Maritime Helicopters

JULY 2016 Quality & Safety Notes

We're all spread out, and the Alaska summer risks are unique!

July has flung itself past us quickly, and I can't believe the tales I'm getting from our company and others that work in the far north. Stories abound of stings and unbelievable mosquito numbers, as well as rain soaked areas with risks of floods or in our case, poor landing conditions out in the field. There have even been reports of more Man versus Bear encounters partially due to such a good year for wild berry production! Any way you look at it, this summer has been *different.* And different means you have to think differently about your surroundings. As we have several weeks of summer left, let's take a look at a few things to keep us safe.

Bees and Wasps!

With a high bee and wasp population in Alaska this year, I've already asked Heidi to put together the list of anyone we have in Maritime that is allergic to bee stings. We have a few that are, and some are already carrying their Epi-Pens with them. Please let us know if you are allergic. I'm not, but the bees seem to be trying to "off" me anyway. I've had two stings this year so far.

I recently learned from the North Slope, that bee stings that require the use of an Epi-Pen are ***recordable injuries*** under OSHA. Here is some information gleaned from the Internet on prevention and treatment of bee stings…

Bees are vital to agriculture, but they can also pose serious hazards that must be properly managed to avoid employee injuries.
Bee stings can occur anywhere and at any time. It is particularly important that employees with increased exposure, such as those who work outdoors, know how to prevent and treat them.

PREVENTING BEE STINGS

If a job entails working in close proximity to bees or places an employee at greater risk of exposure, the following precautions should be taken:
Avoid wearing perfumes, colognes and bright-colored clothing. Bees are attracted to fragrances and bright colors much like flowers.
Whenever possible, wear long sleeves and pants to minimize exposed skin.
Never swat bees. This will only make them more aggressive.
Avoid crushing bees. Crushing can release distress scents that call other bees.
Exercise caution when working with vines or lifting tarps. Bees are not always immediately visible and can lurk in unexpected places.

WHAT TO DO WHEN STUNG

First, remain calm.
Try to remove the stinger as quickly as possible—preferably within one minute.
Do not attempt to remove the stinger with your fingers or tweezers. Pinching the stinger will squeeze the venom sac and increase the amount of venom injected into the skin.
Remove the stinger with a flat, rigid surface such as a credit card.
Apply ice or first-aid cream to the affected area.
Elevate stung arms and legs.
Carefully monitor any person stung to make sure they are not exhibiting serious reactions.
Report a sting immediately even if no treatment is required.

WHAT TO DO IF ATTACKED BY A SWARM OF BEES

Run away from the swarm immediately, creating as much distance as possible.
Cover vulnerable areas of the body, including the neck, head and eyes.
Seek shelter, such as a vehicle, as quickly as you can.
Remove any stingers with a flat, rigid surface.
If someone else is being attacked, instruct them to seek shelter right away.

Seek medical attention if you have been stung more than 15 times or if you believe you may be allergic.

BEE ALLERGIES

50% of people experience allergic reactions to bee stings within 30 minutes.
25% of people experience reactions days after being stung.
There are varying degrees of reactions, ranging from mild to anaphylactic shock.
Repeated stings over a short period of time increase the possibility of an allergic reaction.
Multiple stings can also cause a previously nonexistent allergy to develop.
If an employee has a known allergy, they should have an epinephrine autoinjector (EpiPen) accessible at all times. The EpiPen should be replaced every 6 months.

SIGNS AND SYMPTOMS OF A SEVERE REACTION (ANAPHYLAXIS)

Swelling in the throat that may constrict breathing
Difficulty breathing or swallowing, and/or choking or wheezing
Pain in the abdomen and/or chest
Nausea and vomiting
Feeling faint
A severe headache
Skin changes in the area of the sting, or anywhere on the body

NEW STATION CHECKLIST!

The new station audit checklists are working great! I'm getting good responses from all stations. And I'm working for fixes when you write up your concerns. We found out that the hangar at Nikiski had approximately ZERO tools to work around the facility and there were concerns about being able to tinker with the truck, the skid steer, or even take care of little details around the facility. I'm sending out an even newer version of the checklist which will have an area to list concerns or wish-list items like this. Look for the new version on the website under Publications. I'll also have Jessica place the new checklist version on the T drive.

Very common in Alaska, the orange hairy-arsed bee is more technically known as Bombus lapidarius or the red-tailed bumblebee. We sensitive Americans call it the Red-Tailed Bumble because nobody liked to say, "arse".

I've had one other concern about the checklist brought to me. If you are in a rotation that has you doing shift change so that new personnel are coming in less than every two weeks (GRB) , just follow this direction, I would like this checklist performed no less than a one month interval, but no more times than every two weeks at shift change.

Thanks to all for performing these "mini-audits" and getting the info back to me when you take over your shift. Continue sending them to me at…

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

Muskeg Landings

Our wet Alaska summer has really done a job at saturating our muskeg this year. We all of course know, that Muskeg is the old Algonquin word for “Lousy Place to Land Your Helicopter”. But sometimes, you have no choice but to find the driest spot in a muskeg/bog and give it a try. Pilots have to be aware of the characteristics of muskeg and the risk associated with them as landing areas.

Overview

Muskeg is a nutrient-poor peatland characterized by acidic, saturated peat, and scattered or clumped, stunted conifer trees set in a matrix of sphagnum mosses and ***ericaceous*** *shrubs. Black spruce and tamarack are typically the most prevalent tree species. The community primarily occurs in large depressions on glacial outwash and sandy glacial lake plains. Fire occurs naturally during periods of drought and can alter the hydrology, mat surface, and floristic composition of muskegs. beaver flooding, and insect defoliation are also important disturbance factors that influence species composition and structure. The vegetation on muskeg has a “hummocky” character, growing in bunches or tussocks, with frequent small shallow pools of water in the intervening depressions.*

Okay, so we have a wet spongy surface, with uneven grasses and moss, possible open water, and unknown hidden sticks and branches that could reach out and introduce a helicopter to dynamic rollover faster than you can say “rolling moment of inertia”.

So other than awareness of muskeg characteristics, what can we do to avoid the kind of incident pictured above? 1. You could find someplace else to land. Asking a customer to walk through some muskeg is better than asking them to walk home. 2. Review the conditions of dynamic rollover. 3. Ensure your bear paws or tundra boards on your skids are in good shape to keep you from sinking into these saturated areas. **4. You could reread number 1.**

PLEASE! Also remember that if you are sinking into muskeg, your tail rotor will get a lot closer to the ground!

Incident Reporting July

FIR: With regard to our summer rains, it may be a good time to mention a Flight Irregularity Report that I just received out of Glennallen (Alyeska GRB site) where water intrusion may be the cause of an in-flight Engine Oil Gauge issue. The GRB Bell 407 was flying back from his south side pipeline surveillance when he noted that the Engine Oil Pressure was indicating zero. (There were also torque fluctuations accompanying the oil pressure issue). The pilot correctly picked a precautionary landing area and called maintenance in Fairbanks. A maintenance team was dispatched with the Fairbanks Security aircraft and they found water in the canon plug going to the pressure transducer. After cleaning the canon plug, the aircraft was run up, the oil pressure indicated correctly, and no further defects were notice. We could say that this was fairly uneventful as precautionary landings go, but there is one thing to note. It's been raining like crazy and GRB still doesn't have the hangar due to the door being repaired.

If at home or in the field, and you are in rainy conditions, pay special attention to the possibility of water intrusion, including going a little slower on your run up to ensure proper gauge indications! I don't think that would have help in this instance as this aircraft had been flying for quite a while before the zero indication occurred on the oil pressure gauge.

GOR: 306 MH was due for a records check, and it was found that we were essentially "using up' the 120 hour window for performing the 1200 hour Main Rotor Head Inspection. If you want to know how this happened, give me a call. We just need to remember that when we have an allowable window for inspections, that the window exists for the purpose of maintenance scheduling and production control but NOT to overfly intentionally. If the inspection was ***due*** at 10315.2 hours then the inspection is overflown at 10315.3. Yes, you don't HAVE TO pull the inspection until 10,435.2, but a 120 hour window can be a long time to remember that you are in an extension window. It's also a good time to point out that once we go into the extension window, that WE have to add the new hours for the new "due" date, it doesn't automatically computer generate (COMGEN) in the CALM Program.

British rollover accident in a bog similar to our muskeg.

I'd hate to keep beating up this point, but why don't we just take a look at the section of our own AAIP that describes this… There will be a subtle yellow highlight to drive home the point…

4.2.1 INSPECTION TOLERANCE 206 AAIP P. 4-1

Inspection tolerances in this AAIP are controlled by the manufacture's requirements. If the manufacturer has no tolerance allowed for an inspection item,

the inspection item will be found in a No Tolerance (NT) Inspection or placed in a convenient lower frequency inspection. If the manufacturer has a

tolerance for an inspection item and the tolerance is less than 10%, the inspection item will be found in a restricted Tolerance (RT) Inspection or placed in

a convenient lower frequency inspection. If the tolerance is at least 10%, the inspection will be placed in an inspection without designators. A statement of

"No Tolerances," or "This Inspection is Restricted to (XX Hours or XX Days)," as required, shall be placed in the note section of the header on the AAIP

Inspection form.

· Use of the Inspection tolerances are to be considered as non-routine maintenance practice, not standard operating procedure.

· Each AAIP inspection without a designator may be exceeded by 10% of the AAIP inspection's most restrictive interval.

· Each AAIP inspection with a designated NT or No Tolerance shall not exceed any interval.

· Each AAIP inspection with a designated RT or Restricted Tolerance may be exceeded by the stated tolerance (less than 10%) of the AAIP

inspection's most restrictive interval.

FINALLY: In light of recent events…

Heidi asked to have a little space in this month's Q&S Notes to talk about telephone security…

A Word About Telephone and Email Scams

As employees of Maritime Helicopters many of us find ourselves in frequent communication with vendors and clients via email or telephone. As already noted in the Employee Handbook it is critical that employees

safeguard vital company information when sending emails – but it is equally important that we take measures to protect *our* personal information and the information of our coworkers. Those of us working in the offices and using primarily landline telephones for company business are familiar with sales calls, but it can sometimes be tricky to distinguish between a legitimate account representative and a salesperson fishing for your information. These salespeople can use this information to sign the company, or you personally, up for junk mailings and illegitimate accounts. Red flags to look out for are: mention of limited-time or "risk free" offers, prizes and contests; the person avoids answering any of your questions; they ask for any personal information at all beyond your name. The Federal Trade Commission keeps a list of currently known scams online at https://www.consumer.ftc.gov/scam-alerts. The State of Alaska Consumer Protection Unit also maintains a page of common telemarketing scams, found at http://www.law.state.ak.us/department/civil/consumer/cp_telemarketing.html#warning.

If you find yourself on a company phone talking with a pushy salesperson, please notify them that the number they have called is on the National Do Not Call Registry (they can be fined $11,000 per call for this). Do not give out your personal information to anyone calling you at a work phone number. If you are contacted repeatedly by the same companies or salespeople, especially if this unsolicited contact claims to be in regards to "your account" or "your invoice", please notify the Accounting Manager immediately and provide as much detail as possible about the company and/or salesperson and their contact information so that a complaint can be filed with the proper authorities.

Heidi Browning

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Next Month: NO DISCUSSION ABOUT WINTER…***YET!***

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