



Friday, October 29, 2004

THE CHAIRMAN'S CORNER

MESSAGE FROM THE CHAIRMAN

This week, at the NTSB, we met to discuss the draft report on the crash of American Airlines flight 587 in Queens, New York. This accident marked the first time an Airbus aircraft crashed in the United States, and the first time a major composite structural component failed in flight. In addition, this was the second deadliest aviation accident in U.S. history.

This report was an enormous undertaking, with 16 teams spending 1079 days, more than 100,000 man-hours invested, and nearly \$3.73 million in direct costs to the NTSB to complete. In addition, it was the first time that the Board provided real-time Spanish translation of a meeting for families who were in attendance.

I want to thank the staff for their outstanding work on this investigation. This is the kind of quality work we do every day at the NTSB, whether it's an investigation like American 587, or any of the 2000 other accidents that we investigate every year. And all of this with 429 dedicated employees who don't have jobs, they have missions.

Ellen Engleman Conners

Board Adopts American 587 Crash Report

The National Transportation Safety Board met in its Washington, DC headquarters on October 26th to discuss the findings of the November 12, 2001 crash of an Airbus A300-600, in Belle Harbor, New York. American Airlines flight 587 departed from the John F. Kennedy International Airport in New York, enroute to Santo Domingo, Dominican Republic when it crashed, killing all 260 people on the aircraft and five on the ground.

The Board determined that the probable cause of the accident was the in-flight separation of the vertical stabilizer due to high aerodynamic loads from the First Officer's unnecessary and excessive rudder inputs in response to wake turbulence from a preceding Japan Air Lines Boeing 747. Contributing to these inputs were characteristics of the airplane's rudder system design and elements of the airline's pilot training program. The crash is the second deadliest aviation accident in American history.

The Board issued seven new safety recommendations to the Federal Aviation Administration (FAA), and one to the FAA's French equivalent, the Direction Général de l'Aviation Civile (DGAC). There were seven recommendations previously issued to the FAA as a result of this investigation, and one 1996 recommendation was reclassified from "Open—Acceptable Response" to "Open—Unacceptable Response."



The vertical stabilizer from the American A-300, which crashed in New York.

NTSB ALL HANDS MESSAGES



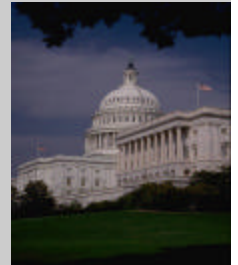
Election Day Tuesday

General Elections will be held throughout the country on Tuesday, November 2nd. While not a Federal holiday, limited leave may be granted in certain circumstances. Please contact your supervisor for details. If you have any further questions or need any additional information, please contact Emily Carroll on 202-314-6233 or by email at carrole@ntsb.gov.

On the Hill...

The Office of Government and Industry Affairs worked with Members of Congress and committee staff to brief them on the American Airlines flight 587 report.

Welcome aboard to Megan Pratt who has joined Member Hersman as her Confidential Assistant.



Investigators launch to 11 accidents

NTSB investigators launched to 11 separate accidents this week throughout the country. Fourteen investigators from the office of Aviation Safety launched to ten of the accidents, which killed a total of 27 people. One crash, near Martinsville, VA, involved a Beech King Air 200 owned by Hendricks Motor Sports, Inc., which was enroute to a NASCAR event on October 24th. Investigator-in-charge **Brian Rayner** is leading a team of six on the scene. In addition, **Nicole Chamon** is investigating the crash of a Learjet 35 near San Diego, CA. The aircraft was returning from a medevac mission on October 24th, when it struck terrain five miles from the airport.



Dennis Diaz, an NTSB co-op student investigator heads to the site of the crash in Martinsville, VA.



Anhydrous ammonia leaks from a line near Kingman, KS.

The office of Railroad, Pipeline and Hazardous Materials Investigations launched to Kingman, Kansas on October 27th to investigate the leak of an eight-inch anhydrous ammonia line. The leak released 126,000 gallons of the material, which is used in commercial agriculture as a fertilizer, causing the evacuation of 30 homes in the area. **Cliff Zimmerman** is leading the team of four on the scene.

Vice Chairman Addresses Aviation Group

Vice Chairman **Mark Rosenker** and Special Assistant **Tom Doyle** traveled to Las Vegas, Nevada recently, to attend the National Business Aviation Association (NBAA) Awards Gala and Convention. The Vice Chairman addressed the estimated 1000 attendees at the event. On display in the exhibit area were the latest innovations in aircraft and electronics being introduced to the Business Aviation world.

Vice Chairman Mark Rosenker and Tom Doyle in a Cessna 208 glass cockpit mock-up as the NBAA's Eric Ramsdell, and GAMA's Ron Swanda look on.

