Ground Rules

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
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

...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

Cessna
C-182

Mission
Migratory Bird Program
(point-to-point flight)

Damage
Destroyed

Injuries
2 Fatal

Procurement
Fleet

NTSB ID
WPR10GA113
GPS Track and Altitudes

- 2165' MSL at 16:21:24
- 1895' MSL at 16:21:57
- 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)
Northeast of Corvallis at 1453 PST and 1060 feet AGL
Looking towards accident site
Accident Site looking to Southeast
Outboard Left Wing
Discussion
King Cove, AK
February 11, 2010

Piper PA-18 SuperCub

Mission
Refuge Management

Damage
Substantial

Injuries
None

Procurement
Fleet

NTSB ID
ANC10TA017
Carburetor Icing Probability Chart

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 and the dew point is 2° the 
dew point depression will be 10°
- for icing probability, refer to the shading legend appropriate to the intersection 
of the lines
- for relative humidity, refer to the right hand scale

To work out dew point depression:

\[
\text{Temp} \quad \text{Minus} \quad \text{Dew Pt.} = \text{Dew Pt. Depression}
\]

Aircraft was operating in the “serious icing” range
What the pilot saw
Discussion
Davant, LA
July 24, 2010

**Non-DOI Accident**

**Cessna C-180J**

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
CESSNA 180 N7812K
24 July 2010
beacon code 1200

917 ft/min

1534:44 – 300 ft

1533:32 – 1400 ft
Initial Height of Floats in the Water
Correct Landing Attitude

On the Step
Flat Landing Attitude

Pitching Forward
Landing Flat

Thrust

Center of Gravity (momentum)

Center of Buoyancy (deceleration)
King Salmon, AK
August 21, 2010

DeHavilland
DHC-2

Mission
Point-to-Point

Damage
Destroyed

Injuries
4 Fatal

Procurement
ARA

NTSB ID
ANC10FA100
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
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
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 ?
How about the other side?
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?
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