

AIRBORNE PUBLIC SAFETY ASSOCIATION



The

Safety

Wire

December 2020

IS THE GLASS HALF EMPTY OR HALF FULL?

I once heard a joke about an engineer responding that the glass is just too big. Well, our 2020 glass is full, just not full of what we want it to be filled with. Time for a new glass! But, before we throw it away, I think it is the time of year to be positive and remember what good has come out of this year. As public safety professionals, we do our best work in the face of adversity. This year has highlighted how we shine the brightest during the darkest times. I personally want to thank the APSA staff for all of the work they have done to continue to improve our industry in spite of the challenging conditions. I consider all of the additional webinars and outreach as gifts to be thankful for during this holiday season.

In that spirit, I asked the online safety officer group what 'gifts' they had received over the years in terms of quotes or advice that they would like to pass on to everyone else for the holidays. With these little gifts, I'd like to wish you all a safe and happy holiday season.

1. The day you believe you know everything there is to know about aviation, stop flying.
2. The perseverance, determination, passion and love that you place daily on the mission entrusted to you will be the key to being better and thus promoting a culture of safety in the unit.
3. Don't touch the dusty ones – (advice to a pilot transitioning to a new aircraft about which switches to use)

4. A piece of advice that my father offered me back in high school when I was about to get my first motorcycle was, "When you think you're the master of the motorcycle, it's going to throw you off!!!" He was right! (That's a whole other story.) I transferred that into my aviation career to remind me that I will never be the master of the aircraft and that I need to keep myself humble and in a state of constant learning.
5. From *Top Gun*, "A good pilot always evaluates what has happened, so they can apply what they have learned." No matter how long you've been flying, evaluate each flight. There is always a lesson to be learned or something could have been done better. The day you have that 'perfect' flight, should probably be the day you retire from aviation.

Two people mentioned this quote!!

6. Towards the end of the movie, Tom Skerritt (Viper) says to Tom Cruise (Maverick), "A good pilot is compelled to always evaluate what's happened, so he can apply what he's learned." Some of the best advice I've ever heard (and an underused *Top Gun* quote).
7. When you begin to understand that you do not understand, you begin to understand.
8. Mix ignorance with arrogance at low altitude and the results are almost guaranteed to be spectacular (credited to Bruce Landsberg, AOPA Safety Foundation).
9. Young aviators ask, "Can we do this?" We can do anything we want, but when something goes wrong, we have to be able to explain what we were doing and why we were doing it. So, it boils down to: If there is no need for us to be doing this (i.e., flying really low), then why are we going to do it?
10. We never rush to the aircraft. We shut off our portable radios during that walk so we don't get amped up and mess up a checklist. The pilot won't listen to the police radio until he's out of the pattern, all he needs is a direction to travel initially from the TFO.
11. Always remember that all of us, at one point in time, were the new kid on the block; the eager person with tremendous desire, but no practical knowledge. We were guided and mentored by someone. Honor that person(s) by BEING that person for the next 'new kid' coming up. Always keep learning. My father is a retired machinist. His words of wisdom to me, which apply in all disciplines, are, "Listen to and strive to be the person with 30 years of experience. Beware of and don't be the one with one year of experience, times 30 years."



*"The inexperienced pilot pushes on in adverse conditions...
When the more experienced pilot turns back...
To join the most experienced pilot,
who never took off in the first place."*

~Unknown

Ghost of Christmas Past - The Holiday FRAT

HAZARD	RISK SCORE
YOUR FAMILY AT YOUR HOUSE > 3 DAYS	+5
IN-LAWS AT YOUR HOUSE > 3 DAYS	+10
EGG NOG + LACTOSE INTOLERANCE – DOORS OFF	+2
EGG NOG + LACTOSE INTOLERANCE – DOORS ON	+12
"JINGLE BELLS" SONG STUCK IN HEAD > 4 HOURS	+8
MISSING HOLIDAY CELEBRATION TO COVER A SHIFT	+10
KID'S CHRISTMAS LIST IS BIGGER THIS YEAR – PAYCHECK IS NOT	+14
DIET IN LAST 24 HOURS MAINLY COMPOSED OF CANDY CANES, PIE AND HALLOWEEN CANDY STOLEN FROM YOUR CHILDREN	+15
SALE ON LASER LIGHT CHRISTMAS DECORATIONS IN YOUR AREA	+5
LEFTOVER THANKSGIVING TURKEY SMELLS FUNNY...BUT YOU'RE HUNGRY FOR TURKEY	+18
A LATE CALL WHEN YOU WERE TRYING TO GET OFF EARLY TO GO TO YOUR KID'S HOLIDAY PERFORMANCE AT SCHOOL	+126
THE SANTA YOU WERE ASKED TO FLY TO A STATIC DISPLAY SMELLS LIKE BOURBON	+10
"WINTER WONDERLAND" WEATHER AT 3AM ON A CALLOUT	+15
TCAS DOES NOT PICK UP FLYING REINDEER	+12

HOLIDAY MEALS HAVE EXCEEDED THE RANGE OF THE VELCRO WAIST STRAPS ON YOUR FLIGHTSUIT	+18
KIDS WOKE YOU UP AT 4:30AM BECAUSE "SANTA WAS HERE!!!"	+20
TFO WEARS SANTA HAT INSTEAD OF HELMET	+1
SPENT THE DAY ASSEMBLING TOYS INSTEAD OF GETTING SLEEP FOR YOUR SHIFT	+45
BODY IS AT WORK, MIND IS AT HOME BY THE FIREPLACE	+100
YOU DID NOT LAUGH AT ANY OF THESE	+1000

ONLINE MEETINGS

APSA conducts regularly scheduled online meetings for safety officers, maintenance technicians, SAR personnel, and UAS operators 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.



UAS:

Wednesday, Jan 13, 2021
1:00 PM - 2:00 PM EST (1800 UTC)

Safety Officers:

Friday, Jan 29, 2021
1:00 PM – 2:00 PM EST (1800 UTC)

SAR:

Wednesday, Feb 10, 2021
1:00 PM – 2:00 PM EST (1800 UTC)

Maintenance:

Wednesday, Feb 24, 2021
1:00 PM - 2:00 PM EST (1800 UTC)

Natural Resource Officers:

Wednesday, Mar 31, 2021
1:00 PM – 2:00 PM EDT (1700 UTC)

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.

You are at work and just remembered you forgot to move the stupid Elf on a Shelf for your kids.

“Never stop being a kid. Never stop feeling and seeing and being excited with great things like air and engines and sounds of sunlight within you. Wear your little mask if you must to protect you from the world but if you let that kid disappear you are grown up and you are dead.”

~Richard Bach

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: Bell 206
Injuries: 2 Fatal
NTSB#: WPR15FA072

<https://data.nts.gov/carol-reppen/api/Aviation/ReportMain/GenerateNewestReport/90554/pdf>

The helicopter was on a visual flight rules (VFR) repositioning flight in preparation for providing contracted air support capability to the local sheriff's office the next day. The operator reported that the helicopter did not arrive at the intended destination, and the wreckage was located 29 miles north of the intended destination. The helicopter was

fragmented into multiple pieces along a 174-ft debris path. Ground scars and wreckage distribution were consistent with collision with terrain while in forward flight. The observations from a weather station located 3 miles east-southeast of the accident site indicated ceilings less than 500 ft and visibility less than 1 mile were likely at the time of the accident. The relative humidity had



rapidly increased above 90 percent immediately before the accident, which would be indicative of cloud cover and mist at or near the surface. Witnesses living in the local area reported that the visibility at ground level was very limited, with low clouds and fog. Observations near the destination showed lowered visibility and low ceilings as the rain moved eastward through the accident area. Gusty winds ahead of the lowering ceilings would have likely created low-level wind shear. The operator's flight data monitoring system indicated that the helicopter was flying along an interstate about 300 ft above ground level (agl), which decreased to about 200 ft agl, likely as the visibility was reduced. However, the last recorded points indicated that the helicopter had climbed to about 500 ft agl, and was no longer tracking the interstate. It is likely that the VFR flight encountered instrument meteorological conditions, and the pilot was trying to maneuver to an area with greater visibility when the helicopter collided with terrain.

Weather information available to the pilot before takeoff showed a cold front between the departure airport and destination, with forecasted low clouds, rain, ceilings below 600 ft, and gusty winds associated with that front. It was the pilot's responsibility to review the weather before all Part 91 flights; the chief pilot was not required to review the conditions with the pilot for such flights. Had the pilot conducted thorough preflight planning, he should have identified the deteriorating weather conditions and recognized that he could not complete the VFR flight.

Aircraft: Cessna T206

Injuries: None

NTSB#: GAA19CA372

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/99708/pdf>

The pilot reported that, during the preflight inspection and after a passenger had entered the airplane, he ensured that the rear cargo portion of the right cabin door, which also had a forward passenger portion adjacent to the second row of passenger seats, was secure. After completing the preflight inspection, the pilot entered the

airplane and saw the passenger close and latch the forward portion of the right door. He then saw the passenger, who was seated in the right, rear passenger seat, struggling with the seatbelt, which passed between the seat and the right cargo door. The pilot suggested that the passenger switch seats, and the passenger moved to the left, rear passenger seat and fastened his seatbelt.

The pilot reported that, during the flight, while maneuvering and descending to 1,600 ft mean sea level, he banked left and then heard a "brief whistle," followed by a "loud boom." He looked behind him and saw that both portions of the right cabin door were open. He returned to the departure airport without further incident. The airplane sustained substantial damage to the fuselage.

Postaccident examination of the airplane revealed red paint transfer marks on the forward portion of the door from the rear portion door latch, and both door sections could be opened if the latch for the rear door was open. The pilot reported that he believed that the right, rear passenger seatbelt "must have pulled on the [rear] door latch enough to dislodge it." He added that the red paint transfer mark was not there before the flight.

*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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