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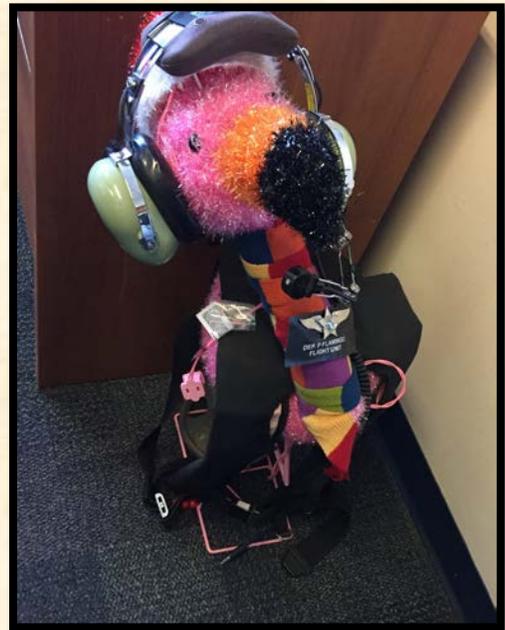
Safety

Wire

December 2017

Risk doesn't care about the holidays.

Things tend to move a little slower this time of year. Timetables for administrative tasks seem to slide into January. Operational changes are put on hold and the next training effort is scheduled for "early next year". It's all for good reason, though. The holidays are important for more reasons than could fill a book, let alone a newsletter. Unfortunately, in December there is no less gravity than usual, Newton's Laws do not diminish, and the negative effects of fatigue, illness or alcohol are no less dangerous. Our desire to throttle back along with the rest of the world can be nearly overwhelming. Holiday gatherings, travel and traditions draw our attention from the many simple daily tasks that need to get done right if we are to safely enjoy those events on our time off. Unfortunately, the ugly side of society is working harder, preying on communities who need our help more than ever to keep them safe and happy for this special season.



While we are taking care of everyone else, we need to take care of each other. It's easy to tell everyone to stay frosty (yes, that's a holiday pun) and never let our guard down. In reality, it will happen to all of us. It is during those brief lapses that we need our coworkers to step in and remind us to redo a checklist, take a break, adjust schedules, stop eating so many cookies, etc., etc. Watch your brother or sister a little more than usual. Take an extra effort to keep each other safe. Of all the gifts, parties, and events this season has to offer, nothing is more important than getting everyone home for the holidays.

Maintenance Spotlight

Please take the time to complete the maintenance staffing survey and check out our new maintenance safety brochure!

[MAINTENANCE BROCHURE](#)

[MAINTENANCE STAFFING SURVEY](#)

Reprint from 2016...

Twass the night 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."



Reprint from 2015...

<i>Hazard</i>	<i>Risk Score</i>
<i>Your family at your house > 3 days</i>	<i>+5</i>
<i>In-laws at your house > 3 days</i>	<i>+10</i>
<i>EGG NOG + Lactose Intolerance - Doors Off</i>	<i>+2</i>
<i>EGG NOG + Lactose Intolerance - Doors On</i>	<i>+12</i>
<i>"Jingle Bells" song stuck in head > 4 hours</i>	<i>+8</i>
<i>Missing holiday celebration to cover a shift</i>	<i>+10</i>
<i>Kid's Christmas list is bigger this year - paycheck is not</i>	<i>+14</i>
<i>Diet in last 24 hours mainly composed of candy canes, pie and Halloween candy stolen from your children</i>	<i>+15</i>
<i>Sale on laser light Christmas decorations in your area</i>	<i>+5</i>
<i>Leftover Thanksgiving turkey smells funny...but you're hungry for turkey</i>	<i>+18</i>
<i>A late call when you were trying to get off early to go to your kid's holiday performance at school</i>	<i>+126</i>
<i>The Santa you were asked to fly to a static display smells like bourbon</i>	<i>+10</i>
<i>"Winter wonderland" weather at 3am on a callout</i>	<i>+15</i>
<i>TCAS does not pick up flying reindeer</i>	<i>+12</i>
<i>Holiday meals have exceeded the range of the Velcro waist straps on your flightsuit</i>	<i>+18</i>
<i>Kids woke you up at 4:30am because "Santa was here!!!"</i>	<i>+20</i>
<i>TFO wears Santa hat instead of helmet</i>	<i>+1</i>
<i>Spent the day assembling toys instead of getting sleep for your shift</i>	<i>+45</i>
<i>Body is at work, mind is at home by the fireplace</i>	<i>+100</i>
<i>You did not laugh at any of these</i>	<i>+1000</i>

Reprint from 2012...

“SMSs-Mk 1” This month one of the greatest achievements in aviation will again go unobserved despite its global importance. The sheer scale of planning required, incredible flight performance involved and risk management challenges overcome make an SR-71 flight look like a hop around the patch in a Piper Cub. Yes, I’m talking about Santa’s worldwide package delivery mission on 24-Dec-2012 starting at approximately dark-o-clock Zulu time. I wrote Santa (call sign: *Big Red*) a letter asking to interview him on how such a mission can be conducted safely year after year.

In a phone interview Santa informed me that he did not always have a safety program. Many years ago, there was a tense IIMC encounter over the Alps. The aggressive maneuvering caused some gifts to fall overboard. He asked me to pass on my apologies to a certain Justin Poirot of the Gainesville Police Air Unit for losing his gifts that year. (*To be honest, I have trouble believing the story, I think we all know why you didn’t get anything from Santa that year Justin.*)

Santa also mentioned that there was an unfortunate accident during landing when he lost two ‘engines’ on short final to a cabin rooftop in northern Minnesota. Apparently an inebriated deer hunter mistook Santa’s reindeer for whitetail and took out Bobby and Jimbo, two of Santa’s reindeer that have been since replaced by Donner and Blitzen. It was interesting to note that this was the reason for changing Santa’s suit, sleigh and reindeer tack to red. I’d always heard it was because of Coca-Cola marketing.

It was obvious Santa needed something new to meet the risks involved with his services. He created the Safety Management System for Santa Mark 1 (SMSs Mk1). It immediately spurred several changes. The previously mentioned red flight suit Santa wears is now made of Nomex. The material not only protects Santa in case of a crash, but it helps minimize injury during tactical chimney insertions (a tactic he teaches to SWAT teams during the off-season). Santa now uses NVGs which required installation of a green filter over Rudolph’s nose. The lighting upgrade to the lead reindeer also included installation of a full IFR, WAAS capable avionics package so Santa is not just relying on light to “guide his sleigh tonight”.

He has been working with the FAA to develop numerous GPS approaches for this new system. He said that while that has been going well, the many Temporary Flight Restrictions dotting the US over the last ten years have made navigation difficult. Fortunately, many ALEA members and the National Guard have volunteered to work as local liaisons with Air Traffic Control to clear Santa’s flight path. I’m told this is mutually beneficial because there are a number of law enforcement and a couple National Guard F-16 pilots who would otherwise have no prayer of making it off the ‘naughty’ list.

Big Red has been taking the lead from ALEA as well. He started using a TFE (Tactical Flight Elf). He said that the use of CRM has dramatically lowered his workload and increased safety. At first, there was a learning curve that made for a few uncomfortable moments. Apparently, the first TFE consumed a considerable amount of eggnog before one long flight, only to admit later that he was lactose intolerant. Initially, the foul air in the cockpit was blamed on the team of reindeer in front of them, but Santa had included an analysis on the food given to the deer as part of his new SMSs driven preflight risk assessment to avoid unpleasant “engine exhaust” scenarios, so he knew the TFE was lying. I nodded in sympathy and told him he should try the same unfortunate combination of factors in an enclosed JetRanger cockpit orbiting a call for an hour.



Santa added one last note. His many years of having a ‘jolly’ physique have given him diabetes. Between his diabetes and the TFE’s condition, the milk and cookies left for him significantly increase mission risk levels. He requested BBQ ribs for him and the fancy root beer in a glass bottle for the TFE (no alcohol please, Santa follows a strict 8 hours bottle-to-reigns policy). I will be sure to tell my kids that is what Santa wants this year.

To all of the ALEA members, Santa wants to extend the best of holiday wishes. He knows many of you will be flying along with him that night and he asks that you be extra safe so you can return home to your loved ones the next morning.

“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*

ALEA Online Meetings

The schedule for upcoming ALEA online meetings is below. Meetings are conducted though 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:

Tuesday, Jan 16, 2018

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

UAS:

Wednesday, Jan 17, 2018

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

Maintenance:

Tuesday, Jan 23, 2018

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

To receive meeting information and be added to the mailing list, send an email to:

safety@alea.org

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

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

Safe hunting,

Bryan 'MuGu' Smith

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