



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: April 22, 2016

Persons Contacted: Captain Bedel (AFRCC) & multiple USCG personnel (USCG District 11 RCC)

NTSB Accident Number: WPR16LA093

Narrative:

The following is a synopsis of the ELT detection and notification information provided by the personnel in separate telephone conversations on the noted dates:

AFRCC (telecon date 4/19/16)

- The first satellite detection of the ELT signal (406Mhz) occurred at 2329 UTC (1629 PDT)
- That detection had no position information associated with it, but did specifically ID the airplane by N#
- The AFRCC was notified of that signal detection 1 minute later
- The AFRCC then telephoned the 5 registered owners of the airplane to attempt to determine the status of the airplane and ELT
 - o No live contacts were made; the AFRCC left voicemails for each of the owners
 - o The NTSB did not determine which persons were called
- A second satellite detection of the signal occurred at 2349 UTC (1649 PDT)
 - o This detection enabled an ELT position solution
 - o The position was "just north" (a few hundred feet) "of runway22" at Catalina Airport (KAVX)
- AFRCC then notified Prescott Flight Service and USCG District 11 RCC
 - o USCG District 11 coverage area include the ELT detection location (SoCal)

USCG D-11 RCC (telecon dates 4/20/16 - 4/22/16)

- The first satellite detection of the ELT signal (406Mhz) occurred at 2329 UTC (1629 PDT)
- That detection had no position information associated with it, but did specifically ID the airplane by N#
- On 4/21 & 4/22, via a series of telephone calls and emails, Judge Advocate LCDR Joel Coito agreed to provide the NTSB with the salient details of the message communications regarding the ELT detection and notification events