



The

Safety

Wire



*December 2021*

**Classics** sometimes can't be beat. During this time of year, we find ourselves longing for the nostalgia of holidays past. Our safety message remains the same too. Take time to take care of each other and remember what is truly important in life. The holidays can be difficult for those in our industry who have to work nights, weekends and holidays. Stress, fatigue, and depression are far too commonly associated with public safety during the holidays. We see it, fight it and individually struggle with it, usually quietly and isolated behind a false mask of indestructibility. The personality characteristics that draw people to our line of work often hold us back from even admitting we could use a helping hand, let alone actually ask for it. So, we hold to the same holiday message to care for your loved ones at home, and make an extra effort to watch out for your brothers and sisters at work. It is likely that someone could use a little help, and it is unlikely that they will ask you for it, so waiting to be asked means missing our chance. We are the first responders, but also the last line of defense. If we don't take care of each other, there is no one left to do it.



On a lighter note, here is another classic:

## **'Twas the shift before Christmas,**

and at the airport nothing stirred,  
Except for the most junior crewmembers of the police ghetto bird.  
Timecards had been filled out and reviewed with much care,  
In hopes that a fat holiday pay check soon would be there.

In smelly old La-Z-Boys we settled down for a long winter's nap,  
Because visiting family kept us from sleeping all day and we both felt like  
cr...well, tired.

My TFO snored so loud it should be a crime,  
So I watched *A Christmas Story*, for the twenty-second time.

When out from the radio there arose such a clatter,  
Dispatch was calling, "Air 1!", I thought, *now what's the matter?*  
Units were chasing a car on the interstate,  
Woo Hoo! A pursuit...we didn't want to be late!

We rushed to the aircraft like our pants were on fire,  
There hadn't been an authorized chase in, oh, quite a while.  
Who was so bad to be pursued on this peaceful Eve?  
Detectives had staked out the Grinch's momma's house, jumped him when he  
tried to leave.

Ten miles out, we easily had the pursuit in our sights,  
There were so many cars, it looked like the Festival of Lights.  
Three cars officially chasing, and 36 more, 'in the area'.  
We arrived overhead the unfolding hysteria.

The Grinch bailed out and ran into a subdivision,  
We could see his cold heart using our camera with thermal vision.  
The TFO kept the camera on him 'like a boss', making me proud,  
Then we realized ground units set up a tiny perimeter, and I cursed out loud.

The Grinch kept moving away from the cops,  
It would take forever to get an officer to him, he'd run several blocks.  
When what to my NVG-aided eyes should appear,  
But a non-certificated flying sleigh and eight public use category reindeer.

He swooped down to the yard, cracking his whip,  
A perfect confined area approach, with a bit of sideslip.  
He jumped from his sleigh and shouted for all to hear,  
"I'm cleaning up my naughty list, Grinch no free pass this year!"

St. Nick unhooked reindeer and called them by name,  
"Now Igor, now Jet, now Buck and Flame!"  
"Find me that perp, you know what to do!"

Towards the shed where the Grinch hid, all four reindeer flew.

He resisted and the reindeer weren't in the mood to play,  
They used a taser, hoofs and a shot of pepper...mint spray.  
When it comes to naughty list enforcement, I'm not sure who'd regulate,  
But what we saw sure wouldn't fly with P.O.S.T. in this state!

Santa cuffed him and threw him in the sleigh with such ease,  
Then ate a cookie, sat back and appeared quite pleased.  
He looked at us flying above and called on 123.02,  
"You better not be recording, or you'll be on the wrong list too."

As we turned back home, a ground unit asked, "You still see him, right?"  
"Negative, we lost him. Air 1's 10-8, Good Night."

*"Grown-ups never understand anything by themselves, and it is tiresome for children to be always  
and forever explaining things to them."*

*~ Antoine de Saint-Exupery  
Aviation Author*

## **RESOURCES**

Police Aviation News  
<http://www.policeaviationnews.com>

USHST  
<https://ushst.org>

HEMS Weather Tool  
<https://www.aviationweather.gov/hemst>

Skybrary  
<https://skybrary.aero>

## ONLINE MEETINGS

APSA conducts regularly scheduled online meetings for safety officers, maintenance technicians, SAR personnel, UAS operators and natural resource personnel via a conference call you can join using your computer, mobile device or phone. Online meetings are open to any APSA member. Contract maintenance providers to APSA members are welcome to participate in the maintenance meeting as well. If you would like to join, send an email to:

[safety@publicsafetyaviation.org](mailto:safety@publicsafetyaviation.org)

The schedule for upcoming APSA online meetings is as follows.



### UAS:

Wednesday, January 12, 2022  
1:00 PM - 2:00 PM EST (1800 UTC)

### Safety Officers:

Friday, January 21, 2022  
1:00 PM – 2:00 PM EST (1800 UTC)

### SAR:

Wednesday, February 9, 2022  
1:00 PM – 2:00 PM EST (1800 UTC)

### Maintenance:

Wednesday, February 23, 2022  
1:00 PM - 2:00 PM EST (1800 UTC)

### Natural Resources:

Wednesday, March 30, 2022  
1:00 PM – 2:00 PM EDT (1700 UTC)

*“...even though it’s changing every second, the sky is always a perfect sky,  
And the sea is always a perfect sea, and it’s always changing.  
If perfection is stagnation, then heaven is a swamp...”*

*In order to live free and happy, you must sacrifice boredom. It is not always an easy sacrifice.*

~Richard Bach  
Aviation Author

## EMERGENCY PROCEDURE OF THE MONTH

In each monthly emergency situation, discuss what you would do, as a crew, to respond to the following emergency. If the EP does not apply to your specific aircraft, think of something similar.

Enclosed cockpit + Egnog + Lactose Intolerance + Turbulance

### REALITY CHECK

**Note:** The following reports are taken directly from the reporting source and edited for length. The grammatical format and writing style of the reporting source has been retained. My comments are added in *red* where appropriate. The goal of publishing these reports is to learn from these tragic events and not to pass judgment on the persons involved.

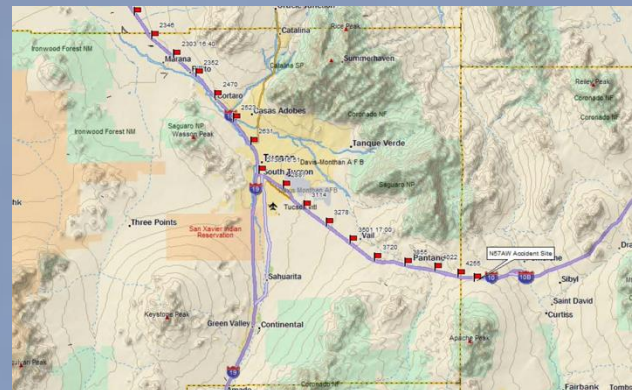
**Aircraft: Bell 206 L4**  
**Injuries: 2 Fatal**  
**NTSB#: WPR15FA072**

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/90554/pdf>

On December 31<sup>st</sup>, 2014, at 1710 mountain standard time, a Bell 206 L4, collided with terrain 7 miles west of Benson, Arizona. The commercial pilot and pilot rated mechanic were fatally injured, and the helicopter was destroyed. The helicopter was operated by Airwest Helicopters as [a] Part 91 positioning flight [**under contract to the Sheriff's Office**]. Visual meteorological conditions prevailed for the flight, which operated on a company visual flight rules flight plan. The flight originated from Glendale, Arizona, at 1550, and was destined for Sierra Vista, Arizona.

The operator reported that the helicopter had not arrived at its destination and that the Sky Connect Tracking System indicated that the helicopter was at a stationary location between Tucson and Benson. The operator's flight data monitoring system indicated that the helicopter was flying along an interstate about 300 ft above ground level (AGL), which decreased to about 200 ft agl, likely as the visibility was reduced. However, the last recorded points indicated that the helicopter had climbed to about 500 ft AGL and was no longer tracking the interstate. It is likely that the VFR flight encountered instrument meteorological conditions, and the pilot was trying to maneuver to an area with greater visibility when the helicopter collided with terrain.

The Cochise County Sheriff located the helicopter wreckage about 2030 at the location the Sky Connect system was reporting. The helicopter was fragmented into multiple pieces along a 174-foot-long debris path. Witnesses living in the local area reported hearing a low flying helicopter around the time of the accident, and that the visibility at ground level was very limited, with low clouds and fog.



**Aircraft: Raytheon G36**  
**Injuries: 4 Fatal**  
**NTSB#: CEN14FA249**

<https://data.nts.gov/carol-reppen/api/Aviation/ReportMain/GenerateNewestReport/89260/pdf>

The airplane was returning from a local flight and the pilot flew a tight downwind leg for landing on runway 35, possibly due to a direct crosswind in excess of 20 knots. During the base turn, the airplane overshot the final course, and the pilot used at least 60 degrees of bank to correct the airplane back on course and over the runway. The airplane then bounced and touched down at least 20 knots above the manufacturer's published approach speed with about 1,810 ft. remaining on the runway. The airplane's airspeed began to rapidly decrease, but then several seconds later, the airplane's airspeed increased as the pilot rejected the landing. The airplane did not gain significant altitude or airspeed then began a slight right turn. The airplane's roll rate then sharply increased, and the airplane quickly descended, consistent with a stall, before colliding with a transmission wire and terrain. Examination of the airframe and engine did not reveal any preimpact anomalies that would have precluded normal operation. Strong, variable, gusty wind, with an environment conducive to the formation of dry microbursts, was present at the airport at the time of the accident. Several lightning strikes were recorded in the vicinity of the accident site around the time of the accident. It is unknown if the presence of lightning or wind impacted the pilot's inflight decision-making in the pattern, on approach, or during the attempted go-around. The circumstances of the accident are consistent with an in-flight encounter with a strong

tailwind and/or windshear during climbout after the rejected landing.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

- 1 The airplane's encounter with a strong tailwind and/or windshear, which resulted in an inadvertent stall. Contributing to the accident was the pilot's continuation of the unstable approach, long landing, and delayed decision to conduct a go-around.

*There are no new ways to crash an aircraft...  
...but there are new ways to keep them from crashing.*

*Bryan 'Mugy' Smith*

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