



The

Safety

Wire

July 2021

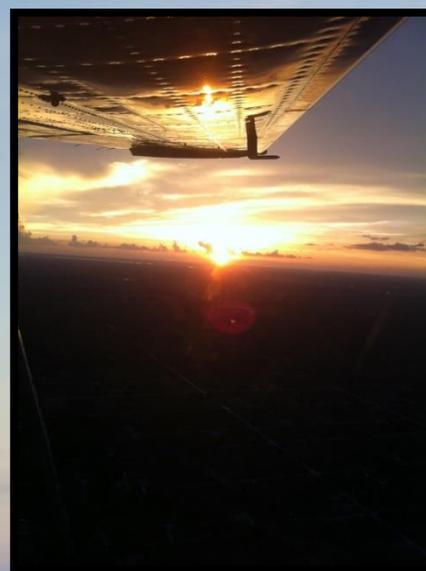
Offsite Landings

A part of every APSCON is landing aircraft offsite somewhere near the convention center so they can be displayed during the show. As we prepare for the convention this month, I have been reviewing our offsite landing plan, trying to make sure all bases are covered. This is an area I find it easy to get complacent on. As a helicopter pilot, one of my favorite things to do is landing at an area other than an airport. After doing it for a while, we can forget how many things can go wrong and what we need to do to successfully complete what seems like a normal operation.

One of the key issues with offsite landings is obstacle clearance. A quick search for wire strikes on the internet will bring up numerous videos. What is notable about them is the fact that the structure supporting the wire is typically not directly in front of the aircraft's flight path, such as in this example:

<https://www.youtube.com/watch?v=HsfgS0z8cGg>.

That may seem obvious, why would we fly right towards a tower or powerline pole? Where are we looking when we are landing offsite? Usually at the LZ, which is right in



front of us. If we are going to see a small target, we will only see it in the center 10 degrees of our field of view. Honestly, it is not likely we will actually see the wire, even if it is this range. Something slightly larger, say a pole or tower, might catch our attention in the central 60-70 degrees of our field of view, or from about 11 to 1 o'clock if we are looking straight ahead. If we have NVGs on, that range is limited to 40 degrees.

If we are going to land safely offsite, we need to look for the stuff we do not want to hit. The objects that we need to look for may be past our 10 to 2 o'clock range. To further



complicate the process, we need to hold our eyes there for 3-4 seconds. A quick look shorter than that will not suffice.

Another point is to consider the LZ itself. Is it full of sand or snow that will create a cloud of misery when we pull into a hover? Obviously, prevention in the form of appropriate LZ selection is the best option.

Unless you are specifically trained, and equipped for, brown- or white-out conditions, the crew needs to be ready to execute an immediate go-around at the first sign a cloud is forming. That missed approach should be planned ahead of time and the crew needs to be prepared to perform an IIMC-type of response. This must be discussed before things get ugly. Short final is a bad place to start briefing emergency contingencies.

Consider this approach: <https://www.youtube.com/watch?v=QXJc3poVtPo>.

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

~ Richard Bach

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

The schedule for upcoming APSA online meetings is as follows.



SAR:

Thursday, August 12, 2021
1:00 PM – 2:00 PM EDT (1700 UTC)

Maintenance:

Wednesday, August 25, 2021
1:00 PM - 2:00 PM EDT (1700 UTC)

UAS:

Wednesday, September 8, 2021
1:00 PM - 2:00 PM EDT (1700 UTC)

Safety Officers:

Friday, September 24, 2021
1:00 PM – 2:00 PM EDT (1700 UTC)

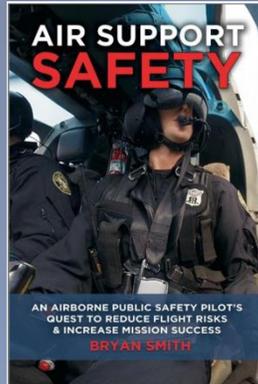
Natural Resources:

Wednesday, October 6, 2021
1:00 PM – 2:00 PM EDT (1700 UTC)

"Anyone who conducts an argument by appealing to authority is not using their intelligence; just their memory."

~ Leonardo da Vinci

NEW RELEASE - Air Support Safety



<https://store.bookbaby.com/book/AirSupportSafety>

https://www.amazon.com/Air-Support-Safety-Airborne-Public/dp/1736706500/ref=sr_1_1?dchild=1&keywords=Bryan+Smith+flight+support&qid=1626629875&s=books&sr=1-1

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.

Unexpected degraded visual environment on short final - Airplane
Brown- or white-out conditions forming on short final - Helicopter

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:	Cessna P210
Injuries:	2 Uninjured
NTSB#:	WPR20CA158

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/101350/pdf>

The pilot reported that after completing the descent/approach checklist, he turned on the auxiliary fuel pump and switched from the left fuel tank to the right fuel tank. While on final approach, the pilot reported that he neglected to turn off the auxiliary fuel pump. When he made a slight power reduction, the engine flooded and lost power. The airplane subsequently touched down in the grass short of and to the right of the runway. During the landing roll, the right wing collided with a fence pole. The right wing was substantially damaged.

The manufacturer's before landing checklist requires the auxiliary fuel pump in the 'OFF' position during landing. A caution follows: "Failure to turn the auxiliary fuel pump off may result in a complete power loss at reduced throttle settings due to an excessively rich mixture." The pilot reported that he had modified the before landing checklist which omitted the fuel pump switch position.



Photo 1 – Accident site, forward view.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to switch the fuel pump to the 'OFF' position during landing, resulting in a loss of engine power and subsequent collision with a fence during landing. Contributing to the accident was a modified before landing checklist which omitted the fuel pump switch position.

Aircraft:	Airbus AS350B3
Injuries:	2 Uninjured
NTSB#:	ENG20LA031

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/101233/pdf>

On May 3, 2020, about 1315 eastern daylight time, an Airbus Helicopters AS350 B3 helicopter, N1WT, made an emergency landing at Airglades Airport (2IS) in Clewiston, Florida. The pilot reported an inflight hydraulics anomaly, declared an emergency, and landed at Airglades Airport. The pilot reported no injuries and the helicopter was not substantially damaged. A postlanding inspection of the helicopter found the hydraulic pump belt had failed and the hydraulic pump was seized. The flight was conducted under 14 Code of Federal Regulations Part 91 that began at Fort Lauderdale Executive Airport (FXE), landed at Palm Beach County Park Airport (LNA), and departed LNA for 2IS.

According to a written statement to the Federal Aviation Administration, the pilot reported that upon entering the left downwind for runway 13 at 2IS, the pedals felt "rock hard" and the "HYD2" and "SERVO" caution lights illuminated on the caution and warning panel. The pilot reported light smoke in the cockpit along with an odor of

something burnt, and opened the window to clear the smoke and odor. The pilot executed a shallow approach to a run on landing at 2IS.

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

Bryan 'MaGu' Smith

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