

Lindberg Joshua

From: Gust, Jeffery J [REDACTED]
Sent: Monday, October 17, 2016 4:49 PM
To: Lindberg Joshua
Subject: RE: NTSB Request for Info - Sac City, IA Accident
Attachments: B67 Sac City P&P.PDF

Follow Up Flag: Follow up
Flag Status: Completed

Joshua,

Below is a summary of the information you requested:

Approximately 09:45 AM Friday morning July 29, 2016, MidAmerican received a report of a customer outage caused by a downed shield wire from one of our transmission facilities. A field representative was dispatched to the site and confirmed that the shield wire from MidAmerican's 345 kV line (Lehigh to Ida County) was pulled off of their 345kV structures at 5 locations and the wire was laying across a 13 kV distribution line which was the cause of the customer outage. The field representative also reported a airplane laying in wreckage approximately 300 yards south of the 345 kV line.

MidAmerican does not know exactly which span of the 345 kV line was struck by the airplane on July 29, but believe it was on one side or the other of Structure 304 based on debris. As shown on the attached, the total height of the steel H-frame structures and difference in height between the conductors and the shield wires at the structures and at maximum locations in the spans from Structure 303 to Structure 305 are:

- Structure 303 Height Above Ground; 106.00 feet
- Structure 303 Wire Elevation Difference; 28.5 feet
- Structure 303-Structure 304 Maximum Wire Elevation Difference; 33.5 feet at maximum sag (not at midspan due to pole and ground elevation differences)
- Structure 304 Height Above Ground; 81.00 feet
- Structure 304 Wire Elevation Difference; 28.5 feet
- Structure 304-Structure 305 Maximum Wire Elevation Difference; 34.5 feet at maximum sag (roughly at midspan)
- Structure 305 Height Above Ground; 87.38 feet
- Structure 305 Wire Elevation Difference; 28.5 feet

Let me know if you have any questions.

Jeff Gust
MidAmerican Energy Company

From: Lindberg Joshua [mailto:[REDACTED]]
Sent: Monday, October 17, 2016 10:07 AM

Lindberg Joshua

From: Gust, Jeffery J [REDACTED]
Sent: Friday, November 18, 2016 1:40 PM
To: Lindberg Joshua
Subject: RE: NTSB Request for Info - Sac City, IA Accident

Josh,

After talking with our people involved with this incident, we cannot confirm if undocumented marker balls were present. Their field reports did not mention any marker balls. Thus we are going by our official records.

Jeff

From: Lindberg Joshua [mailto:[REDACTED]]
Sent: Wednesday, November 16, 2016 12:24 PM
To: Gust, Jeffery J [REDACTED]
Subject: [INTERNET] RE: NTSB Request for Info - Sac City, IA Accident

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Thanks, Jeff. The reason I ask is because the land owner maintains that he witnessed high visibility markers being removed from the field, along with the damaged power lines, after the accident.

There is a chance that he was deceived by what he witnessed. Is there also a possibility that there were undocumented markers on the power lines?

Thanks,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Gust, Jeffery J [REDACTED]
Sent: Tuesday, November 15, 2016 4:50 PM
To: Lindberg Joshua [REDACTED]
Subject: RE: NTSB Request for Info - Sac City, IA Accident

Josh,

MidAmerican Energy Company attaches high visibility markers on our transmission and distribution lines near airports when required by the FAA during permitting for construction of these facilities. MidAmerican has no record of such FAA

requirements for this line that was constructed in 1970. High visibility markers were installed at this location following the incident.

Jeff

Btw, I must have deleted your first follow up question. Sorry for the delay.

From: Lindberg Joshua [[mailto:](#) [REDACTED]]
Sent: Tuesday, November 15, 2016 11:31 AM
To: Gust, Jeffery J [REDACTED]
Subject: [INTERNET] RE: NTSB Request for Info - Sac City, IA Accident
Importance: High

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Jeff,

Were you able to find out if the wires had high visibility markers on them?

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

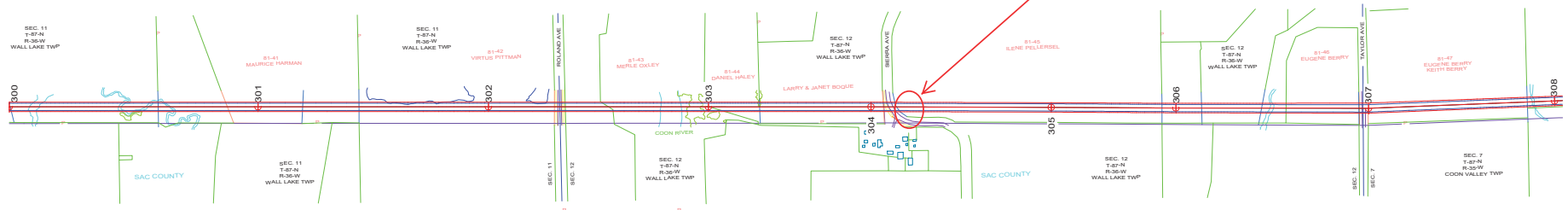
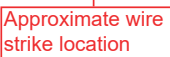
From: Lindberg Joshua
Sent: Monday, October 24, 2016 2:49 PM
To: Gust, Jeffery J [REDACTED]
Subject: RE: NTSB Request for Info - Sac City, IA Accident

Jeff,

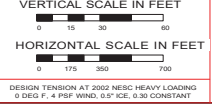
Thanks for this information – very helpful for my report. Where you able to find out if the wires had high visibility markers on them?

Thanks,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]



ALL LOCATE INFORMATION SHOWN IS APPROXIMATE, AND MUST BE FIELD VERIFIED BEFORE DIGGING. CALL THE									
		RUN TAKE-OFF TO STR 214				STR 214 TO LEHIGH TAKE-OFF			
		SHIELD DESIGN TENSION SEE TENSION SHEET RULING SPAN SAGGED AT (INT) JO DEG F NO TEND INT NO ICE				SHIELD DESIGN TENSION SEE TENSION SHEET RULING SPAN SAGGED AT (INT) JO DEG F NO TEND INT NO ICE			
2	12/30/15	ATM	PROJECTS 52451 & 52452: IDA COUNTY SUB TAPS		ATM				
1	12/8/05	BWD	RERATING CONFORM TO CONSTRUCTION		DAV	CONDUCTOR DESIGN TENSION SEE TENSION SHEET RULING SPAN SAGGED AT (INT) 100 DEG F NO WINDS MAX BAG NO ICE			
0	12/23/03	BWD	NEW P AND P - UP-ATED TO 160 DEGREES F		BDW	CONDUCTOR DESIGN TENSION SEE TENSION SHEET RULING SPAN SAGGED AT (A/Q) 100 DEG F NO WINDS MAX BAG NO ICE			
REV	DATE	APP	DESCRIPTION		DFWR				



PROJECTS 52451 & 52452
FACILITY B67 - SECTION 2
RAUN TO LEHIGH - 345 KV
STR 168 TO 327