



Maritime Helicopters

May 2016 Quality & Safety Notes

Busy, Busy, Busy

This month, the Safety Notes were going to be very specifically and very narrowly focused on our remote station checklist and making changes so we can get those implemented in June. Well, we are still going to do that, but since it is almost summer, we have a few other issues to deal with. So let's get to it.

Fairbanks Hangar

We were just launching the morning flights here in Fairbanks, when the driver of a pickup truck, cruising down Metro Field, decided to shoot straight at me and start a wee little conversation. It seems that one of our neighbors here, who parks his Super Cub right next to the refuel area, had his plane moved in its chocks yesterday. There was no finger pointing, but he was fairly sure that it had to be one of our aircraft that hovered close enough to do a little damage. (no lawsuits are forthcoming).

Since everyone in Alaska will be out with their airplanes in the next few months we need to remember that rotor wash can do many strange things. But there is a science to it. Points to remember: Higher weights, smaller rotor disk areas, and higher altitudes will all produce higher downwash velocities. I've found that hovering in ground effect AND getting by sensitive or possibly aerodynamic equipment in an expedient manner will help in NOT stuff all over. That great wave of downwash that you use to knock your friends off of their paddle boards seems to build if you stay in one place too long. Please be aware of your rotor wash!

On the receiving side of the wind, we have to tell people (neighbors, fixed wing pilots & people in porta-potties), what our downwash can do. Our crazed, pickup driving neighbor and I will have to have a discussion about parking his light, fixed wings *downwind!* Yes, the aircraft that we may have blown was and still is, parked with his tail to us and airplane elevators do a great job of elevating tail ends on the ground!

To summarize the summary, let's all be aware of downwash this summer!



This is not a Maritime Helicopter related incident; just inserted here to make a point.

We don't have to name any names as to who was involved here!

NEW STATION CHECKLIST!

As I mention in the April Safety Notes, we're starting the company discussion of the new Station Quality & Safety checklist this month. This short checklist is extracted from the larger internal audit checklist and should cover items to be looked at when coming on shift at any of the remote sites. The intent is for personnel coming on shift, to go through this quick internal audit and email the results to me, noting any deficiency so we can begin work on corrective actions. What I'd like to do for now, is to simply having you print out this checklist and walk around your sites/hangars, and note checklist items that might be missing or incomplete. You really don't need to worry about items that don't apply to your particular site, because NA will be a valid checklist option when you go on shift! Make as many notes as you wish on the audit sheets themselves, and then scan them back to me at safety@maritimehelicopters.com

Disregard the column on the checklist that says SRR (Significant Relevant Reference). I am working with that and will be including the regulatory compliance references (OSHA, FAA, etc.) as a work in progress. However, if there is anything that you think should be included in a self-audit, please include a reference as to why you think it should be added.

As with our internal audit back in November, the goal of these checklists is to have relevant **SELF-AUDITS** and corrective actions that are more methodically in their application.

We'll talk in June about the results: and then go ahead with our audit program.

Dennis

Incident Reporting April/May

There's only one incident to talk about this month but it involves the ramped up summer activity that everyone is seeing around the state. I'd hate to mention that this one involves my old beloved Chinooks.

The Glenallen Response Base (GRB) pilot was flying the pipe in the vicinity of Donnelly Dome just south of Allen Army Airfield, when two Chinooks (yes, I know, I know...I always brag about the Chinooks) passed East to West in front of him and slightly below his aircraft. The pilot did a rapid deceleration and the first Chinook passed about ¼ mile second Chinook even closer...

Our 407 pilot called Allen AAF tower on 122.9 and asked if the Chinooks were monitoring either 122.9 (CTAF) or 119.8 (Tower). The answer was negative on both counts. Now it could possible that the Chinook was already up 125.3 for Range Control as he was headed towards R2202...but I'll tell you that the Chinook has more radios than Marconi. They should have been monitoring...They weren't.

A couple weeks back, I was flying up to Prospect Creek, and while I was crossing the river, I gave a CTAF call for the Yukon River, "Yukon River Bridge traffic, Maritime 1234, helicopter, 1 mile east of the bridge, NW bound at 1,600', Yukon River"... I'll admit, I've not *always* made that call. Well, about two seconds later, I hear "Hey, that Yukon River traffic, N12345, Cessna, Stevens Village for Bettles, 1,600', how far East of the bridge are you?" He would pass a mile or two in front of me on my way up. It's nice to chat!

The Donnelly Dome event hit home that we **HAVE** be monitoring these common traffic frequencies around the state, and for good measure, throw in a call-in-the-blind every so often. I've already been over to Ft Wainwright and talked to the Aviation Operations people over there. They are trying to get the word out for their pilots to participate with the Alaska aviation community.

Remember that going through any of the mountain passes in the state is a time that we need to be monitoring and talking on CTAF.

Thanks to Mike Wood for being on his toes AND for filling out the Flight Irregularity Report so we can follow up with the Army!

Next Month:

In June, look forward to the implementation of the new Station Audit checklist. Please take the time to look around your site and participate in this chance to affect the new checklist!

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