

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NTSB CEN21LA216 Report Review
Date: Friday, December 16, 2022 12:16:16 PM
Attachments: [image002.png](#)
[image003.png](#)
[CEN21LA216 Yukon Oklahoma Factual Narrative Word Document \(008\).docx](#)

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Dr. Bowling,

We approve of the language you proposed, and I've included it in the attachment. Our investigator also agrees with your recommended verbiage for the long report, so we will work on getting that incorporated.

We are interested in the presentation that you proposed, but we will have to wait on that for some time. There are external investigations that are being conducted into this event, and we need for those to conclude prior to any presentation.

Thank you for your assistance, and please let me know if you would like to speak further.

Respectfully,

Chris Northern
Supervisory Air Enforcement Agent
Safety and Risk Management Supervisor
U.S. Customs and Border Protection
Air and Marine Operations HQ
Training, Safety, and Standards
Washington, DC

[REDACTED]
[REDACTED]
[REDACTED]



From: Bowling David [REDACTED]
Sent: Tuesday, December 13, 2022 9:49 AM
To: NORTHERN, CHRISTOPHER J [REDACTED]

Subject: RE: NTSB CEN21LA216 Report Review

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Chris,

Just following up with you. Is this language and approach acceptable? Also, I spoke with our folks in aviation engineering about a recommendation to CBP for crashworthy fuel tanks. They are reluctant to go that route because we'd have to address all AS 350 helicopters operating in the U.S. My understanding from them is after the Frisco, Colorado EMS accident, we went more the advocacy route to convince the EMS community flying the AS 350's that retrofitting the helicopters was right move. Our helicopter SME said we'd be willing to brief your leadership on the issue and our findings following accidents involving fuel tank fires to hopefully convince them to go that route.

I would like to complete this case by year's end if possible.

Let me know, and feel free to contact me.

Best regards,

David

Dr. David Bowling
Regional Chief
NTSB, Office of Aviation Safety
Central Region
[REDACTED]

From: Bowling David [REDACTED]
Sent: Friday, November 18, 2022 10:17 AM
To: NORTHERN, CHRISTOPHER J [REDACTED]
Cc: Bowling David [REDACTED]
Subject: NTSB CEN21LA216 Report Review

Chris,

I added some lines and a paragraph, both in blue text, to the factual report. And for our analysis report, I'll propose language that ties the hiring issue to factors contributing to the cause of the accident. Feel free to craft better language if these don't accurately reflect what I am trying to communicate.

As for information in the public docket that would support these statements, I'd need a memo from CBP that states the facts regarding the pilot's hiring into the AIA Program, mainly the information that's in section 2.1, pages 21-24, in your Aircraft Mishap Report. Also, I think it would be helpful to

the NTSB to have your report as an exhibit on the Official Use Only side That way, we can reference it in house as I get with our aviation engineers to help craft a recommendation to the CBP to install crashworthy fuel tanks in your AS-350 B2 helicopters.

Share this with your colleagues and let me know what you think. We can talk next week.

Have a great weekend and thank you for what you do at Customs and Border Protection.

Best regards,

David

Dr. David Bowling
Regional Chief
National Transportation Safety Board
Office of Aviation Safety, Central Region

[REDACTED]

Denver, Colorado 80239

[REDACTED]

[REDACTED]



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