



Safety Managers get no Respect!



To that end, I've taken our incident reporting since I have been with Maritime and created a Microsoft Access database with our Incident data in a searchable/quantifiable form so that we may both Track and Trend our incidents. A quick screen shot of this database would look like this:

Accident Incident Database - C:\Users\afusze\Documents\Accident Incident.accdb (Access 2007 - 2013 file format) - Access

FILE HOME CREATE

View Paste Cut Copy Format Painter Clipboard

EXTERNAL DATA DATABASE TOOLS

Filter Sort & Filter

TABLE TOOLS TABLE

Refresh All New Save Totals Spelling Find Replace Go To Select More Records Find Text Formatting

All Access Objects Search Tables FRI Table Forms FRI Table

ID	DateTime	TailNumber	Location	TypeIncident	PaxName	PaxInjuryIllness	PaxConduct?	CrewNames	PreparedBy	AirframeSer
1	04/05/2015	N306MH	Kenal	Hot Start	None	NA	NA	Dusty Little/David Neel	David Neel	51449
2	4/18/2015	N302MH	Kodiak	Engine Chip Light	None	NA	NA	Pete Tierney	Pete Tierney	
3	3/2/2015 0900	N407PA	PS4	High Oil Pressure Indicated	None	NA	NA	Carl Terry	Carl Terry/Jeff Peabody	
4	5/28/2015 1015	N306MH	Spartan 151	Seat Belt Damage	None	NA	NA	Todd Engle	Todd Engle	51449
5	6/1/2015	N307MH	Horizon Lines	Transmission Chip	None	NA	NA	Dick Hawkins	Dick Hawkins	51129
6	6/14/2015	N407PA	Metro Field	High Oil Pressure Indication	Heath/Doyon	NA	NA	Matt Hanson	Matt Hanson	53567
7	6/19/2015 0800	N407RH	GRB	FADEC Degrade	None	NA	NA	Mike Wood	Mike Wood	53258
8	7/4/2015 0800	N407RH	GRB	FADEC Degrade/Restart Fault	None	NA	NA	Paul Williams	Paul Williams	53528
9	7/12/2015 1215	N308MH	PS4	Torque Indications	None	NA	NA	Carl Terry	Carl Terry	
10	5/21/2015	428TG	Homer	Aircraft FOD damage	None	None	None	Andy Durette (customer)	Dennis Busch	53884
11	8/25/2015	407PA	Metro Field	Engine Oil Pressure High				Matt Hanson	Matt Hanson	53567
12	9/9/2015	4846	Bradley Sky	OverTorque Event	2xAK Const.	No	No	Adam Kitchen	Adam Kitchen	51200
13										
(New)										

Record: 14 of 13

NUM LOCK

June 2015 Safety Notes

Lots to talk about so let's get to it!

For those of you who have forgotten, it's me again, The Quality & Safety Manager, otherwise referred to as "That Safety Guy", the "Safety Nazi", or "Does this hangar have a back door? That guy is back".

May and June have been eventful as I continue to visit more of the Maritime sites around Alaska. Last week, I briefly stopped into Nikiski on the way down to Homer. Improvement notes include getting the fuel tank area a suitable fire extinguisher and trying to get a better/faster pump for gas. (We aren't to the full blown audit phase of the quality program, but we are definitely working on suggestions!)

I've included some of our Flight Irregularity Reports for the month here. Please keep in mind each corrective action and store for future use, or get back with me if you'd have done something differently.

Incident Reporting

Online Reporting

Confidential

- » Hazard Report Form
- » Injury Report Form
- » Error Damage Form
- » Accident / Incident Form

The Reports listed to the left, are available on the website and suffice to give a first general report for any incident, accident, or hazard which may occur. However, we are now distributing a Flight Irregularity Report and a Ground Occurrence Report which will not only suffice to report the WHO, WHAT, WHEN, WHERE parts of an incident, but will allow a Safety Management System (SMS) compliant WHY & HOW to the reporting.

The new forms are attached to this email. If the Flight Irregularity Report isn't already in the Aircraft Logbook, go ahead and print and include a copy. The Ground Occurrence Report will be for reporting anything that isn't flight related. Go ahead and print a copy of that for each site.

Flight Irregularity Reports

5/28/2015 Aircraft 306MH (BH206L3) was departing the Furie, jump-up oil rig in Cook Inlet. After a thumbs up from the aircraft expeditor, the pilot took off and immediately heard 'banging' against the left side of the aircraft. The pilot returned to the platform and a loose seatbelt was found shut in the door. The Furie crew has been notified to be extra vigilant after personnel are dropped off in checking the condition of the aircraft. Nice situational awareness by Todd in the quick return to the deck!

6/1/2015 Aircraft 307 MH (BH206L3) was about 3 miles southwest of Seldovia when the transmission Chip Detector illuminated. The aircraft was shutdown at Seldovia and maintenance was called. Pilot checked the detectors on the XMSN housing and the freewheeling unit. Maintenance advised pilot that it was safe to fly and the D.O. authorized the flight back to Homer. The next day, Maintenance replaced the outer race shaft of the freewheeling unit due to flaking that was noticed on the oxide coating.

6/14/2015 Aircraft 407PA (BH407) was at Prospect Creek (Pump Station 5) and cranking to return to Fairbanks when the pilot noticed that the engine oil pressure was low. The mechanic at PPC turned up the pressure and the aircraft returned to Metro Field. On the 14th, the aircraft was cranked for a normal Alyeska Security job when the pilot noticed that the pressure was pegged at 150 psi. Pilot shut down the aircraft. It was determined that the pressure gauge was not functioning properly and a new gauge was put on order. The BO-105 was put on Alyeska backup for the 15th, and then the new gauge was put in and the system successfully checked on the 16th. Good Job, Matt! Way to notice an odd little problem and see it through to the finish!

Future Challenges

A quick word on everyone's favorite topic, Safety Data Sheets (SDS) or what used to be called MSDS's. In lieu of have volumes of paper copy binders of the Safety information of the chemical products we use, Maritime is now going to subscribe to 3E Company to keep our SDS information, timely and available. By July, we should be up and running with this new system and each worksite will have a login and password to access our SDS Database. More to come on this!

One of the hardest things to contend with on the Quality Side and GREATLY on the Safety side of the house, is how spread out we are at Maritime. There is no way that I can get to all of our sites and see what issues we have to deal with. We have to rely on ALL-OF-US to make the improvements that we need to be compliance goals and take care of our workforce. I've been working on some facility and safety checklists to be performed by those going on shift at our various hangars and worksites. The most difficult part of that is to make them extensive enough to maintain compliance and not be so extensive as to be a monthly self-audit of each facility given all the differences in workplaces. In the next few months, take a minute. Look around your facility and if you find anything that needs improvement (Safety, OSHA, FAA, Customer requirements, etc.) Let me know by any of the contact methods below!

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Alicen Bishop ready to land her BH206 L3 on the Furie rig.

**FLIGHT IRREGULARITY REPORT SP002****PAGE 1 OF 3**

This form is used by Captains and Dispatchers to report flight operations irregularities to the Director of Operations, DOM (when applicable) and the Safety Officer.
Use *Injury Report SP030* for passenger or crew injury, in addition to this report.

DATE	AIRCRAFT N #	FLIGHT #	TIME (local)	LOCATION
1	2	3	4	5
REJECTED TAKEOFF			BIRD / LIGHTNING STRIKE	
USE OF CAPTAIN'S EMERGENCY AUTHORITY			DEVIATION FROM ATC CLEARANCE	
INFLIGHT FIRE / SMOKE			DISPATCH DIFFICULTIES	
OVERWEIGHT LANDING			IMPROPER STATION HANDLING	
ENGINE FAILURE INFLIGHT			IMPROPER AIRCRAFT LOADING	
WINDSHEAR			AIR TRAFFIC CONTROL DIFFICULTIES	
SEVERE TURBULENCE			DE-ICING PROBLEMS	
TAXI INCIDENT / ACCIDENT			SICK OR INJURED CREWMEMBER	
NEAR MIDAIR COLLISION			OTHER IRREGULARITY	

PASSENGER: ☐ ILLNESS ☐ INJURY ☐ OTHER

PASSENGER CONDUCT PROBLEM

7

10

PAX NAME: _____

NAME: _____

8

☐ CPR ADMINISTERED _____

SEAT: _____

(Name of person performing CPR)

DEPLANED: _____

☐ DOCTOR OR HEALTH PROFESSIONAL ASSISTING

REASON: _____

9

NAME: _____

SECURITY CALLED: _____

(DIRECTOR OF OPERATIONS NOTIFICATION REQUIRED IF EMTs WERE REQUESTED TO MEET THE FLIGHT)

CREW	NAME	EMPLOYEE NO.
	11	

See body of report on page 2 of this form

12

13

Signature of Captain or Dispatcher preparing this report





FLIGHT IRREGULARITY REPORT SP002

Page 3 of 3

ASR Reference Number

Aircraft Number:

Technician's Report of Corrective Action Taken:

<u>Airframe Serial Number</u>	<u>Airframe Total Hours</u>	<u>Last Maintenance Check Completed</u>	<u>Date of Last Check</u>	<u>Hours Carried Out</u>
<u>Primary Affected / Failed Component (1)</u>	<u>Part Number (1)</u>	<u>Part Serial Number (1)</u>	<u>TSN (1)</u>	<u>TSO (1)</u>
<u>Primary Affected / Failed Component (2)</u>	<u>Part Number (2)</u>	<u>Part Serial Number (2)</u>	<u>TSN (2)</u>	<u>TSO (2)</u>

<u>Technician (Printed Name)</u>	<u>Date</u>	<u>Time</u>
------------------------------------	-------------	-------------

<u>Maintenance Manager / Lead Technician Review (Printed Name)</u>	<u>Date</u>
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Director of Operations / Chief Pilot Review

Manager Comments:

Customer Delay: ☐ YES ☐ NO Hrs Tenths

Incomplete Report: ☐ YES

Director of Operations / Chief Pilot (Printed Name)

Date

(The following information will be completed by the Quality & Safety Department)

Mandatory Report: ☐ YES ☐ NO Date MOR Filed: FAA/CAA Advised: ☐ YES ☐ NO

Company Investigation: ☐ None ☐ Open ☐ Closed Manufacturer Advised: ☐ YES ☐ NO

Additional Information:

Name and Title of Person Reviewing this report

Date



Ground Occurrence Report

Use this form for all Non-Flight-Related incidents including aircraft ground maintenance or facilities

Title of Occurrence:							Operator:												
Originator of the Report:								Date of Occurrence:					Time of Occurrence						
Location of Occurrence:				Sub-Location of Occurrence:						Shift:		Customer Aircraft Assigned To:				Job /Base file Ref Number:			
Aircraft/Vehicle Registration Number:				Aircraft/Vehicle Type:				Aircraft Serial Number:				Aircraft Total Time:				Base Aircraft Assigned To:			
Technical Log or Work Order Reference:									Maintenance Manual Reference:										
Type of Operation:																			
☐ Line Maintenance ☐ Repair Station ☐ GSE (Ground Support Equipment)																			
☐ Vehicles ☐ Facilities ☐ Other:																			
<u>DESCRIPTION of Occurrence:</u>																			
<u>Type of Occurrence :</u> (check all blocks that apply to the occurrence being reported)																			
☐ Human Factor Component ☐ Aircraft Damage ☐ Personal Injury ☐ Environmental Hazard																			
Name of Person Filing Report (Print)								Employee Number				Date							

**Mechanic / Technician's Report of Corrective / Preventative Action Taken:**

<u>Primary Affected / Failed Component (1)</u>	<u>Part Number (1)</u>	<u>Part Serial Number (1)</u>	<u>Quarantined (1)</u>	<u>Tag / Demand Number (1)</u>
<u>Primary Affected / Failed Component (2)</u>	<u>Part Number (2)</u>	<u>Part Serial Number (2)</u>	<u>Quarantined (2)</u>	<u>Tag / Demand Number (2)</u>

Mechanic / Technician (Print)

Date

Time

Director Of Maintenance (Print)

Date**Base Manager / Chief Pilot / Manager Review****Manager Comments:**Incomplete Report: ☐ Yes

Manager (Print)

Date

(The following information will be completed by the Quality & Safety Department)

Mandatory Report: ☐ YES ☐ NOFAA Advised: ☐ YES ☐ NOCompany Investigation: ☐ None ☐ Open ☐ ClosedManufacturer Advised: ☐ YES ☐ NO**Safety Department Comments:**

Person Reviewing Report (Print)

Date

Incident/Accident Reporting (continued)

Of course, much of this collected info, is to fulfill and auditable requirement for our SMS. But please remember, that the data we have within our company is **for us to use!** . If you feel like you are spotting a trend (for example: an aircraft that has had low/high pressure indications several times that have caused precautionary landings) **PLEASE SAY SOMETHING! LET SOMEBODY KNOW!** Or, if you just suspect a trend, give me a call or an email and we will look back at the history and try to find out if we have a chronic/continuing failure.

Right now, I am going to keep this database within my office, but we should have it available soon in a secure portion of the website.

More to follow



Incident Reporting

Flight Irregularity Reports

□

There are two Flight Irregularity that I'd like to discuss this month...One maintenance, one operations.

9: 8/25/2015-At Metro Field in Fairbanks, the Alyeska pilot was starting his Bell 407 when he noticed that the Engine Oil Pressure had stabilized above the normal operating range (indicated 175 psi). He allowed the engine to run at idle for one minute, at which time the indication had not changed so he shut down the engine. Maintenance went ahead and verified that the oil pressure was within normal limits with the wet gauge of the engine gearbox...so it sure wasn't the true oil pressure being shown. After troubleshooting, it turns out that the system needed both a new Gauge AND a new Oil Pressure Transducer. After changing both, the pressure read 130psi (normal). I think the pilot showed good judgement in recognizing that this was probably an indication problem, not an actual oil pressure problem. On the maintenance side, it is always difficult when it takes two parts to fix one problem. As an old Army Maintenance Officer, I always hated when you would ask what fixed a problem and was told that they didn't know, but several parts thrown at the problem had "fixed it". But in this case, a transducer was changed first, and had no result. Then the gauge was changed with the original transducer, and it still showed too high a pressure. It was only after both parts were changed, that the pressure read properly. Good job from the Fairbanks team for doing the *probable* troubleshooting, even though the *improbable* fixed the darn thing!

12:9/9/2015-The other Irregularity Report we need to discuss is from an over-torque event on a B206LIII. While on approach to drop off passengers at North Pole's Bradley Sky Ranch Airport, and while trying to land to the airport "avoiding the flow of fixed wing traffic" the pilot came pretty close to a set of wires that he had not seen due to the famous low angle Interior sun. He applied approximately 112% torque for the instant to climb safely over the wires. So far, that sounds like a common reason for an over-torque event. We need to just point out that the direction to "avoid the flow of fixed wing traffic" doesn't always mean, "making your own traffic pattern" all the time. Let me include a quick discussion that I extracted from a blog on this topic...

THE RULES

FAR Part 91.126, "Operating on or in the vicinity of an airport in Class G airspace," says, in part:

<<<<<<<<<<<<<

The last word on this month's safety is about Tier One operational control from the General Operations Manual.

Remember what the FARs have to say about the airworthiness of your aircraft:

§135.25 Aircraft requirements.

(a) Except as provided in paragraph (d) of this section, no certificate holder may operate an aircraft under this part unless that aircraft-

(1) Is registered as a civil aircraft of the United States and carries an appropriate and current airworthiness certificate issued under this chapter; and

(2) Is in an airworthy condition and meets the applicable airworthiness requirements of this chapter, including those relating to identification and equipment.

Now, combine that with what our own GOM says about the authority to release an aircraft whose airworthiness is in question:

C. Aircraft Limitations and Required Equipment (continued)

Chapter 2

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Revision 29 Date: 01/30/15

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.

What does all this mean? Simply that if the airworthiness of your aircraft is ever in question, you must use the Tier I Operational Control held by the Director of Operations or the Chief Pilots. Please don't get yourself into the situation where you are flying an aircraft that isn't airworthy by reason of Publications, Maintenance, Equipment, etc.!

In October we will take a look at the change to the winter season and the survival items we need to keep with us in the aircraft, in our vehicles, and even on our way to & from work!

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