

THE CHAIRMAN'S CORNER



Friday, January 28, 2005

MESSAGE FROM THE CHAIRMAN

This week, the NTSB was delighted to host 22 investigators from the Civil Aviation Administration of China for a course in the methodology of the Board's aviation accident investigations.

Our participation in international accident investigations is a critical part of the NTSB's mission. Under ICAO Annex 13, the NTSB has the responsibility investigate aviation accidents overseas involving U.S.-registered aircraft, or involving aircraft or major components of U.S. manufacture. During the past five years, the Board has investigated 635 international aviation accidents and provided investigators to serve as U.S. Accredited Representatives to 43 of these.

Safety is a critical product which knows no borders. It is intermodal, international and interconnected.

Special thanks to **Bob MacIntosh, Bob Benzon, Nora Marshall, Evan Byrne, Jeff Guzzetti, Courtney Liedler** and the rest of the Aviation Safety team for their work on this course. Thanks also to **Joe Kolly, Jim Cash** and **Dennis Grossi** from the Office of Research and Engineering, **Ted Lopatkiewicz** and **Lauren Peduzzi** from Public Affairs and **Paul Sledzik** from the Office of Transportation Disaster Assistance, as well as the entire NTSB Academy staff for their contributions to this successful course.

Ellen Engleman Conners

NTSB Trains Chinese Aviation Group

The NTSB is conducting a 9-day accident investigation course for a delegation from the Civil Aviation Administration of China (CAAC), the State Council ministry responsible for national civil aviation affairs. The 22 accident investigators attending the training are from the division responsible for flight safety, airworthiness, aviation security and accident investigation for the CAAC.

The course, which is being held at the NTSB Academy in Ashburn, VA, has included an overview of the NTSB's mission and independence by **Bob MacIntosh**, and conduct of major accident investigations, including a case study, presented by **Bob Benzon**. Elements of the major investigations module conducted by the Office of Aviation Safety included systems and powerplants, structures, air traffic control and weather.



Bob MacIntosh (left) explains the party system to CAAC investigators with translations by Mr. Guo Fu.

Nora Marshall and **Evan Byrne** discussed interview techniques and human factors, as well as survival factors in aviation accidents. The Office of Research and Engineering conducted training on cockpit voice and flight data recorders, vehicle performance issues, and methods and techniques used in the lab for the testing and analysis of evidence. The course also included modules on general aviation accident investigation and the roles of media and family affairs at the Board.



The NTSB's **Bob Benzon** and **Bob MacIntosh** look on during a lecture on airport accident response by **Courtney Liedler** while the FAA's Dr. Xiaogong Lee translates.

NTSB ALL HANDS MESSAGES



2004 Tax Forms

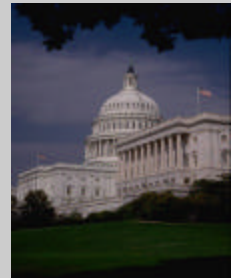
2004 W-2 forms have been mailed to all NTSB employees. If you have not received a Form W-2 by January 31st, or if you received it but misplaced it, you may request a duplicate by contacting the Payroll

Operations Division through the special Payroll Information Line feature.

Call (303) 969-7732 or 1-800-662-4324 for access to the Payroll Information Line. Additional instructions can be found on the NTSB's internal website <http://inside/employresorc/w-2.htm>.

On the Hill...

This week, the Office of Government and Industry Affairs (GIA) gave updates on several California rail accidents to Hill Members' Offices. In addition, GIA met with the Director of Public Works and Councilmen from the City of Irving, TX to discuss NTSB's participation in the 8th Annual Texas Transportation Summit in August. As requested by Congress, the NTSB's True Overtime Report was submitted to the House and Senate Authorizing Committees.



Board Issues Findings on Rail Accident

The National Transportation Safety Board met in its Washington, DC headquarters on January 25th to determine the probable cause of a February 9, 2003 train crash in Tamaroa, IL. The Board determined that a broken rail, due to inappropriate bond wire welds on the rail in an area of known soft ballast conditions, was the probable cause of the derailment of the Canadian National freight train. The accident occurred when the northbound train, traveling between Memphis and Chicago at about 40 mph, derailed 22 of its 108 cars. Nineteen of the derailed cars were tank cars that contained hazardous materials. A fire ensued and there was a release of vinyl chloride, methanol, hydrochloric acid and formaldehyde from several of the tank cars.



Cars from a Canadian National freight train that derailed near Tamaroa, IL.

About 850 residents within a 3-mile radius of the derailment were evacuated, including the entire village of Tamaroa. There were no fatalities or injuries.

NTSB Launches Team to California Train Crash

The NTSB launched a Go-team to the derailment and collision of two commuter trains in Glendale, California on January 26th. A southbound Metrolink train derailed after striking a 1993 Jeep Grand Cherokee that was deliberately parked on the tracks. The second Metrolink train struck cars of the first train soon after leaving the Glendale station. Eleven people were killed and 200 injured in the derailment and subsequent collision.



The aftermath of a Metrolink train crash in Glendale, CA.

The Glendale Police Department is leading the investigation with the NTSB providing technical expertise on the scene. **Ted Turpin** is leading the NTSB team in gathering data in the areas of crash worthiness and survivability. **Ruben Payan** is assisting with the reading of the two event data recorders from each of the two trains. Four cars of the commuter trains suffered significant damage in the collision, and have been removed to a storage area for further investigation.