

From: [REDACTED]
To: [REDACTED]
Subject: FW: Accident Information Assistance
Date: Thursday, June 29, 2017 12:23:26 PM
Attachments: [REDACTED]

From: Walker, Ray [REDACTED]
Sent: Thursday, June 29, 2017 7:43 AM
To: Cosenza, John (FAA)
Subject: RE: Accident Information Assistance

John,

This is the information you requested provided by our engineering department.

Height of attachment point on pole: 43 feet.

Span length: 1610 feet.

Difference in elevation between attachment points: +/-5 feet.

Sag of power line: 123 feet estimated.

Clearance of conductor low point over ground: 93-100 feet estimated.

Distance from support system to where wire was cut is unknown but appears to be about midspan.

Conductor tension on each wire: 1900 pounds at 80 degrees.

Attached is our plan and profile drawing showing detail of elevations, pole heights and span length.
The strike occurred between structures 244-245.

If you have any other questions that I did not address, please give me a call.

Thanks,

Ray Walker
Rocky Mountain Power
Northern Utah Line Patrol

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 28, 2017 12:05 PM
To: Walker, Ray
Subject: [INTERNET] Accident Information Assistance

**** STOP. THINK. External Email ****

Mr. Walker,

Thank you for assisting me with the investigation into this accident. I would like to eliminate any speculation to the altitude of the aircraft when it struck the power-lines. The information is important so I may build a report with factual information. The FAA makes no assumptions and strives to maintain a high level of reliability and integrity in all accident reports. To do so, I would appreciate it if you could provide the following information:

- Height of the support system (poles) from which the power line was attached
- Span of the power line between the support system
- Difference in attachment height and “droop” of the power line
- If known, the length of power line from one support system to a severed end
- A rough sketch of where the impact occurred based on the power line length

Again, I appreciate the assistance. If you have any questions or require clarification on anything, please feel free to call. I am looking to close this file by July 7, 2017 if possible – let me know if that is not enough time and what date you would be able to provide the information (the FAA has a deadline but I can request an extension if needed).

Regards,

John

John M. Cosenza
Aviation Safety Inspector (AVI)
[REDACTED]
Salt Lake City UT 84116-2959

P: [REDACTED]
[REDACTED]