



The

Safety

Wire

November 2022

On The 18th of this month, we held our Aviation Safety Officer Online Meeting. We had a total of 19 individuals in attendance for the hour-long meeting/open discussion.

If you were unable to attend this meeting, I want to take this opportunity to shed some light on topics and discussions covered. The first topic we covered was aircraft supplies. We discussed what everyone thought was ample emergency and medical supplies. There was a bit of a consensus that there should be enough equipment/supplies for crew and possible victims if you do SAR or are carrying more than the normal crew load.

If money is an issue for the unit or agency, IFAK kits provided through the 1033 Program may be an option. You can get multiple kits through the program and they all come equipped with the essentials you should need in the event of a medical emergency. The subject of flying with some type of personal locator beacon (PLB), more specifically a Garmin inReach or some sort of tracking system for the aircraft was also discussed. Several options in use by those on the call were mentioned, all having good things to say about their particular equipment. Feel free to reach out to me and share your method for tracking or GPS locating.



The topic of volunteer TFO's came up and resulted in a good discussion. Does it work? Do



you do it? If so, how? If there is anyone out there using volunteer TFO's, please reach out to me as I would like to hear how your agency is making it work. I would think a key to that type of program is structure and currency. Many units use a part-time TFO program and pool from within the agency with certain stipulations. But if you run a strictly volunteer TFO program, I would like for you to reach of

to me specifically so I can get some answers for our members. Moving on, we next discussed cold weather gear. I know that for some states this may not be an issue, but everyone was interested in knowing if units provided this equipment and, if so, is it FR. This topic led to many different outlooks and opinions. Some agencies provide cold weather gear that is FR and some that is not. Some individuals purchase their own gear to make themselves as comfortable as possible while flying. If you have a nice flying jacket that you are using and want to recommend, please email me and I will put it out to the group. Our final topic we ended the day on was in-house training and how often it is done. We all know it might be hard at times to get everyone in the unit together to do some training. We need to make a conscious effort to consistently conduct in-house training on a variety of topics each training day. One key to this is developing a training calendar well in advance for the year and then do whatever it takes to stick to it. If you have multiple shifts and are unable to get everyone together, work on getting some material or training that you can do virtually. Remember to



document all training provided and who completed it. When training, you only get out what you put into it.

In closing, if you were not part of this meeting but have any input on the topics that were discussed, feel free to email me at safety@publicsafetyaviation.org . If you want to bring some training into your area not only for yourself but surrounding agencies, reach out to APSA to help facilitate a Safety Stand-To. This provides great training at no cost.

APSA conducts regularly scheduled online meetings for aviation safety officers, aircraft maintenance technicians, airborne SAR personnel, Natural Resource aviators and UAS operators via a videoconference 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:



Maintenance:

Wednesday, December 7, 2022

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

Natural Resources:

Wednesday, December 14, 2022

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

UAS:

Wednesday, January 11, 2023

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

Safety Officers:

Friday, January 20, 2023

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

SAR:

Wednesday, February 8, 2023

1:00 PM - 2:00 PM EDT (1700 UTC)

"The road to success and the road to failure are almost exactly the same."

~ Colin R. Davis

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.

Tail Rotor Failure In Flight