

## **Factual Report – Attachment 2**

Email from FAA Alaska Flight Service Quality Control/Quality Assurance

# **METEOROLOGY**

ANC17FA049

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

## Richards Michael

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**From:** [REDACTED]@faa.gov  
**Sent:** Wednesday, August 30, 2017 10:04 AM  
**To:** Richards Michael  
**Cc:** Hodges Michael  
**Subject:** RE: wx briefing information - N1905A  
**Attachments:** 20170827\_N1905A DataRequest\_Cumming\_WX.pdf

Hello Mike,

Attached is a weather packet provided to flight standards after the event. It might be more information than you need. Flight Standards requested a 24-hour period.

I added a sticky note to the portion of weather used for these briefings. This may help you get through the weather faster. Also, we received 3 separate calls from this pilot. He was using a satellite phone and we lost contact with him during each of the 3 briefings. Below is an outline of events. Services were provided by Kenai Flight Service Station.

20170824 0350Z (8/23/17 7:50pm local) First call

20170824 0356Z (8/23/17 7:56pm local) Second call

20170804 0508Z (8/23/17 9:08pm local) Final call

**ENA FLIGHT SERVICE RECEIVED 3 SEPARATE PHONE CALLS FROM THE PILOT OVER AN PERIOD OF 1 ½ HOURS. COMMUNICATION WITH THE PILOT WAS THROUGH A SATELLITE PHONE IN WHICH CASE EACH CALL WAS EVENTUALLY LOST DUE TO INTERRUPTION OF SATELLITE COVERAGE.**

**THE FIRST CONTACT WAS AT 7:50 PM LCL AND LAST APPROXIMATELY ONE MINUTE BEFORE THE CALL WAS LOST. THE PILOT REQUESTED AN OUTLOOK FOR FLIGHT VIA MERRILL PASS TO ANCHORAGE TONIGHT AND TOMORROW. THE SPECIALIST PROVIDED THE TERMINAL FORECAST FOR ANCHORAGE BEFORE THE CALL WAS LOST.**

**SECOND CONTACT AT 7:56PM LCL LASTED APPROXIMATELY 3 MINUTES BEFORE THE CALL WAS LOST. THE PILOT REQUESTED A WEATHER BRIEFING ASKING IF VFR FLIGHT WAS POSSIBLE FROM MERRILL PASS TO ANCHORAGE. THE SPECIALIST PROVIDED THE MERRILL PASS FORECAST WHICH WAS FOR MARGINAL VFR CONDITIONS, THE AREA FORECAST AND THE ANCHORAGE TERMINAL FORECAST BEFORE THE CALL DROPPED, AGAIN.**

**THE FINAL CONTACT WAS AT 9:08 PM LCL AND LASTED APPROXIMATELY 10 MINUTES BEFORE THE CALL WAS LOST. THE PILOT REQUESTED IF VFR FLIGHT ACROSS THE ALASKA RANGE WAS RECOMMENDED?**

**THE SPECIALIST ADVISED THAT THERE WAS MOUNTAIN OBSCURATION IN CLOUDS AND PRECIP ACROSS THE ROUTE. THEN PROVIDED THE AREA FORECAST, A PILOT REPORT FOR LAKE CLARK PASS WHICH STATED THAT VFR FLIGHT WAS NOT RECOMMENDED THROUGH THE PASS AND WEATHER CAMERAS ACROSS THE**

**ROUTE (LAKE CLARK, BELUGA & MERRILL PASS LOW.) THE SPECIALIST PROVIDED THE NATIONAL WEATHER SERVICE SYNOPSIS.**

**THE PILOT STARTED TO FILE A VFR FLIGHT. THE CALL DROPPED BEFORE THE FLIGHT PLAN WAS COMPLETED.**

Let me know if I could be of further assistance.

Spike Smith  
Alaska Flight Service QC/QA  
307 [REDACTED]

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**From:** Richards Michael [mailto:[REDACTED]@ntsb.gov]  
**Sent:** Tuesday, August 29, 2017 8:22 PM  
**To:** Smith, Spike (FAA) <[REDACTED]@faa.gov>  
**Cc:** Hodges Michael <[REDACTED]@ntsb.gov>; Richards Michael <[REDACTED]@ntsb.gov>  
**Subject:** wx briefing information - N1905A

Hello Spike,

We are investigating an accident that occurred on August 23, 2017, in Tyonet, AK, involving aircraft N1905A. I don't know the pilot's name yet but Mr. Hodges (cc'ed here) could provide that information if its needed.

We are hoping to acquire any/all wx briefing information provided to this pilot on August 23. I am not sure in formats any data could be provided, but perhaps if he did receive a wx briefing from FAA FSS, we could discuss.

Could you provide us some assistance here?

Many thanks,  
Mike

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