



Maritime Helicopters

June 2018/2nd Quarter Quality & Safety Notes



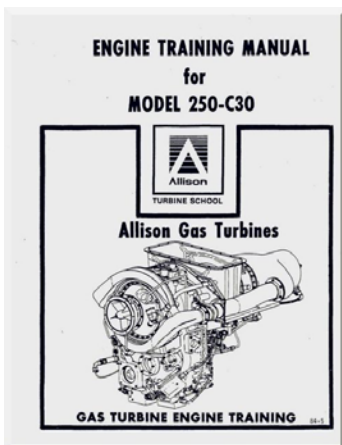
Spring Cleaning

The Safety Notes have been missing for a couple of months while I did a bit of extra flying, but now we've got all the summer season help here and I might have a moment or two to recap the last few months! There were a few items that got left behind over the course of a busy winter. Checking some aircraft logbooks in anticipation of some more external audits, we've found some errors, including the fact that we're getting lazy on engine power checks. (We'll cover that topic here in a bit). It seems like we have some work to do on our sling and bucket equipment before the busy summer season starts. And our own internal auditing needs some sprucing up. Valdez, Kodiak, & the Glenallen Response base crews are excelling at getting their monthly station audits back to me (Thank-You!) Some of the other sites, not so excellent!

Let's get started on some spring cleaning!

Engine Power Checks

Back in March, we discussed the general lack of consistency in performing engine power checks on the aircraft. We're improving, but there are still a lot of power checks that are not being done on a regular basis. If there is any confusion on how and when these checks are to be done, please talk to Dave or Dave or Steve!





A Family of Pigs

Without naming names or places, we need to get control on the cleanliness of our living spaces! Several complaints lately about one of us having to move out of one of the apartments on short notice and leaving a trail of epic destruction in the wake of the departure. Part of the helicopter business is this odd, communal living which we all have to share in. But we have it pretty good. This isn't Nigeria or Kazakhstan with barracks-style accommodations. Try to be a good neighbor with all the common areas and if you have to leave a room on short notice, let somebody know! Jessica or Larry in Fairbanks and Becky in Homer are in contact with the housekeeping people several times a week and can help out. But don't leave a pig sty!

Mechanic Toolbox Talk



A certain paint booth was redone to fix some earlier, much more flammable issues! Nice heat lamps, nice METAL drying table. All in all a success. Thanks for making a safer work environment!

Incident Reporting for April-June

FIR: 201807, 5/5/2018/1330: Bell 206L4, (Customer Intoxicated-Unruly behavior)

This time we're not going to go into gory details, but suffice it to say that our unruly passenger is back and getting on the helicopter after drinking alcohol...probably LOTS of alcohol. We all have to be extremely vigilant to not let anyone intoxicated board our aircraft. This individual likes unbuckling his seatbelt and opening the cabin door in flight.

Careful, Fella!

FIR 201808, 4/26/2018/1400: Bell 206 L4 (Engine Torque Fluctuations/Governor Fail)

During pattern flight, at 70% Torque, there was a torque fluctuation of 5% without moving the collective. The TOT was oscillating along with the Torque approx. 20 Degrees. Removed Governor and Replaced with serviceable Governor and Ops checked normal.

Many times with a partial failure or erratic behavior of an engine proves the old adage that "These aircraft have never read the operators manual". Aircraft emergencies, very often do not follow the book! Surprise! If you have fluctuating engine power (Torque, Temp, AND NG), then you really have to perform maneuvers with less power (careful collective changes), watch for exceedances and return the horse back to the stable for repairs!

FIR 201809, 6/12/2018/1000: Bell 206 L4 (Truck blocking Taxiway)

When taking off along taxiway, a UPS Truck stopped on the taxiway block about 1/4 of the taxiway. Aircraft maneuvered around truck but pilot felt that this was an inappropriate place to park a truck. The individuals involved contacted the company and worked out how to "share the road".

This is Alaska so many time, on our small airfields, there are a lot of different entities sharing space. It's good when we can work out things on an individual basis when we can. A new FEDEX driver recently started here in Fairbanks and parked in front of the hangar on the airfield side of Metro Field. Most of the time, it is best to just educated the public.

GOR 201806, 4/17/2018/2000: (Bell 407 Main XMSN Lower Chip Detector Inoperative)

During scheduled maintenance, AAIP-A-0052, Airframe insp. Mechanic found main XMSN lower chip detector inop (during function check). The Upper Chip Detector was operative using both upper and lower electrical connectors, and the Lower Chip Detector failed using either electrical connectors.

Aircraft was grounded for about 24 hours while parts were delivered. New Chip detector was installed and passed function check.

It's good that we check these chip detectors on the ground, eh?

GOR 201809, 5/19/2018/1300: Bell 206 L4 Cracked Flight Control Components

While inspecting the heater system under the pilot's seat, the mechanic found the Pilot's Cyclic Pivot Assembly to be cracked. Pilot and Fairbanks base were notified

Aircraft was grounded & Parts ordered. Replaced pilot's Cyclic Control Stick Lower Pivot assembly. Negligible down time as substitute aircraft was flown to location. The cracks were found to be in the portion where the cyclic stick inserts into the lower mount.

This was a great catch by the mechanic! Sometimes when performing an unrelated inspection in an area that isn't opened up that often, it is good to take a look around.

SDS of the Month: Jet A-1 Made of Petroleum (Kerosene) and other additives

We'd better talk about this one since you can't buy Jet B in Alaska anymore!

Flammable Liquid – Category 3 (actually less flammable than Jet B. NFPA Says that Jet A-1 is Cat 2

Aspiration Hazard – Category 1

Skin Irritation – Category 2

Specific Target Organ Toxicity (Single Exposure) – Category 3

Chronic Aquatic Toxicity – Category 2



Signal Word: Danger

Flammable liquid and vapor.

May be fatal if swallowed and enters airways – do not siphon by mouth.

Causes skin irritation. Repeated or prolonged skin contact can cause skin irritation and dermatitis.

May cause drowsiness or dizziness by inhalation.

May cause irritation of respiratory system.

Toxic to aquatic life with long lasting effects.

SECTION 4. FIRST AID MEASURES

Inhalation: If inhaled, remove to fresh air. If not breathing, give artificial respiration. If necessary, provide additional oxygen once breathing is restored if trained to do so. Seek medical attention immediately.

Skin contact: Take off all contaminated clothing immediately. Wash off immediately with soap and plenty of water. Wash contaminated clothing before re-use. If skin irritation persists, seek medical attention.

Eye contact: In case of eye contact, remove contact lens and rinse immediately with plenty of water, also under the eyelids, for at least 15 minutes. Seek medical attention immediately.

Ingestion: Do NOT induce vomiting. Do not give liquids. Seek medical attention immediately. If vomiting does occur naturally, keep head below the hips to reduce the risks of aspiration. Monitor for breathing difficulties. Small amounts of material which enter the mouth should be rinsed out until the taste is dissipated.

Notes to physician: Symptoms: Aspiration may cause pulmonary edema and pneumonitis. Treatment: Do not induce vomiting, use gastric lavage only. Remove from further exposure and treat symptomatically.

SECTION 5. FIRE-FIGHTING MEASURES

Suitable extinguishing media: Carbon dioxide (CO₂), Water spray, Dry chemical, Foam, Keep containers and surroundings cool with water spray. Do not use a solid water stream as it may scatter and spread fire., Water may be ineffective for fighting the fire, but may be used to cool fire-exposed containers.

Specific hazards during fire fighting

: Fire Hazard. Do not use a solid water stream as it may scatter and spread fire. Cool closed containers exposed to fire with water spray. Sealed containers may rupture when heated. Above the flash point, explosive vapor-air mixtures may be formed. Vapors can flow along surfaces to distant ignition source and flash back.

Special protective equipment for fire-fighters

: Firefighting activities that may result in potential exposure to high heat, smoke or

toxic by-products of combustion should require NIOSH/MSHA- approved pressure demand self-contained breathing apparatus with full facepiece and full protective clothing.

Further information: Exposure to decomposition products may be a hazard to health. Standard procedure for chemical fires.

SECTION 8. EXPOSURE CONTROLS / PERSONAL PROTECTION

Exposure Guidelines

List Components CAS-No. Type: Value

OSHA Z1 Naphthalene 91-20-3 PEL 10 ppm 50 mg/m³

Ethyl Benzene 100-41-4 PEL 100 ppm 435 mg/m³

ACGIH Naphthalene 91-20-3 TWA 10 ppm

91-20-3 STEL 15 ppm

Kerosene (petroleum) 8008-20-6 TWA 200 mg/m³

Ethyl Benzene 100-41-4 TWA 100 ppm 434 mg/m³

STEL 125 ppm 543 mg/m³

Protective measures: Keep out of reach of children.

Engineering measures: Use only intrinsically safe electrical equipment approved for use in classified areas.

Emergency eye wash capability should be available in the vicinity of any potential

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splash exposure.

Eye protection: Goggles and face shield as needed to prevent eye and face contact.

Hand protection: Gloves constructed of nitrile, neoprene, or PVC are recommended.

Skin and body protection: Chemical protective clothing such as DuPont TyChem ®, Barricade or equivalent, recommended based on degree of exposure. Consult manufacturer specifications for further information.

Respiratory protection: NIOSH/MSHA approved positive-pressure self-contained breathing apparatus (SCBA) or Type C positive-pressure supplied air with escape bottle must be used for gas concentrations above occupational exposure limits, for potential of uncontrolled release, if exposure levels are not known, or in an oxygen-deficient atmosphere.

Work / Hygiene practices: Emergency eye wash capability should be available in the near proximity to operations presenting a potential splash exposure. Use good personal hygiene practices. Avoid repeated and/or prolonged skin exposure. Wash hands before eating, drinking, smoking, or using toilet facilities. Do not use as a cleaning solvent on the skin. Do not use solvents or harsh abrasive skin cleaners for washing this product from exposed skin areas. Waterless hand cleaners are effective. Promptly remove contaminated clothing and launder before reuse. Use care when laundering to prevent the formation of flammable vapors which could ignite via washer or dryer. Consider the need to discard contaminated leather shoes and gloves.

You can see that this is not every section of an actual Safety Data Sheet According to OSHA and the new Globally Harmonized System of Hazardous Communication. Please see our 3E Verisk website for more information.

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

If you've forgotten the User Name and Password, give me a call.



ERP Checklist Version 19 (It's here! It's here!) Calm down everyone.

MH Emergency Pocket Checklist v.19

- Start Log (Incident Log from ERP manual or substitute)**
- 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
Quality & Safety Mgr. Dennis Busch 907-750-9548
- Notification of Client-Director of Operations shall notify**
Identity and notify client representative (see page 2)
- 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 with continuous contact with accident scene.
- 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- BobFell/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) 235-5217office, 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
N319MH	011-8816-2346-6275
N326MH	011-8816-2244-6282
N327MH	011-8816-2244-6323
N328MH	011-8816-5148-4760
N330MH	011-8816-2343-7779
N405LP	011-8816-5146-7719
N407PA	011-8816-2249-4876
N407RH	011-8816-2249-9809

Just remember that: In any emergency, contact the right people and documenting all events on a log are the two primary considerations after taking care of life and limb!

Quality Department Note: I'd just like to mention that since we've been getting busier and busier lately, that the chances for regular audits have been dwindling...but that is going to change very soon. I'm going to have to hit the trail and start performing some base station and remote station audits more opportunistically in the next few months. I'll be down in Homer next week, checklist in hand and will be looking at Operations, Facilities, and the Emergency Response Plan. So this won't be a surprise audit!



Internal Evaluation Program

Revision: 15-02

11th November 2015

Assigned to: Dennis Busch	Position: Quality & Safety Manager
AIRCRAFT N _____ (if applicable)	Date of Assignment:

If found, please return this program to:

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