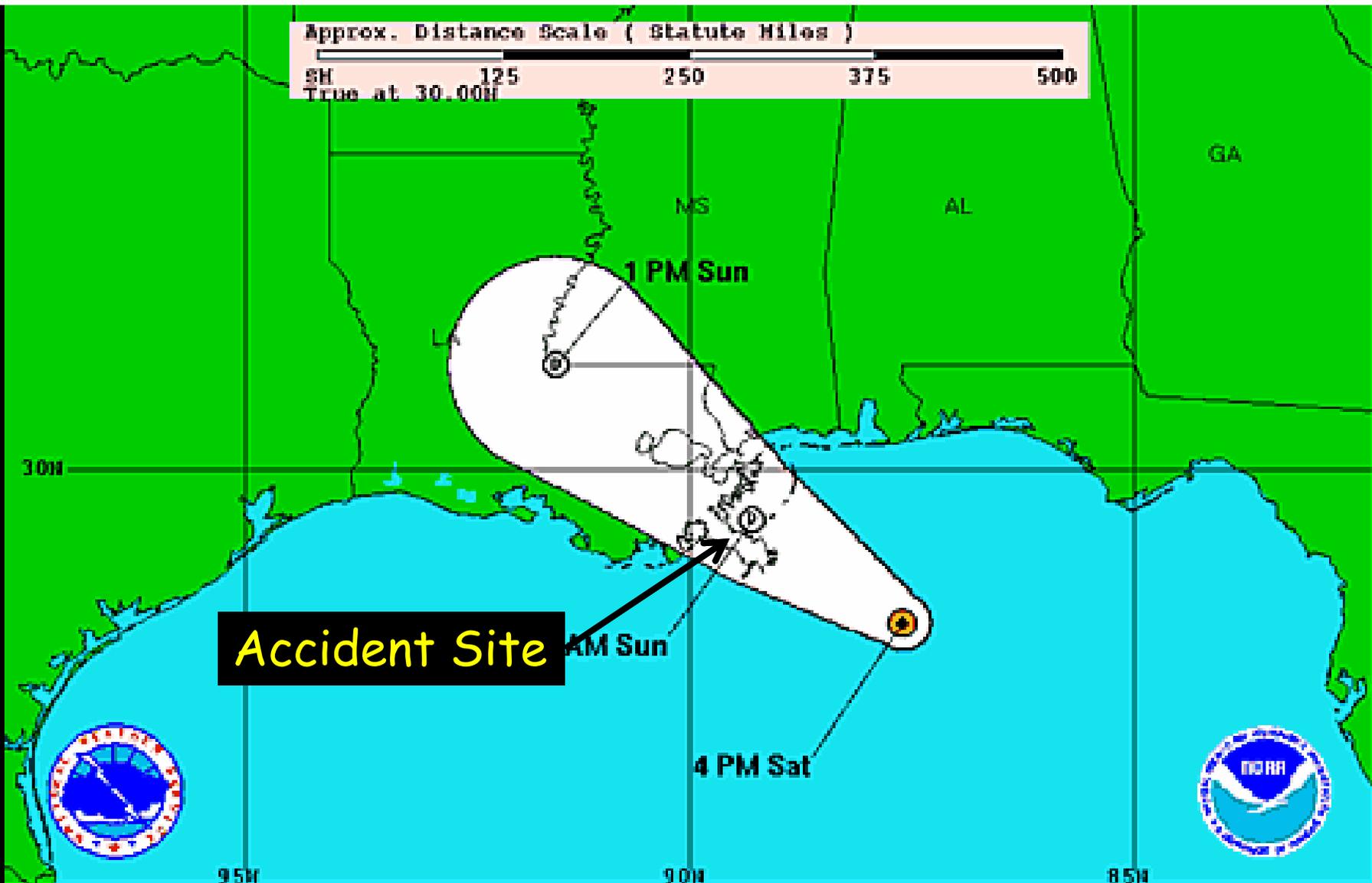
Procurement

Credit Card purchase
of Training Services

NTSB ID

CEN10LA427





Accident Site

Tropical Depression Bonnie
Saturday July 24, 2010
4 PM CDT Advisory 10
 NWS TPC/National Hurricane Center

Current Information: ●
 Center Location 28.5 N 87.6 W
 Max Sustained Wind 30 mph
 Movement WNW at 14 mph

Forecast Positions:
 ● Tropical Cyclone ○ Post-Tropical
 Sustained Winds: D < 39 mph
 S 39-73 mph H 74-110 mph M > 110mph

Potential Track Area:
 Day 1-3 Day 4-5

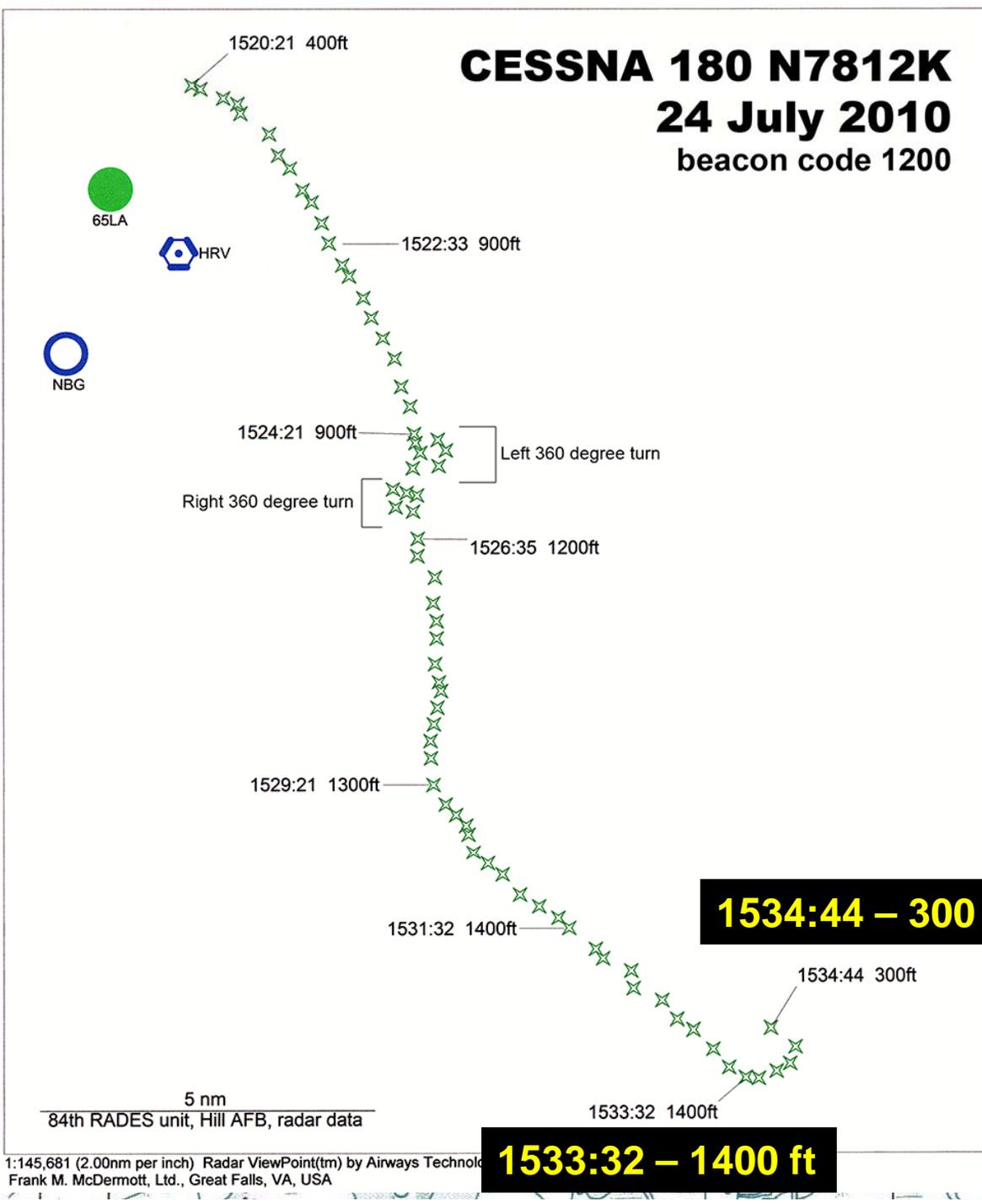
Watches:
 Hurricane Trop.Storm

Warnings:
 Hurricane Trop.Storm

CESSNA 180 N7812K

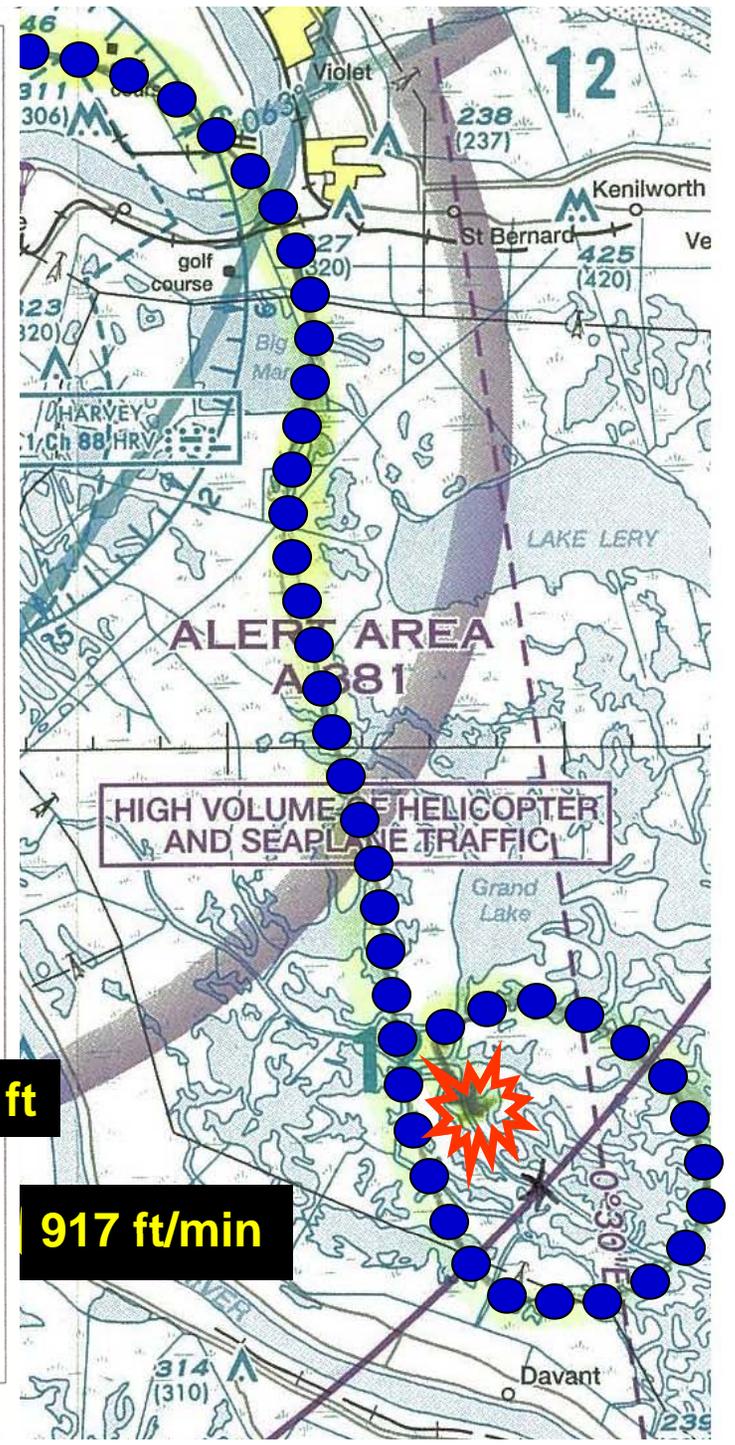
24 July 2010

beacon code 1200



1534:44 – 300 ft

1533:32 – 1400 ft



917 ft/min

1:145,681 (2.00nm per inch) Radar ViewPoint(tm) by Airways Technology, Inc.
Frank M. McDermott, Ltd., Great Falls, VA, USA

Accident site

SHBL1 RAWS
Winds N - 12G13

KNBG RAWS
Winds NE - 9

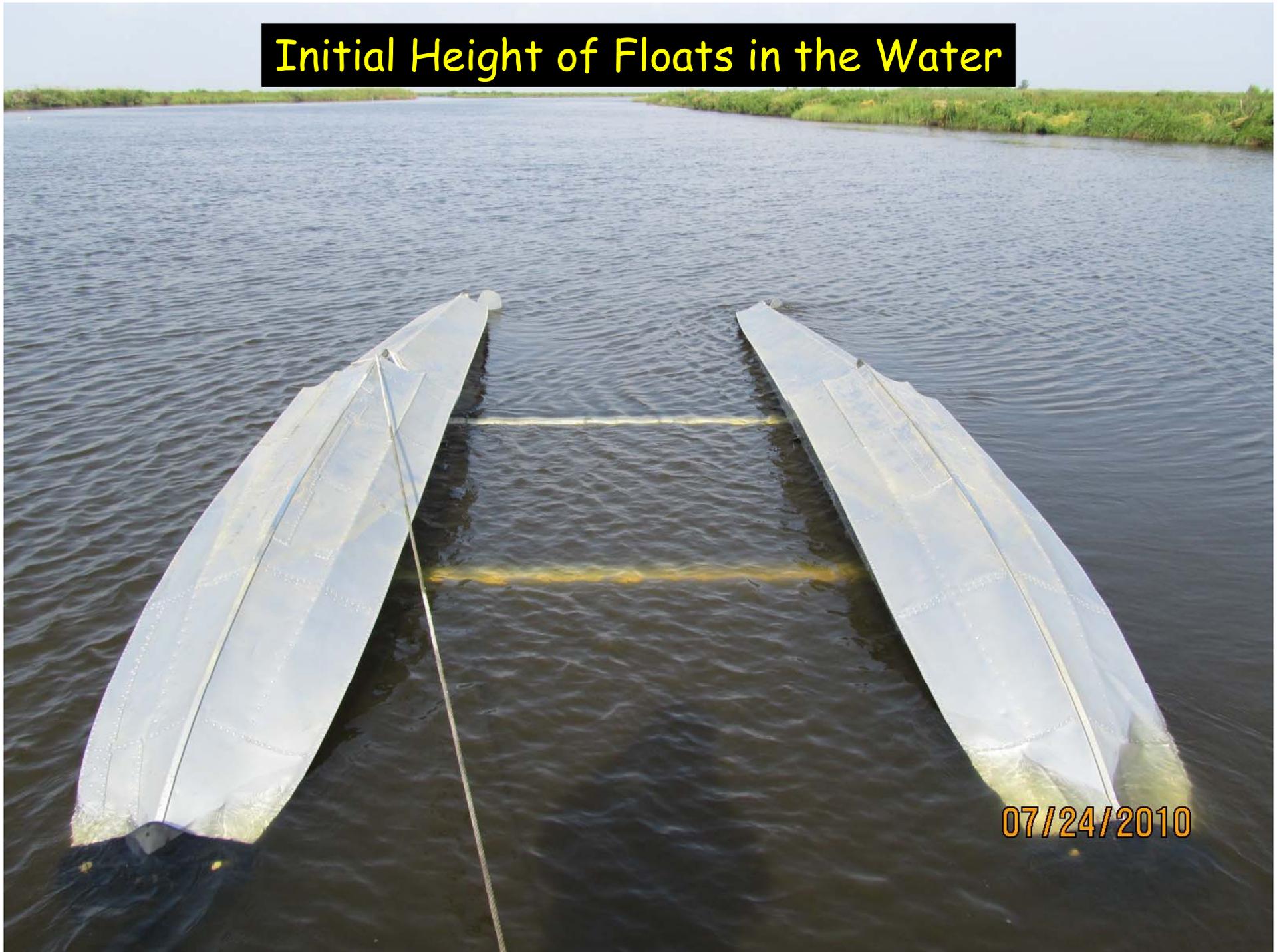
X



Accident site

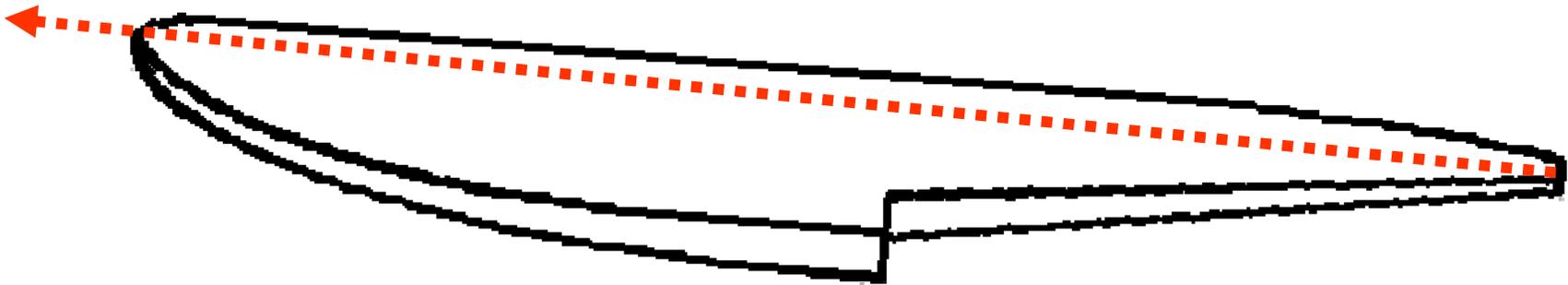


Initial Height of Floats in the Water

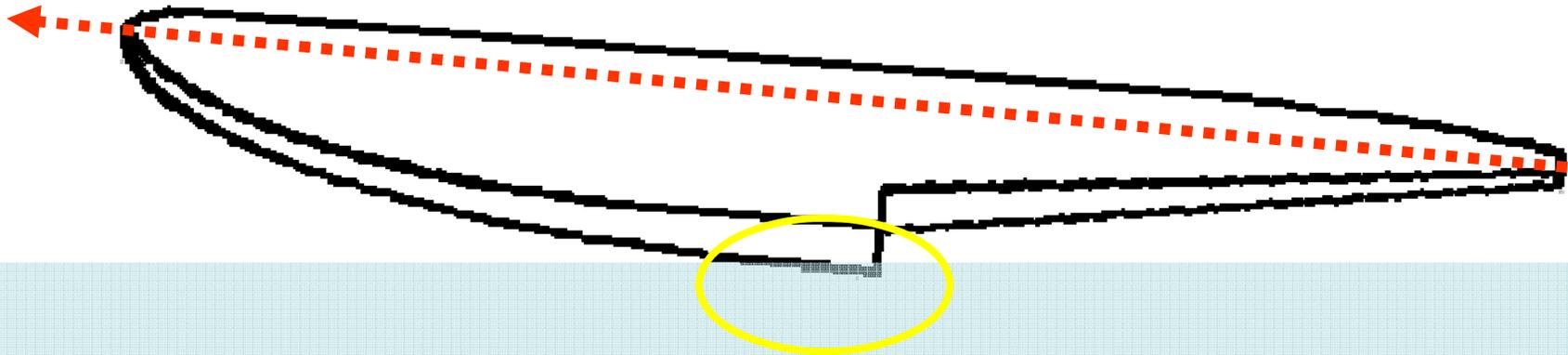


07/24/2010

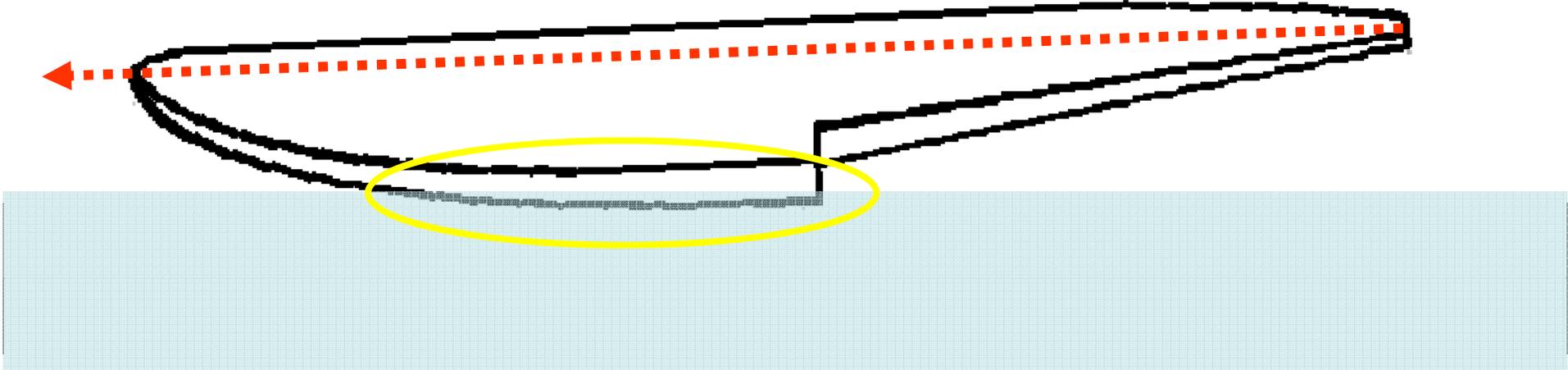
Correct Landing Attitude



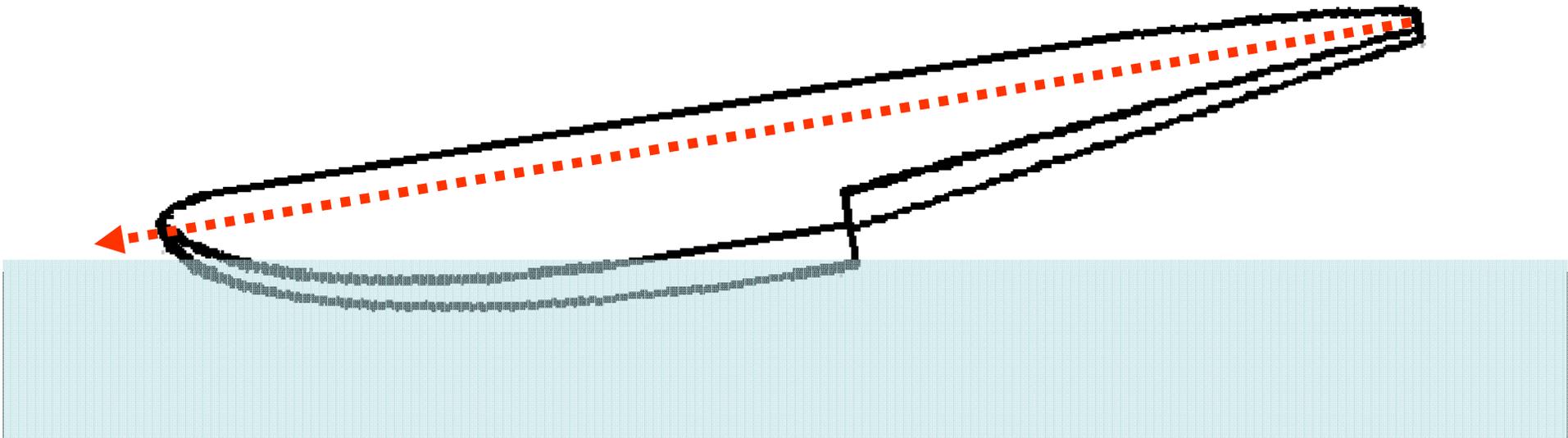
On the Step



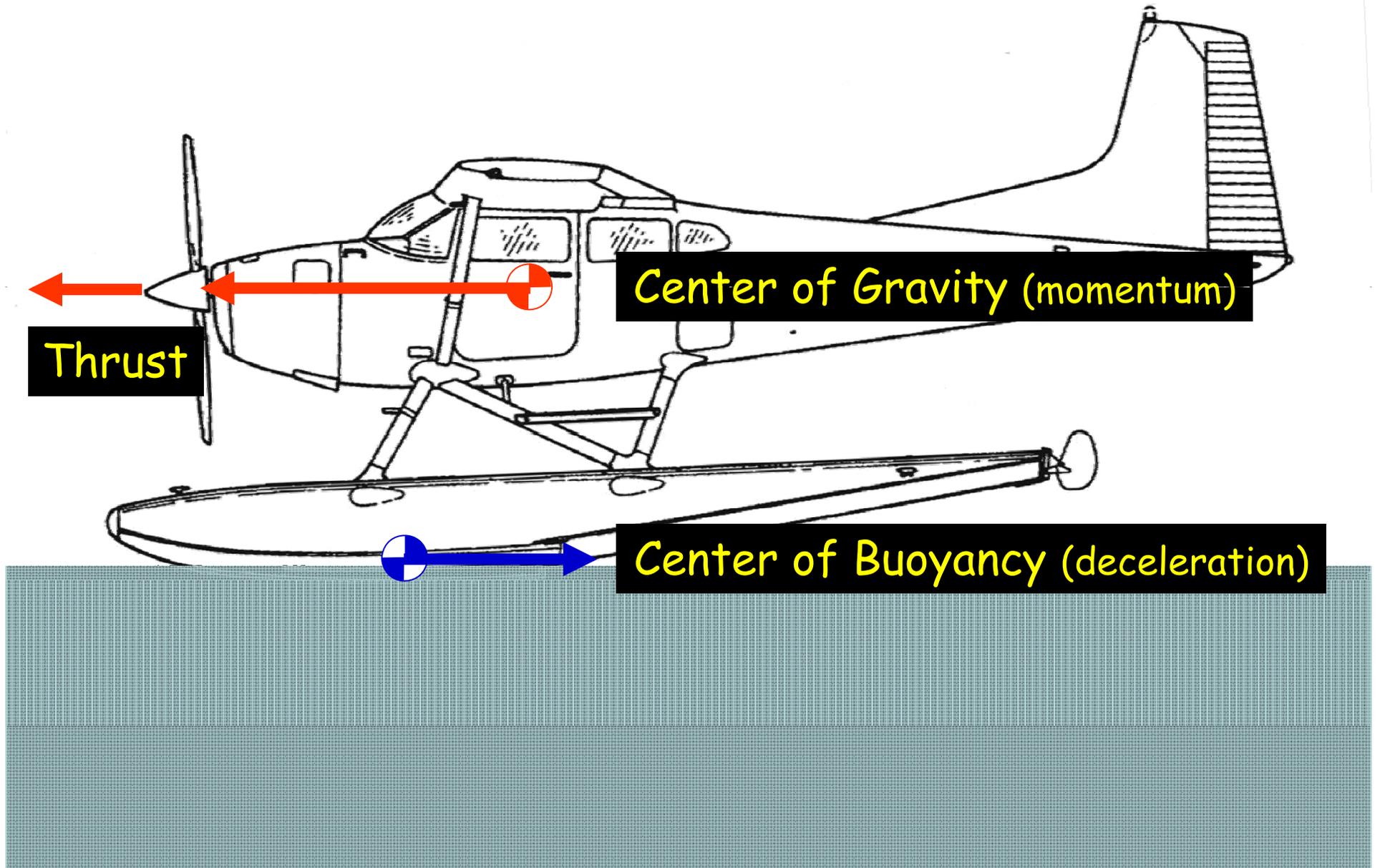
Flat Landing Attitude



Pitching Forward



Landing Flat









Discussion





King Salmon, AK

August 21, 2010

DeHavilland
DHC-2

Mission

Point-to-Point

Damage

Destroyed

Injuries

4 Fatal

Procurement

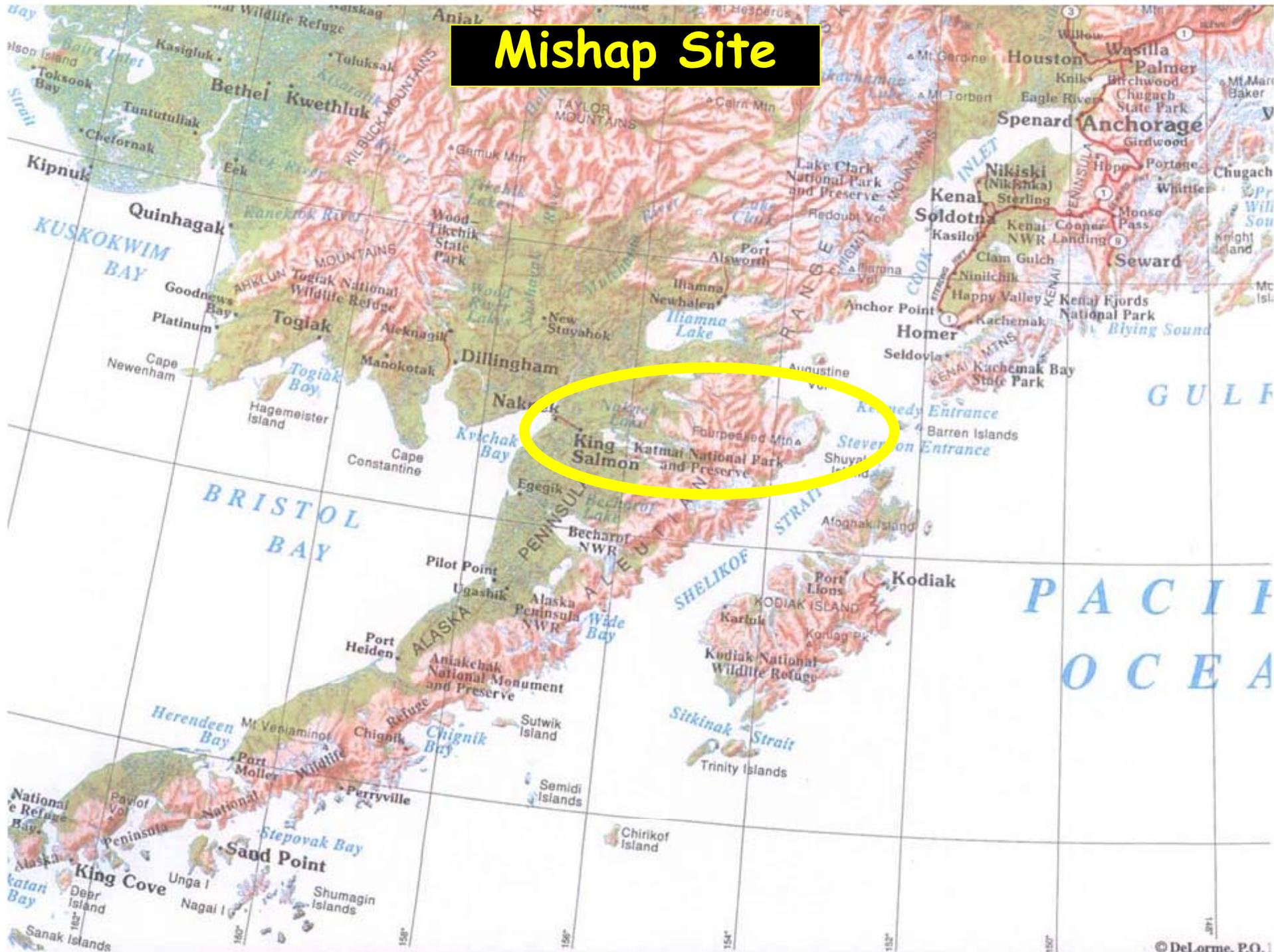
ARA

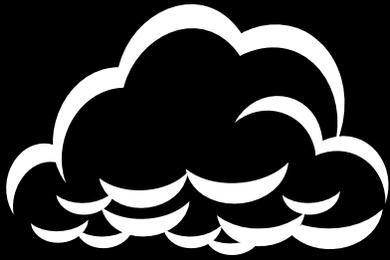
NTSB ID

ANC10FA100



Mishap Site



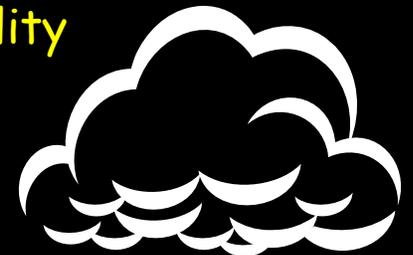


Weather requirements for Class G (uncontrolled) airspace

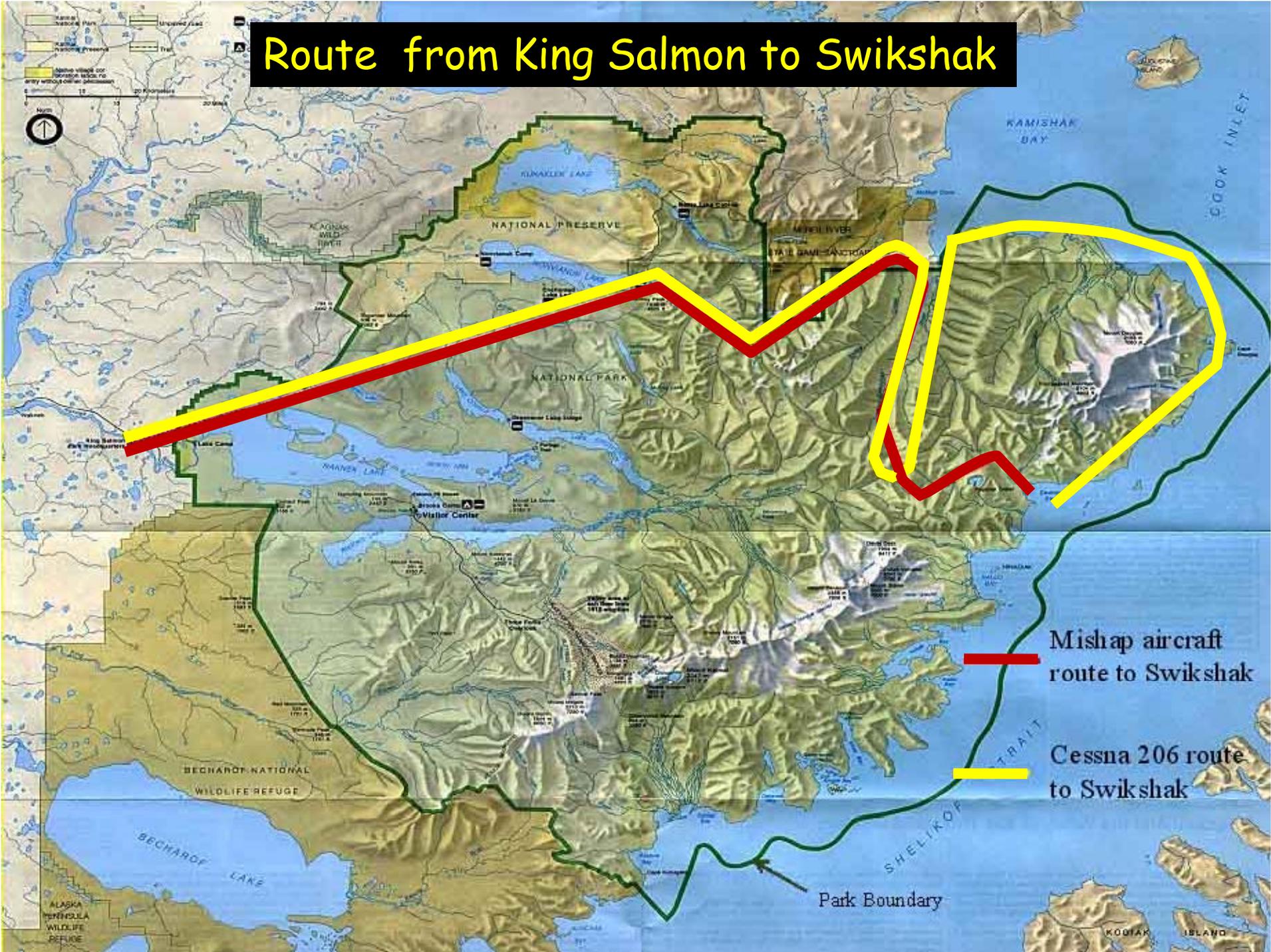
If flying VFR below 10,000 feet MSL during daylight hours:

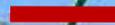
- Visibility required is one statute mile
- VFR cloud clearance below 10,000 feet MSL: 500 feet below, 1000 feet above, 2000 feet horizontally
- VFR cloud clearance at 1200 feet AGL and below (day): clear of clouds

FAR part 135 operators: 500 foot ceilings, two miles visibility



Route from King Salmon to Swikshak

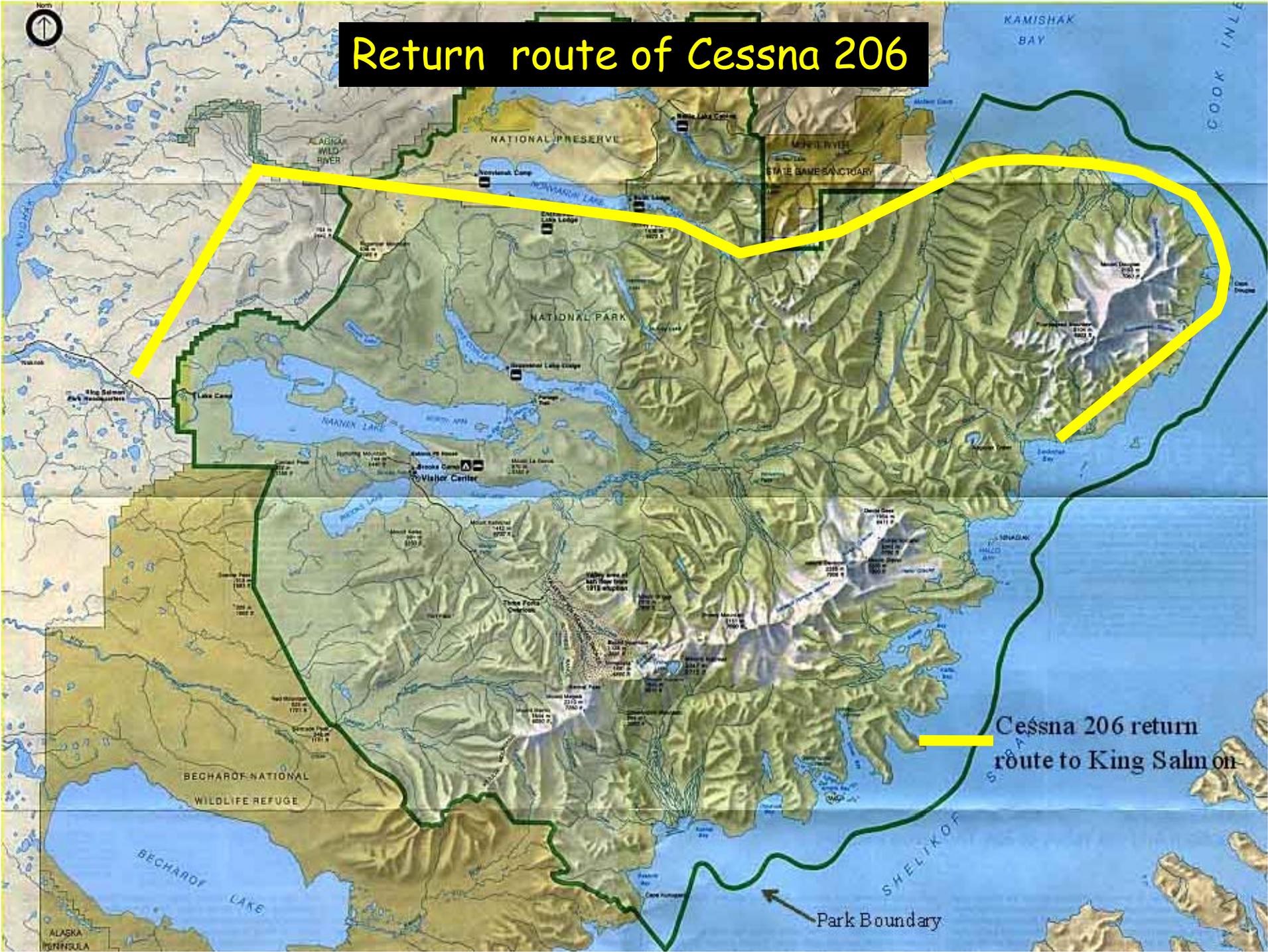


 Mishap aircraft route to Swikshak

 Cessna 206 route to Swikshak

 Park Boundary

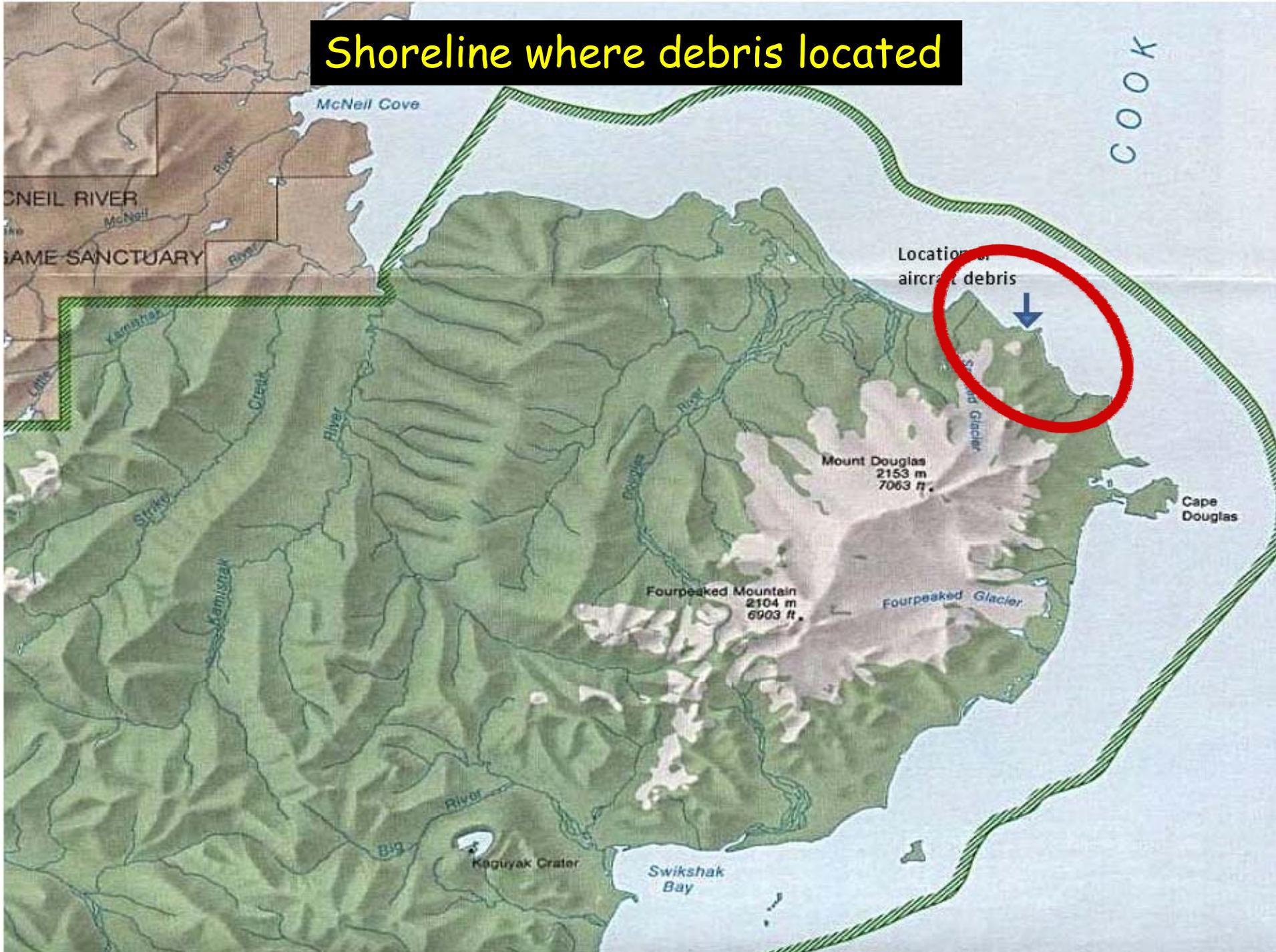
Return route of Cessna 206



Cessna 206 return route to King Salmon

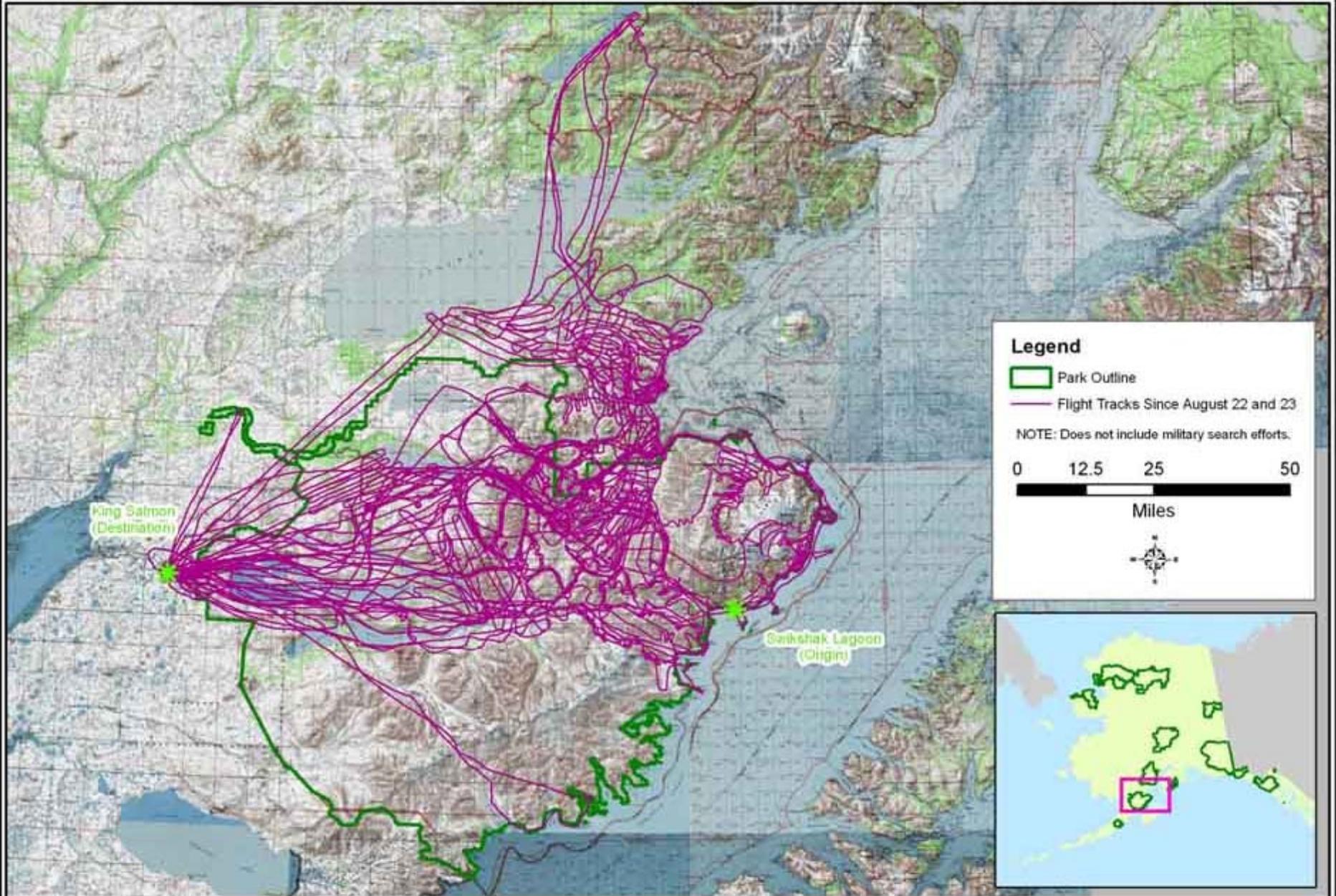
Park Boundary

Shoreline where debris located



Aerial Search Map

Alaska Region
National Park Service
U. S. Department of the Interior



Legend

- Park Outline
- Flight Tracks Since August 22 and 23

NOTE: Does not include military search efforts.

0 12.5 25 50



Miles





BRANCH RIVER AIR
EQWC





Discussion





Bettles, AK

August 30, 2010



Aviat

A1-B Husky

Mission

Law Enforcement

Damage

Substantial

Injuries

None

Procurement

Fleet

NTSB ID

ANC10TA080



Approach, impact, and ground track



Impact, and ground track

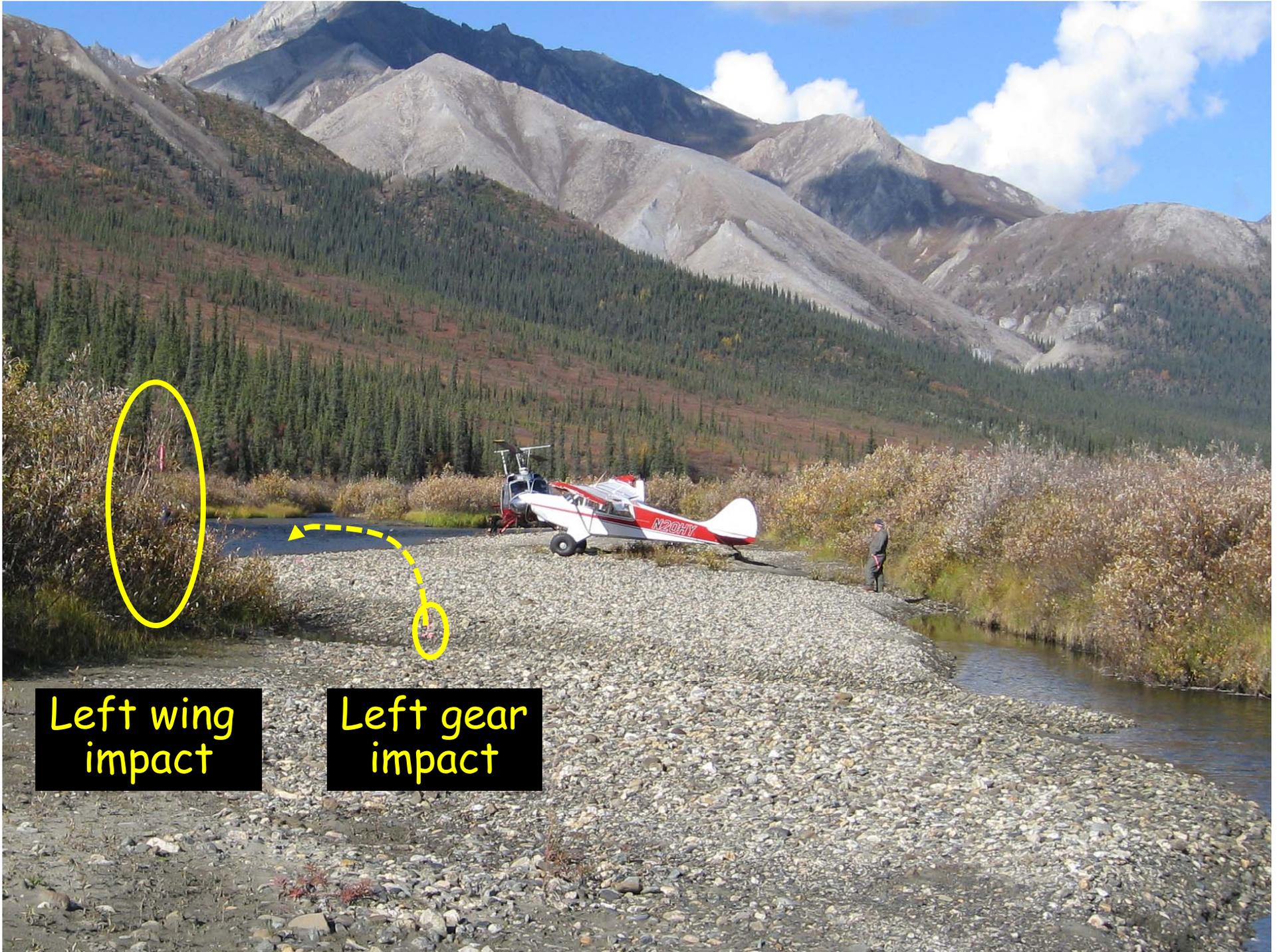


Aerial View



Aerial View





Left wing
impact

Left gear
impact



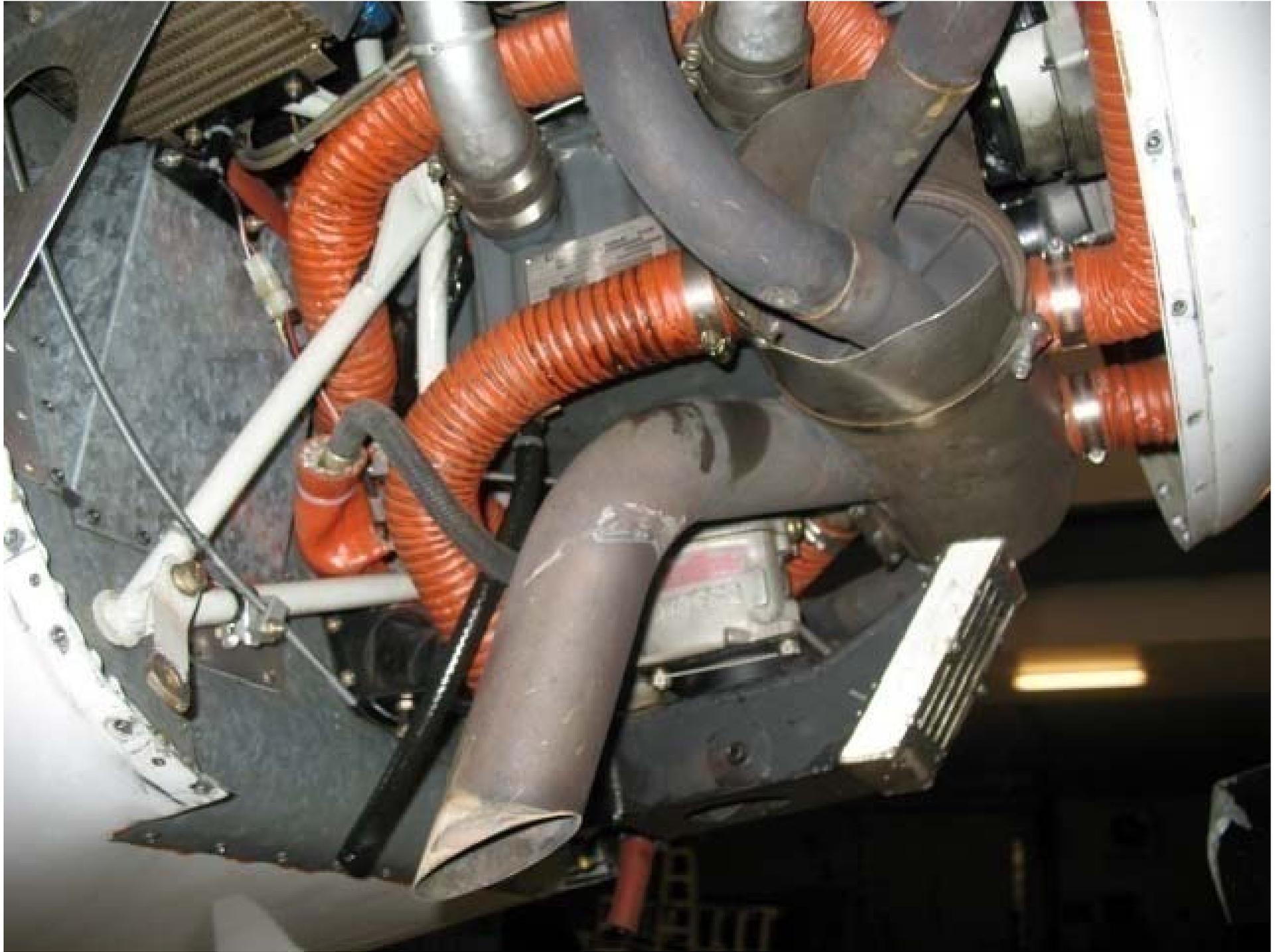






Do not rely on fuel flow instruments to determine fuel levels in tanks.





Discussion





Reedsport, OR

December 31, 2010



Quest Kodiak 100

Mission

Migratory Bird
Program

(waterfowl survey flight)

Damage

Substantial

Injuries

None

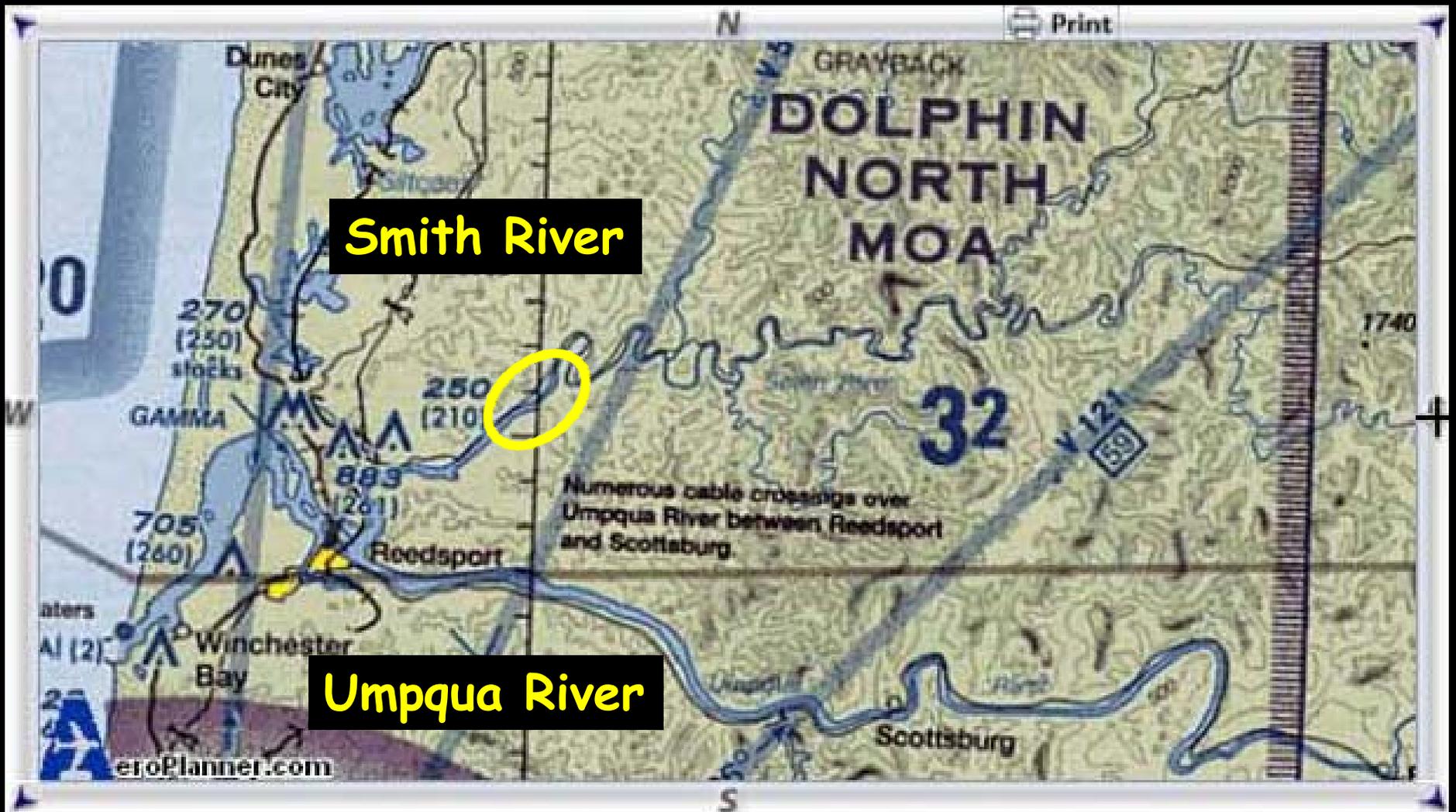
Procurement

Fleet

NTSB ID

WPR11TA083







See any aerial hazards ?



Now ?



Now ?



Now ?



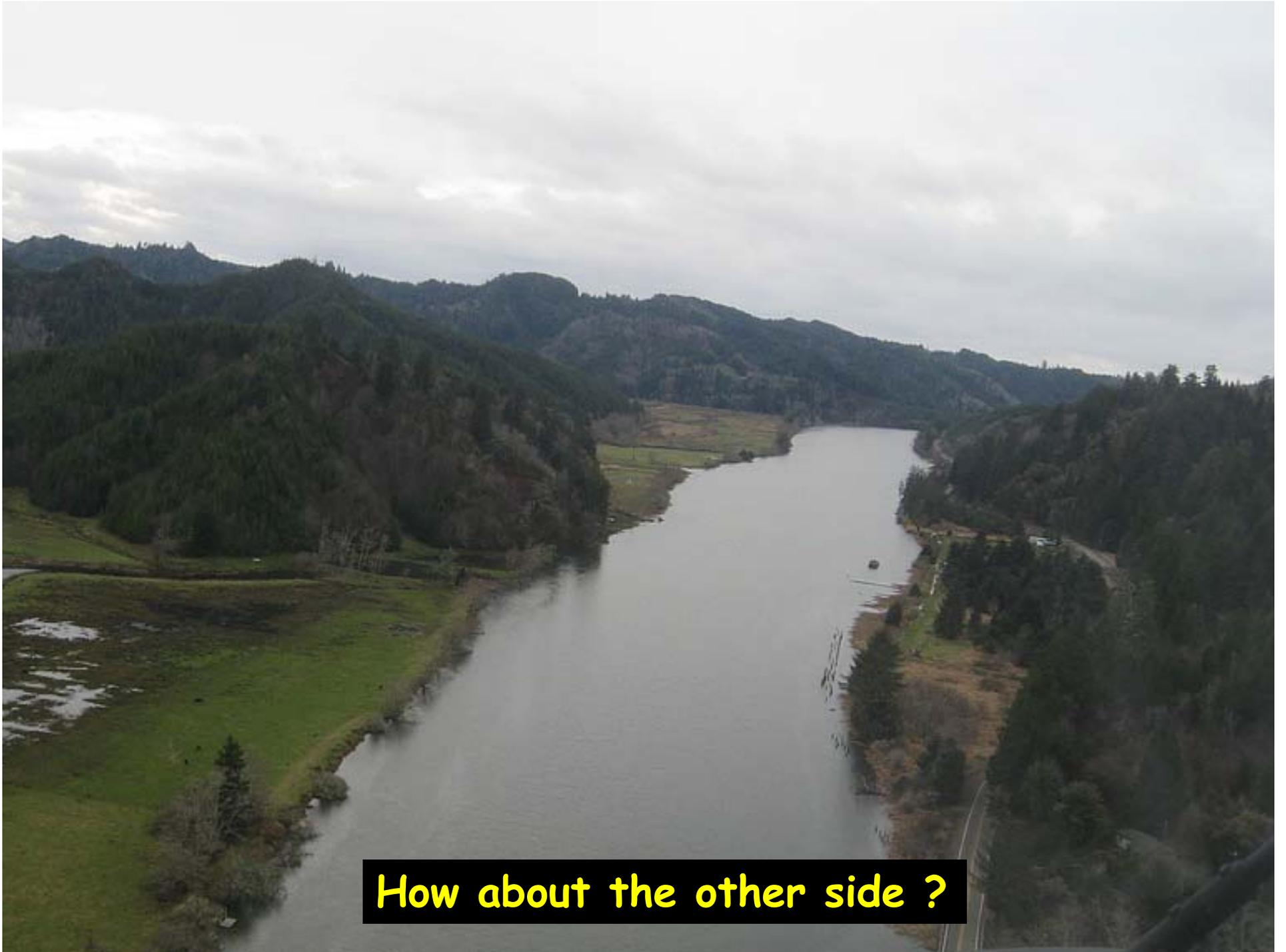
Now ?



Now ?



Now ?



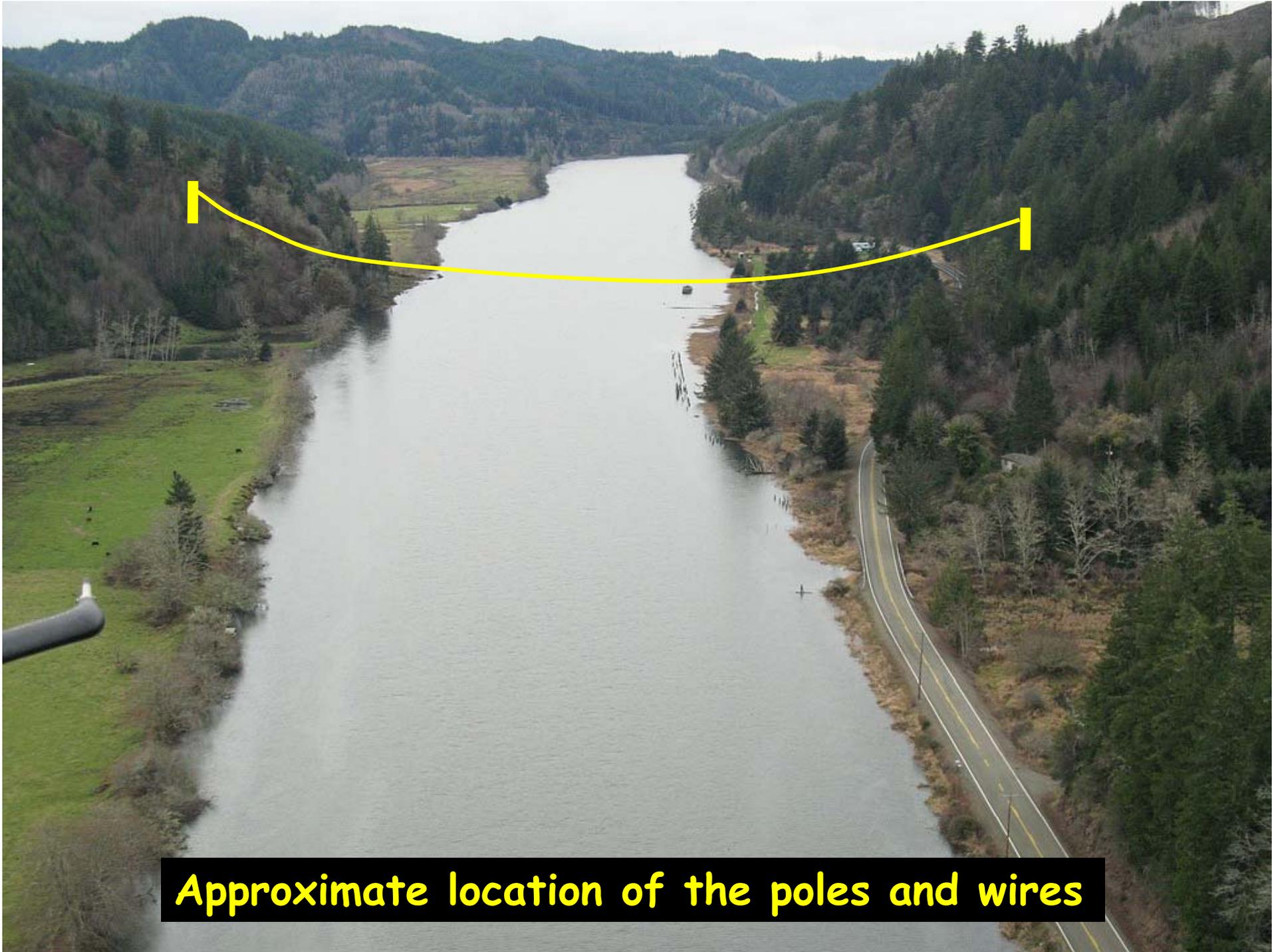
How about the other side ?



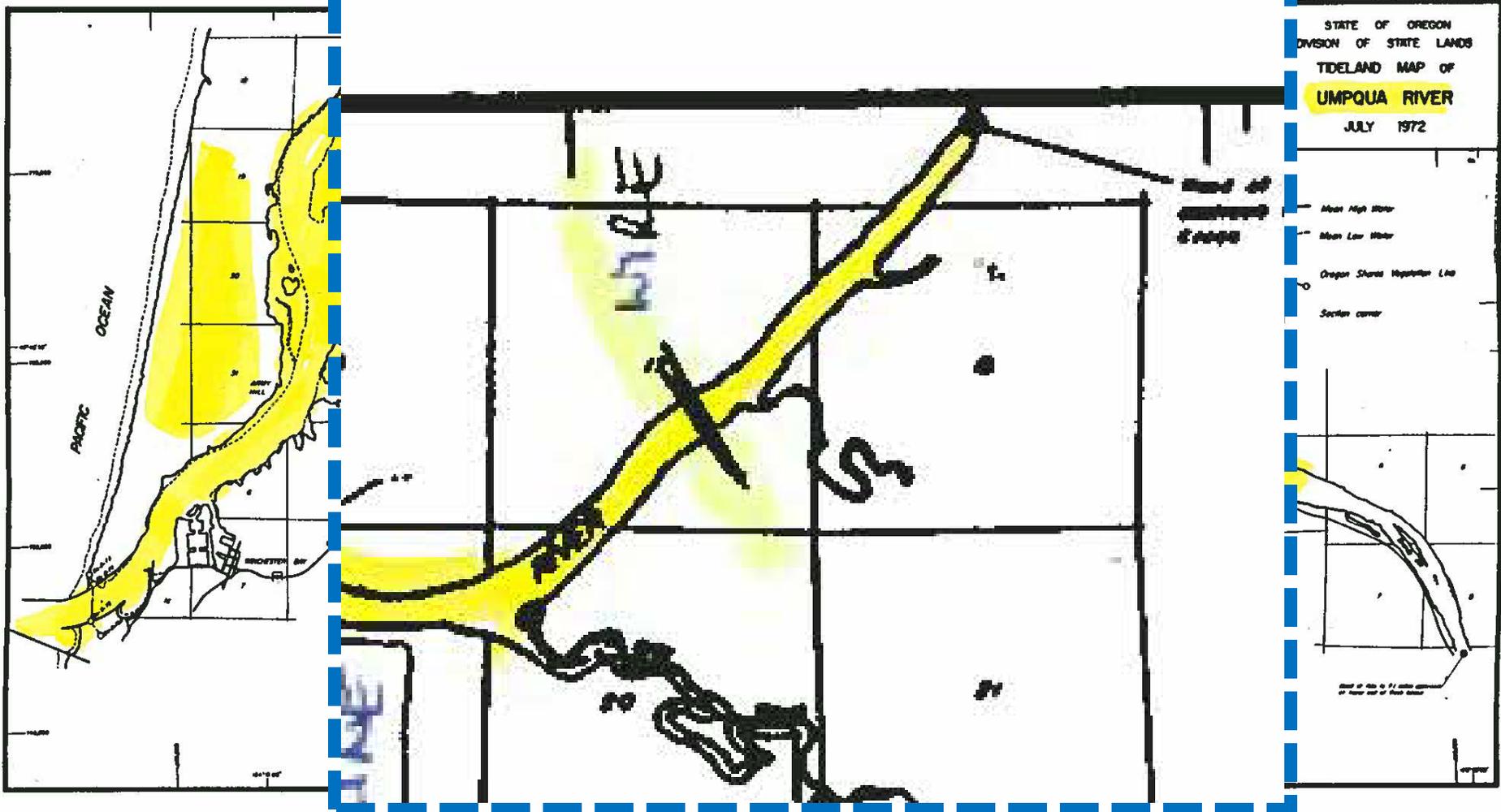
Now ?



Now ?

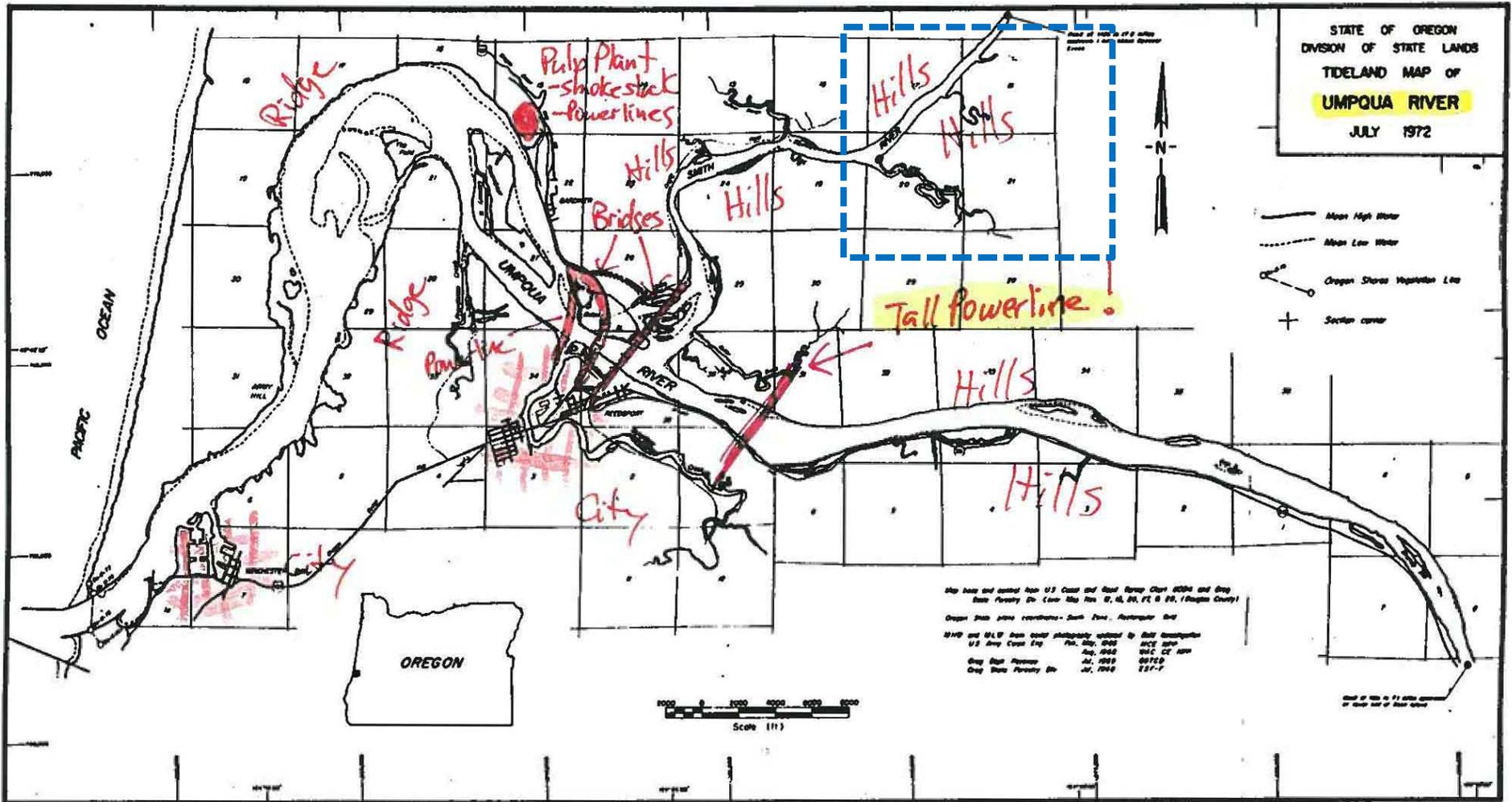


Approximate location of the poles and wires



Would this aerial hazard map have helped ?

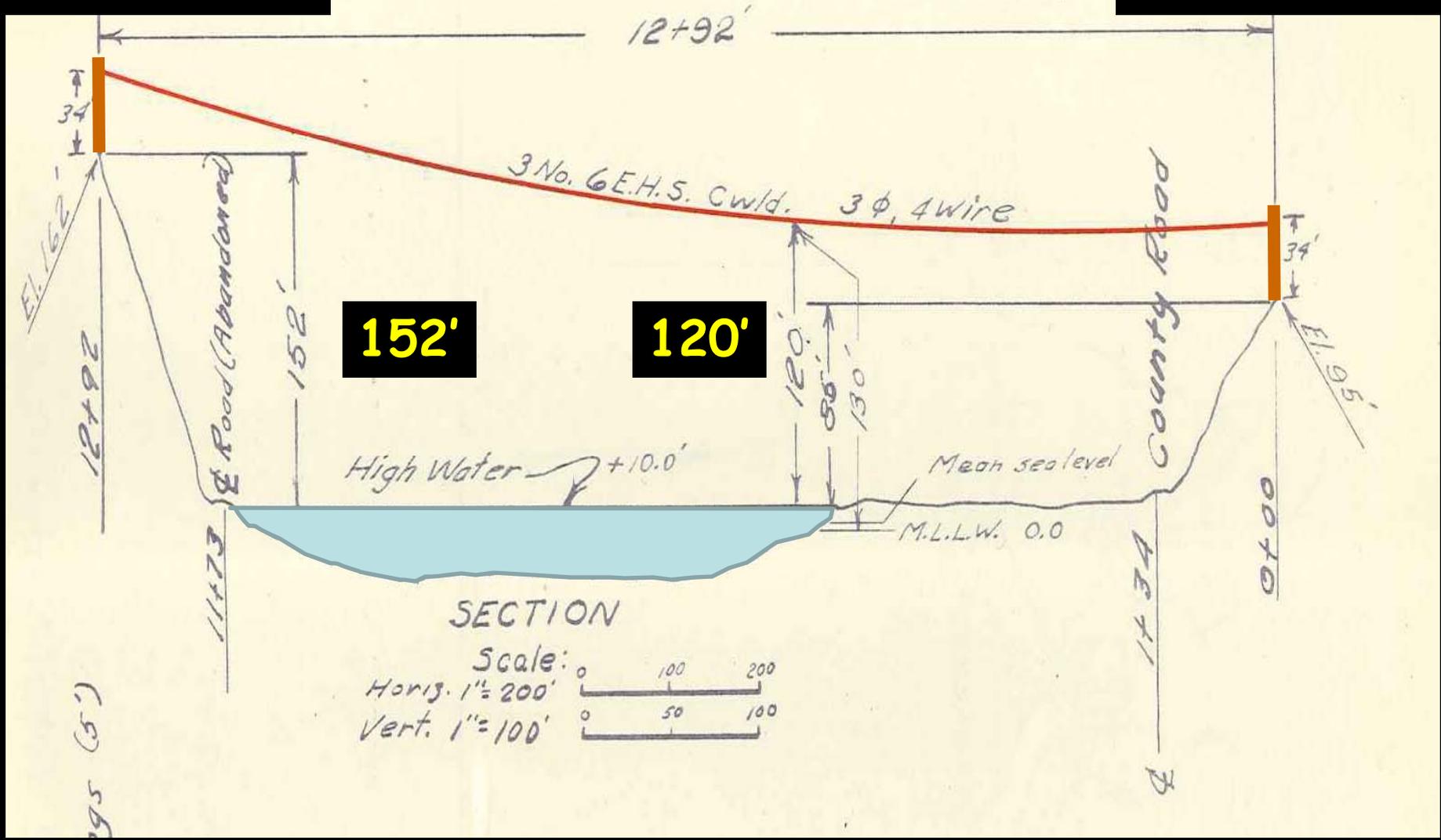
What happened to the wires we hit ?



Would this aerial hazard map have helped ?

South shore

North shore



Impact on center of prop spinner



Impact on center of prop spinner



Wires slid into prop



Damage to engine cowling



Damage to props



Damage to left wing



Damage to left aileron



Discussion



Corvallis, OR, January 17, 2010



King Salmon, AK, August 21, 2010



King Cove, AK, February 11, 2010



Bettles, AK, August 30, 2010



Davant, LA, July 24, 2010



Reedsport, OR, December 31, 2010

