



Maritime Helicopters

February 2016 Quality & Safety Notes

The Big Fix it List

Since the Quality portion of the Quality and Safety Department finished up the 2015 Audits, we have been working on solutions to the various findings and observations which we noted as we traveled around the very large, Maritime Helicopters footprint. As we continue looking at corrective actions, I'd like everyone to remember that whether we make changes for Government Compliance, Customer Requirements, or our own Internal Improvement, it is US that makes the changes. I've worked for the Army, DoD, and a couple of LARGE corporations, and it was always hard to make changes because it was always a great bureaucracy that had to weigh in. Well, we have the perfectly sized company to be nimble enough to make changes in our processes as long as we remember that we can all make the suggestions for corrective action!!! As you read through this month's Safety Notes, if you have ideas for improvement, please share them!

Forklift Training

We've been a little remiss on training on the Forklifts. Right now the only two forklifts are in Fairbanks and Valdez. Last month we covered the skid steer and had a good response on those who went through the OSHA slides. This month, since there is such a wealth of good training online, I'd like those that have opportunity to work with the forklifts to watch the following video on forklift operation and safety and then demonstrate your proficiency in forklift operation by...

- A. In Fairbanks, have Isaac run you through a quick practical test (Isaac will do the training records)
- B. In Valdez, Please take the time to do a self "check-out" between pilot and mechanic
- C. When you send your completion forms back to Jessica, please make the note "FORKLIFT" by your signature on the form. (I will keep the Valdez personnel/training record here with Isaac)
- D. If you are not working at Fairbanks or Homer on a regular basis, but MIGHT? Please comply as above.

Here is the video!

https://www.youtube.com/watch?v=a8Z2pYXI_hc

If this system works, we'll just rotate the videos and check out everyone on a regular basis. The minimum interval for OSHA is THREE (3) years or any change in equipment. We need to also make sure that the period maintenance checks are being completed per Larry Alley's guidance.

I'm keeping the note on Ladders at the Alyeska sites for at least another month.

Ladders at Alyeska Sites

I need to remind everyone who works the Alyeska contract again after a call from their safety rep. When ladders are not in use in the Alyeska facilities, please ensure that the bungies or ropes which secure them to the wall so they don't fall, are properly used. This is their policy and since they are the customer, they win. Make sure the ladders are secured!



Emergency Response Preparedness

One of the foundations of the Safety Management System here is the Emergency Response Plan (ERP) Manual. It has a lot of information on what to do in the case of various classes of emergencies which can confront us...from a downed aircraft to a bomb threat. I will send the ERP Manual as an attachment to a separate email, in case not everyone already has it on their desktop at work! But just as I mentioned in the first note, **WE** must all ensure that our ERP fits our own particular worksite. Alaska is not an easy place to have a one-size-fits-all ERP. I'd like to challenge everyone to take a look at their particular job site and see if your ERP can be improved. Go through the following checklist and add to it as necessary.

- ✓ **Are all contact numbers up-to-date? Fire? Police? Medical?**
- ✓ **Are flight plans being filed whether local/Maritime or FAA?**
- ✓ **Does your site have someone watching the SkyConnect? Can your mechanic watch it while you are out flying? (Call Dave Buzga if not!)**
- ✓ **When you leave in a company vehicle for an extended trip, do you file a verbal "trip plan" with a coworker? (Pipeline driving? Homer to Nikiski?)**
- ✓ **If you are in a "Working Alone" situation, have you made it a habit of contacting a coworker or supervisor on a regular basis?**
- ✓ **Do you have the Alaska Department of Environmental Compliance, Spill Poster up at your site? (If not, Contact the Safety Manager!)**
- ✓ **What Spill control items might be needed at your site? (you have to think the worst on this one. What if an aircraft fuel cell burst right now?)**
- ✓ **Are your First Aid kits up to date and adequate? (we've been working on these, but some of the remote sites may need attention) We'll cover First Aid kits in another month.**
- ✓ **(ESPECIALLY AT REMOTE SITES) Have you and your coworker/s played the What IF? game on emergencies which could happen?**

Incident Reporting

Ground Occurrence Reports & Flight Irregularity Reports

□

There are just two incidents which we need to discuss this month. One Flight Irregularity and one Ground Occurrence Report. But both of these will bring us back to the fact that WE will need to be more participative in the corrective actions stemming from these incidents.

Mistakes Happen, But What Next? (FIR)

During a training flight, the instructor had the right seat pilot of the Bell 206 enter a practice autorotation. The right seat pilot entered a normal autorotation and then, at 300 feet AGL, rolled the throttle back on for a power recovery and stated "Throttle Full". During pitch-pull for recovery, the instructor noticed the torque climbing to 100% and so restricted the pilot from pulling any more collective. This power was insufficient to continue flight and so the aircraft landed harder than normal, yet level, on a flat stretch of beach. There was damage to the aircraft skids. The aircraft was shut down, and maintenance notified, at which time, the aircraft was flown back to base.

(Safety/Operations comments)-While this incident seems simple enough for discussion of the instructor's actions during the autorotation. The lessons learned being to 1. Ensure that the throttle is at 100% upon recovery 2. A transient overtorque could be preferential to an unplanned touchdown. 3. Power recovery maneuvers are tricky!

However, the lesson learned for the future here is in addressing what happened AFTER the hard landing. The General Operations Manual (GoM) states:

1. The PIC shall notify either Management or Management Delegates before any further actions if –
 - a) There are any missing required flight items, or
 - b) The flight cannot be completed before the next scheduled inspection time or expiration of a deferred maintenance item, or
 - c) There are any uncorrected aircraft discrepancies

(Continued)

This speaks to the concept of Operational Control. If you read chapter 2 of the GoM it is easy to see that the Tier I level operational control must be notified if the aircraft falls into the a, b, or c. category. Also, in Chapter 5, the GoM states that anyone exercising Operational Control (PiC or Otherwise) on behalf of Maritime and declares an emergency must likewise notify the Director of Operations or Chief Pilot ASAP.

*Just putting it simply, just as when your daily risk assessment values takes you out of the Tier II Operational Control approval authority as a PiC, when something out of the ordinary affects aircraft or crew the you **must** contact the Tier II Control Authority, which is The Director of Operations, Chief Pilot, or anyone designated Assistant Chief Pilot.*

Grease Is Cheap!!! (GOR)

During a recent teardown of the Main Rotor Hub/Yoke/Trunnion Assembly, some major Brinelling was found in the surface where roller bearings travel. You can ask your mechanics where you are, but that's a lot of money. That rotor hub had 1033 hours...



Brinelling /'brɪnəlɪŋ/ is the permanent indentation of a hard surface. It is named after the Brinell scale of hardness, in which a small ball is pushed against a hard surface at a preset level of force, and the depth and diameter of the mark indicates the Brinell hardness of the surface.

If you want to see a rotor hub/yoke with over 3,000 hours, it looks like this.



The Maintenance Department is looking into the lubrication & purge cycles as possible reasons for this early damage to this component. **Our procedures are going to change because as the title of this note says..**

Grease Is Cheap!

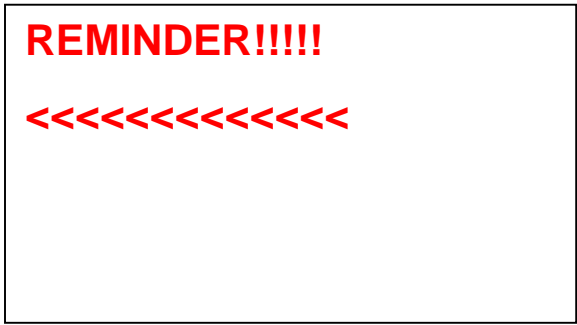
Emergency Eyewash Stations

Here in Fairbanks, I have just completed the six month drain, flush and fill of the emergency eyewash stations. Can someone at each site go ahead and check the eyewash stations for no greater than 6 months on “fill and addition of the eyewash sterile/anti-fungal additive? Or, if you are using the eyewash bottles, just do a quick date check for expiration. I’ll continue to check these as I get around the state, but since most of them were done in August or September, now is a good time to check them out.

SDS Info (Yes, I’m keeping this Safety Note, too!)

<https://www.3eonline.com/eeeOnlinePortal/DesktopDefault.aspx>

I’m still not certain everyone has our Safety Data Sheet access on their desktops. Remember, you can remove the old MSDS Books at your sites (just chuck ‘em!)



See you next month!

Dennis

Dennis S. Busch

Quality and Safety Manager

safety@maritimehelicopters.com



1915 Donald Ave

Fairbanks, AK 99701

Tel 907.452-1197

Cell 907.750-9548

Fax 907.452-4539