



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 21, 2018
Person Contacted: ForeFlight (Josh B., Pilot Support Team)
NTSB Accident Number: WPR17FA215

Narrative: The following information is a verbatim extract of an email response sent by ForeFlight on this date:

The briefing history that Leidos sent you corresponds to one requested from the ForeFlight account of Brent Wood. Without getting into the specifics of whether he is the pilot who survived or perished, we can cover some of the details below.

The "N9549W Foreflight Briefing History.pdf" document is a text-only version of the last briefing we provided for that flight; however the ForeFlight briefing that we showed in the app also has additional details, including graphics showing AIRMETS, METARs, etc..., relative to the proposed route of flight. It is also broken up into different sections to make it easier for pilots to find information of different types.

The Contact History Report ("N9549W_280505_300805_051803.pdf") is basically a record of the messages from our server to Leidos' to request the briefings.

From the Contact History Report we can see he requested briefings for the KHSN-KHSN flight at three different times, but those each also correspond to slightly different routes of flight.

- Event Time: 2017 09 29 23:54:09Z. Route: 4721N12300W 4731N12248W 4745N12229W DCT KPAE DCT OS9 4731N12303W
- Event Time: 2017 09 28 13:50:15Z. Route: 4724N12308W 4741N12253W 4748N12251W DCT OS9 4737N12229W 4712N12233W 4711N12256W
- Event Time: 2017 09 28 13:31:42Z. Route: 4724N12308W 4741N12253W 4748N12251W DCT OS9 4743N12237W 4719N12244W 4711N12256W

The "DCT" in each of the routes means DIRECT between the waypoints; this is a coding that our server adds to the route so it's correctly interpreted by Leidos.

The numbers like "4721N12300W" are latitude/longitude coordinates. These get included in the route when a pilot adds an arbitrary point to the route while planning the flight. Typically this is done by "dragging" the route line to correspond to a point they want to fly to, or to avoid.