



Maritime Helicopters

“End of June” 2017 Quality & Safety Notes



Mid-Summer Update

Mid-Summer! Barbeques! Great weather! No snowshoes in the aircraft! A Bose Headset, Shorts and Flip Flops to go flying! Okay, I exaggerated a bit at the end there. But let's not get complacent with all this nice weather. We still want to make sure that we are getting good weather reports, filing company, customer, or FAA Flight Plans, and doing our paperwork at the end of the flight. A few QUALITY checks of aircraft logbooks have shown that not a lot of power checks are being completed and that the proper care for the logging of maintenance times is not being taken.

Emergency Response Plans

Correction from last month: The hangar at Kodiak *has* internet and the ability to watch the aircraft on SkyConnect. Thus, the mechanic on duty should be able to track the aircraft while out working. That doesn't mean that the rest of us with SkyTracker accounts shouldn't be helping out and watching all the aircraft.

Changes to ERP Manual, specifically the Emergency Response Checklist. We're adding a page three to the ERP Checklist. Essentially, it will be a temporary or remote area checklist to allow pilots and crew to have a worksheet to give a look at your surroundings in the field, and fill in the blanks for *your* individual ERP contacts for an area outside of normal contact channels. An example for this would be the summer work for Exxon up at Pt Thompson this summer. We'll have the crews look at how the Exxon-Maritime Response Plans fit together and then have a document to share between Maritime and Exxon managers. Definitely a work in progress, but please take a look and see if there are items that you would change or add to.

One note, if you are still stationed at one of our regular bases, you can just continue printing the first two pages of the ERP Checklist and tacking them next to your phone.

MH Emergency Pocket Checklist v.17

•**Start Log**

•**Initial Report-Contact Manager on Duty**

Director of Operations: Bob Fell, 907-227-7602
Chief Pilot: Dave Jones, 907-388-8390

•**Alert-Senior Management**

Director of Operations: Bob Fell, 907-227-7602
Chief Pilot: Dave Jones, 907-388-8390

•**Subsequent Alerts if Event is Significant**

Director of Maintenance: Steve Slade, 720-413-9835
Assistant Chief Pilot: Dave Buzga, 208-596-9076
Safety Manager: Dennis Busch 907-750-9548

•**Notification of Client-Director of Operations shall notify**

Identify and notify client representative

•**Notification of Authorities-Director of Operations shall notify**

FAA Comm. Center Duty Officer: 907-271-2000
FAA POI Mathew Dahl: 907-209-0833
FAA PMI David Fredrick: 907-790-7305
NTSB: 907-271-5001

•**Post Alert Duties and Responsibilities-Manager on Duty**

Keep flight operations running.
Establish permanent communications with accident site

•**Emergency Response Center Procedures**

Members will assemble at MH principal base

•**GO TEAM Established**

•**First Person Procedures at Accident Scene**

Action Priorities: care of injured, preserve wreckage & cargo

Secure flight and maintenance records
Establish contact with Manager on Duty-Bob Fell/Dave Jones

•**Communications**

All communication will be through Bob Fell/Dave Jones

Note: All statements to the press will only be through the President or Senior Representative of the GO Team

•**Required Reports filed by Director of Operations**

DOD - Immediate if on DOD contract, next business day otherwise

U.S. Department of State - Passenger Report (within 3 hours)

FAA - Mechanical Reliability Report (within 3 days)

NTSB Form 6120.1 or 7120.2 (within 10 days)

NTSB - submit to Director, Family Support Services (upon request)

Obtain Pilot and Witness Statements

DOD Contract Reporting: HQ AMC Command Center @ Scott AFB Illinois 618-229-0360

DOD Next Business Day Reporting: Duty Officer, USTRANSCOM, Scott AFB Illinois (616-402-2369) **and to** HQ AMC/A3B (618-229-4801 or 4343)

NTSB National Transportation Safety Board Office (7-5) 907-271-5001

FAA Regional Operations Center (24 hrs.) 907-271-5936

USCG Rescue Coordination Center: 907-463-2000

ANG Air National Guard Alaska Rescue Coordination Center: 907-428-7230

Natl' Parks in AK Dispatch 907-683-9555

KNP - King Salmon Natl' Park Office (8-5) 907-246-3305

LCNP ANC Lake Clark Natl' Park Office (8-5) 907-644-3626, Chief Ranger Carin Farley 907-644-3647

Alaska Fish & Wildlife Protection Division (Kodiak) 907-486-4761

State Troopers: Anchor Pt/Homer 235-8239; Kodiak 486-4121; King Salmon 246-3464; Anchorage 269-5511; Fairbanks 451-5100; Valdez 835-4307; Glennallen 822-3263; Coldfoot 678-5211

Homer Police Dept.: 235-3150

Fairbanks Police Dept.: 450-6500

Homer Airport

Airport Mgr. (Kevin Jones) 235-5217of, 399-4069c

ARFF/Maint. Crew 235-4394, 399-7886

Homer Flight Service 235-8550

MHI HELICOPTER SAT PHONE NUMBERS

N193AL	011-8816-2347-5252
N304MH	011-8816-5147-4518
N305MH	011-8816-5147-3084
N306MH	011-8816-5147-6601
N307MH	011-8816-2347-5428
N308MH	011-8816-5147-3007
N309MH	011-8816-5147-2999
N312MH	011-8816-2249-4799
N314MH	011-8816-2347-5344
N316MH	011-8816-2346-6521
N326MH	011-8816-2244-6282
N327MH	011-8816-2244-6323
N328MH	001-8816-5148-4760
N405LP	011-8816-5146-7719
N407PA	011-8816-2249-4876
N407RH	011-8816-2249-9809
N618AC	011-8816-2346-6275

MH Emergency Pocket Checklist v.17

- (Remote Area Supplement)
- Many worksites in Alaska may not have conventional access to Telephone/Cellphone. (Radio? Sat Phone?)
- Contacts on the ERP Pocket Checklist may not be available
- Fill out this checklist when establishing new base of operations to document ERP contacts.
- These contacts should be for local use and for immediate notification. In the case of incident/accident, once Maritime Operations has been notified, onsite personnel will take direction from Maritime Operations.

Customer Contacts & Contact Method

Flight Following _____

(PH#/Frequency)

Safety Official _____

(PH#/Frequency)

Contracting Official _____

(PH#/Frequency)

Local Law Enforcement/Rescue (VPSO/Contract Security/Fire)

VPSO/Law Enforcement _____

(PH#/Frequency)

Local Fire/Rescue _____

(PH#/Frequency)

ERP Info to be shared with Customer:

Satellite Phone number of Aircraft: _____

Maritime Director of Operations: Bob Fell 907-227-7602

Maritime Chief Pilot: Dave Jones 907-388-8390

Maritime Assistant Chief Pilot: Dave Buzga 907-596-9076

Maritime Quality & Safety Manager: Dennis Busch-907-750-9548

Maritime Offices: Homer 907-235-7771/Fairbanks 907-452-1197

Gap Analysis should be performed with each new working relationship. Bridging the gaps between customer procedures and Maritime Procedures should be of primary concern between Pilot, Mechanic, and Customer's procedures.

Aircraft will generally be considered overdue at 30 minutes after scheduled arrival. The use of the Honeywell SkyTracker , customer flight following center, or prearranged arrival time with the on duty mechanic are all methods that can be used to establish arrival times.

✓ Gap Analysis Notes

Just in case the intent was lost here, I had the Chief Pilot go ahead and fill out the remote area supplement page for the work for Exxon in the B412 this summer. I hope this helps. There isn't an exact right answer for filling it in, other than to bring to mind, the information you need, should you ever need it!

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Customer Contacts & Contact Method

Flight Following Exxon Mobile Auv Logistics Coord
(907) 685-3551/3588
122.9 if close to PAAD (PH#/Frequency)

Safety Official Dennis Busch (None @
work location) (PH#/Frequency)

Contracting Official N/A
 _____ (PH#/Frequency)

Local Law Enforcement/Rescue (VPSO/Contract Security/Fire)

VPSO/Law Enforcement North Slope Borough Police
(907) 659-2515 (PH#/Frequency)

Local Fire/Rescue PASC ARFF (Only Available when
FSS is open)
(907) 659-2553 (PH#/Frequency)

ERP Info to be shared with Customer:

Satellite Phone number of Aircraft: (N328MH) 011-8816-5148-4760

Maritime Director of Operations: Bob Fell 907-227-7602

Maritime Chief Pilot: Dave Jones 907-388-8390

Maritime Assistant Chief Pilot: Dave Buzga 907-596-9076

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✓ Gap Analysis Notes

- Considered overdue After 5 minutes
- Pax Manifest emailed to Mark.Ouellette@exxonmobile.com
- Neil.Ex@exxonmobile.com
- FTT FOLLOWING CALLS
 - Prior to Departure
 - Every 30 minutes enroute.
 - AFTER Ldg
- FTT FOLLOWING CALL
 - Aftt Call Sign
 - Persons on Board
 - Fuel on board
 - Position
 - ETA Next Point
 - Any Diversions

Bell Messages (Tail Rotor Blade Preflight Check)

These are not new inspections, but simply emphasis areas which Bell is putting out due to a recent event. Please follow the hyperlinks and make this part of your detailed preflight items. There is a link for both the 206 and the 407 Tail Rotors

https://www.bellcustomer.com/files/Storage/OSN_206L-17-52.pdf

http://www.bellcustomer.com/files/Storage/OSN_407-17-21.pdf

Cold Gas Venting

For those of you flying off the Coast on any of the oil platforms, the BSEE (Bureau of Safety and Environmental Enforcement) has put out a message regarding the dangers of Cold Gas Venting from drilling or "off gassing" operations which can cause additional risk for helicopters flying in the vicinity. The origins of this message came from the two incidents listed below.

Two helicopter incidents (2011 and 2013) which resulted when methane gas was vented from a facility and ingested into the turboshaft engines of the helicopters during takeoff; resulting in the ditching of the two aircraft.

- The 2011 incident (NTSB-CEN11LA252⁵) involved a Bell 206L-3, N32041 at Main Pass 61A on March 24th, resulting in the helicopter engine losing power after the pilot heard a loud bang. The pilot performed a successful autorotation to the water. The occupants escaped with minor injuries. The NTSB attributed this incident to engine compressor stalling resulting from ingesting methane gas during takeoff.
- The 2013 incident (NTSB CEN13FA491⁶) involved a Bell 407, N53LP, at Ship Shoal 208H on August 13th, where shortly after takeoff the pilot reported hearing a loud bang and then losing engine power. The pilot executed a successful water entry. All occupants exited with only minor injuries. The exact cause of this accident remains undetermined, but records indicate that the facility involved vented significant amounts of methane throughout the day of the accident.

Although this is a pretty huge area of study, it might help for all of us in the Oil & Gas Support business to know a little about. I'll include the link to the National Transportation Safety Board version of this message which at least has some useful picture of a typical off-gassing flare boom. At any rate, suffice it to say, that if you know or suspect that if scheduled or unscheduled off-gassing is going on (yes, I know that methane is invisible) that I would question the Landing Deck Safety Officer about the safety of helicopter operations in the area.

<https://www.nts.gov/safety/safety-recs/reclatters/A-14-069-070.pdf>

And if you **REALLY** have time on your hands?

<https://www.bsee.gov/sites/bsee.gov/files/tap-technical-assessment-program//study-of-effects-of-combustible-gas-on-helicopter-operations.pdf>

OLD BUSINESS

Vehicle Walk Arouns

Have you done your vehicle walk-around??? I just checked out the 2011 Chevy truck in Fairbanks and noticed a shimmy in the front left tire. If you find something, say something!



Not new, but still relevant! Station Audit Checklists

The “new” station audit checklists are still working great for most stations. Please remember that each time you come on shift to take the time to go through the station checklist, see if you need any assistance and then send the checklist to me. Continue sending them to me at...

safety@maritimehelicopters.com or fax them to Fairbanks office at 907-452-4539

Incident Reporting June

FIR: ALL MONTH LONG! Bell 407, N407RH (FADEC Faults)

Okay, let's get something straight right out of the blocks! We need to track ALL the Fight Irregularities even if they are seemingly redundant. Even if it is a fault that seems innocuous but you know is a maintenance issue and you think you can “live with it”, please write it up. Many of the FIRs this year have come from the FADEC issues of N407RH. It has had intermittent problems which have now been fixed, causing a series of FADEC degrades and start issues. Had maintenance known all the details, we would have sent the Olympic Maintenance Team or called the President of Bell Helicopters, or summoned Zeus for goodness sakes!

At any rate, 407RH has had several FIRs this month, all having to do with the Engine FADEC. The indications were general, but not every time, a single FADEC Degradate light right after engine start. On some occasions, the Start Fault was illuminated during the start. The aircraft was moved from the field, back to Fairbanks and eventually, the troubleshooting led to the NG Pickup, which was replaced.

There are two points here. The FIRs that are submitted pretty much have to be for every event if maintenance is going to make good decisions on fixes. And then, the information has to be accurate! If you are having a maintenance issue, a correct reflection of the actual cockpit indications is crucial!

GOR: Bell 206L3 N307MH (Tail Rotor Driveshaft Hardware)

The torque check on the Tail Rotor Driveshaft hardware was being performed 13.2 hours after the A0054 Inspection. The mechanic doing the torque check noted that one of the three bolts on the driveshaft flex pack was actually loose. There was no damage found and the hardware “held torque” after being torqued properly. Maintenance lead was informed and a records check was performed. Indications are that the torque after reassembly was not performed properly, possibly due to “rushing” on a day when several aircraft were in the hangar for scheduled maintenance.

There is never a reason to rush maintenance past the time it takes to do it right the first time! If you do something wrong the first time because you are rushed, when are you ever going to find the time to redo the job???



LAST SAFETY ALERT!
Mid-Summer! Don't be eaten by a bear!

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