



Maritime Helicopters

Second Quarter 2019 Quality & Safety Notes



Summer Fun & Smoke

Listening to the radio today, they said that we've burned about a million acres of forest this year. That would make an average year if it wasn't for the fact that we're barely into July. More smoke to come.

So we've gotten into that old aviation conversation about smoke and haze which asks, when are you IMC? Even the local METARS don't always describe smoke correctly. One recent observation had 1/2 mile visibility listed and "Broken at Zero Feet". Restrictions to visibility don't cause a ceiling, they causes limited visibility. But that is the confusion with smoke. There were no clouds

But how do you fly in it when it is properly stated as a legal ceiling, but you have a limited visibility with smoke, (FU is the METAR abbreviation of course). Many times you just have to keep getting lower to stay in touch with terrestrial references. You can climb out of a limited amount of smoke, but then if you do, you have to watch where the sun is shining. I flew recently in 2-3 miles with FU, but when I turned East into the sun, it was essentially ZERO VIS.

It's also best to keep an eye on where the fires are smoking the most! Remember to check any of the several Fire Awareness sites to check the fires in your area.

<https://fire.ak.blm.gov/>

Something else to remember on these fires is that everything you are flying over is flammable, and you don't want to be the source of the next fire!

<https://wildfiretoday.com/2018/10/05/helicopter-crash-with-injuries-starts-fire-and-rescuers-are-burned-over/>

The iAudits are coming more and more regularly, so thank you. This is still such a work-in-progress. I have backed off having a Remote Station audit done at every shift change until we can work out, regular, monthly iAuditor Inspections. A prime thing to remember is that when you receive an email saying that you have an audit due, to begin it almost immediately. You can pause it if you don't have time, but if you don't start it in the short window allowed, then it goes down as a missed inspection.


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FIRs/GORs for 2nd quarter 2019

FIRs

201905 3/21/2019/1410 327MH (BO 105) (#2 Supply Tank Fuel Boost Switch)

Before start, both fuel gages were in the normal range. During the takeoff run pilot noticed the #2 fuel pressure gage at zero. Pilot rejected the takeoff and returned to the hangar.

A terminal at the #2 Supply tank, boost pump switch was found to be broken. It was repaired and the aircraft was returned to service.

(Best time to chat about broken gauges is when you are on the ground! Good reaction to merely bring the aircraft back and get it fixed.)

201906 5/20/2019/1700 320MH (AW119) (High Oil Temp)

Pilot was flying back to Deadhorse from the field site and shortly after takeoff, noticed the engine oil temperature was higher than normal. Pilot looked up the emergency procedure (electronic logbook), to be ready in he had to do an emergency or precautionary landing. The Emergency procedure states that if the engine oil temperature rises above maximum to land as soon as possible. Pilot lowered the collective as a precaution, noted the oil pressure was unchanged throughout the flight. No unusual noises were heard and the flight continued to Deadhorse while closely monitoring the engine oil pressure and temperature. The oil temperature never exceeded the maximum limit and the aircraft was safely landed at Deadhorse (PASC)

(One more example of knowing your Emergency Procedures and not overreacting to maintenance situations in flight...get back on the ground and hash it out!)

2

201907 6/14/2019/1700 315MH (Door Open in Flight)

Enroute from Kenai back to Homer, the left, rear passenger door popped open in flight. Cruise speed was 100kts at 700' AGL pilot was the only one on board so he stopped, on a rural road clearing, checked the aircraft then continued flight. Aircraft was checked once again at Kenai.

No Maintenance Comments, nor actions taken by maintenance after incident

(No matter how many times that this happens, it can scare the willies out of you!)

201908 6/7/2019/0930 309 MH Bell 407 (Loss of Window in Flight)

Enroute to remote site, one of the passengers said, "One of the windows just popped out. Pilot looked back and thought the window was still in place. Pilot asked over the ICS and the Customers said that it was the smaller slider/vent window. Pilot did not hear or feel anything that would lead him to believe there had been a strike of the object against the aircraft so continued to landing site about 3-5 minutes away. No Damage was found at first landing spot. At second landing spot the aircraft was checked again. Aircraft was returned to Airport and contacted Aviation Coordinator via sat phone.

An Aircraft log entry was made and aircraft was approved to continue operation under Maritime's FAA Approved Non Essential Furnishings (NEF) program. A new window replacement was ordered and will be sent down when the next mechanic goes down for relief.

GORs (THAT'S GROUND OCCURRENCE REPORTS IF YOU HAD FORGOTTEN!)

201903 4/25/2019 315MH (Mast Bearings Installed Incorrectly)

Following 5-41, 1500 Hour mast inspection, aircraft had a chip light. During teardown, it was noted that mast bearing had been installed incorrectly resulting in damage to mast and bearing. During reinstallation of swashplate it was also noted that grease was on top of the outer ring under the mast boot where it did not belong. Further inspection found the seal had broken loose and was rotating and allowing grease to escape.

A new mast and bearing was ordered and installed in the aircraft. The damaged mast and bearing were sent for evaluation. Replaced seal in out ring, old seal had broken loose and was rotating. Aircraft was returned to service. Procedural corrections and company retraining to follow.

201904 6/2/2019/1618 319MH Bell 407 (Broken Slider Window)

After the last flight of the day,, with the aircraft shutdown and blades stopped, the exiting APSC passenger from the front seat got caught up in the slider window latch mount, JD Weyers scooted out of his seat to the ground, his weight pulling on the snagged, down jacket, which quickly cracked the slider window beyond the horizontal support and broke off a shard of Plexiglas from the bottom, rounded edge of the slider window.

The slider was open slightly because the knob that latches the window had been missing for nearly two weeks.

A new window was sent to PS4 from Fairbanks (\$303.00).

Initial Quality & Safety Training Required!

My list of employees whom haven't received an Initial quality and Safety Briefing seems to be growing. Be warned! Although it isn't that painful, many of our customers check our numbers on what they call, "Indoctrination Training"

Schedule New Hire Safety Briefing –
👤 Scott Dye

Schedule New Hire Safety Briefing –
👤 Marcus Roulet

Schedule New Hire Safety Briefing –
👤 Anthony Shangin

Schedule New Hire Safety Briefing –
👤 Bruce Cummings

Schedule New Hire Safety Briefing –
👤 Ryan Porhola

Schedule New Hire Safety Briefing –
👤 Sarah Raffaelli

Schedule New Hire Safety Briefing –
👤 John Hendley

Schedule New Hire Safety Briefing –
👤 Glen Giammalva

Schedule New Hire Safety Briefing –
👤 Chuck Redd

Schedule New Hire Safety Briefing –
👤 Josh Schoeffel



SDS of the Month: In addition to the SDS of the month for our old standby Methyl Ethyl Ketone or MEK, I wanted to make sure everyone had the Alaska Poison Control Center number on their Phones, Emergency Contacts, or Rolodexes (there's a blast from the past!) Here is the **Alaska Poison Control System (APCS) website**

<http://dhss.alaska.gov/dph/Chronic/Pages/InjuryPrevention/Poison/default.aspx>



And the Poison Control Hotline phone number is:

SECTION 1. PRODUCT AND COMPANY IDENTIFICATION

Product name : Methyl ethyl ketone

Recommended use of the chemical and restrictions on use

Recommended use : Solvent.

GHS Classification

Flammable liquids : Category 2

Eye irritation : Category 2A

Specific target organ toxicity - single exposure : Category 3 (Central nervous system)

GHS Label element

Hazard pictograms :



Hazard statements : H225 Highly flammable liquid and vapor.
H319 Causes serious eye irritation.
H336 May cause drowsiness or dizziness.

Precautionary statements : **Prevention:**
P210 Keep away from heat/sparks/open flames/hot surfaces.
No smoking.
P233 Keep container tightly closed.
P240 Ground/bond container and receiving equipment.
P241 Use explosion-proof electrical/ ventilating/ lighting/ equipment.
P242 Use only non-sparking tools.
P243 Take precautionary measures against static discharge. P261 Avoid breathing dust/ fume/ gas/ mist/ vapors/ spray. P264 Wash skin thoroughly after handling.
P271 Use only outdoors or in a well-ventilated area.
P280 Wear protective gloves/ eye protection/ face protection.
Response:
P303 + P361 + P353 IF ON SKIN (or hair): Take off immediately all contaminated clothing. Rinse skin with

water/shower.

P304 + P340 + P312 IF INHALED: Remove person to fresh air and keep comfortable for breathing. Call a POISON CENTER or doctor/ physician if you feel unwell.

P305 + P351 + P338 IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.

P337 + P313 If eye irritation persists: Get medical advice/ attention.

P370 + P378 In case of fire: Use dry sand, dry chemical or alcohol-resistant foam to extinguish.

Storage:

P403 + P233 Store in a well-ventilated place. Keep container tightly closed.

P403 + P235 Store in a well-ventilated place. Keep cool. P405 Store locked up.

Disposal:

P501 Dispose of contents/ container to an approved waste disposal plant.

First Aid!!!

General advice	: Move out of dangerous area. Show this safety data sheet to the doctor in attendance. Do not leave the victim unattended.
If inhaled	: Consult a physician after significant exposure. If unconscious place in recovery position and seek medical advice.
In case of skin contact	: If on skin, rinse well with water. If on clothes, remove clothes.
In case of eye contact	: Immediately flush eye(s) with plenty of water. Remove contact lenses. Protect unharmed eye. Keep eye wide open while rinsing. If eye irritation persists, consult a specialist.
If swallowed	: Keep respiratory tract clear. Do not give milk or alcoholic beverages. Never give anything by mouth to an unconscious person. If symptoms persist, call a physician. Do not induce vomiting without medical advice.
Personal protective equipment	
Respiratory protection	: General and local exhaust ventilation is recommended to maintain vapor exposures below recommended limits. Where concentrations are above recommended limits or are un-known, appropriate respiratory protection should be worn. Follow OSHA respirator regulations (29 CFR 1910.134) and use NIOSH/MSHA approved respirators. Protection provided by air purifying respirators against exposure to any hazardous chemical is limited. Use a positive pressure air supplied respirator if there is any potential for uncontrolled release, exposure levels are unknown, or any other circumstance where air purifying respirators may not provide adequate protection.

Hand protection

Remarks	: The suitability for a specific workplace should be discussed with the producers of the protective gloves.
Eye protection	: Eye wash bottle with pure water & tightly fitting safety goggles Wear face-shield and protective suit for abnormal processing problems.
Skin and body protection	: Impervious clothing Choose body protection according to the amount and concentration of the dangerous substance at the work place.
Hygiene measures	: When using do not eat or drink. When using do not smoke. Wash hands before breaks and at the end of workday.

So everyone understands that MEK is some pretty nasty stuff, correct? But did you know that the Safety Data Sheet will have emergency contacts right on the first page? Look it up! There are a lot of resources out there!

Emergency telephone number:

Health North America: 1-855-NEXEO4U (1-855-639-3648) Health International: 1-855-NEXEO4U (1-855-639-3648) Transport North America: CHEMTREC (1-800-424-9300)

There has been some discussion about the format of secondary labels for hazardous communications standards. Should we use Avery Labels? Can we just print a label and slap it on a squirt bottle with tape or Elmer's glue? Here is my answer for that...While the Avery Labels are nice to use, it doesn't really matter and OSHA hasn't really weighed in on secondary label formats that much. If you take some of a product and put into a smaller container that isn't labeled, you really just have to make it very clear as to what that container is filled with. I like to print them with some very specific info about how to protect yourself from the hazards involved. If you have questions, ask.

And so we bid so-long to the 2nd quarter of 2019. Have a great summer and I'll be back after September.

Dennis

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