

Greg Hood AO

Everyone has a story ... and this is mine ...





My Flight Plan

- Personal Journey – 43-year career
- Personal History
- Inheriting the Search for MH370
- The Essendon Accident
- The C130 Hercules Peak View Accident
- Some personal reflections

Personal History – we are all shaped by our childhoods

I was born in 1960 to Ralph and Margaret Hood, a Methodist Minister and a Librarian (both later to gain PhDs)



Personal History – we are all shaped by our childhoods

I'm the middle child of three boys ...



Personal History - loved being a cadet

1975 Attained my “wings” as a glider pilot in the Air Training Corps (Air Force Cadets) in Adelaide



Personal History – Joined the RAAF 1980

1980 – 1990

RAAF Officer (Air Traffic Control), East Sale,
Sinai Desert, Darwin, and Townsville



AUSTRALIAN WAR MEMORIAL

P01751.003

Personal History

1990 – 1997 ATC with Airservices Australia (AsA) Adelaide, Alice Springs and Launceston



Personal History

1998 – 2001 Flight Information Region Manager Brisbane (AsA)



Personal History

2002 – 2005

Centre Manager Melbourne (AsA)



Personal History

2006 National Towers and Regional Services Manager (AsA)



Personal History

2007 – 2013

Executive Manager Operations CASA with a period as Acting Agency Head (CEO/DAS)



Personal History

2013 – 2016

Executive General Manager Air Traffic Control,
chaired working group at CANSO and acted as
CEO



Personal History

2016 – 2021

Chief Commissioner and CEO ATSB

2019 – 2021

Chair – International Transportation Safety Association (ITSA)



Personal History

2021 – present

Deputy Chair Airservices Australia

Member of CSIRO's Marine National Facility Steering Committee

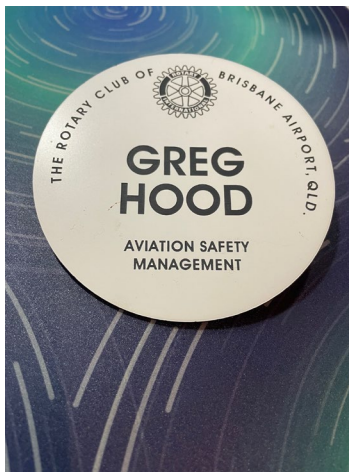
Director – Australian Aviation Hall of Fame

Director – Air Force Association



Personal History – Avocation

St Vincent de Paul CEO Sleepout Champion
Crisis Supporter, Mentor and Supervisor at Lifeline
Voluntary Guide – Australian War Memorial
Judge – Canberra Ovations Theatre Awards
President Elect Rotary Club Canberra Sunrise



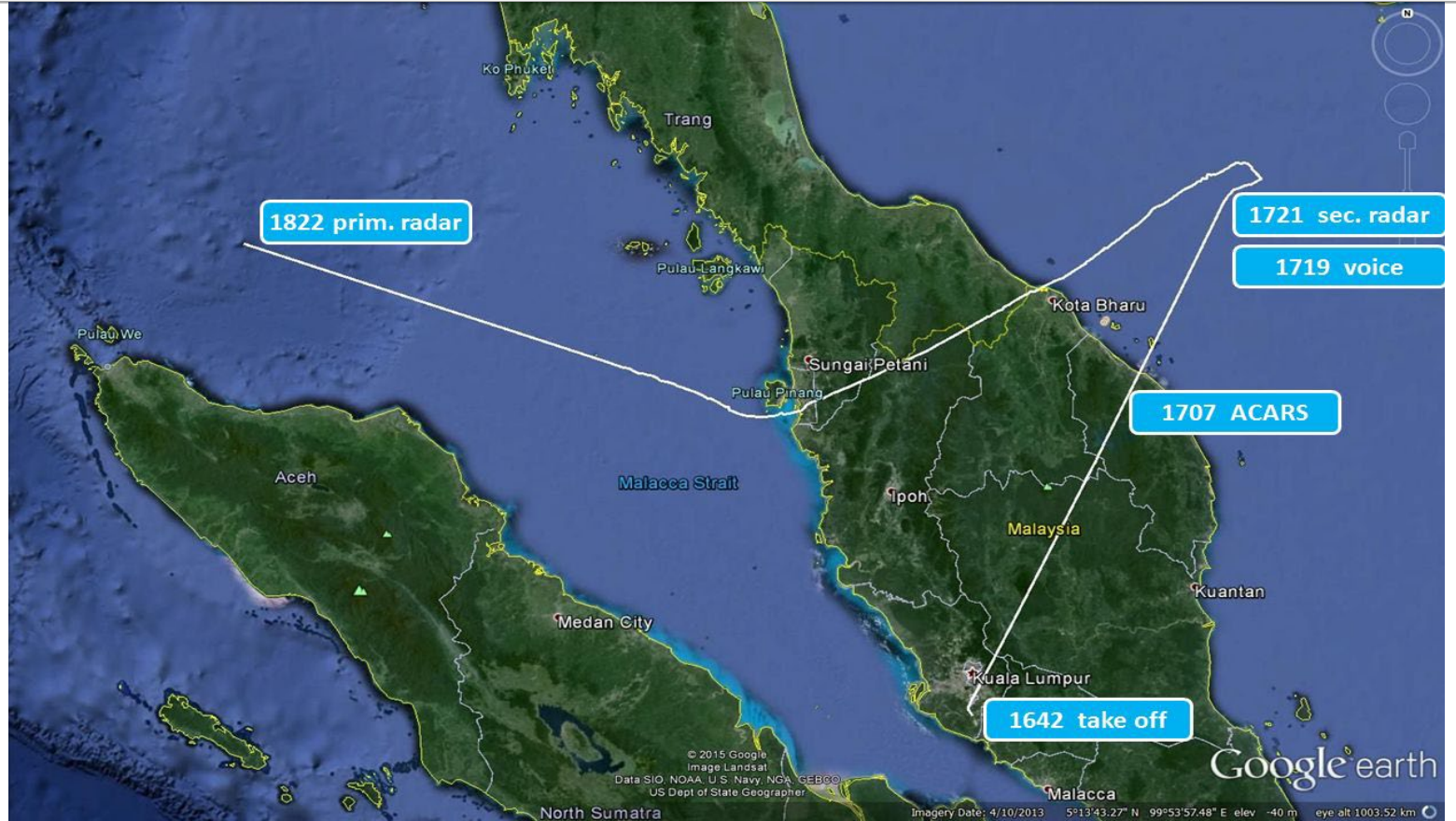
Inheriting the Search for MH370



Inheriting the Search for MH370

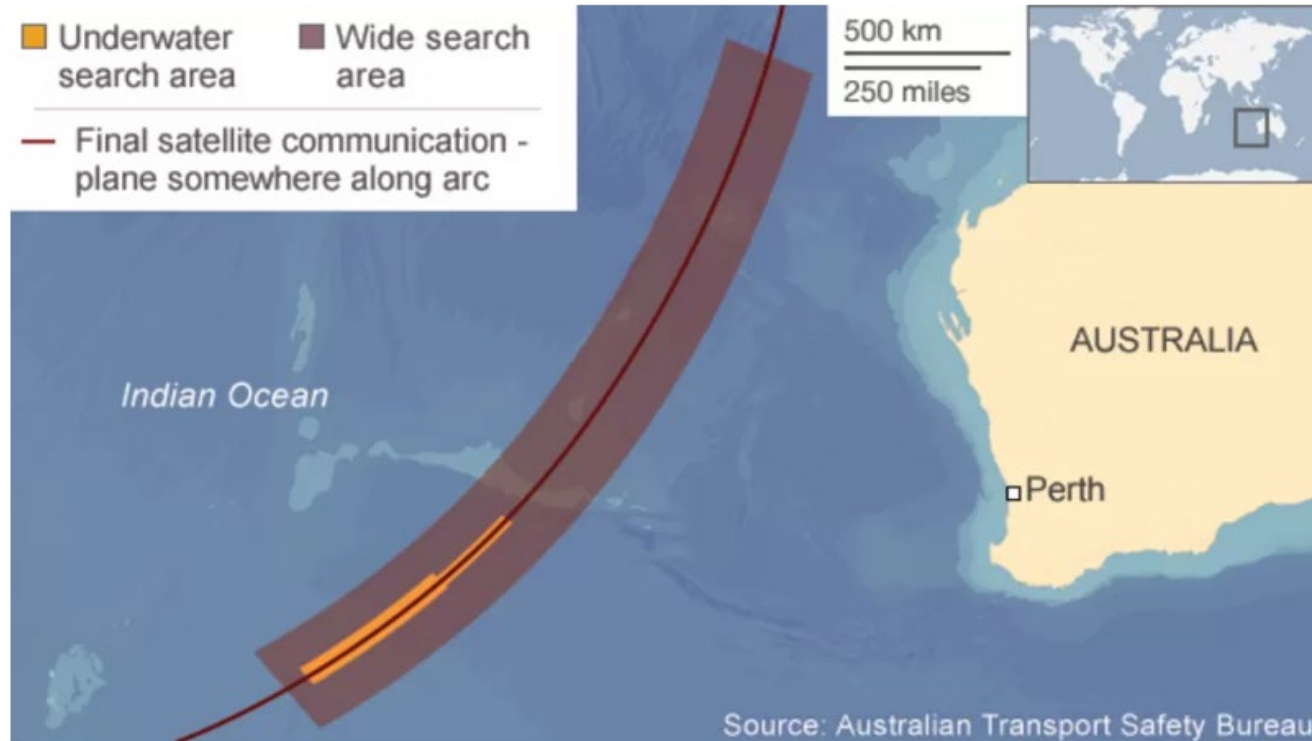


The Search for MH370

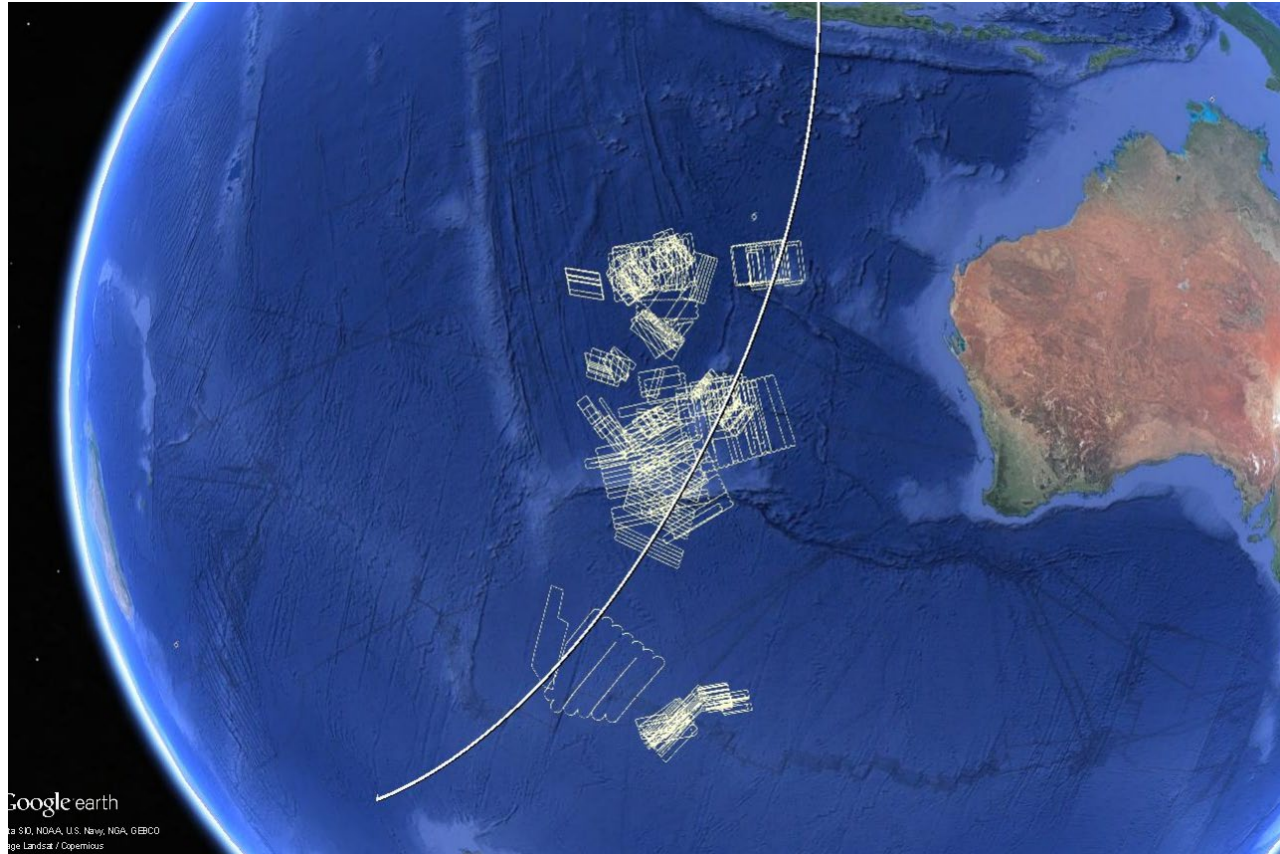


The Search for MH370

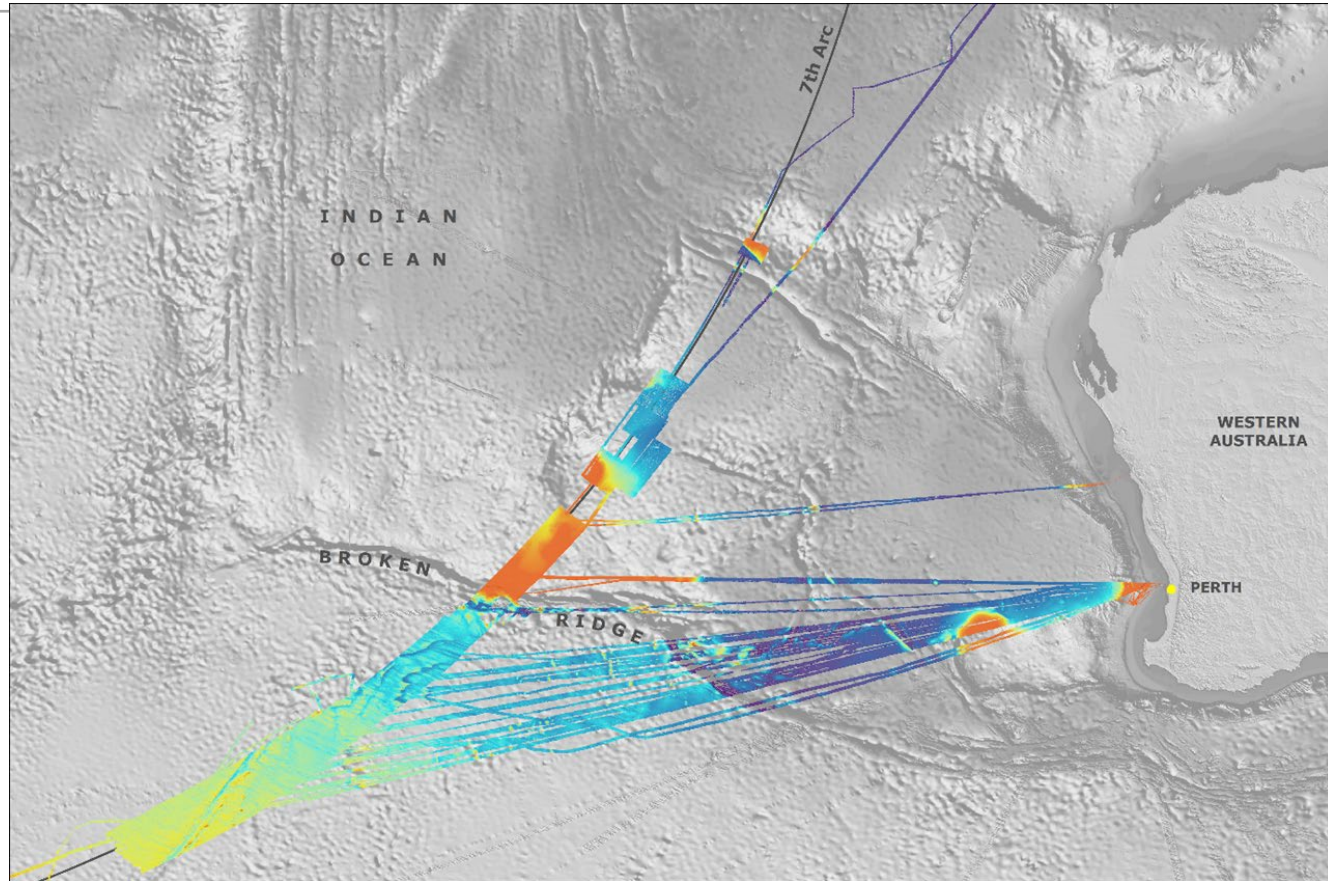
Areas searched up to January 2017



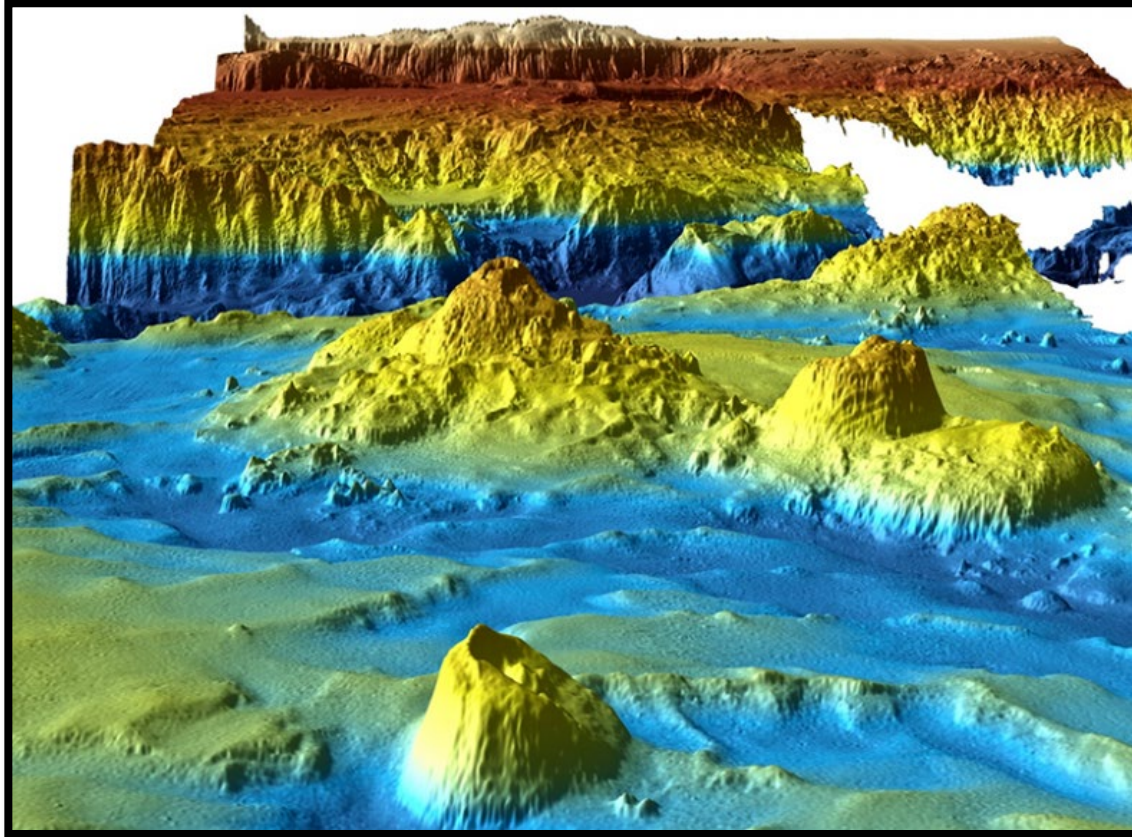
The Search for MH370



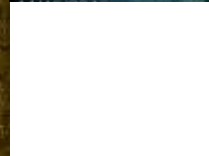
The Search for MH370



The Search for MH370



The Search for MH370



ALT (m)
No



The Search for MH370



The Search for MH370



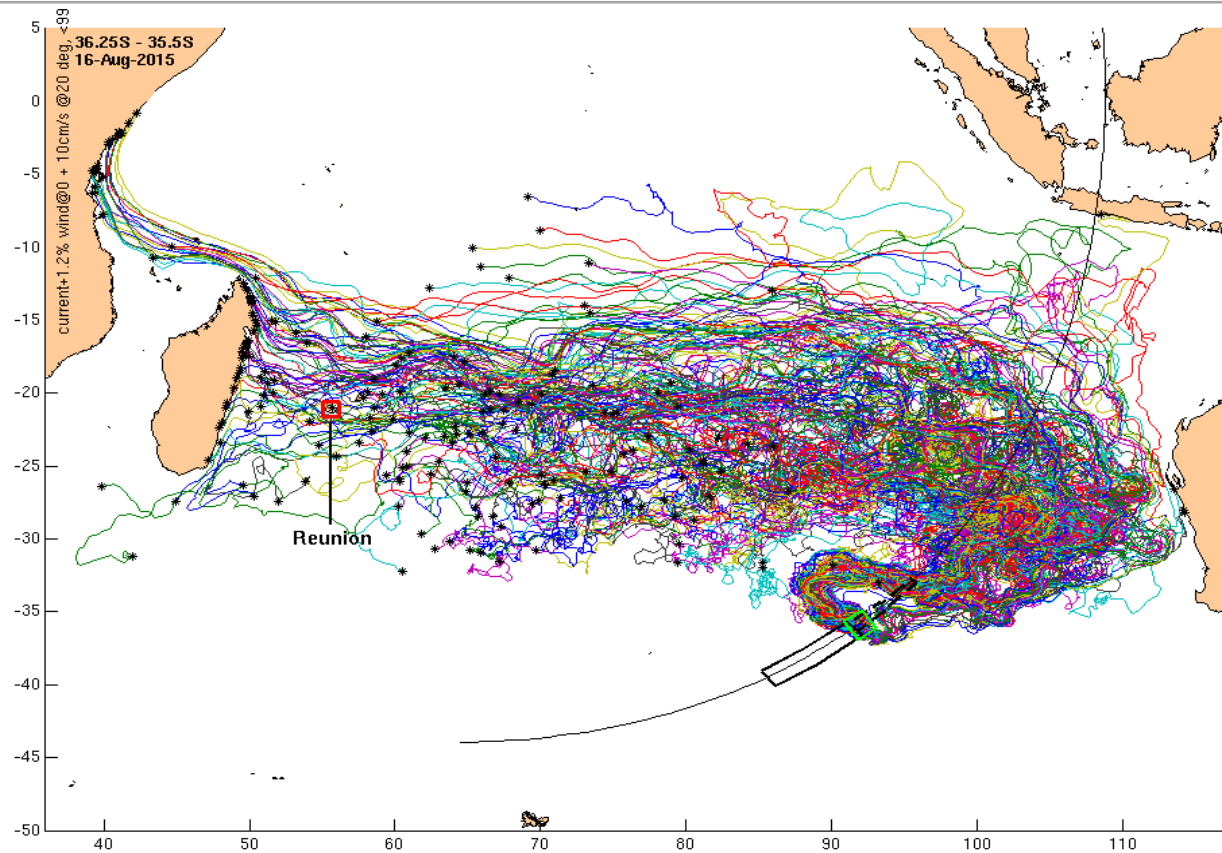
The Search for MH370



The Search for MH370



The Search for MH370



The Search for MH370



The Search for MH370 – another private search?



The Search for MH370

The reasons for the loss of MH370 cannot be established with certainty until the aircraft is found. It is almost inconceivable and certainly societally unacceptable in the modern aviation era with 10 million passengers boarding commercial aircraft every day, for a large commercial aircraft to be missing and for the world not to know with certainty what became of the aircraft and those on board. The ATSB expresses our deepest sympathies to the families of the passengers and crew on board MH370. We share your profound and prolonged grief, and deeply regret that we have not been able to locate the aircraft, nor those 239 souls on board that remain missing

My last full-time job – Chief Commissioner Australian Transport Safety Bureau (2016 – 2021)

The Essendon Accident 21 February 2017

Four American retirees decide to play golf on King Island and board a twin-engine Beech Super Kingair at Essendon airport



Chief Commissioner - Australian Transport Safety Bureau

The Essendon Accident 21 February 2017

The aircraft started its take-off roll from runway 17, and once airborne deviated to the left and failed to climb above 160 feet



Chief Commissioner - Australian Transport Safety Bureau

The Essendon Accident 21 February 2017

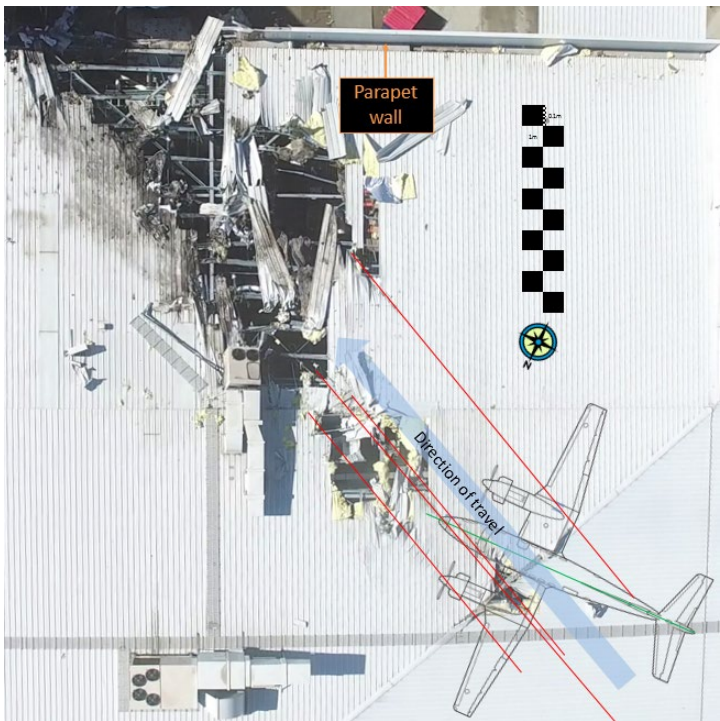
The aircraft struck the top of the Direct Factory Outlet Shopping Centre, spun around and exited backwards in a fireball



Chief Commissioner - Australian Transport Safety Bureau

The Essendon Accident 21 February 2017

The pilot and four passengers were killed.



Chief Commissioner - Australian Transport Safety Bureau

The Essendon Accident 21 February 2017

The deployment



Chief Commissioner - Australian Transport Safety Bureau

The Essendon Accident 21 February 2017

Findings:

- The aircraft's rudder trim was likely in the full nose-left position at the commencement of the take-off.
- The aircraft's full nose-left rudder trim setting was not detected by the pilot prior to take-off.
- Following a longer than expected ground roll, the pilot took-off with full left rudder trim selected. This configuration adversely affected the aircraft's climb performance and controllability, resulting in a collision with terrain.

Hundreds of Aviation, Rail and Marine Accidents 2016 – 2021, 530 investigations during my tenure, including:

Mid-air collision of Seminole, VH-JQF, and Travel Air, VH-AEM, 8 km south of Mangalore Airport, Victoria, 19 February 2020 / 4 pilots killed (2 in each aircraft)



Chief Commissioner - Australian Transport Safety Bureau

Hundreds of Accidents 2016 – 2021, including

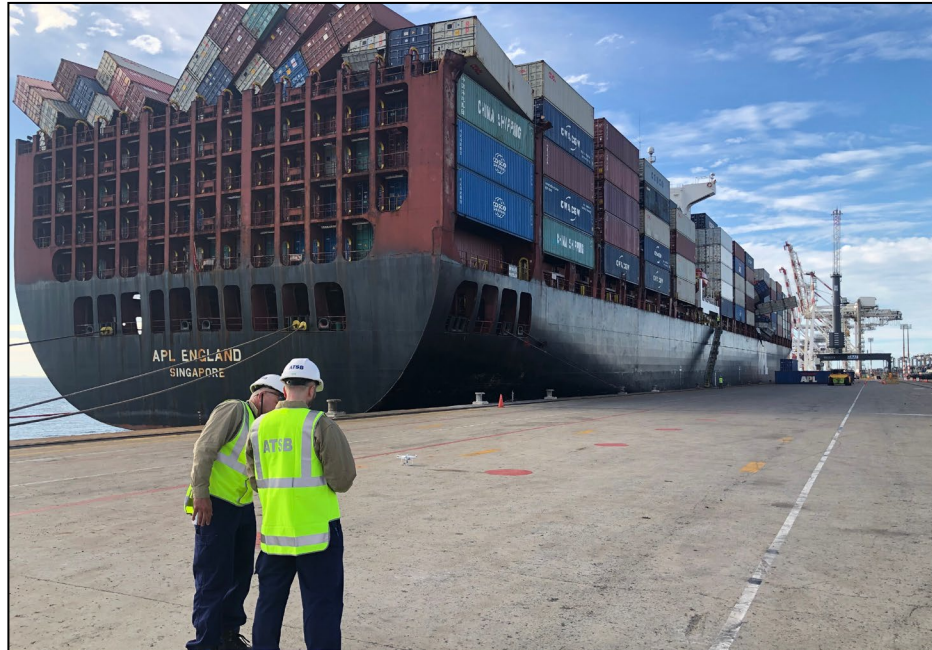
Derailment of XPT ST23, Wallan, Victoria, on 20 February 2020 – killed were 1 x train driver and 1 x qualified worker in the lead car



Chief Commissioner - Australian Transport Safety Bureau

Hundreds of Accidents 2016 – 2021, including

Loss of containers, APL England, on 24 May 2020 - no loss of life but 50 containers washed overboard – hazard to shipping



Australia's Black Summer and EC130Q Accident



Photo from ATSB Interim Report – provided by Coulson Aviation

To Honour and Remember



From Drought to Fire



The Deployment



COULSON AVIATION



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada

A map of the Snowy Mountains region in Australia, showing a route from Cooma to Peak View. The route is highlighted in blue and passes through Bunya, Chakola, and Glenfergus. Key locations include Murrumbidgee Reserve, Snowy Hydro Discovery Centre and Cafe, and Macanally State Conservation Area. A callout box indicates a 40-minute drive of 43.9 km from Cooma to Glenfergus. The map also shows various towns and landmarks, including Murrumbidgee, Murrumbidgee Reserve, Snowy Hydro Discovery Centre and Cafe, and Macanally State Conservation Area.

Police and Rural Fire Service Cooperation



Working in a hostile environment



Site Hazards



CVR



Watch and Act



WATCH AND ACT

- An emergency is developing nearby.
- You need to take action now to protect yourself and others.

On Site Activity



Visits by the Operator and Next of Kin



Former Prime Minister Fighting Fires



ATSB Final Investigation Report



Questions?

