



National Transportation Safety Board

**Office of Marine Safety
Washington, D.C. 20594-2000
December 13, 2016**

**ATTACHMENT 31 to the METEOROLOGY GROUP FACTUAL REPORT
DCA16MM001**

Statements from flight crew of Coast Guard aircraft CG2310.

*Submitted by: Mike Richards
NTSB, AS-30*

LT Ryan S. LLOYD, USCG
HC-144A Aircraft Commander
Coast Guard Air Station Miami

I am currently a Fixed-Wing Aviator at Coast Guard Air Station Miami, FL and my position during this case was Co-Pilot aboard CG2310.

Description of Witnessed Events:

On the afternoon of 30 September 2015, Coast Guard District 7 directed the launch of Air Station Miami's fixed wing ready crew and tasked us with conducting hurricane warning broadcasts over maritime channel 16. We were tasked with flying the Florida Straits and a portion of the Bahamas. Publically available weather information from the internet was used to generate the storm warning script and was provided to the Mission Systems Operators (MSO). The script warned of storm severity and areas of forecasted impact and was broadcast on maritime channel 16. Numerous unidentified vessels acknowledged the warning. Our flight path altitude varied from 6,000 feet to 8,000 feet throughout the flight.

LLOYD.RYAN.S Digitally signed by LLOYD.RYAN.SCOTT.
Reason: I am the author of this document
Date: 2016.02.27 11:17:42 -05'00'

LT Ryan S. LLOYD, USCG
HC-144A Aircraft Commander

The information contained in this statement is true and accurate to the best of my knowledge. Where times of events and positions are listed they are approximate except where otherwise indicated.

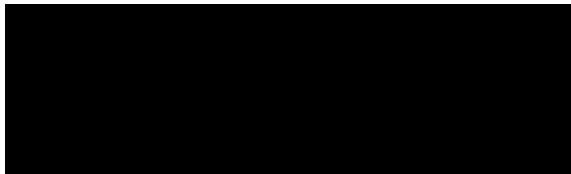
Initials:  _

LT Lance M. Lynch, USCG
HC-144A Aircraft Commander
Coast Guard Air Station Miami

I am currently a Fixed-Wing Aviator at Coast Guard Air Station Miami, FL and my position during this case was Aircraft Commander aboard CG2310.

Description of Witnessed Events:

On the afternoon of 30 September 2015, Coast Guard District 7 directed the launch of Air Station Miami's fixed wing ready crew and tasked us with conducting hurricane warning broadcasts over maritime channel 16. Our directed area to cover included the Florida Straits and as much of the Bahamian Islands as we could include based on in flight weather. Hurricane Joaquin data was printed from www.NOAA.gov as well as www.weather.com and used to create a call out script. Included in the script were specific islands which had been issued hurricane/storm warnings, as well as predicted storm strength and location over the next several days. It was suggested that all underway vessels in the stated areas seek shelter. Over 15-30 minute intervals, the script was broadcasted by one of CG2310's crew members on CH16 anywhere from 6,000 to 8,000 feet above mean sea level. CG2310 received numerous "Thank you Coast Guard" responses over CH16 as well as requests from specific vessels for amplifying information pertaining to a particular island. One search and rescue event occurred when CG2310 self diverted to a 'mayday' call. Additionally, CG2310 confirmed with Sector Key West that our CH16 script was heard by their watch stander when we were approximately 250 miles away. Sector Key West confirmed that they could hear the script loud and clear. All other amplifying information has been recorded in CG2310's "blue sheet" and an estimated track that was flown is depicted on the 2nd page of this statement.



LT Lance M. Lynch, USCG
HC-144A Aircraft Commander

The information contained in this statement is true and accurate to the best of my knowledge. Where times of events and positions are listed they are approximate except where otherwise indicated.

Initials: 



C2310

25°54.47'N/80°16.49'W

24°00.06'N/80°44.84'W

Procedure

200 kts

23°10.03'N/76°28.94'W

24°48.47'N/77°24.52'W

Reverse

1,100.0 pph

24°24.95'N/75°58.88'W

MYEM

KOPF

Routes

7,500'

Clear

ETD

Distance 821nm Fuel 4,593p
ETE 4h06m Winds aloft not included (no wind info)

Edit

NavLog

Profile



REC
00:00

+

-



AET2 Dustin McDowell
HC-144A Mission System Operator
Coast Guard Air Station Miami

I am currently a Fixed-Wing Aviator at Coast Guard Air Station Miami, FL and my position during this case was Mission System Operator 2 aboard CG2310.

Description of Witnessed Events:

On the afternoon of 30 September 2015, Coast Guard District 7 directed the launch of Air Station Miami's fixed wing ready crew and tasked us with conducting hurricane warning broadcasts over maritime channel 16. I wrote a script directly from the MSO Job Aid and input the correct information such as potential strength of Hurricane Joaquin and its projected course. We were above 5000 ft while making call outs and a callout was made every fourteen to sixteen minutes. Occasionally we would be asked to repeat all or some of the call out by mariners in the area which would be followed by a, "thank you," from the mariner who requested the repeat or the information. We responded to a mayday of a vessel DIW with one Bahamian and seven Canadians on board a charter vessel. We arranged for a civilian vessel to tow the vessel in distress into port. We completed the mission as ordered and returned to base.

AET2 Dustin McDowell
HC-144A Mission System Operator

The information contained in this statement is true and accurate to the best of my knowledge. Where times of events and positions are listed they are approximate except where otherwise indicated.

Initials: 

PO2 Anthony M. Zylinski, USCG
HC-144A Drop Master/Observer
Coast Guard Air Station Miami

I am currently a Fixed-Wing Drop Master at Coast Guard Air Station Miami, FL and my position during this case was the drop master/left flight observer aboard CG2310.

Description of Witnessed Events:

On the afternoon of 30SEP2015, our crew was tasked to fly and warn mariners to return to land and seek shelter from an incoming hurricane. Petty officer Atwater and petty officer McDowell made call outs on the radio every 15 minutes. Petty officer Heard and I made visual contact with nearby vessels.

During our patrol, we assisted a local vessel in distress. Petty officer McDowell and petty officer Atwater coordinated a vessel tow via radio with a boat in the area. Because of this assistance, the vessel was towed to a nearby port and was saved from being stranded in the storm.

PO2 Anthony M. Zylinski, USCG
HC-144A Drop Master/Observer

The information contained in this statement is true and accurate to the best of my knowledge. Where times of events and positions are listed they are approximate except where otherwise indicated.

Initials: __AMZ__

AET3 James Atwater
HC-144A Mission System Operator
Coast Guard Air Station Miami

I am currently a Fixed-Wing Mission System Operator at Coast Guard Air Station Miami, FL and my position during this case was Mission System Operator 1 aboard CG2310.

Description of Witnessed Events:

On the afternoon of 30 September 2015, Coast Guard District 7 directed the launch of Air Station Miami's fixed wing ready crew and tasked us with conducting hurricane warning broadcasts over maritime channel 16. I read out the message on Ch. 16 that was written up from MSO2. We were above 5000 ft while making call outs and a callout was made every 15 minutes. Occasionally, mariners couldn't quite hear us due to the traffic on 16, so we directed them to working frequency Ch. 22 and repeated the message to them.

AET3 James Atwater
HC-144A Mission System Operator

PO3 Jonas R. Heard, USCG
HC-144A Basic Aircrewman/Right Observer
Coast Guard Air Station Miami

I am currently a Fixed-Wing Drop Master at Coast Guard Air Station Miami, FL and my position during this case was the basic aircrewman/ right observer aboard CG2310.

Description of Witnessed Events:

On 30 September 2015 while standing duty as a Basic Aircrewman, our crew flew out of Air station Miami to warn mariners near the Bahamas that there was a storm coming within the next 48 hours. Petty officer Atwater and petty officer McDowell made call outs on the radio every 15 minutes. Petty officer Zylinski and myself were left and right observers and were able to make visual contact with vessels we were flying over.

During our patrol, we were able to relay communications with a vessel in distress to have a near by boat operator to assist the vessel in need. Petty officer McDowell and petty officer Atwater coordinated a vessel tow via radio with a boat in the area. Because of this assistance, the vessel was towed to a nearby port and was saved from being stranded in the storm.

PO3 Jonas R Heard, USCG
HC-144A Basic Aircrewman/Right Observer

Initials: __AMZ__

The information contained in this statement is true and accurate to the best of my knowledge. Where times of events and positions are listed they are approximate except where otherwise indicated.

Initials: __AMZ__