



Seventh Coast Guard District Search and Rescue 25 – 27 October 2018

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



AIRCRAFT EMERGENCY (N555PM)
110NM East Of Charleston, SC





Summary

- 25 1133Q OCT 18 – U.S. Coast Guard RCC Miami received a report from Air Force Rescue Coordination Center (AFRCC) stating that Jacksonville Flight Services reported a Piper PA31 (N555PM) with 5 people on board for a flight from Robert F. Swinnie airport in Andrews, SC to Governors Harbor Airport on Eleuthera Island, Bahamas declared an inflight emergency then disappeared from radar at an altitude of 24,000 ft. RCC Miami assumed the duties of Search and Rescue Mission Coordinator (SMC), launched an Air Station Elizabeth City HC-130J fixed wing aircraft, diverted the National Security Cutter CGC HAMILTON, tasked Sector Charleston to issue an Urgent Marine Information Broadcast, Enhanced Group Call, and coordinated with FAA Investigations to obtain the identity of the persons on board the flight. The nearby tanker vessel, M/V SEABULK CHALLENGE was contacted by RCC Miami and was requested to divert to the distress area and search.
- The SEABULK CHALLENGE arrived on scene at the last known position and reported an oil sheen on the water. The Air Station Elizabeth City HC-130J also arrived on scene and commenced searches of the area.





Summary Cont.

- RCC Miami launched Air Station Elizabeth City MH-60 helicopter to assist in subsequent searches. All aircraft searches were completed with no sightings of **distress or debris**.
[REDACTED]
- The Fast Response Cutter, USCGC NATHAN BRUCKENTHAL, homeported in Wilmington, NC was also tasked to report to the search area. The cutter **arrived on scene but** had to return to port due to **mechanical** issues.
- CGC HAMILTON remained on scene throughout the night conducting searches.
- It was later reported that a NAVY P-3 conducting a training flight in the area responded to the FAA's notice of the aircraft emergency. They overflew the area and sighted the oil slick and small debris items that could not be identified or relocated.





Summary Cont.

- On 26 October, Air Station Clearwater HC-130J to arrived on scene at first light to conduct subsequent searches throughout the day. Air Station Elizabeth City MH-60 helicopter and an additional HC-130 conducted daylight searches. CGC HAMILTON also conducted searches through the entire day. All searches were completed with no sightings of distress or debris.
- CGC HAMILTON conducted searches throughout the night.
- On 27 October, Air Station Elizabeth City HC-130J conducted a first light search followed by HC-130J. CGC HAMILTON continued to conduct searches through out the day.





Assets Used During Search Efforts

CGC HAMILTON



USCG HC-130J



CGC NATHAN BRUCKENTHAL



M/V SEABULK CHALLENGE



NAVY P-3



USCG MH-60





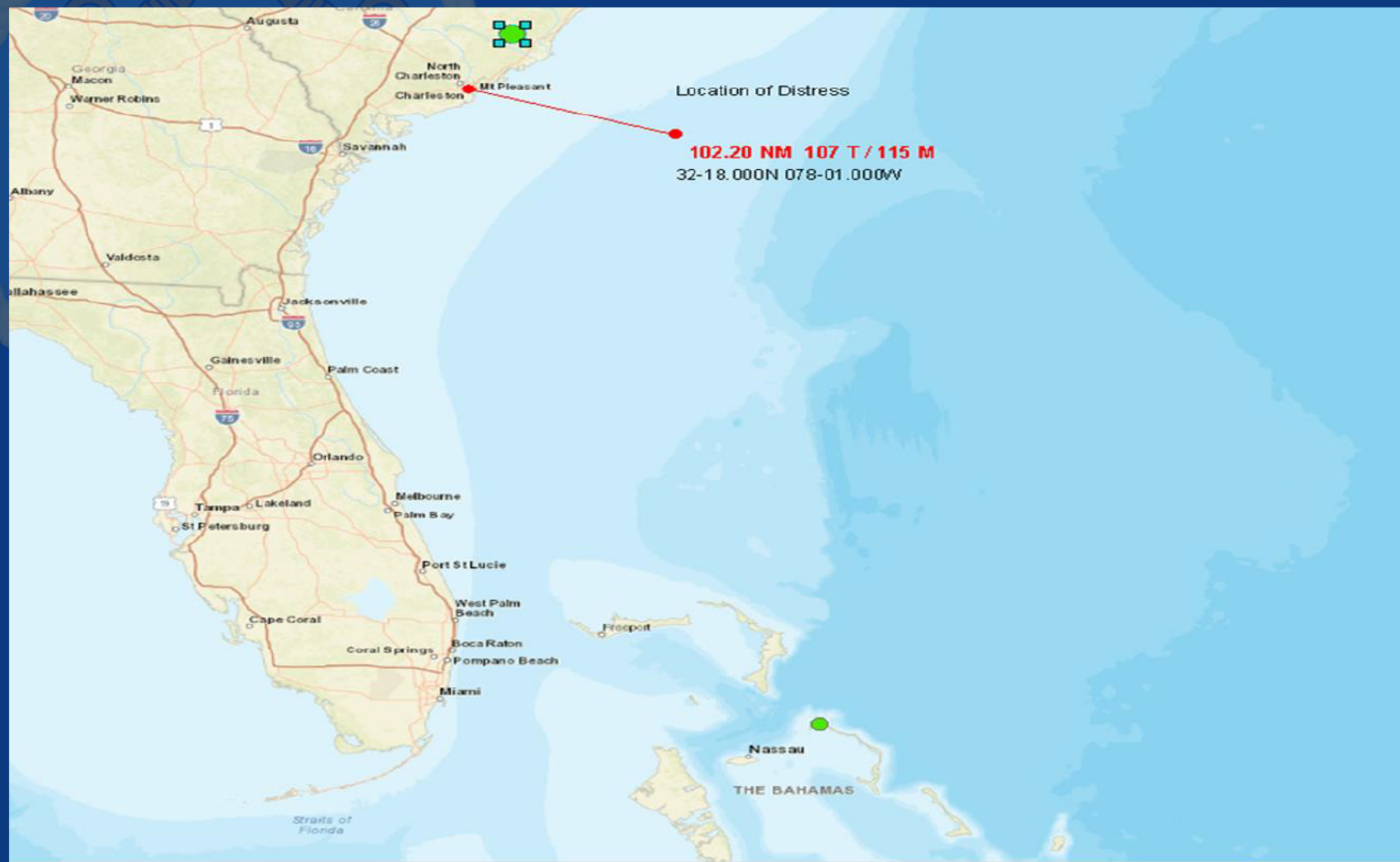
Navy P-3 Orion

- The **Lockheed P-3 Orion** is a four-engine turboprop anti-submarine and maritime surveillance aircraft developed for the United States Navy and introduced in the 1960s. Lockheed based it on the L-188 Electra commercial airliner. The aircraft is easily distinguished from the Electra by its distinctive tail stinger or "MAD Boom", used for the magnetic detection of submarines.
- Over the years, the aircraft has seen numerous design developments, most notably in its electronics packages. Numerous navies and air forces around the world continue to use the P-3 Orion, primarily for maritime patrol, reconnaissance, anti-surface warfare and anti-submarine warfare. Lockheed C-130 Hercules and the Lockheed U-2 that have seen over 50 years of continuous use by the United States military.

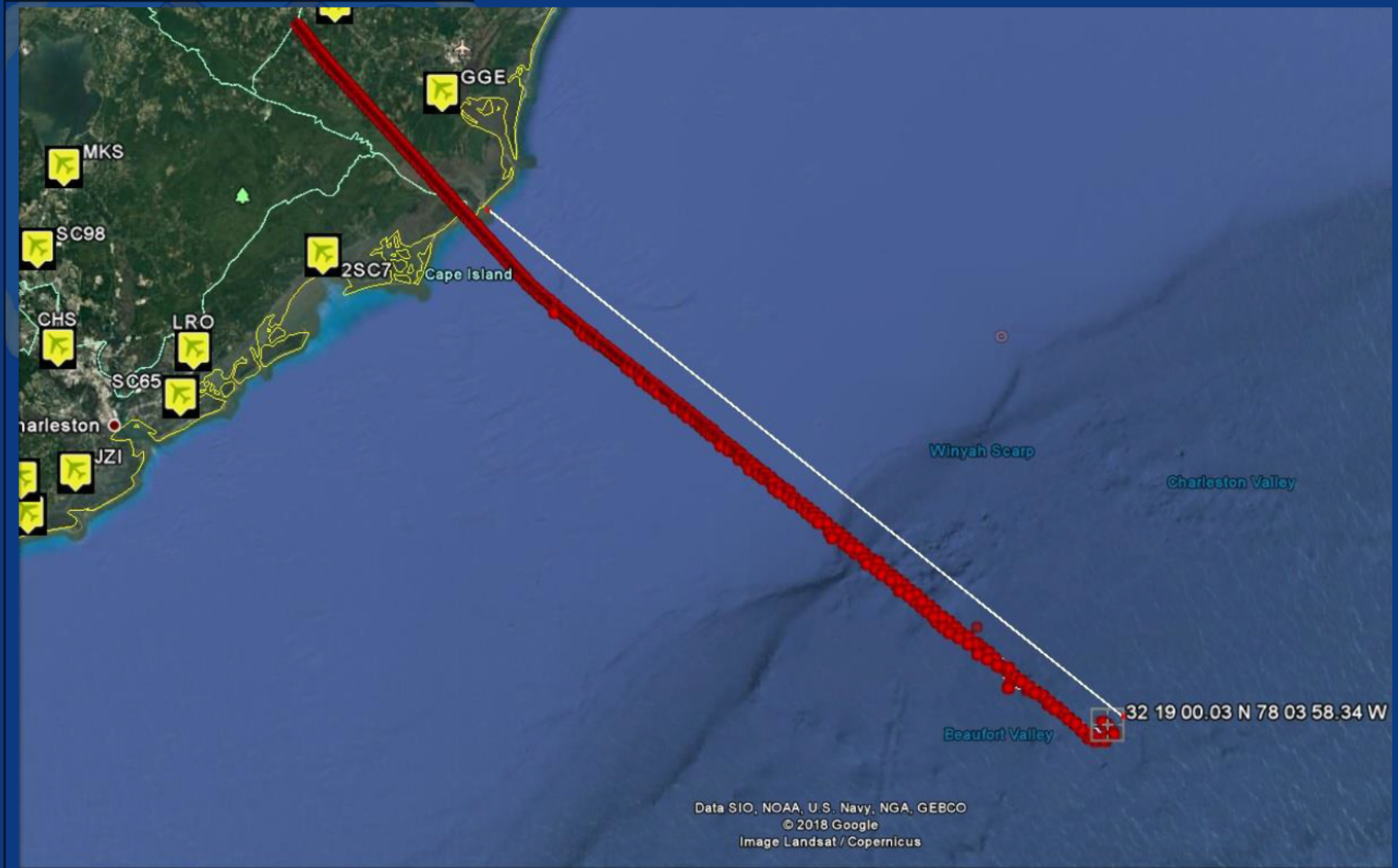




Location of Aircraft Emergency



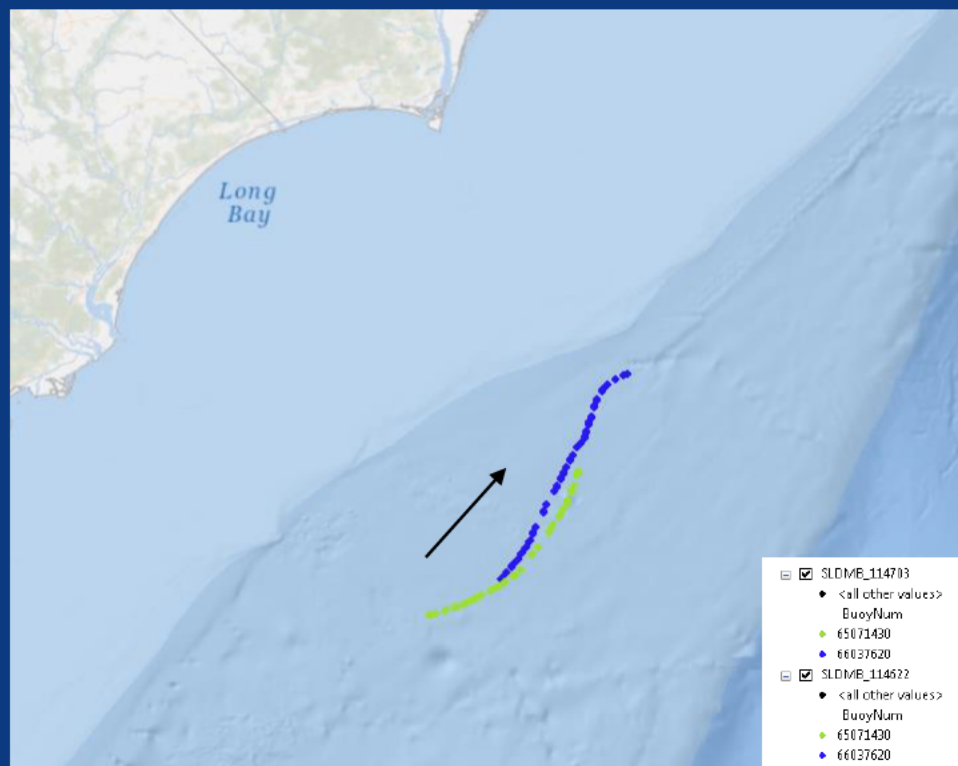
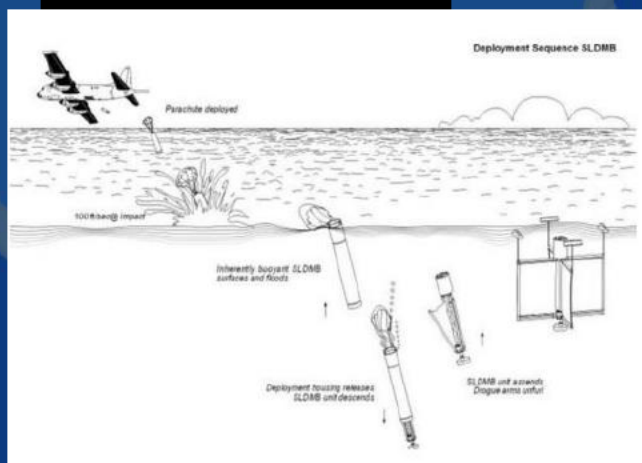
AFRCC Radar Forensics



U.S. COAST GUARD



Self-Locating Datum Marker Buoy (SLDBM)



A Self-Locating Datum Marker Buoy (SLDBM) is a tool used to help estimate the effects of ocean current on objects floating in the ocean by providing satellite based data in real time. Their data reports are fed into the search planning models and inform the search and rescue process.





On Scene Conditions

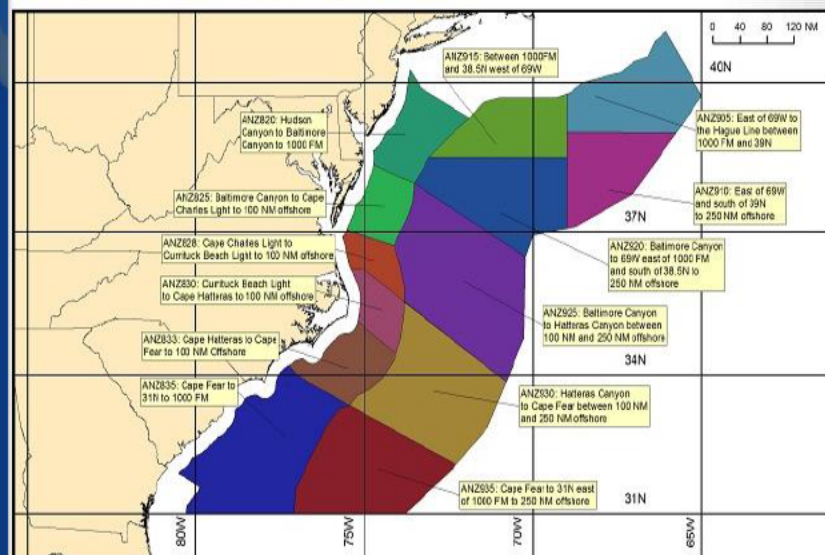
U.S. Offshore Marine Text Forecasts by Zone - Mid-Atlantic

(Click on the area of interest)

New England, Mid-Atlantic, Tropical Atlantic,
Gulf, Caribbean,
Alaska, Washington-Oregon, California,
Hawaii,

OFFSHORE WATERS FORECAST for the Mid-Atlantic for all zones including the synopsis
CONDENSED VERSION for radio broadcast.....coverage map(yellow triangles)

OFFSHORE WATERS FORECAST SYNOPSIS for the Mid-Atlantic



ANZ835-260800

CAPE fear to 31N to 1000fm –

.THU NIGHT... E to NE winds 10 to 20 kt, becoming E to SE 20 to 40 KT. SEAS 4 to 8 FT.

. FRI... SE WINDS 25 TO 35 KT. SEAS BUILDING TO 6 TO 11 FT.

.FRI NIGHT...W to SW winds 20 to 30 kt. Seas 6 to 11 ft. Scattered showers and TSTMs.

.SAT...W winds 15 to 25 kt. Seas 7 to 11 ft.

.SAT NIGHT...W to NW winds 15 to 25 kt. Seas 6 to 10 ft.



National Oceanic and Atmospheric Administration's

National Data Buoy Center

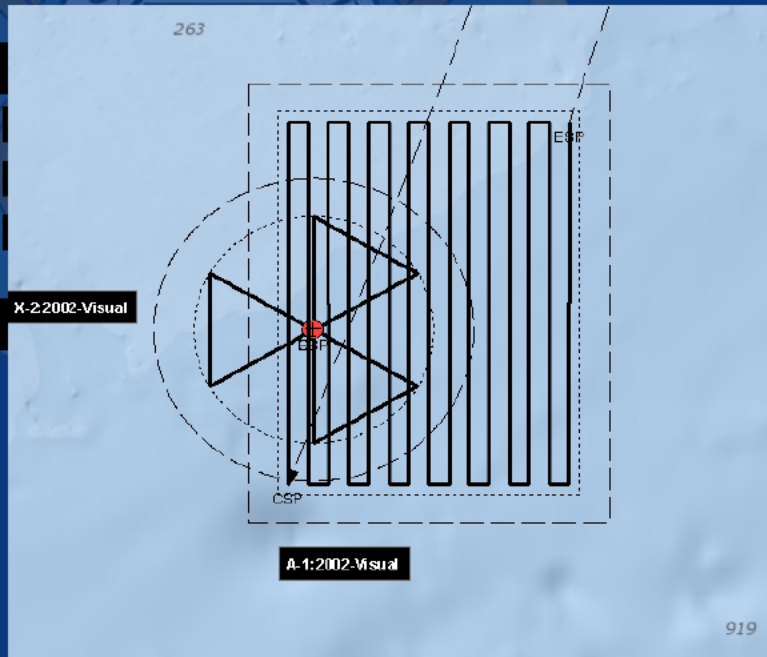
Center of Excellence in Marine Technology

Date	UTC	Average Wind Dir (True)	Average Wind Spd (Knots)	Wind Obs	Average Seas (Feet)	Wave Obs
10-27-2018	0000Z	-	-	0	7	10
10-26-2018	1800Z	-	-	0	8	7
10-26-2018	1200Z	-	-	0	6	6
10-26-2018	0600Z	-	-	0	4	8
10-26-2018	0000Z	-	-	0	4	6
10-25-2018	1800Z	-	-	0	4	8



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Search Efforts 25 OCT



A-1: 14X20NM
X-2: 12NM



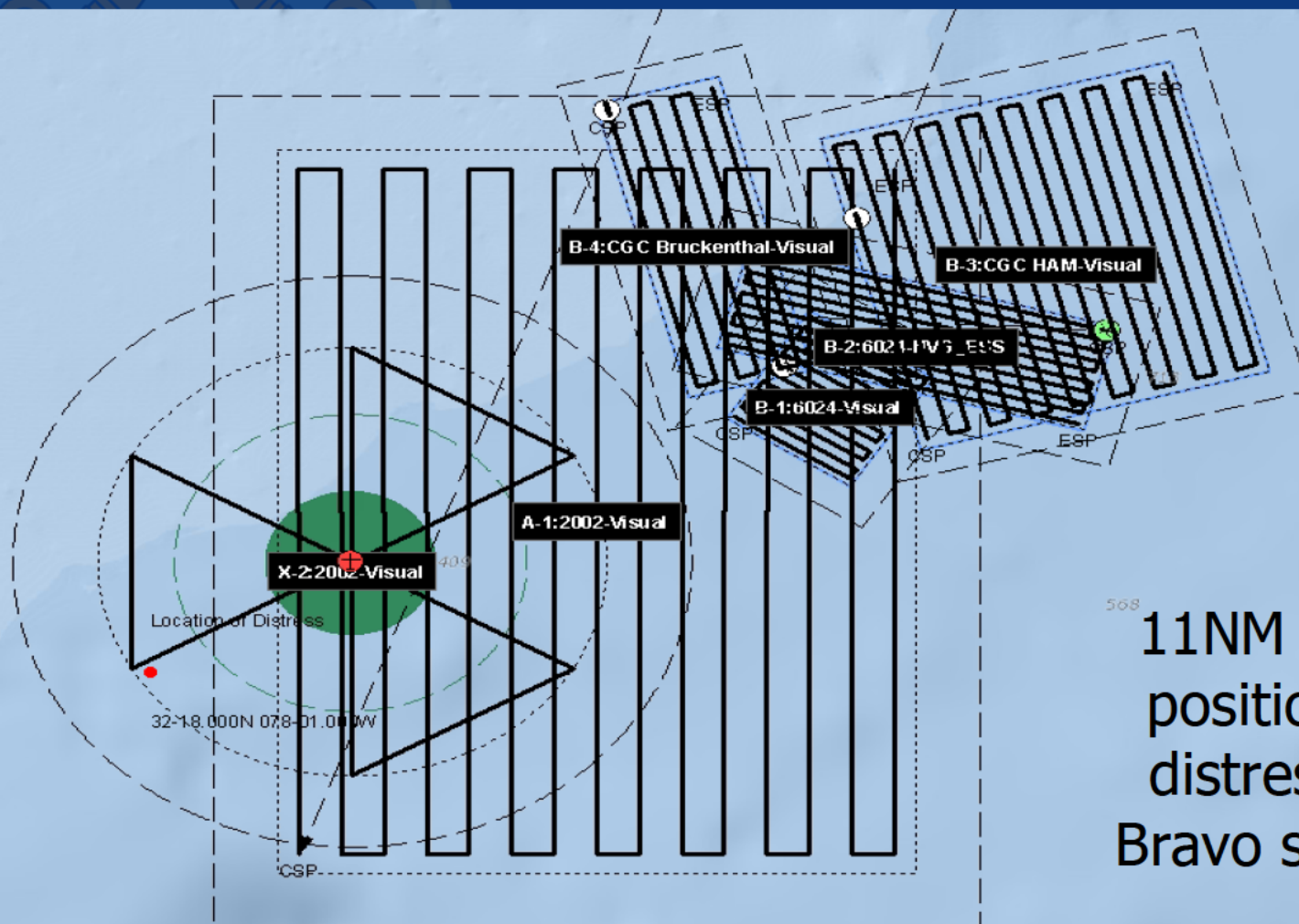
B-1: 5X3NM
B-2: 3X9NM
B-3: 5X5NM



U.S. COAST GUARD



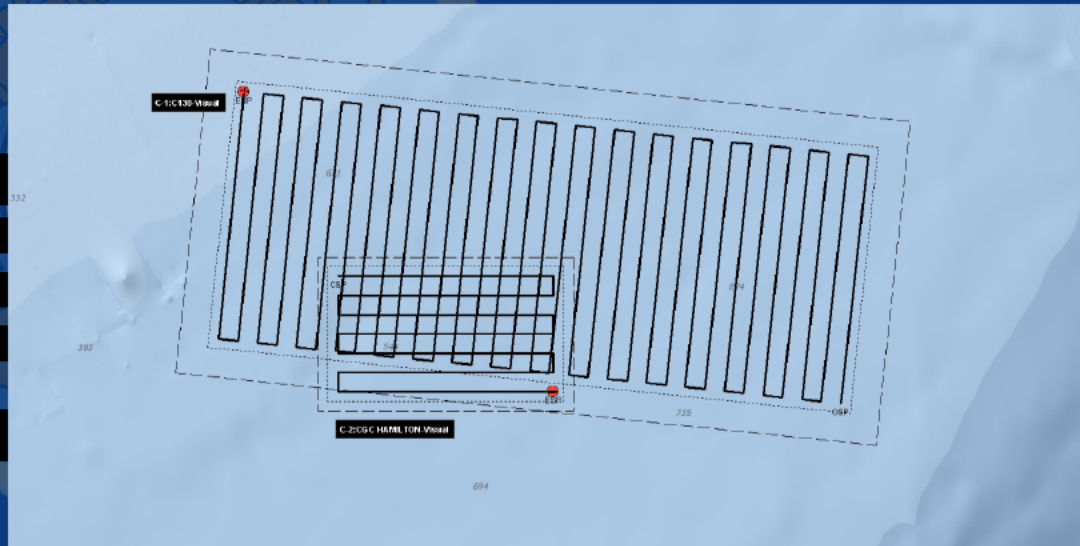
Search Efforts 25 OCT



568
11NM from
position of
distress to
Bravo search

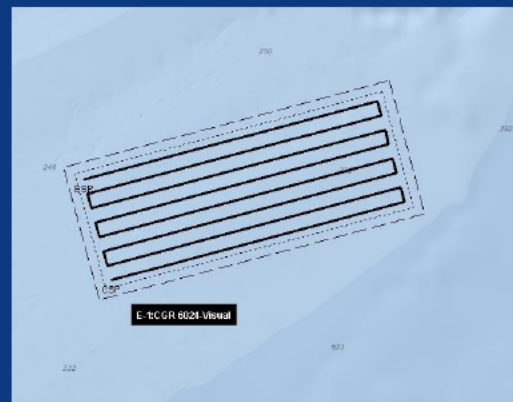
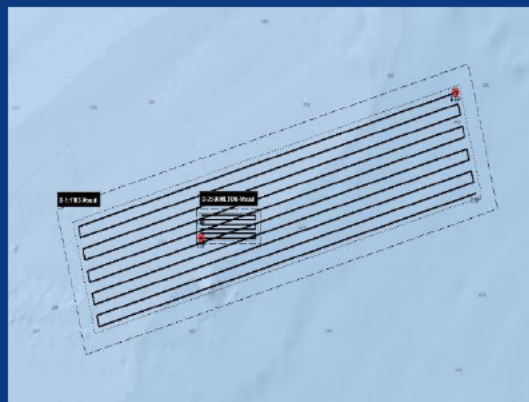


Search Efforts 26 OCT



C-1: 33X13NM
C-2: 6X11NM

D-1: 3X7NM
D-2: 10X45NM



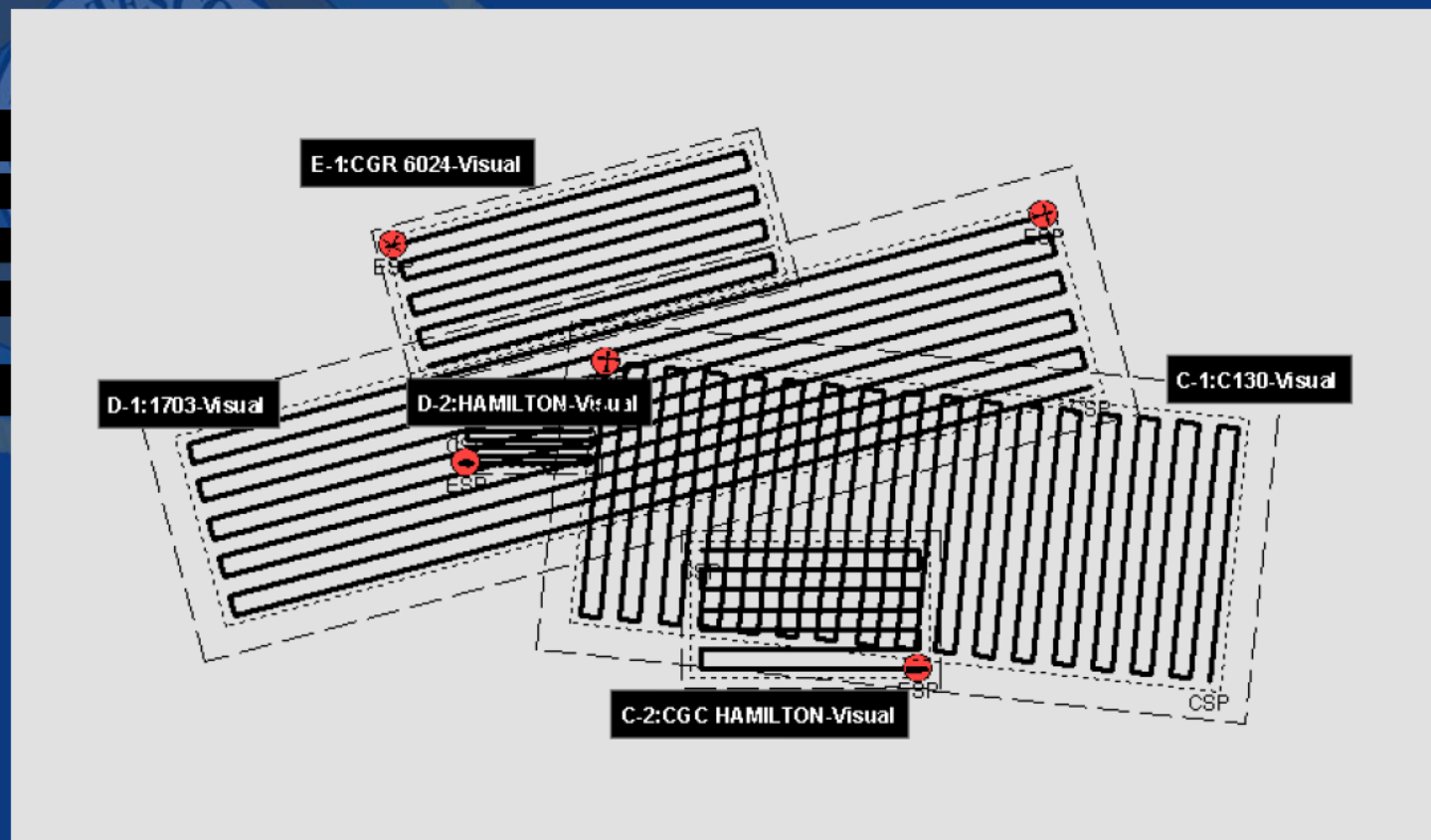
E-1: 7X19NM



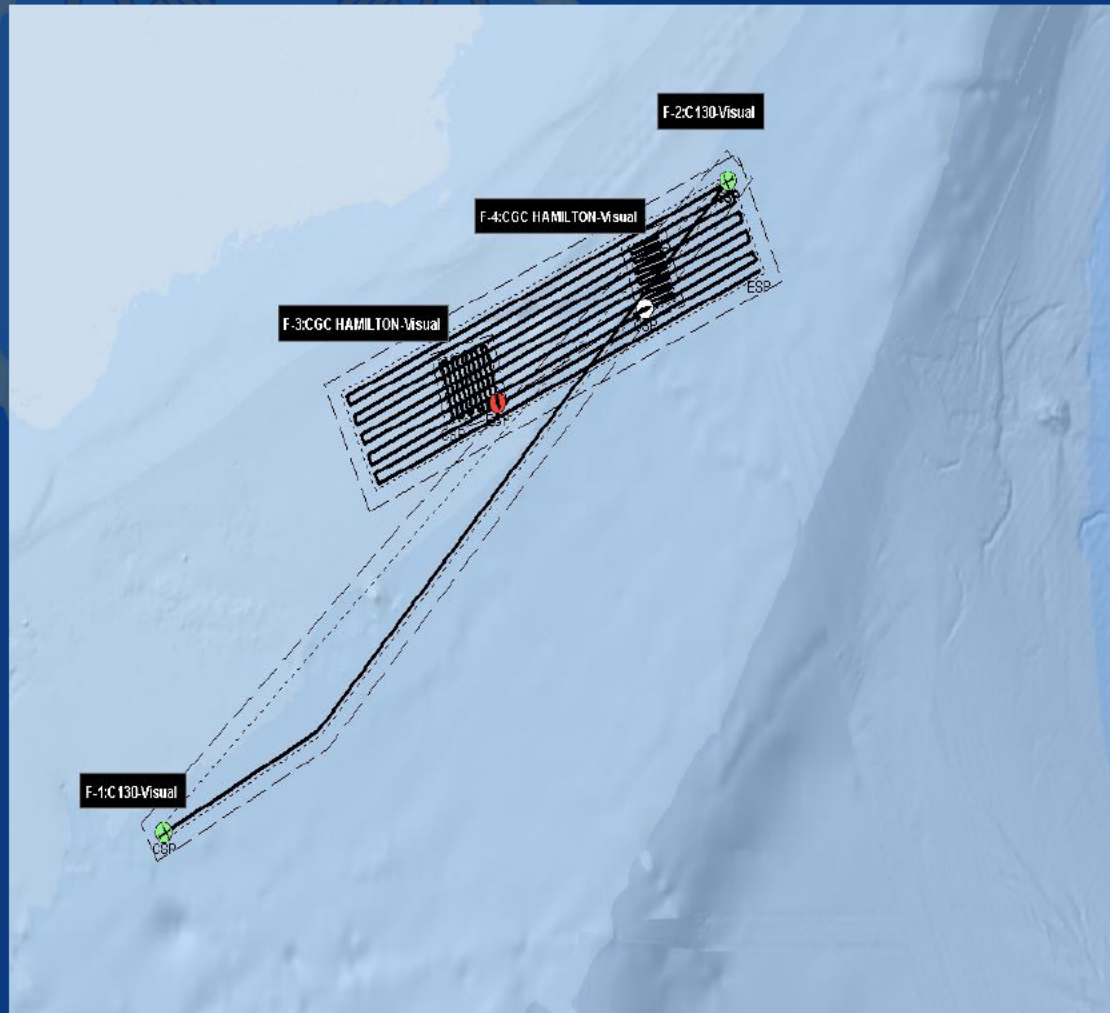
U.S. COAST GUARD



Search Efforts 26 OCT



Search Efforts 27 OCT



F-1: 91NM

F-2: 9X50NM

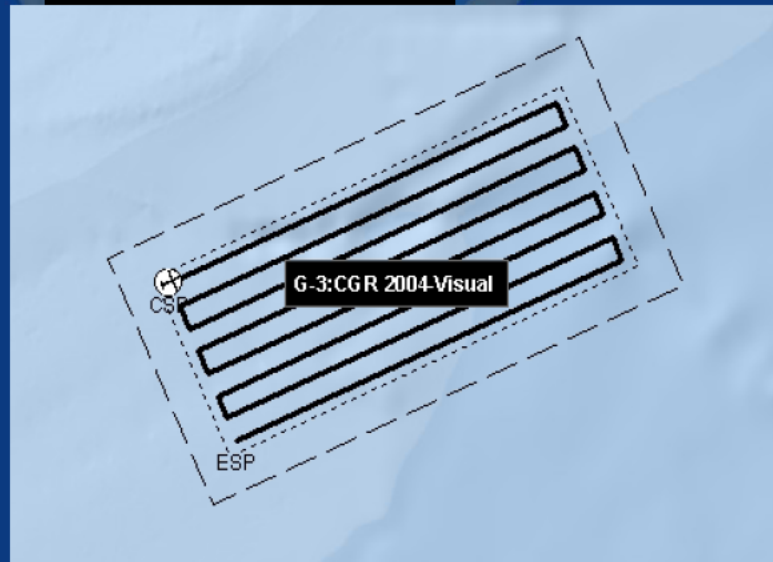
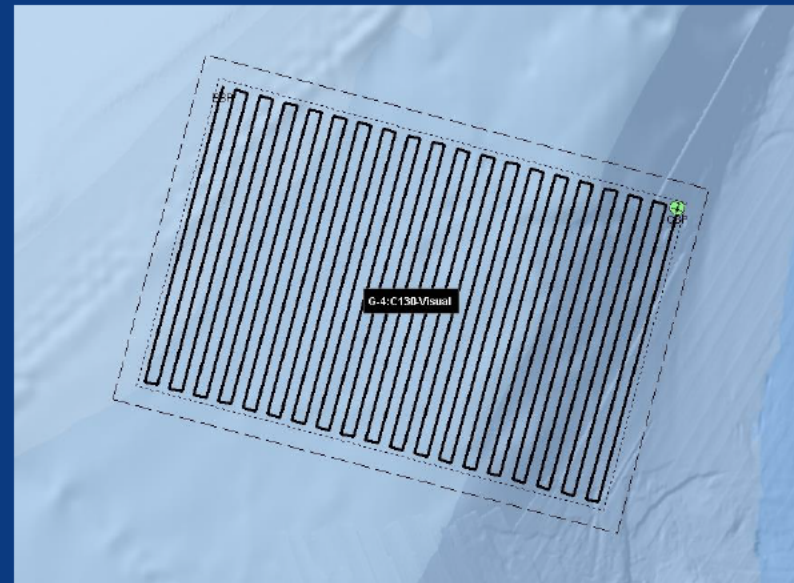
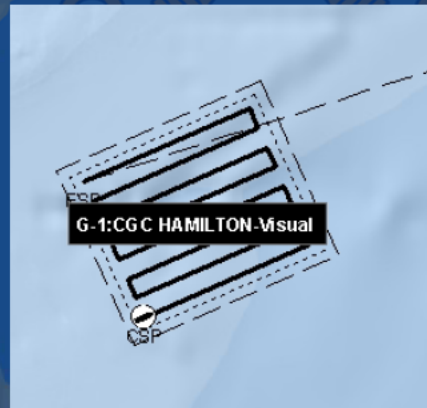
F-3: 7X7NM

F-4: 7X5NM



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Search Efforts 27 OCT



G-1: 9X8NM

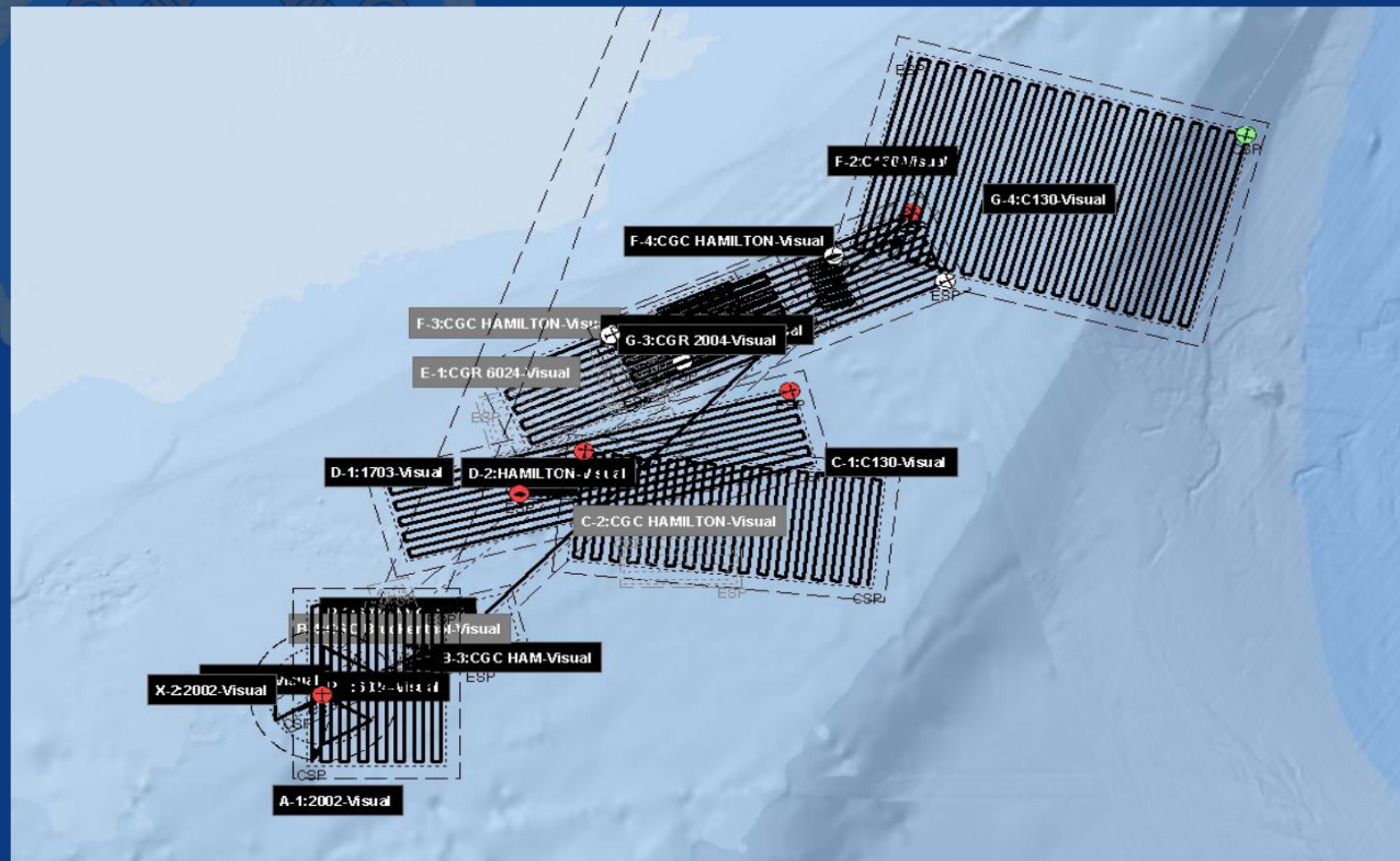
G-3: 9X18NM

G-4: 38X24



U.S. COAST GUARD

Total Searches Conducted





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Search Efforts

SEARCH	AREA SEARCHED	TIME SEARCHED
INITIAL AIR E CITY – CGR-2002	113.1 SQNM	.35 HR
A-1 AIR E CITY – CGR-2002	304.5 SQNM	3.3 HR
B-1 AIR E CITY – CGR-6024	16.6 SQNM	1.47 HR
B-2 AIR E CITY – CGR-6024	26.7 SQNM	1.23 HR
B-3 CGC HAMILTON	31.11 SQNM	12.63 HR
B-4 CGC BRUCKENTHAL	25.5 SQNM	Unable to Complete due to Casualty
C-1 AIRCLR – CGR-HC130	458.7 SQNM	3 HR
C-2 CGC HAMILTON	84.7 SQNM	10 HR
D-1 AIRCLR– CGR HC130	458 SQNM	3.05 HR
D-2 CGC HAMILTON	16.08 SQNM	4 HR
E-1 AIR E CITY CGR-6024	137.52 SQNM	2.92 HR
F-1 AIR E CITY CGR HC130	102 SQNM	.75 HR
F-2 AIR E CITY CGR HC130	497 SQNM	3.25 HR
F-3 CGC HAMILTON	36.6 SQNM	6 HR
F-4 CGC HAMILTON	25.36 SQNM	5 HR
G-1 CGC HAMILTON	76 SQNM	6.25 HR
G-3 AIR E CITY CGR HC130	152.8 SQNM	6.25 HR
G-4 AIR E CITY CGR HC130	953.8 SQNM	7.5 HR
TOTALS	3516.07 SQNM	76.95 HR





NTSB Investigator - Contacts

Primary Investigator:
Doug Brazy

[REDACTED]

[REDACTED]

Secondary Investigator (Family Counseling):
Stephanie Maponek

[REDACTED]

[REDACTED]





Coast Guard Contacts

United States Coast Guard
RCC Miami Command Center
909 SE First Avenue
Miami Florida 33131

[REDACTED]

[REDACTED]

[REDACTED]

Search and Rescue Mission Coordinator: Mr. Christopher Eddy [REDACTED]



Brazy Doug

From: Antonelli, Shawn R LT [REDACTED] >
Sent: Saturday, October 27, 2018 4:42 PM
To: Brazy Doug
Subject: SEABULK CHALLENGE Sighting

Mr. Brazy,

Vessel confirms white debris sighted below the surface of the water in position. 32-18.442N 077-58.987W

ALNOT coordinates: 32-18.0N 077-54.0W

LT Shawn Antonelli
US Coast Guard District 7
Command Center

