

The small General Aviation Accident...

...is typically how we will work
together

Investigation

- Reports Prepared:
 - Preliminary Report - within 1 week
 - Factual Report - within 6 - 12 months
 - Brief of Accident (Probable Cause) Report - within 1 year
- Reports made available to public by NTSB Office of Public Inquiries in Washington
 - 800-877-6799
 - www.nts.gov

Pilot, Machine, and Environment

- Flight Crew (Training, Experience, Fatigue, Procedures, etc.)
- Aircraft (Systems, Structure, Powerplants, Propeller/Rotors, Instrumentation, Human Compatibility, etc.)
- Environment (ATC, Weather, Airspace, Lighting Conditions, Emergency Response, etc.)

What is an “accident” ?

- Intention of flight
- and either of the following occurs:
 - Death or serious injury to any person
 - Substantial aircraft damage
 - Substantial damage adversely affects structural strength, performance, or flight characteristics of aircraft.

Initial Notification

- Fatalities/Injuries
- Damage-fuselage buckled, wings buckled or skin wrinkles, control surfaces
- HAZMAT-fuel leak
- If no leak, are tanks breached
- Look in fuel tanks

Initial Notification ...

- If landing gear collapsed
- Look for gear handle position
- **Is pilot indicating that there was a mechanical problem**

NTSB Not Responding

- NTSB's response will depend on type aircraft, damage, and injuries
- If there are serious injuries or it is an air carrier event, the FAA will respond

Initial Information

➤ Other information

- Time of accident
- Location
- Aircraft Registration Number (N for US registered aircraft)
- Name/Phone # of airport manager/ops
- Number people on board
- Weather conditions-wind, visibility, cloud cover

Initial Information...

- Pilot name, address, phone number, email address, pilot certificate number
- Departure point and time
- Destination
- Did pilot receive FAA services-weather brief, file flight plan, flight following

NTSB Responding

- Fatalities
- Air Carrier
- High public interest

Initial Notification of Accident

- Coordination with local law enforcement/on-scene commander
- Request Specifics from controlling agency
 - Sight Security
 - Witness Information
 - Autopsy and Toxicology
- Coordinate with FAA inspector
- Contact possible party members

Initial Contact

- Talk to NTSB before launching ME
- Victim location – how entwined are they with wreckage
- Victim condition
- Environmental conditions

OUR CONCERNS AND HOW YOU CAN HELP US....

- Indiscriminate disturbance of the wreckage during victim recovery and destruction of critical evidence
- Seating positions...or, who's the pilot?
- Drugs/medications found in victims possessions
- Important documents/records that may be in personal possessions

POTENTIAL PILOT INCAPACITATION...

- Always a major concern in certain types of accidents
- Possible Causes
 - Drugs/Alcohol, medication interactions
 - Carbon Monoxide
 - Hypoxia
 - Physical causes, i.e., heart condition or stroke

On-Scene

- Conduct “in-briefing” with first responders
- Document accident site with photographs and wreckage diagrams
 - Cockpit Instruments and Controls
 - Engine Controls and Flight Controls
 - Sustain Volatile Information (recording device)
- Interview company personnel/witnesses
- Coordinate wreckage removal
- Media and family members

Documentation required with pictures and/or notes includes

- **Document first identified point of contact.**
- **Mark all ground scars, or witness marks on objects, and their location**
- **Mark location and description of pieces of wreckage in the debris path (number each major piece)**
- **Provide victim's locations**
- **Provide photographs and dimensions of overall accident site.**
- **Provide photographs of main wreckage from eight cardinal points.**

Documentation continued...

- **Provide photographs of instrument panel and controls.**
- **Provide pictures of moveable (hinged) surfaces**
- **Verify if any fuel is on board and if a hazmat condition exists**
- **Mark any wreckage that is cut (Preferably, use tape to label each side of the cut surface/cable with the same number and a line to aid in realignment during a reconstruction of the wreckage, or use spray paint or marker pins).**

Security

- Owner's responsibility
- Practically-on scene law enforcement until able to physically transfer to controlling agency or recovery
- Law enforcement can discuss payment of overtime with insurance adjustor or family
- Names of those who can provide security
 - (Off duty officers, auxiliary volunteers, security firms)



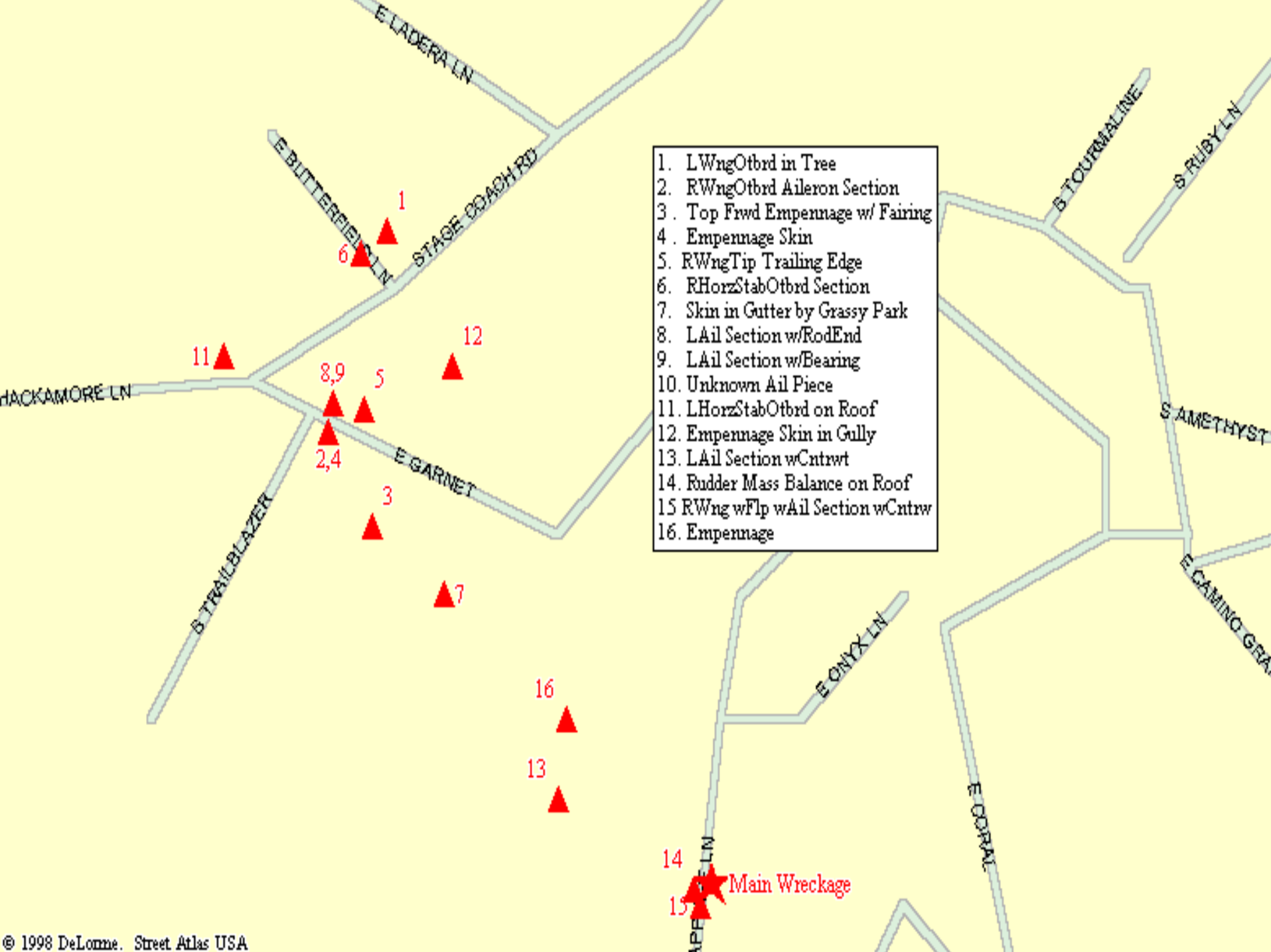




Photo 1. Accident site within 1 hour of accident. Weather continues as described by witnesses at the time of accident. Photo by Las Vegas Metro P.D.



Photo 2. Aerial photograph of accident site. Arrow indicates aircraft direction. Photo by Las Vegas Metro





No. 1

No. 2



The Provisions of United States Code

- **49 CFR Part 830**
- **§ 830.1 Applicability.**
- **This part contains rules pertaining to preservation of wreckage.**
- **Makes it a civil or criminal offense to disturb wreckage except to**
 - **Rescue survivors, or**
 - **Stabilize the situation for public safety**

§ 830.10 Preservation of aircraft wreckage, mail, cargo, and records.

- **Prior to the time the Board or its authorized representative takes custody**
- **Wreckage, mail, or cargo may not be disturbed or moved except to the extent necessary to:**
 - **To remove persons injured or trapped;**
 - **To protect the wreckage from further damage;**
 - **To protect the public from injury**

§ 830.10 Where it is necessary to move aircraft wreckage, mail, or cargo

- **sketches, descriptive notes, and photographs shall be made, if possible, of the original positions and condition of the wreckage and any significant impact marks.**
- **TREAT THE SITE LIKE A CRIME SCENE**

Documentation

➤ Victim Documentation

- Record location of victims with photos or video
- ID victims with a tag
 - ✓ Autopsies required on flightcrew
 - ✓ FAA toxicology boxes required on flightcrew
- Protect and cover victims

Documentation

- Document weather and conditions
 - ✓ Cloud cover, wind, visibility, restrictions to visibility, condition of light, temperature etc.
- Record location of recorders (do not move if not threatened)
 - ✓ Preserve and guard recorders until NTSB arrives

Documentation

➤ Witness Documentation

- Name/address/phone numbers (home/work)
- Location relative to accident site
- Written description of what they observed

➤ Media Relations

- Restrict access to outside perimeter
- Advise that NTSB will conduct investigation
 - ✓ Give IIC name if known
- Advise ETA of NTSB on-scene
- Refrain from comment or speculation on cause
- **BE FACTUAL**