



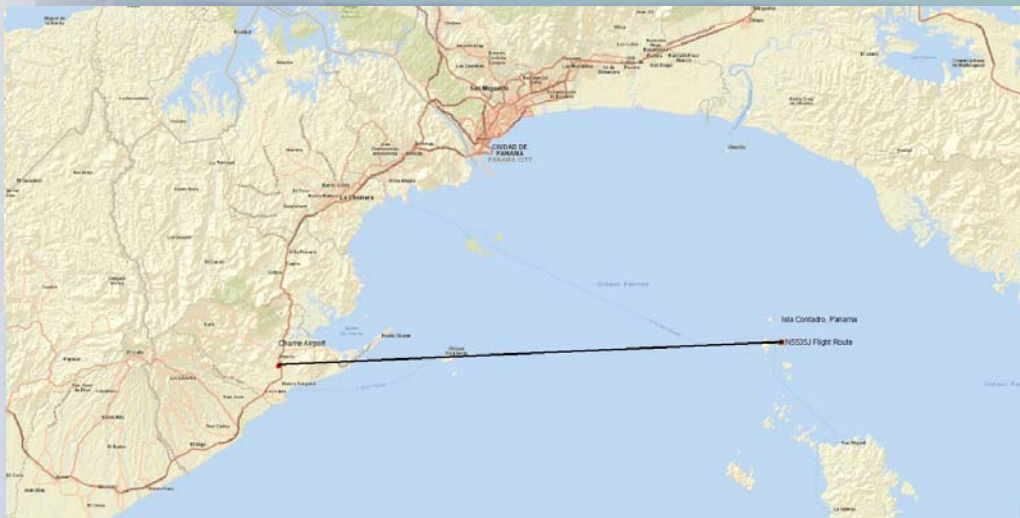
ICAO NACC SAR Implementation Workshop (07-08 AUG 2023)

SCENARIO #1

Douglas Samp, United States Coast Guard (USCG)

Introduction

- On 03 January 2022, a Piper Cherokee (N5535J) with 05 people aboard was on a flight from Isla Contadro in the Gulf of Panama to Chame, Panama, a distance of 50 miles.



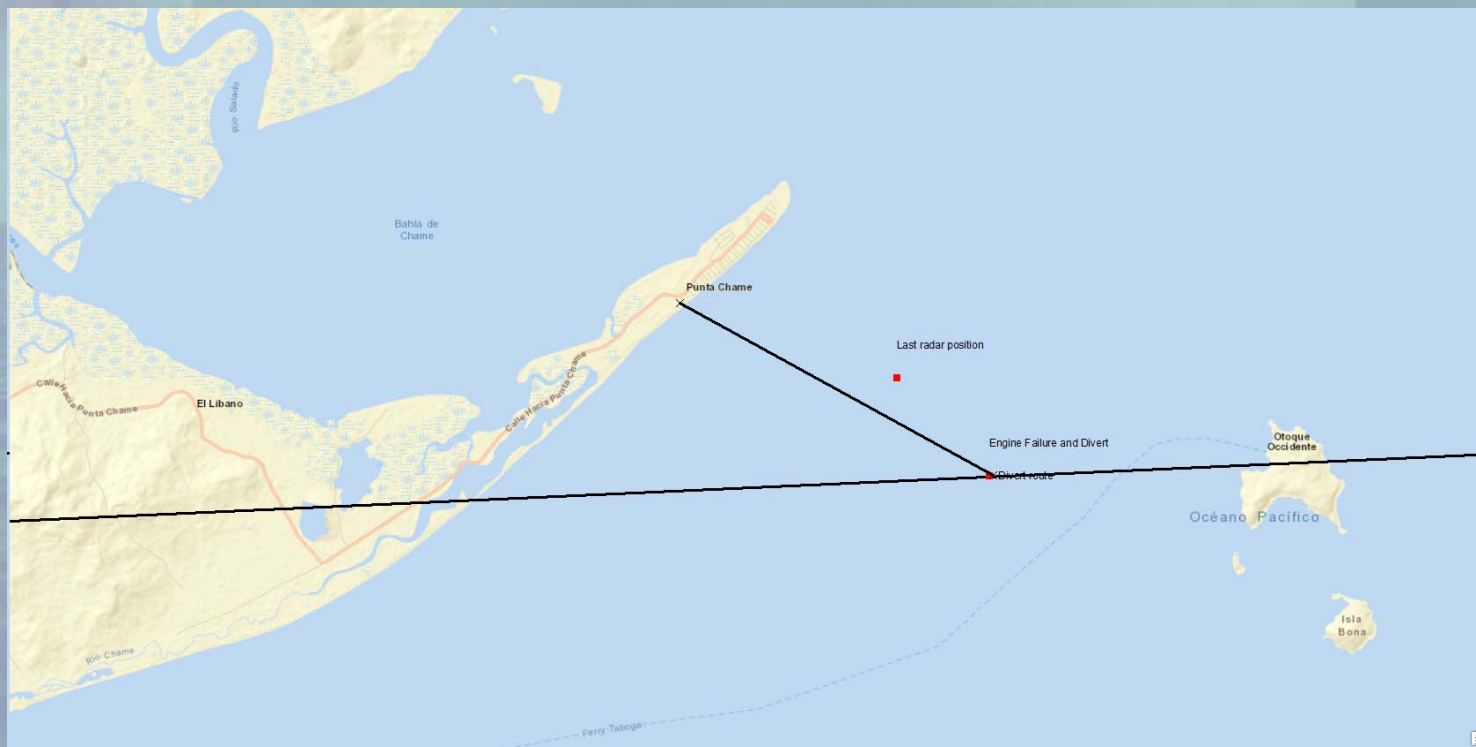
Engine Failure

At 37 miles into the voyage, the Piper experience engine failure, declared an emergency, and attempted to glide 6 miles towards Punta Chame. Panama ATC was in communications with N5535J and the aircraft was on radar.



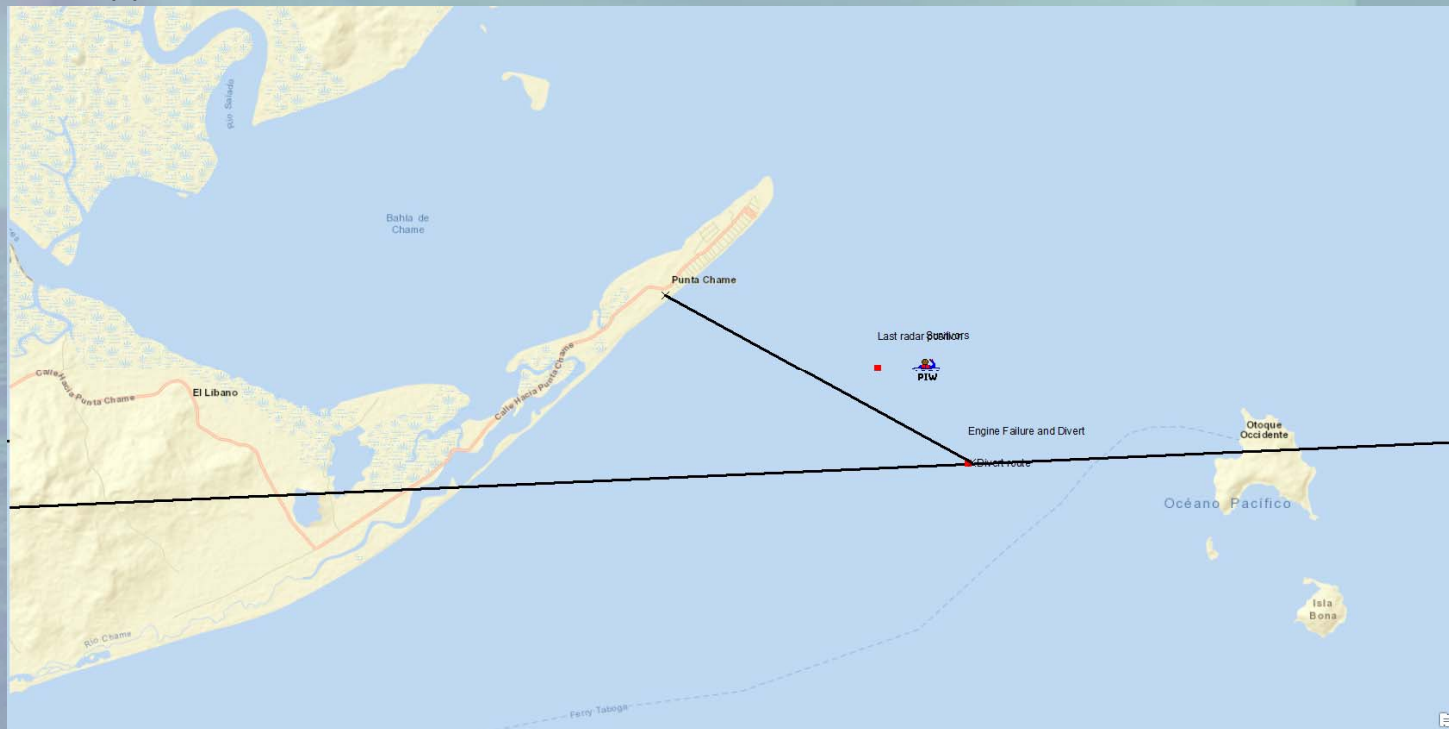
Lost radar contact

Radar contact was lost at 600ft at 120Kts



SAR System Activation

Panama ATC notified Autoridad Aeronautical Civil or RCC Panama of the incident. RCC Panama requested support from the Panama Defense Forces.



Response

Panama Defense Forces deployed two boats to the area



Rescue

A Panama Defense Forces boat located three survivors. The survivors indicated the two persons in the rear seats were unable to evacuate before the aircraft sank.



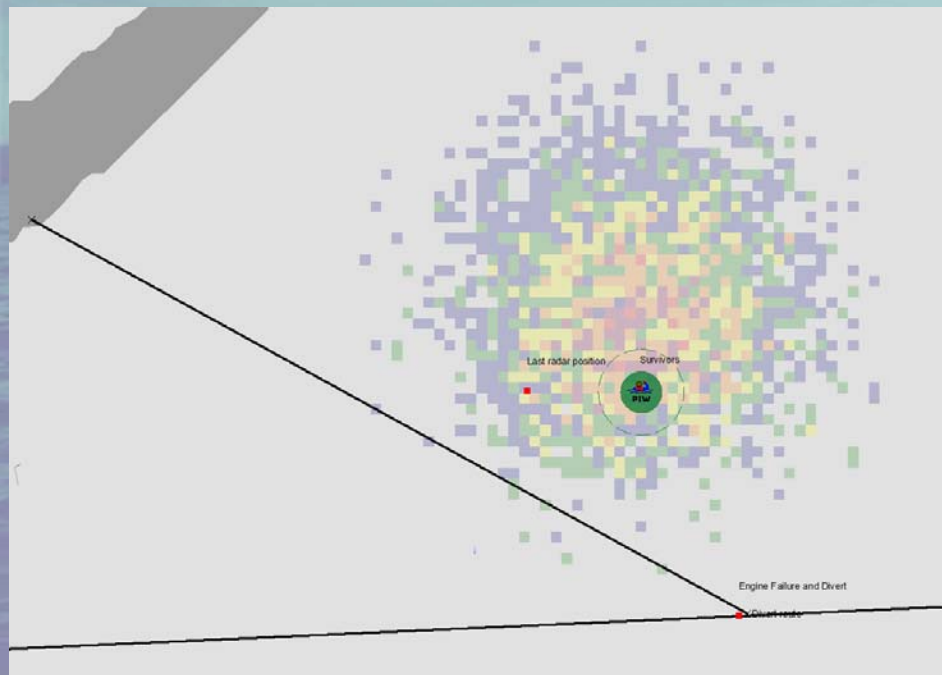
Transfer to higher medical care

- Two critically injured survivors
- Helicopter to Panama City
- Air Ambulance to Wisconsin



Recovery – narrow the search area

The water depth is 60ft with strong currents and low visibility
RCC Panama requested sub-surface technology to relocate the wreckage
JRCC Alameda provided drift and an experimental glide product

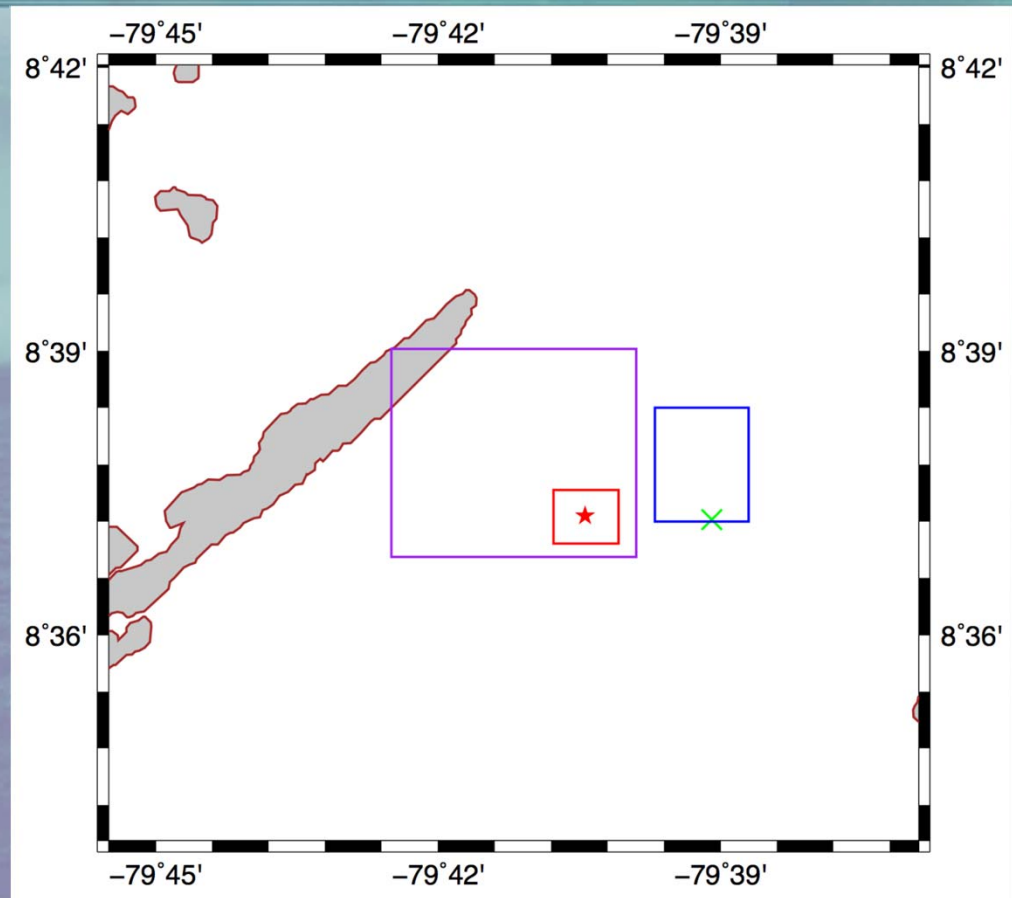


Experimental Glide Product

We were unable to interview the survivors to determine if the aircraft was able to glide or lost control and crashed.

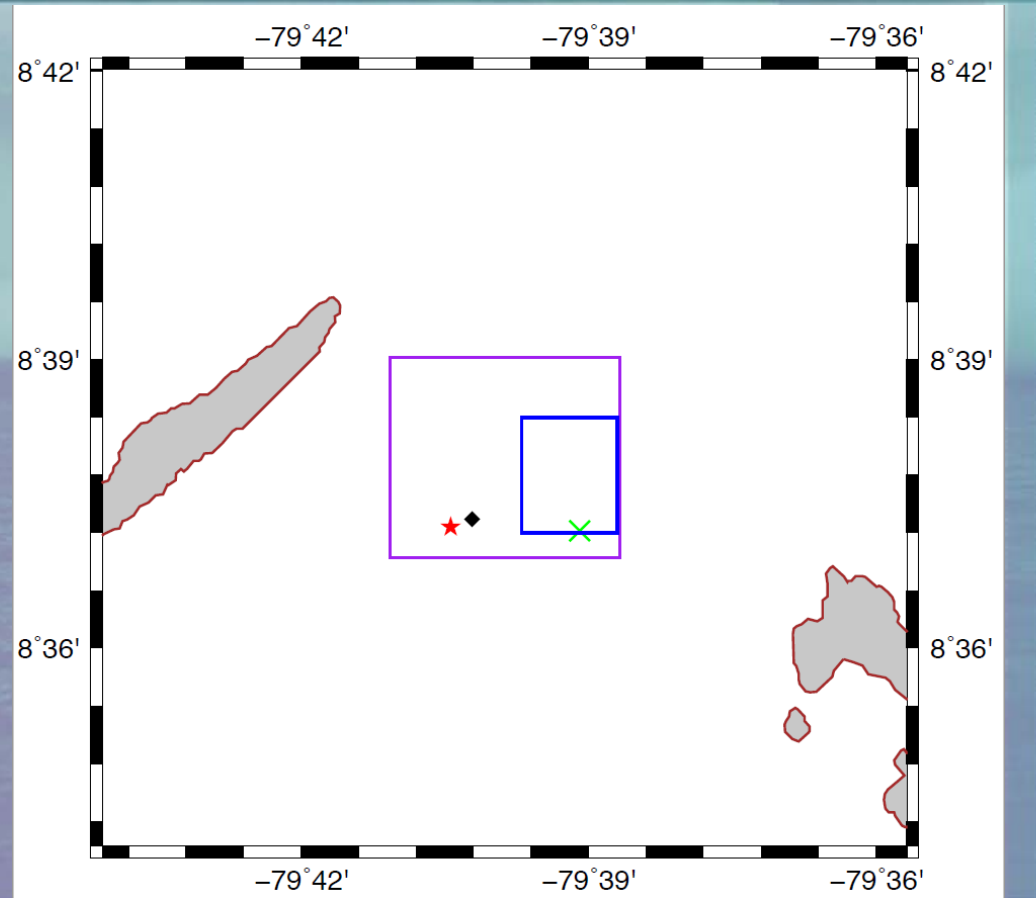
Three scenarios were considered

- Reverse drift analysis considering the persons in the water drift (blue square)
- Aircraft gliding towards land and then crashed (purple square)
- Aircraft lost control and crashed right away (red)



Recovery location

On the 02 February, the aircraft was located in 60ft of water at the red star with the 2 persons inside





QUESTIONS AND DISCUSSION