

April 1, 2005

*Report compiled by: James Miller
Aviation Specialist
Meteorlogix*



- Metro Aviation

Sub. Payor Metro

-Destin/ Ft. Walton Beach system

- Service Aviation Sentry Heli System

All Metro Aviation Inc. bases have the Aviation Sentry Helicopter System provided by Meteorlogix. This system allows the pilots to check the wx and access critical flight data published by the FAA. The system is feed with data via Satellite and Internet to a PC that is usually located in the pilot's quarters. The pilots have a login so that they can check wx from a remote location such as a hospital.

The day after the accident Dave Fry, Director of Operations, called and asked if we could get as much data off the wx system as possible. The computer was shipped to me and I began to go through it for as much data as possible. With the help of a technician in our office we were able to determine the following:

1. The system was online
2. The system was online receiving data six (6) hours before and six hours after.
3. The Radar and Text data on the system was current.
4. The system had been used to check wx throughout the day

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AviationSentry™

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Password

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AviationSentry is now FAA QICP certified.


Meteorlogix AviationSentry Online QICP Quality of Service Agreement: Meteorlogix as an FAA Qualified Internet Service Provider (QICP) strives to meet the reliability and accessibility requirements set forth by the FAA as listed below.

Reliability: The system's users are able to retrieve requested data from the provider with no outage lasting longer than 10 minutes, and no more than 30 minutes of total outages (including outages due to maintenance) in any continuous 3-month period.

Accessibility: The provider should be capable of initiating transmission of requested data during transactions with 100% of its users within 2 minutes.


Should you feel that Meteorlogix is not meeting these requirements, please contact Customer Service.

Meteorlogix AviationSentry Online QICP Service Disclaimer: Meteorlogix servers and communication interfaces are approved by the FAA as secure, reliable, and accessible in accordance with AC 00-62 (QICP). Meteorlogix is not required to ensure the quality and currency of the information transmitted to you. You the user, assumes the entire risk related to the information and its use.


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GeoTrust
Meteorlogix LLC
CLICK 20.04.05 12:40 UTC

Best viewed in Windows IE 6.0 at 1024 x 768 screen resolution.

https://aviationsentry.meteorlogix.com/mxcompanion/jsp/login.jsp

4/20/2005

Kennedy Jeff

From: Salottolo Greg
Sent: Wednesday, April 20, 2005 8:43 AM
To: Kennedy Jeff
Subject: RE: Metro Aviation Report

Hi Jeff:

Looks like all the pertinent data is there.

Greg

-----Original Message-----

From: Kennedy Jeff
Sent: Wednesday, April 20, 2005 7:22 AM
To: Salottolo Greg
Subject: FW: Metro Aviation Report

Greg,

Here is the response from Meteorlogix. Take a look at their system and let me know what you think.

Jeff K.

-----Original Message-----

From: [REDACTED] **On Behalf Of** James Miller
Sent: Tuesday, April 19, 2005 3:48 PM
To: Kennedy Jeff
Subject: Re: Metro Aviation Report

Jeff,

We do have all those products on the system but no way to tell if the pilot pulled them. Those were current and up to date on the system though.

If you all would like to look at the online version of the system you can go to

<http://aviationsentry.meteorlogix.com>

username - [REDACTED]
passcode - [REDACTED]

Thanks,
James

----- Original Message -----

From: Kennedy Jeff
To: James Miller
Sent: Tuesday, April 19, 2005 9:06 AM
Subject: FW: Metro Aviation Report

James,

The NTSB meteorologist would like to know if your company supplies Airmets, Sigmets, Convective Sigmets, and Center Weather Advisories. If you do, did the pilot access these reports?

Jeff Kennedy

4/20/2005

-----Original Message-----

From: Kennedy Jeff
Sent: Tuesday, April 19, 2005 8:46 AM
To: 'James Miller'
Subject: RE: Metro Aviation Report

Thanks. I will let you know if our meteorologist has any more questions.

-----Original Message-----

From: [REDACTED] **On Behalf Of** James Miller
Sent: Tuesday, April 19, 2005 8:05 AM
To: Kennedy Jeff
Subject: Re: Metro Aviation Report

Jeff,

We could but to many factors were off at the time he used the wx system to check weather. The main thing is someone had messed with the computers time so it was wrong. It was off by one day and an hour.

The files however were time stamped so we knew that they came in and were showing current.

One piece that may or may not help is after 10 mins. of non usage the screen saver comes on. On that one it showed the Satellite - 3 secs, regional radar - 3 secs, and single site radar - 3 secs, and looped. The sheriffs station next door also uses the same system as ours.

My guess is that he had to have see the radar returns. On our server we do store all wx date back to 1979. I am sure that you all have achieved wx data but if you ever need it let me know.

Hope that helps,

Thanks,
 James

----- Original Message -----

From: Kennedy Jeff
To: James Miller
Sent: Monday, April 18, 2005 12:32 PM
Subject: RE: Metro Aviation Report

James,

Can you identify specific weather products that might have been accessed by the accident pilot prior to the accident flight? The pilot would have accessed the system between 0015 and 0035 central daylight time (0515 and 0535 UTC) on October 20, 2004.

Jeff Kennedy

-----Original Message-----

From: [REDACTED] **On Behalf Of** James Miller
Sent: Monday, April 18, 2005 12:51 PM
To: Kennedy Jeff
Subject: Metro Aviation Report

Jeffrey,

Sorry for the delay. Let me know if you need anything else.

Thanks,
 James

No virus found in this incoming message.

Checked by AVG Anti-Virus.

Version: 7.0.308 / Virus Database: 266.9.16 - Release Date: 4/18/2005

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