



Friday, November 3, 2006

NTSB Determines That Improper Loading Caused Crash Of Corporate Jet In Teterboro, New Jersey



The National Transportation Safety Board determined that the probable cause of a corporate jet accident, was the flight crew's failure to ensure the airplane was loaded within weight and balance limits and their attempt to take off with the center of gravity well forward of the forward takeoff limit, which prevented the airplane from rotating at the intended rotation speed. The investigation revealed that neither pilot used the available weight and balance information appropriately to determine the airplane's weight and balance characteristics for the take off.

On February 2, 2005, a Bombardier Challenger CL-600-1A11, during takeoff, ran off the departure end of runway 6 at Teterboro Airport, Teterboro, New Jersey, through an airport perimeter fence, across a six-lane highway (where it struck a vehicle), and into a parking lot before impacting a building. The two pilots were seriously injured, as were two occupants in the vehicle. The cabin aide, eight passengers, and one person in the building received minor injuries.

As a result of this accident investigation, the Board made four recommendations to the FAA.

NTSB Launches Team To Freight Train Derailment In Pennsylvania



On October 21 Vice Chairman Robert Sumwalt accompanied a team of NTSB rail investigators, led by Investigator-in-charge Ed Dobranetski, to Pennsylvania to investigate a Norfolk Southern freight train derailment. Train 68QB119 derailed as it was crossing a bridge over the Beaver River in New Brighton, Pennsylvania. Twenty-three tank cars carrying ethanol - a flammable substance - derailed and ignited, creating a fire. Several of the derailed cars fell into the Beaver River. The flaming tank cars, which were allowed to burn for two days, burned themselves out without any significant release of harmful fumes or vapors. There was a significant release of unburned ethanol liquid into both the river and soil, which will require remediation. There were no injuries or fatalities. Local residences and businesses in a 7-block area were evacuated for two days. Potential safety issues include: train operations, transportation of hazardous materials (Ethanol), and ultrasonic rail inspections and maintenance.

Member Hersman Attends the National Boating Federation's Annual Meeting and the Aircraft Rescue & Firefighting Annual Meeting

Member Debbie Hersman addressed officers of major yacht club associations at the National Boating Federation's 40th Annual Meeting in Portsmouth, Virginia on October 21. Member Hersman met with yacht clubs and associations to talk about the need for legislation mandating boating safety education, weight standards on passenger vessels operating on sole State waters, and the importance for all 50 states to require children to use PFDs.

Member Hersman also attended the Aircraft Rescue & Firefighting (ARFF) Working Group Annual Meeting in Dallas on October 25. She addressed 240 attendees, including ARFF personnel from all over the U.S., as well as ARFF representatives from Singapore, Sweden, Denmark, Bermuda, Canada, and South America. She discussed investigations and recommendations relating to accidents in Quincy (IL), Little Rock, Greensboro, Memphis, and Atlanta. Nora Marshall, Chief of Survival Factors, also attended the annual meeting and assisted Member Hersman with the presentation.

While in the Dallas area, Member Hersman also visited the Dallas regional office as well as Air Salvage of Dallas. On October 27, representatives of FAA gave Member Hersman and Pete Hall, AS-30, a briefing and tour of the runway status lights at DFW airport.



Left to right are Craig Hatch, Member Hersman, Lucky Louque (Air Salvage), Tim LeBaron, and Clint Crookshanks.

NTSB Connects with Business Aviation Professionals

Member Kitty Higgins spoke at the Safety Town Hall Meeting at the National Business Aviation Association 59th Annual Meeting and Convention in Orlando, Florida on October 18. The NBAA annual meeting is an internationally recognized conference and trade show, and this year was a record-breaker in terms of attendance, exhibit space, and aircraft on static display. This year's conference included several sessions on choosing charter operators, use of charter aircraft, incorporation of very light jets into the national airspace system, and transformation of the U.S. air transportation system over the next 20 years.

The Safety Town Hall meeting was an opportunity for the NTSB and a leading aeromedical expert, Dr. Quay Snyder, to share insights on the threat of hypoxia to aviation operations. Both Member Higgins and Dr. Snyder spoke of the crash of Payne Stewart's chartered Learjet in 1999. Member Higgins recounted the time frame of the accident flight from departure at 9:20am, last contact with ATC at 9:27am, and crash more than two and a half hours later in South Dakota. She emphasized that time is of the essence when cabin pressure is lost; a fact that Dr. Snyder repeated in his presentation of the medical study of hypoxia since two balloonists first observed the effects in 1862. Member Higgins then fielded questions from the audience regarding NTSB investigations and study work.

The NTSB staffed a booth in the NBAA Convention, occupying prime real estate near the entrance of the exhibit hall. NTSB staff from Washington, DC, Virginia, New Jersey, and Florida fielded questions on NTSB accident investigations and training courses at the NTSB training center in Ashburn, Virginia.



Presidential Rank Award Recipients

Each year, the President recognizes and celebrates a small group of career senior executives and senior professionals with the President's Rank Award for exceptional long-term accomplishments. The award honors executives who have demonstrated exceptional service to the American people and is the highest recognition the U.S. government gives any civilian. Winners of this prestigious award are strong leaders who achieve results and consistently demonstrate strength, integrity, and a relentless commitment to excellence in public service. The National Transportation Safety Board is honored to have 2 members of their team selected for this award, Mr. James R. Cash and Mr. Steven E. Goldberg. For their contributions to public service, Mr. Cash has been recognized under the award category for Distinguished Senior Level Professional and Mr. Goldberg for Meritorious Senior Executive. Please join me in recognizing these outstanding executives for their extraordinary and prolonged accomplishment. Their hard work and dedication to service distinguish them as extraordinary examples of professionalism and achievements in today's government.



During his long and distinguished career, Mr. James Cash has played a key role in audio analysis for almost every major aviation investigation conducted by the Safety Board, including TWA flight 800, USAir flight 427, EgyptAir flight 990, and American Airlines flight 587. Further, his expertise has been invaluable to analysis of recordings in several high-profile non-aviation investigations, such as the data logger from a marine collision and the supervisory control and data acquisition system from a pipeline explosion.

Mr. Cash's incomparable knowledge of audio, video, and flight data analysis, and his ability to inspire his staff to produce solid, carefully formulated analyses of recorder data, translates into worldwide respect among industry and other government agencies for his staff and for the Safety Board's investigations. Mr. Cash holds a unique position at the Safety Board, serving both as Senior Technical Advisor for Flight Recorders and the Manager of the Vehicle Recorder Division. He continually meets the difficult challenge of serving in

both roles and provides leadership and exceptional expertise not only to the Safety Board, but also to other U.S. and international agencies. Solving accident investigations requires that our staff be innovative and no one exemplifies this more than Mr. Cash does. His knowledge, resourcefulness, and willingness to assist in many technical areas have been key for finding solutions to the unique challenges that arise during our investigations. Not only is he recognized for his incomparable leadership and technical abilities, but also Mr. Cash's colleagues hold him in such high esteem that they selected him for the Safety Board's Peer Award in 2000.

Mr. Steven Goldberg has been recognized for his leadership and vision in managing key business processes for the Safety Board. He has enhanced accountability and restored credibility to the Safety Board's financial operations. In the role of Chief Financial Officer, Mr. Goldberg has responsibility for financial management and budget formulation and execution in a dynamic environment. Mr. Goldberg has accomplished this with exceptional skill, professionalism, and diplomacy. He has personally led a wide variety of efforts, to achieve his office's stated vision "that the Board becomes a premier financial management agency in the Federal government."



Mr. Goldberg is an agent of change on a variety of fronts. As CFO, he inherited a host of problems in financial management, internal controls, and transactional processing. In a period of less than 3 years, Mr. Goldberg produced and issued financial statements for the first time in NTSB history. He has also achieved an unqualified/clean opinion for three consecutive years of producing auditable financial statements. He implemented a robust agency Federal Managers Financial Integrity Act assessment process. In addition, Mr. Goldberg took advantage of the economies of scale that a large organization offered by engaging a cross-service provider to supply financial systems and transactional processing support. Through leadership, the Safety Board now has a model financial office.