

Banning Brice

From: Evan Frostman [REDACTED]
Sent: Tuesday, October 27, 2020 8:13 AM
To: Banning Brice
Subject: Re: NTSB Statement - Follow-up Questions

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Misty Fjord Tour MFT.

Sorry should have specified that and those times were AK times.

Thanks
Evan

Sent from my iPhone

On Oct 27, 2020, at 07:20, Banning Brice [REDACTED] wrote:

Good morning Evan,

Is that Alaska time? We were unsure of the meaning of MFT.

Thanks again,

Brice

*Brice Banning
Senior Aviation Accident Investigator
National Transportation Safety Board
222 West 7th Ave. Room 216, Box 11
Anchorage, AK 99513*

[REDACTED]

From: Evan Frostman [REDACTED]
Sent: Wednesday, October 21, 2020 9:22 AM
To: Banning Brice [REDACTED]
Subject: Re: NTSB Statement - Follow-up Questions

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It would have been an 0900 MFT or 1045 MFT.

Thanks
Evan

Sent from my iPhone

On Oct 21, 2020, at 08:55, Banning Brice [REDACTED] wrote:

Evan – Do you recall the approximate time of the flight on 5/10/19? – Thank you, Brice

*Brice Banning
Senior Aviation Accident Investigator
National Transportation Safety Board
222 West 7th Ave. Room 216, Box 11
Anchorage, AK 99513*



From: Evan Frostman [REDACTED]
Sent: Wednesday, October 21, 2020 7:13 AM
To: Banning Brice [REDACTED]
Subject: Re: NTSB Statement - Follow-up Questions

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Brice,

The specific date I was behind 952DB was that Friday before 5/10/19. We were on a very similar schedule that day. Accident day I'd speculate I was in the group about 15 min behind. I remember passing his earlier in the day and seeing his plane on the water in the Misty's giving a tour.

Thanks
Evan

Sent from my iPhone

On Oct 15, 2020, at 06:48, Banning Brice [REDACTED] wrote:

Hi Evan,

I think we only have one or two follow-up questions.

When you recalled departing behind N952DB (answer #4 below), and not having the target show up on the Chelton display, do you remember if that was the day of the accident? Or do you remember the date?

Once again, thanks for the help.

Kind regards,

Brice

*Brice Banning
Senior Aviation Accident Investigator
National Transportation Safety Board
222 West 7th Ave. Room 216, Box 11
Anchorage, AK 99513*

[REDACTED]

From: Evan Frostman [REDACTED]
Sent: Wednesday, October 14, 2020 4:34 PM
To: Banning Brice [REDACTED]
Cc: Sauer Aaron [REDACTED]
Subject: Re: NTSB Statement - Follow-up Questions

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Hi Brice,

Sorry for the delay have been pretty busy the last couple weeks.

1. Usually the Chelton is set to 10 or 25 NM range and the AC I was in N67667 displayed tail numbers next to the AC traffic marks. As a younger technology based pilot scanning the Chelton is a normal part of my overall scan.
2. Yes displays the tail number.
3. The Chelton does not have audible alerts.
4. I had been on similar flights (Misty Fjords sightseeing flights) with N952DB on various occasions around the accident date. I do recall leaving out of the KTN surface area around 800' maybe more being behind N952DB noticed he did not show up on my Chelton. I know I was behind him bc radio calls made departing the KTN area. As well as being able to Visually see N952DB.
5. I can't really answer this question. In the past 3 seasons I've been here there have been various AC that have ADSB in not out. I've witnessed some pilots pulling the breaker on the ADSB or just haven't turned on the system in general. To me it seems inexplicable as to why you wouldn't want to ensure your ADSB was functioning properly and ensure it was turned on. At Taquan we've made it a rule that if your ADSB is inop your grounded until it's fixed.

I think visually scanning your surroundings is the best way to see and avoid but feel that ADSB is a useful tool that can be easily utilized to help avoid other traffic. Especially when in high traffic areas. I hope the information provided helps and if there is anything else you need from me please let me know.

Thanks
Evan Frostman

Sent from my iPhone

On Sep 30, 2020, at 14:41, Banning Brice
[REDACTED] wrote:

Hi Evan,

My name is Brice Banning and I am the Operations Group Chairman for the midair involving N959PA and N952DB. We had a few follow-up question regarding your previous issued statement.

1. Could you please describe how you use the Chelton traffic display e.g. range settings, scan habits, etc.?
2. Does the Chelton display N-numbers next to traffic targets?
3. Does the Chelton display provide aural visual alerts for imminent (traffic) threats?
4. You indicated that N952DB did not show up on the Chelton display.
 - a. How did you make this determination?
 - b. Do you recall the time of day that you noticed N952DB's target was not visible?
 - c. Do you remember your geographic location when you made this determination?
 - d. Do you remember your altitude when you made this determination? Or were you on the surface?
5. The ADS-B ground station received data from both aircraft. Do you have an idea why the ground station would see/receive N952DB's ADS-B signals but others airplanes would not?

We greatly appreciate your help, and if it is more convenient, I would be happy to discuss with you over the phone. I can be reached at [REDACTED]

Thank you,

Brice

Banning Brice

From: Evan Frostman [REDACTED]
Sent: Thursday, August 13, 2020 5:24 PM
To: Sauer Aaron
Cc: Banning Brice; Bramble William; Babcock Christopher; Magladry Steve; O'Callaghan John
Subject: Re: NTSB Statement

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good Evening,

1. I was in N67667 on May 13th 2019.
2. That aircraft was equipped with a Chelton Flight Display, same as N959PA.
3. I don't know the exact Range but usually have it set to 10mi sometimes greater on clear days.
4. As for the previous flights I'd have to look at the schedule from that day and get back with you. I believe it was my 3rd trip out to the Misty's that day. Approximate Times would be 0800, 0945, & 1130.
5. I'd say about a third of the aircraft on the waterfront don't have ADSB to some extent...they don't have it installed or could be malfunctioning or simply not turned on.

Most C-185s on the water front are not equipped, a number of helicopters on the waterfront have in not out. Have noticed over the past 3 years some DHC-2 Aircraft that weren't always visible on my ADSB.

Hope this helps. I'll look at the schedule from that day and send over more detailed accounts.

Thanks,

Evan Frostman

Sent from my iPhone

> On Aug 13, 2020, at 05:01, Sauer Aaron [REDACTED] wrote:

>

> Good Morning Evan,

>

> Thank you for your message and information; all information is important for our investigation into the accident involving N959PA and N952DB. One of our NTSB investigators will be following up with you next week on your recollection of these details. If you can recall, I have a couple follow-up questions for you that may be helpful for us to recover some additional ADS-B data:

>

> 1. Do you recall the N-number aircraft you were flying that day?

> 2. Was your aircraft equipped with the Chelton flight display, similar to N959PA, if not, do you recall what display system?

> 3. Do you recall the range scale setting you used on your display?

> 3. Do you recall the approximate times of your previous flights on May 13th?

> 4. Any other ADS-B issues you noticed in the KTN area with Taquan or other operators - not necessarily related to the accident day?

>

> Again, many thanks for your information.

>
> Best Regards,
>
> Aaron M. Sauer
> Sr. Air Safety Investigator
> NTSB
> [REDACTED]
>
>
> -----Original Message-----
> From: Evan Frostman [REDACTED]
> Sent: Wednesday, August 12, 2020 9:38 PM
> To: Sauer Aaron [REDACTED]
> Subject: NTSB Statement
>
> [CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.
>
> Good Evening Aaron,
>
> Below is a statement of my accounts on May 13th 2019. Pertaining to the Mid-Air Collision of N959PA and N952DB. I believe the information given is relevant to whether or not N952DB's ADS-B was operational at the time of the accident. If there is anything else you need please let me know.
>
> My name is Evan Frostman a fellow pilot for Taquan Air in Ketchikan AK. On May 13th 2019, I had made a few trips out to the Misty Fjords on sightseeing trips. At the time of the accident, I was flying back to KTN from the Misty Fjords, in the vicinity of Carroll Inlet a few minutes behind N959PA and N952DB.
>
> I remember seeing N959PA on my ADS-B on our way out of the Misty Fjord National Monument and remember hearing a radio call from N959PA "Carroll Inlet for Mahoney Falls." At that time I was coming out of Ella Lake and had seen other aircraft in the area, but did not see N952DB on the ADS-B and hadn't heard any other Mahoney Traffic radio transmissions. I felt that since I was able to see N959PA, I should have been able to see N952DB and did not.
>
> I had been on a fairly even schedule with N952BD that day. I had passed him out at the Rudeyard Dock in the Misty Fjords, and leaving out of Ketchikan and did not see him on my ADS-B.
>
> Best Regards,
>
> Evan Frostman
>
> Sent from my iPhone