



The

Safety

Wire

December 2016

Twas 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."



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>

"Learning should be fun. If you don't have fun in aviation then you don't learn, and when learning stops, you die."

~ Pete Campbell



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 17, 2017

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

UAS:

Wednesday, Jan 25, 2017

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

Maintenance:

Tuesday, Jan 31, 2017

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

Resources

Safety Management International Collaboration

Group:

[http://www.skybrary.aero/index.php/Safety_Management_International_Collaboration_Group_\(SM_ICG\)](http://www.skybrary.aero/index.php/Safety_Management_International_Collaboration_Group_(SM_ICG))

USAF Avian Hazard Advisory System:

<http://www.usahas.com/> *(Thank you to David McVey for passing this on!)*

Police Aviation News - December:

<http://policeaviationnews.us4.list-manage2.com/track/click?u=e3f664fb1d0245baf07ab374f&id=e3dddb02ae&e=99ca-bea956>



“For they had learned that true safety was to be found in long previous training, and not in eloquent exhortations uttered when they were going into action.”

~ Thucydides

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: MD 369E
Injuries: 1 minor
NTSB#: GAA15LA217

http://www.nts.gov/layouts/ntsb.aviation/brief.aspx?ev_id=20150806X82855&key=1

The pilot reported that he was hovering over a lake at night while practicing water bucket operations. He was using the helicopter's landing light and newly installed movable searchlight positioned to shine underneath and toward the left side of the helicopter for

illumination. He reported that he was able to see the shoreline, horizon, and the texture on the water during these operations. He reported that, during the third load, he transitioned his sight "forward and inside to the instrument panel" and that, while he was scanning the instrument panel, he "noticed the rotor disk dipping toward the water." The main rotor blades then struck the water, followed by the helicopter impacting the water. The cockpit filled with water as the helicopter rolled upside down and began to sink. The pilot reported that, while he was egressing from the cockpit underwater, he felt his "helmet tug backwards and...realized the communications cord was still attached to the helicopter." The pilot removed his helmet, surfaced, and swam to the shore without further incident. The helicopter was recovered from the lake, and an examination of the helicopter revealed substantial damage to the fuselage, the main rotor system, and the tail boom. The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Currently, there are no federal or industry standards/requirements for helmet use in helicopters, or for helmet design and crashworthiness specifications when used in helicopters.

This model of helmet, with the Bose Corporation A20 system installed, did not have a quick disconnect assembly at the helmet, which would facilitate a clean break of the helmet from the intercom system (ICS) cord and the ICS receptacle.

The Transportation Safety Board of Canada has published an aviation safety advisory (2006) pertaining to the post-accident survivability of direct-to-airframe helicopter cord connections. The aviation safety advisory was based on a Messerschmitt-Bolkow-Blohm BO-105 accident (A05A0155) and states in part;

"After ditching or water impact, the occupants of a capsized helicopter are prone to disorientation. Therefore, unimpeded egress through any available exit is vital to survival. An attached communication cord that will not release cleanly may impede this egress."

MD Helicopters, Incorporated has released an operational safety notice, OSN2015-001 Helicopter Communication Cord Connection, and states in part;

"Use of an intermediate "pig-tail" communication cord can help to mitigate this safety hazard. Instead of plugging the helmet communication cord directly into the ICS receptacle, the helmet cord is instead plugged into one end of the intermediate cord, while the other end is plugged into the ICS receptacle. The helmet communication cord is then able to release cleanly from the intermediate cord receptacle as it is pulled in the direction of travel during egress."

Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to maintain altitude and a level attitude while hovering over water at night during an external load operation, which resulted in the helicopter's main rotor contacting the surface of the water.

Associated safety notice from MD Helicopters:

http://www.mdhelicopters.com/v2/opsafety/26729_OSN2015-001.pdf

Aircraft: Barrow One Easy
Injuries: 1 fatal
NTSB#: CEN15FA386

<http://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20150827X15359&AKey=1&RTYPE=Final&ITYPE=FA>

A witness recorded the airplane taxi from the ramp to the taxiway, and the video showed that the right side of the canopy appeared to be bouncing open slightly as the airplane taxied. A witness reported that, during departure, the airplane rocked side-to-side, and the controller reported that the airplane did not track a straight line during the takeoff and was flying erratically once airborne. Another witness reported that the canopy was open and that the pilot was clearly visible with no glass over his head during the takeoff. An airport security video captured the airplane on the downwind leg when it made a 180-degree turn back to the departure runway, banked in excess of 90 degrees, then rapidly dropped and impacted terrain. However, the video did not provide a detailed view of the canopy. A postcrash fire erupted. The fire consumed a majority of the composite airplane; therefore, a detailed examination of the canopy hinge and locking system was not possible. However, the erratic flying and turn toward the airport just after takeoff is consistent with the pilot's loss of control while trying to make an emergency return to the airport after the canopy opened in flight.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of airplane control due to his diverted attention to the canopy opening in flight.

Aircraft: Cessna 172
Injuries: 1 fatal
NTSB#: CEN15FA278

<http://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20150619X00546&AKey=1&RTYPE=Final&ITYPE=FA>

On June 19, 2015, about 1715 central daylight time, a Cessna 172 airplane, N5743A, impacted terrain during takeoff following a touch and go on runway 23 at the Shreveport Downtown Airport (DTN), near Shreveport, Louisiana. The commercial pilot who was the sole occupant was fatally injured. The airplane sustained substantial wing and fuselage damage. The airplane was registered to and operated by Bag Flying Club Inc. under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Day visual flight rules conditions prevailed for the flight, which did not operate on a flight plan. The local flight originated from DTN at time unknown.

The airplane had been observed performing touch and go landings at DTN. An air traffic controller cleared the airplane to perform a touch and go landing on runway 23. During the accident takeoff, the airplane was observed in a nose high attitude. The National Transportation Safety Board investigator in charge listened to a recording of the tower communications and the pilot representing N5743A made an abbreviated radio call indicating that he was returning. The controller subsequently saw the airplane rolled to the left, nosed over, and impacted the ground left wing first. The airplane cartwheeled on its nose and came to rest pointing back towards the departure runway. The controller subsequently made emergency response notifications, and first responders went to the accident site. A liquid consistent with aviation gasoline was found leaking from the left wing, which had partially separated from its fuselage. First responders stopped the fuel tank's leak.

The airplane was equipped with lap belts and it did not have any shoulder harnesses. First responders found the pilot's upper torso, arms, and head were resting on the eyebrow molding over the instrument panel. The pilot sustained injuries that were consistent with unrestrained forward impact with the control yoke. No medical issues were identified with the pilot that would have contributed to the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of airplane control during initial climb after takeoff for reasons that could not be determined because an examination of the airframe and engine did not reveal any preimpact anomalies.

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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