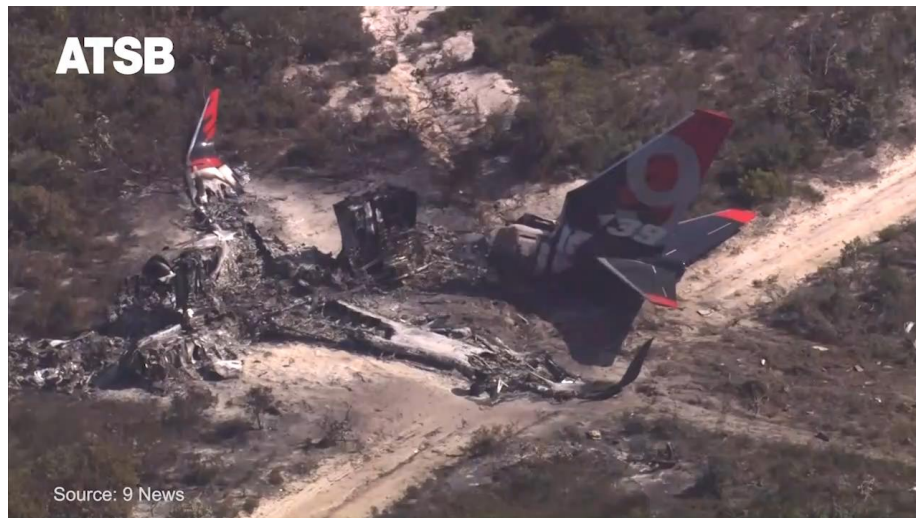




# Behind the scene

## The 737 LAT accident

**Presented by**  
Angus Mitchell  
Chief Commissioner



ATSB aviation msg: At 1616 WST, an air attack supervisor called in an emergency that a US registered Boeing 737 (Bomber 139) air tanker had collided with terrain while conducting firefighting operations. 2 POB (pilots) extracted alive. Occurred in Fitzgerald River National Park (between Esperance and Albany WA). Registration N619SW, operated by Coulson Aviation. ATSB is investigating. MikeW

**Mon 6 Feb 7:38 pm**

A satellite-style map of Australia showing state boundaries. Two specific locations are highlighted: Busselton Airport in the southwest and an Accident site in the south. The map uses a color gradient from green (low elevation) to brown (high elevation).

Busselton Airport

Accident site



Busselton Airport



Hopetoun

Fitzgerald River National Park

Accident site





















DFES

Department of Fire &  
Emergency Services





**NEWS  
FIRST**

PERTH





# FDR



# CVR





# Crash/Fire Survivability Standard

Fire (High Intensity)	1100°C flame covering 100% of recorder for 30 minutes.
Fire (Low Intensity)	260°C Oven test for 10 hours
Impact Shock	3,400 Gs for 6.5 ms
Static Crush	5,000 pounds for 5 minutes on each axis
Fluid Immersion	Immersion in aircraft fluids (fuel, oil etc.) for 24 hours
Water Immersion	Immersion in sea water for 30 days
Penetration Resistance	500 lb. Dropped from 10 ft. with a ¼-inch-diameter contact point
Hydrostatic Pressure	Pressure equivalent to depth of 20,000 ft.

**ATSB**





# FDR data recovery

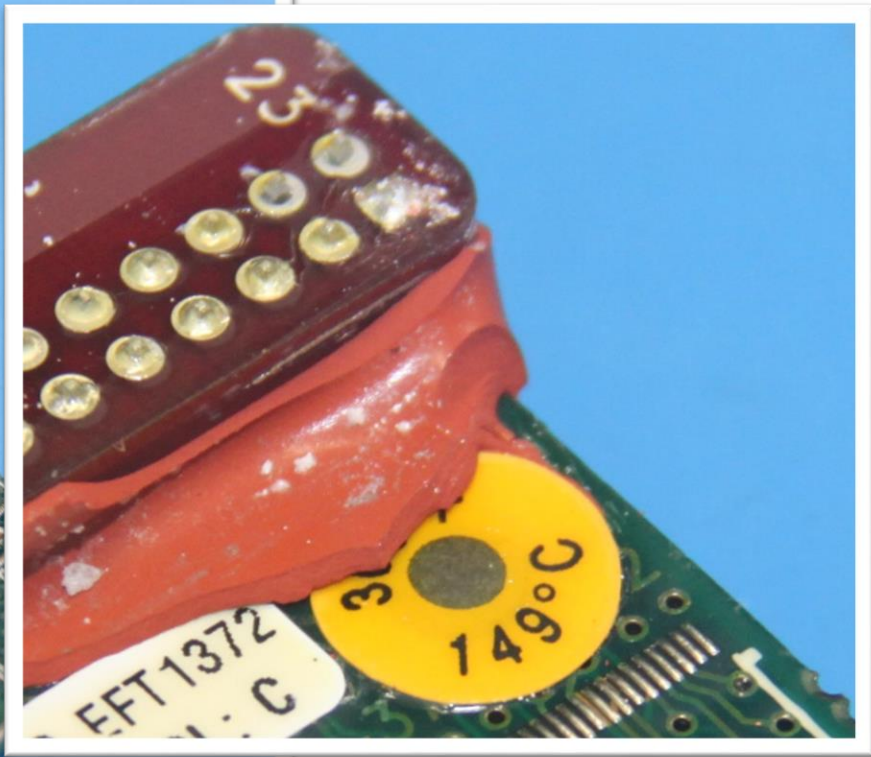
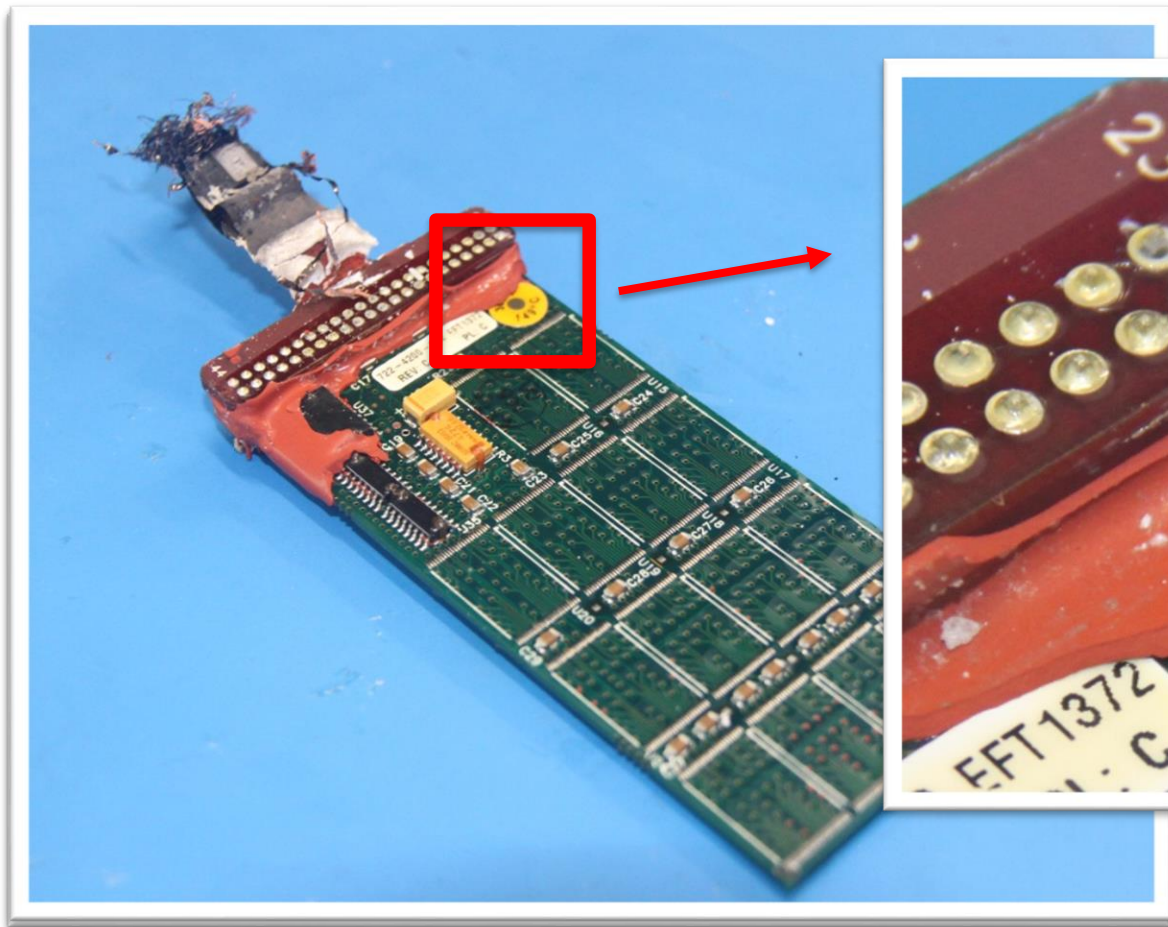




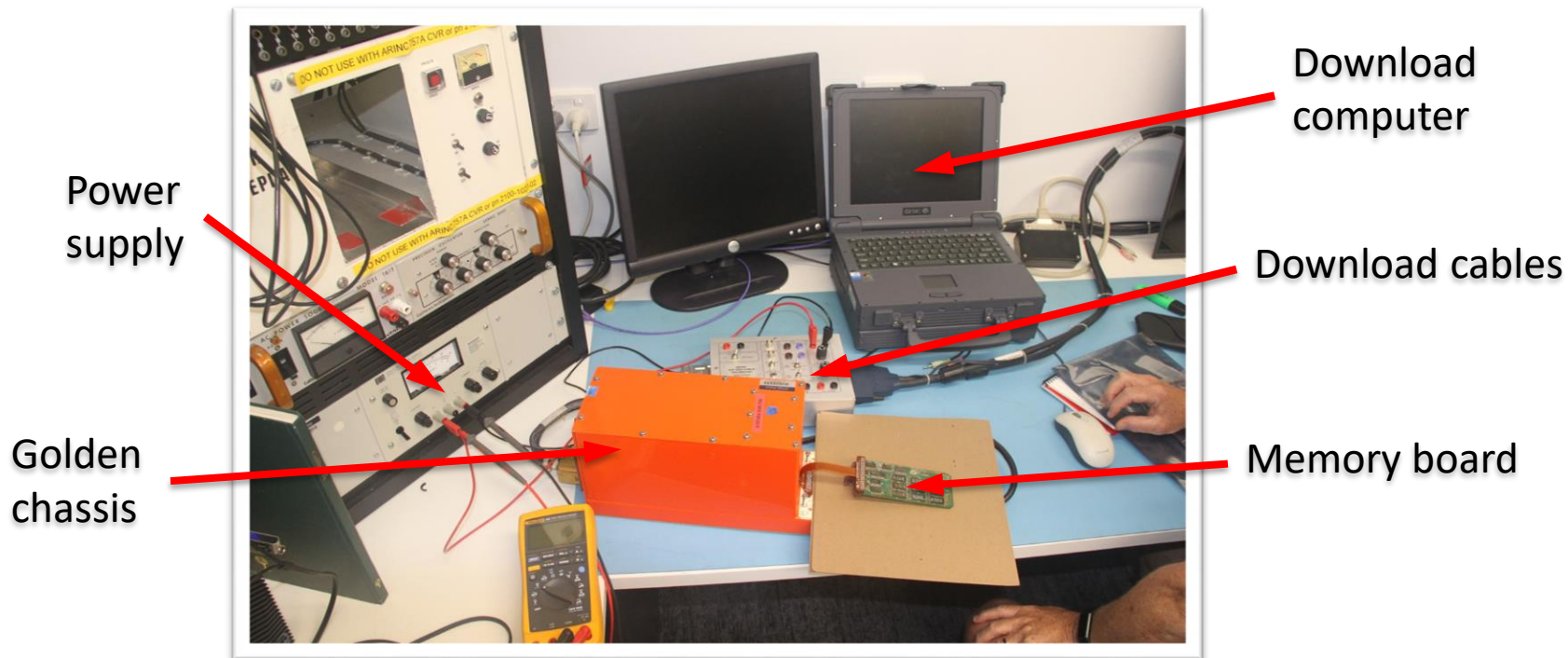


# **CVR data recovery**





# The download setup





# Data recovery - Success

- Successful download from both recorders
- FDR
  - 25.5 hours of data
  - Approx. 400 parameters
- CVR
  - 4 channels (Capt, FO, CAM, combined)
  - 30 minutes duration – last section of accident flight captured

This animation has been developed from data obtained during the investigation and is for illustrative purposes only.

It is not to be used for further analysis.



10



08:13:39



5

FIRE RETARDANT DROP 2  
AIRINC Plane Sciences  
CESIUM ion Data simulation

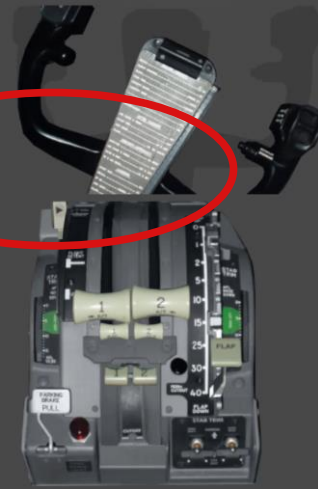


AIRINC Plane Sciences  
CESIUM ion Data simulation

08:13:44



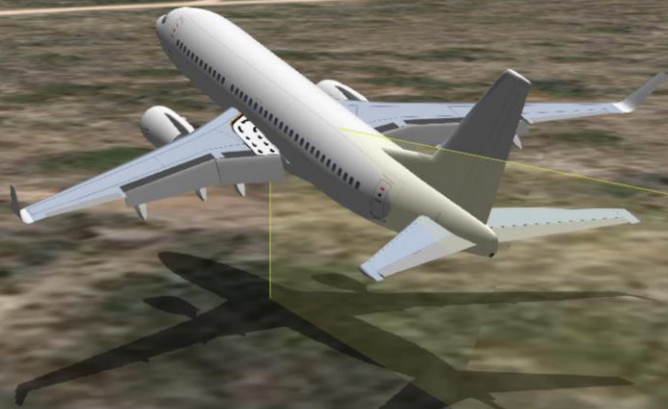
Note: Computed Airspeed







08:13:49















Australian Government  
Australian Transport Safety Bureau

## Collision with terrain involving Lockheed Martin EC-130Q, N134CG

50 km north-east of Cooma-Snowy Mountains Airport (near Peak View), New South Wales, on 23 January 2020



**ATSB Transport Safety Report**  
Aviation Occurrence Investigation (Systemic)  
AO-2020-007  
Final - 29 August 2022





Search site

# Review of aviation safety aspects of aerial firefighting in Australia

<b>Investigation number</b>	<b>Occurrence date</b>	<b>Location</b>
AS-2021-015	27/10/2022	Australia
<b>Report status</b>	<b>Investigation level</b>	<b>Investigation type</b>
Pending	Systemic	Research Investigation
<b>Investigation phase</b>	<b>Investigation status</b>	<b>Anticipated completion</b>
Examination and analysis	Active	Q1 2024



# Behind the scene

## The 737 LAT accident

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Chief Commissioner

