

Huhn Michael

From: Alyssa Watkins [REDACTED]
Sent: Monday, March 05, 2012 10:17 AM
To: Huhn Michael
Cc: Suzie Kirvinskee; Tripp Wilson; Tim; Slade Ross
Subject: RE: N407HL Tracking Provisions and Procedures - Information Request

Hi Michael,

As we talked about on the phone, our dispatch center uses the AFF system as a tool to track our aviation resources. Since the US Government owns and manages this system, we do not have access to records or historical data, we can only see real time information. I do not know who to contact to secure records. Access to the system is installed on a server within the Teton County Sheriff's Office and available to all dispatchers in the Communications Center. The dispatchers working during the event and using the system were Terri Anderson and Valerie Blair. Their observations follow.

"I initiated my AFF flight follow for the heli. About 10 min later, HL stated they were close to getting a LAT/LONG and would be landing momentarily and that they might lose radio comms. HL announced its landing 15 minutes after that.

At about 30 minutes after the announcement, I heard IC Meyer trying to raise HL on the ENET Rosies frequency. My flight follow still showed HL inactive from when they landed the first time. I had not heard any radio traffic from HL. At this point, 22-47 had called and gave me more information about the party that was with/looking for the victim. We also confirmed that we have not heard from HL. We continued to hear IC Meyer on the radio. I heard Valerie talking to IC Meyer on the phone stating that her AFF flight follow was showing HL as active. At this point, I realized that flight follow was not accurate for one of us and that we might have a problem.

We cannot rely on flight follow. I was not updating like it should, we had conflicting aircraft status, and neither Valerie or I ever had a "lost contact" beacon pop up on our screen." – Terri Anderson

"Flight following was not working correctly throughout the call, 407HL never showed "lost contact" which essentially is what we should have seen when the ship crashed. It was not updating correctly when we got other resources in the area, according to the radio traffic, we had two other ships on togwootee, however Flight following was not accurately showing their locations. One of the Helicopters was showing at the Idaho/Wyoming state line throughout the entire call. I logged back into flight following to monitor 420RL on 2/20 and it still wasn't working properly. After I logged in and out 3 more times, it finally was consistent with Terri's." – Valerie Blair

I hope this information is helpful to you, please let me know if I can be of any further assistance.

Thank you,
Alyssa Watkins

From: Tim [mailto:[REDACTED]]
Sent: Wednesday, February 22, 2012 1:09 PM
To: Tripp Wilson; Alyssa Watkins; Suzie Kirvinskee
Subject: Fwd: N407HL Tracking Provisions and Procedures - Information Request

Hi Guys,

I can answer some of this but shift logs, flight logs, comms I cannot...please let me know what you guys can do and I will get the rest done.

Begin forwarded message:

From: "Huhn Michael" [REDACTED]
Subject: N407HL Tracking Provisions and Procedures - Information Request
Date: February 22, 2012 10:17:57 AM MST
To: [REDACTED]

Hi Tim

It has come to my attention that the accident helicopter was equipped with the GPS tracking unit that was used in conjunction with Guardian Mobility services to enable TBD persons/organizations to monitor the helicopter/flight

As part of the investigation, I need to gain a clear understanding of that aspect of the operation, including the equipment, personnel, processes and procedures, and am therefore requesting documentation of same.

If you are not the correct individual to respond to this request, please either provide me with their contact info, or forward this request directly to them.

Provision of the requested information to me is not urgent; late next week or early the following week is fine. My only concern is that the data is captured before it vanishes. FYI, I did get the GPS tracking data already.

Specific topic areas include but are not limited to:

- a) Why (contractual, insurance, other stipulation?) the equipment and systems were utilized
- b) The organizational and personnel responsibilities for system utilization (Hillsboro, TCSO etc)
- c) The specific ground-based user's equipment, including where it was physically located
- d) The specific processes and procedures, including personnel guidance and its location/availability
- e) Supporting systems (eg radio comms) or personnel in addition to anything above

I also need to gain a clear understanding of the use of that system during the subject flight; therefore I am requesting copies of any records (shift logs, flight logs, interviews, communications recordings, etc) regarding that flight.

Also please provide names and contact information for those personnel who were engaged in or responsible for the use of this system during this flight

I made this same request of Hillsboro Aviation.

Thank you for your assistance, and if you have any questions, please do not hesitate to contact me.

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]