

The

Safety

Wire

January 2017

Do something different this year. There is something about your organization, personal habits or career path that needs a change. It is up to us all to find what that one thing is and change it for the better.



If you do not look forward to training because you do not feel you really learn anything new...change it. I could cite a number of studies that show how attitude and interest influence what we get out of any training we engage in. However, I think we all know first hand how miserable training can be if we are not

‘into it’. So, change it. There are numerous resources available. If you are a unit instructor, mix up the training scenarios. Do something different. Don’t continue doing the same training if you find it boring.

I have always told myself that the day I do not think I have anything new to learn about flying will be the day I hang up my wings. ALEA has free training resources on the website. The FAA Wings program, International Helicopter Safety Team and SKYbrary are free resources I

regularly use to expand my knowledge. The volume of information I've soaked up from having involvement in the industry outside of my own agency has been immeasurable. I continue to leave every seminar or conference with pages of notes. If you cannot make an ALEA event, join one of the regular online meetings we host (see below).

Do a tactics review. Put everything your unit does on the table and look at it objectively. Decide if each tactic, technique or mission can be done differently. You may have to try out some ideas in training scenarios. In the end, you will verify that most are still the best method. You will also very likely find things that could be changed, or even just tweaked a bit, to increase performance and safety.



I could go on and on, but I think the point is clear to us all. It's January. It's time for changes. There is something we can all do to make ourselves better. When we are better at our jobs, we are safer. I promise to deliver new ideas and materials to you all in 2017. Happy New Year, sisters and brothers.

*“The winds and the waves are always
on the side of the ablest navigators.”*

~ Edward Gibbon



ALEA Annual Safety Survey

ALEA is conducting an annual safety survey during the month of February 2017.

Your input will help the Association understand your safety needs. We will use this information to direct our safety program in 2017 and beyond in order to best serve the needs of ALEA members.



All responses are **completely anonymous** and will be retained only by ALEA. If you have any questions, please contact Bryan Smith (safety@alea.org).

Again, thank you for your time.
Please click the link below to begin the survey:

<http://alea.org/safety/alea-safety-survey>


Practical SMS

Someone smarter than I am recently reminded me of the simple truth, "It takes a team." Safety management is certainly impossible for any single person to accomplish themselves. The European chapter of the International Helicopter Safety Team (EHST) has been a wonderful resource over the years. The Flight Risk Assessment Tool (FRAT) that is posted on the ALEA Safety Management System is a modified

version of the EHEST FRAT. Recently, they also published a Risk Assessment Toolkit called MARIA. Last month, we were sent a new resource to help flight crews educate ground units on the considerations and procedures required to conduct safe offsite landings. It is called the R.O.M.A. checklist. The link below will take you to the site where you can download the checklist and training materials. The checklist covers details to consider about the Request, Obstacles, Meteorological conditions and Area.

Checklists are often underrated. I find that I tend to evaluate their usefulness when I have the time, and mental condition, to consider whether or not I really need it. Unfortunately, such a situation is rarely when I really need a checklist. They are not there because we will make a mistake every flight without them. Usually we will be just fine. Checklists are there to catch those rare human errors that pop up at random and unpredictable times.

For those times we have to rely on others to set up and conduct a safe offsite landing, check out the R.O.M.A. materials from EHEST.



EHEST
European Helicopter Safety Team

HELICOPTER MISSION REQUEST CHECKLIST - R.O.M.A.

| | | | | |
|---|--|---|--|--|
| R Request – Type of mission – Specify position | | | | |
| Type of mission | | | | |
| a) Emergency Medical Service? | | | | <input type="checkbox"/> |
| b) Transport of personnel (number? specific equipment? destination?) | | | | <input type="checkbox"/> |
| c) Transport of goods (type? Dangerous? Weight? Dimension? packaging?) | | | | <input type="checkbox"/> |
| d) Firefighting (where? other aircraft/vehicles/personnel in the area?) | | | | <input type="checkbox"/> |
| e) Rescue (helicopter fitted with winch? is it required?) | | | | <input type="checkbox"/> |
| Position | | | | |
| County: _____ | | Town, road: _____ | | |
| GPS coordinates (verify lat/long units): | | | | |
| Degrees, Minutes, Seconds | | N | _____ | E |
| Degrees, Minutes, fraction of Minutes | | N | _____ | E |
| O Obstacles – Verify obstacles in the landing area | | | | |
| Type of obstacle | Existence | Actions or Communications | | |
| Power lines, pylons, antennas | <input type="checkbox"/> no <input type="checkbox"/> yes | Report distance from landing point | | |
| Funicular, lifts, cables | <input type="checkbox"/> no <input type="checkbox"/> yes | Warn the funicular/cable manager | | |
| Drones, other flying objects | <input type="checkbox"/> no <input type="checkbox"/> yes | No drones. Inform if other aircrafts. Radio freq. | | |
| Animals, birds (e.g. seagulls) | <input type="checkbox"/> no <input type="checkbox"/> yes | Ward off birds. Pay attention to cows, horses, etc. | | |
| M Meteorological – Report meteorological conditions | | | | |
| Visibility | <input type="checkbox"/> Good (> 5 km) | <input type="checkbox"/> Marginal (2 – 5 km) | <input type="checkbox"/> Lower than 2 km | |
| Wind | <input type="checkbox"/> Light | <input type="checkbox"/> Moderate | <input type="checkbox"/> Strong or gusting | |
| Conditions | <input type="checkbox"/> Cloudy, overcast | <input type="checkbox"/> Rain | <input type="checkbox"/> Thunder shower | |
| Mountain tops | <input type="checkbox"/> Visible | <input type="checkbox"/> Not visible | <input type="checkbox"/> Patches of fog | |
| Phenomena | <input type="checkbox"/> Hail | <input type="checkbox"/> Sand storm | <input type="checkbox"/> Tornado | |
| A Area – Prepare area - Safety | | | | |
| Type of area | <input type="checkbox"/> Prepared (helipad, heliport) | <input type="checkbox"/> Unprepared | <input type="checkbox"/> Elevated helipad | |
| | <input type="checkbox"/> Road | <input type="checkbox"/> Highway (traffic stopped?) | | |
| | <input type="checkbox"/> Sports field (Guardian advised? Gates opened? Lights on?) | | | |
| | <input type="checkbox"/> Ground, grass field | <input type="checkbox"/> Beach | <input type="checkbox"/> Mountain | |
| | <input type="checkbox"/> Flooded | <input type="checkbox"/> Ski run or snowed surface | | |
| | <input type="checkbox"/> Other: _____ | | | |
| Lights (at night) | <input type="checkbox"/> Not available | <input type="checkbox"/> Available: | <input type="checkbox"/> Removable lights | <input type="checkbox"/> Fixed spot lights |
| Surface | <input type="checkbox"/> Flat | <input type="checkbox"/> Sloped | <input type="checkbox"/> Hilly | <input type="checkbox"/> Mountain |
| Personnel in the area | Name | tel. number | Radio freq./Ch. | Band |
| Firefighters | | | | |
| Medical | | | | |
| Police | | | | |
| Other – Supplementary information | | | | |
| Planned stops? | <input type="checkbox"/> no | <input type="checkbox"/> yes | Where? _____ | |
| Persons to be embarked? | No.: _____ | Total weight: _____ | Where? _____ | |
| Passengers tel. No. (at least one): | _____ | | | |
| Goods: | Type: _____ | Total weight: _____ | Dimensions: _____ | |

http://essi.easa.europa.eu/ehest/?page_id=1401

Training Resources

Free Embry Riddle Aeronautical University class:

SMALL UNMANNED AIRCRAFT SYSTEMS (SUAS) – KEY CONCEPTS FOR NEW USERS

Feb 6 - Feb 19, 2017

Small Unmanned Aircraft Systems (sUAS) - Key Concepts for New Users is presented by Embry-Riddle Aeronautical University, the world's largest, fully accredited university specializing in aviation and aerospace. Whether you are flying for fun or for a commercial enterprise, this course will introduce you to key concepts related to sUAS, including basic types, capabilities, and current and future uses. Particular emphasis is placed on safety within the National Airspace System (NAS), including where to fly and where to find flight planning tools. The MOOC also introduces the FAA's new regulations (FAA Part 107) and will focus participants toward possible certification, regulations and flight planning considerations.



This course is for both novice and seasoned sUAS enthusiasts.

TRAILER; <https://youtu.be/1kEaOrmlO14>

REGISTRATION LINK; <https://www.canvas.net/browse/erau/courses/unmanned-aircraft-2>

ALEA Online Meetings

The schedule for upcoming ALEA online meetings is below. Meetings are conducted through an online conference call you can join using your computer or phone. They are open to any ALEA member. Contract maintenance providers to ALEA members are welcome on the maintenance meeting.



Safety Officers:

Monday, Feb 13, 2017

1:00 PM - 2:00 PM EST (1800 UTC)

UAS:

Wednesday, Feb 15, 2017

1:00 PM - 2:00 PM EST (1800 UTC)

Maintenance:

Tuesday, Jan 31, 2017

1:00 PM - 2:00 PM EST (1800 UTC)

Monday, Feb 27, 2017

1:00 PM - 2:00 PM EST (1800 UTC)

*"In order to have the freedom of flight you must have discipline.
Discipline prevents crashes."*

*~ Capt John Cook
British Airways Concorde training captain*

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.

The following is the list of **KNOWN** law enforcement aviation accidents worldwide in 2016:

- 1 Flight Design GMBH CTLS - Low level stall – 2 fatalities**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160210X12541&AKey=1&RTYPE=Final&ITYPE=FA>
- 2 Airbus H135 - Loss of Control – 2 fatalities**
<https://aviation-safety.net/wikibase/wiki.php?id=184840>
http://www.bfu-web.de/DE/Publikationen/Bulletins/2016/Bulletin2016-02.pdf?__blob=publicationFile (report in German)
- 3 Bell 206L4 - Training/Unknown**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160419X34935&AKey=1&RTYPE=Prelim&ITYPE=LA>
- 4 Bell 429 – Hoist training – 1 fatality**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160711X20144&AKey=1&RTYPE=Prelim&ITYPE=LA>
- 5 UH-1H – Hard landing at altitude**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160718X32942&AKey=1&RTYPE=Prelim&ITYPE=LA>
- 6 H125 – Unknown**
<http://allafrica.com/stories/201608010274.html>
- 7 MD500E - Mechanical failure**
<http://fox4kc.com/2016/08/03/kcpd-helicopter-pilots-make-emergency-landing-at-kansas-city-intersection/>
- 8 H125 - Hit by gunfire**
<http://www.grandforksherald.com/news/crime-and-courts/4090280-polk-county-deputy-injured-after-rifle-bullet-strikes-helicopter>
- 9 Bell 206L - Training accident**
<https://www.standardmedia.co.ke/article/2000212967/two-police-officers-injured-after-their-helicopter-crashes-at-wilson-airport>
- 10 AW139 - Loss of Control**
<http://www.telegraph.co.uk/news/2016/09/10/terrifying-moment-police-helicopter-crashes-over-slums-in-nairobi/>
- 11 Bell 206L1 - Fuel starvation**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160802X53901&AKey=1&RTYPE=Final&ITYPE=CA>
- 12 Airbus H125 – Unknown – 4 fatalities**
<http://www.telegraph.co.uk/news/2016/11/20/brazilian-police-helicopter-crashes-kills-4-after-rio-shootout/>
- 13 H135 – Hoist Training/Unknown – 4 fatalities**
<https://www.theguardian.com/world/2016/may/21/four-french-police-killed-in-pyrenees-helicopter-crash>
- 14 Airbus H120 – Rollover during ground operations**
<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160614X83429&AKey=1&RTYPE=Final&ITYPE=CA>

15 Bell OH-58A – Structural failure

<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20161207X14934&AKey=1&RTYPE=Prelim&ITYPE=LA>

16 Piper PA32R Saratoga – Engine failure

<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20161114X33155&AKey=1&RTYPE=Prelim&ITYPE=LA>

17 MD 500N – Long line rescue

<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20160908X03328&AKey=1&RTYPE=Prelim&ITYPE=LA>

Two additional accidents worth reading:

<http://www.vallartadaily.com/news/mexico/suspected-gang-members-shot-helicopter-clash-police/> – **4 fatalities**

<http://www.foxnews.com/world/2016/09/08/helicopter-crash-in-slovakia-kills-four.html> – **4 fatalities**

There are no new ways to crash an aircraft...

...but there are new ways to keep them from crashing.

Safe hunting,

Bryan 'MuGu' Smith

safety@alea.org

407-222-8644

