

United States Department of Agriculture

Forest Service



Aviation Safety Summary
August 2003

Prepared by
National Aviation Safety Center
Boise, ID

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FTA Poster

Information Sharing

From the National Aviation Safety Center

Ron Hanks, National Aviation Safety Manager

This month the Chief issued new supplemental safety standards developed for Forest Supervisors and Supervisors and Managers for FY04. All of us in aviation management should take a moment to review them and “cross – pollinate” their implications for aviation safety.

The purpose of these supplemental safety standards is to ensure that Supervisors and Managers at all levels understand and fulfill their responsibility to furnish employees places and conditions of employment that are free from recognized hazards that are causing or likely to cause death or serious physical harm.

These supplemental safety standards are as follows:

- **Leadership:** Safety leadership is demonstrated by personal involvement, provision of resources (staffing, training, equipment, etc.), communication of safety expectations, and recognition of pro-active safety accomplishments.
- **Planning:** A process is in place to ensure approval of work plans requiring identification and allocation of the resources necessary to ensure a safe work environment, employee protection needs and safe work practices.
- **Monitoring:** Implementation and effectiveness of safety practices are monitored; incidents involving injury or potential of injury are investigated to determine contributing factors and corrective actions are identified and implemented.

As simple as these statements are, if you look closely, some major aviation safety program concepts have been eloquently discussed. Obviously they address *human factors* by calling for leadership, communication, pre-planning, and quality control through monitoring. Our *safety culture* is reinforced through personal involvement, recognition, work plan approval, and implementation of corrective actions. These concepts simply apply the rule of *accountability* as well. *Risk management* is expressed in the ideas of having safety expectations (low risk), safe working environment and safe work practices. I can stretch a bit farther and incorporate Leadership with *See It*, Planning with *Say It*, and Monitoring with *Fix It !!*

I'm sure more messages can be read between the lines, but I'll leave that exercise to your imagination. The point is, that we can find constructive safety messages in most directives. Why not use directives in a creative way for tailgate sessions, stand-up briefings and any other opportunity that arises to share the lesson learned?

You all are doing great work out there. Safe Attitude IS the way we fly !!

Twelve Standard Aviation Questions That Shout “Watch Out!”

1. Is this flight necessary?
2. Who is in charge?
3. Are all hazards identified and have you made them known?
4. Should you stop the operation or flight due to:
 - Communications?
 - Weather?
 - Confusion?
 - Turbulence?
 - Personnel?
 - Conflicting Priorities?
5. Is there a better way to do it?
6. Are you driven by an overwhelming sense of urgency?
7. Can you justify your actions?
8. Are there other aircraft in the area?
9. Do you have an escape route?
10. Are any rules being broken?
11. Are communications getting tense?
12. Are you deviating from the assigned operation or flight?

WHEN IN DOUBT-----DON'T!

FIVE STEPS TO A SAFE FLIGHT

1. Pilot/Aircraft Data Card – Approved & Current
2. Flight Plan/Flight Following Initiated
3. PPE in Use When Required
4. Pilot Briefed on Mission & Flight Hazards
5. Crew & Passenger Briefing to Include:
 - Aircraft Hazards
 - Seat Belt & Harness
 - ELT & Survival Kit
 - First Aid Kit
 - Gear & Cargo Security
(Not Under Seat)
 - Fire Extinguisher
 - Fuel & Electrical Shut-off
 - Oxygen Equipment
 - Emergency Egress
 - Smoking

RISK MANAGEMENT

Risk management is the process of identifying, assessing, and controlling risks arising from operational factors and making decisions that balance risk costs with mission benefits.

The purpose of managing risk is to preserve human and material resources by identifying and preventing events that cause damage and injury to those resources. Three rules guide the risk management process:

- Accept no unnecessary risk.
- Make risk decisions at the proper level.
- Accept risks only if benefits outweigh the potential safety costs.

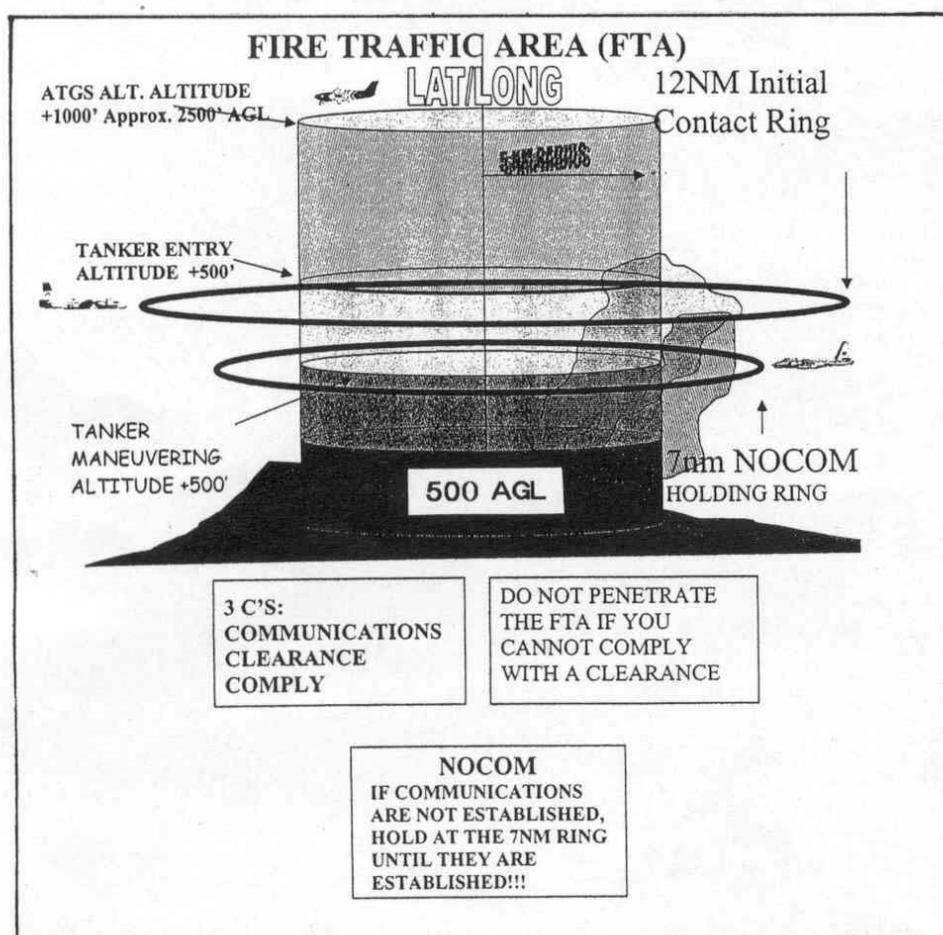
- 1) Properly managing risk is a good management decision. It provides for conservation of resources by avoiding unnecessary risk, helps management make informed decisions, identifying feasible and effective control measures where specific standards do not exist, and improving opportunity for successful mission accomplishment.
- 2) Successful outcomes can be achieved by applying the following steps of risk management to each flight or aviation mission:
 - a) Identify Risks. Identify specific risks associated with all specified and implied tasks. Determine the hazards, exposures, and probabilities causing these risks.
 - b) Assess Risks. Determine the magnitude, probability and severity of each risk.
 - c) Identify Controls. Appropriate controls may be in the areas of individual qualifications, performance of the aircraft, aircraft equipment, weather conditions, operating procedures, ground support equipment and people, personal protective equipment, communications, and others. Appropriate controls reduce the magnitude of mission-essential risks through proper application of established and identified controls.
 - d) Make Decisions. Make risk acceptance decisions by balancing risk benefits against risk magnitude, and eliminate unnecessary exposure. These decisions should include the appropriate level of FS management whenever possible. Sometimes the only decision to be made is to cancel the mission. More often the benefits justify the mission, but only if the risks can be minimized by controls over how and who conducts the mission. This also helps to reduce the potential costs of an accident to an acceptable level.
 - e) Implement Controls. Integrated specific controls into aviation plans and mission performance. Knowledge and understanding of controls down through the organization to each individual involved in aviation use is essential to the successful and safe outcome of each mission. This means following established agency policies and procedures in Forest Service manuals, handbooks, and guides. It means using trained personnel and following all contract specifications.
 - f) Monitor Operations. Review mission performance, suitability of controls, adherence to controls, and mission progress. Take prompt and appropriate corrective actions.

- 3) Risk management does not eliminate risks. The moving force driving aviation safety and training efforts is: "Safety through Prevention." Risk management is a key component in successful accident prevention.
- 4) There are several risk management decision-making models. The model prescribed for USFS use is provided in the Interagency Helicopter Operations Guide (IHOG). It is a management responsibility to enforce standards and controls, evaluate the effectiveness of controls and performance, and to mitigate risk as necessary.

Fire Traffic Area (FTA)

The FTA was developed by aerial firefighting personnel to provide a standardized initial attack airspace structure to enhance air traffic separation over wildland fire (or other) incidents.

The Aviation Management Council (AMC) met May 6, 2003 in Boise, ID and approved the use of the FTA. The poster and powerpoint presentations explaining the FTA are available online at: http://www.fs.fed.us/fire/av_safety/fta/index.html. **Printed Copy – Poster and Attachment 1**



CONGRATULATIONS DENNIS HULBERT

Memo from Tony Kern, Assistant Director, Fire and Aviation Management

Colleagues

About a year ago, as we were drafting our strategic plan, we tried a new concept where the WO aviation staff asked each region to act as lead for a segment of the overall national program. Region 5 volunteered to take on training - perhaps our most critical long term challenge. What has occurred since epitomizes "above and beyond" performance and shows what can occur when energetic and talented people are turned loose on a challenge. I've attached a recent update email from Dennis Hulbert in R5 on the most recent initiative, but let me first provide a couple of other highlights:

- R5 has recently contracted for a world-class aviation instructional design expert to review and overhaul the web based Interagency Aviation Training program at a cost of under 100K, to finally bring the program (previously known as "Aviation Training 2000") up to world class standards with regards to content and design.
- The new McClellan facility has taken training to an entirely new level with state of the art technologies, and we have only scratched the surface of its potential as a training center (see "Sim Room" below)
- R5 is hosting the Cobra helicopter Air Supervision Module program where recorded video and infrared scenarios can be brought directly to the classroom in near real time for tactical reviews and unique training opportunities based upon actual fire scenarios.
- R5 stands on the threshold of creating the first and most advanced aviation fire simulation facility in the world - and has done so on a shoestring budget. The potential here is global and could actually become a revenue generating international program that is self sustaining. Please review the attachment below to get an appreciation of the scope and potential of this most recent effort.

I want to express my sincere appreciation to Region 5 and Dennis Hulbert for these extraordinary efforts. All we asked of them was to "take the lead" on improving our training. In so doing, they have set us on a course to become the best in the world at something we have been struggling with for years. If we had any money left - I'd give him an award! For now - its a sincere "well done."

Attachment 2 - [Sim Room](#)

Driving Safety Tip from Charlotte Larson, Retired USFS National Fixed Wing Specialist

A 36-year-old female had an accident several weeks ago and totaled her car. A resident of Kilgore, Texas, she was traveling between Gladewater & Kilgore. It was raining, though not excessive, when her car suddenly began to hydroplane and literally flew through the air.

She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the highway patrolman what had happened he told her something that every driver should know - **NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON.** She had thought she was being cautious by setting the cruise control and maintaining a safe, consistent speed in the rain. But the highway patrolman told her that if the cruise control is on and your car begins to hydroplane - when your tires loose contact with the pavement - your car will accelerate to a higher rate of speed and you take off like an airplane. She told the patrolman that was exactly what had occurred.

We all know you have little or no control over a car when it begins to hydroplane. You are at the mercy of the Good Lord. The highway patrol estimated her car was actually traveling through the air at 10 to 15 miles per hour faster than the speed set on the cruise control.

The patrolman said this warning should be listed, on the drivers seat sunvisor - **NEVER USE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY** - along with the airbag warning.

We tell our teenagers to set the cruise control and drive a safe speed but we don't tell them to use the cruise control only when the pavement is dry. The only person the accident victim found, who knew this (besides the patrolman), was a man who had had a similar accident, totaled his car and sustained severe injuries.



AIRWARD NEWS

In Recognition of Professional Performance during a Hazardous Aviation Event or Significant Contribution to Aviation Mishap Prevention

August 2003

Anchors Away!



Jim Russell took the initiative to design, engineer, and install an improved rappel spotter tether anchor attachment point for this exclusive use S-58T helicopter. Jim is a mechanic for Construction Helicopters, the contractor based at Trinity Helibase. The time and effort he volunteered to this project enhanced safety and efficiency for the rappel spotter by keeping the tether off the floor and from underfoot. The crew at the Trinity Helibase will certainly benefit from Jim's contribution. Thanks Jim, NICE JOB. No SAFECOM submitted.

The Longest Day

Angela Wittenberg, Resource Project Helicopter Manager, recently made a good call while working at Umiat, AK, when the lodge where they were to stay had a serious fire rendering their accommodations unavailable and causing the village to be evacuated. The fire occurred late in the crew's duty day and an emergency supply run still had to be made. Following the emergency supply run Angela discovered that their back-up plan for lodging at Deadhorse was no longer an option due to 30kt winds at the airfield. Angela decided that at that moment the best available

alternative for accommodations was an hour and a half away at Bettles and although the increased flight time pushed them over the duty day by 2.5 hours it was the safest option based on the situation. Despite constantly changing environmental and mission factors Angela evaluated all of her options and steered the safest possible course for the aircrew and the BLM employee. [OAS SAFECOM 03-208](#)



Ramp Up! (or a case study in CRM success)

Adam Goeden, Ramp Manager at Grand Junction, CO, and Diane Pryce, the Air Tactical Supervisor in the aircraft, through their alertness and quick reaction to an unsafe situation, helped prevent damage to a lead plane during engine start up. The Beech 200's crew had been on standby and were at the end of their shift so they had gone ahead and had the mechanic install the aircraft's covers (engine inlet plugs, pitot covers, and prop stops) when Adam approached with a dispatch for a fire mission. The pilot, Mike Lynn, was in the cabin when he received the dispatch and



he watched as the mechanic removed and stowed the covers. As Mike (sitting in the left seat) began to start the right engine Diane, (sitting in the right seat), yelled “stop engine” while Adam (outside) was urgently giving the stop engine signal. Mike immediately aborted the start and learned that the engine inlet cover had not been removed.



Though there are several lessons to be learned from this event (conscientious pre-flight and through-flight inspections, clearing the aircraft prior to start, avoiding complacency, etc.) one of the most admirable aspects of this event is that Mike immediately realized that if this could happen to him it could happen to someone else too and promptly warned the rest of us with his Safecom. In Mike's words “I hope this Safecom gets wide distribution to all aircraft ground support personnel (fixed wing and rotor).

Due to their teamwork and quick reaction a mistake (and we all make them) turned into an opportunity. Congratulations to Adam and Diane, whose attentiveness and rapid response to an emergency helped prevent one accident and to Mike whose courage in reporting it may prevent many others. [OAS SAFECOM 03-183](#)

Give Me a Break!

Ben York, a pilot for Pierce Aviation was flying an Ayres Thrush Single-Engine Air Tanker (T-414) on a fire mission when he made one of the more uncomfortable decisions that a pilot has to make; he called it quits when he felt his head just wasn't in the game. Ben had just departed from the San Luis Valley Regional Airport, Alamosa, CO when he realized that the rear jump seat door had opened in flight. Ben jettisoned the load in the jettison area and returned to the airport. At that point he requested that he taken out of service for the



balance of the day. Ben felt that because he had missed the improperly latched cockpit door during his pre-flight, he was not properly concentrating on the job of flying. Accident databases and books on aviation are full of cases where pilots, young and old, just kept on pressing until fate caught up with them. Our hats are off to Ben for being wise enough to see what was happening and courageous enough to do something about it. Good call Ben!! [OAS SAFECOM 03-282](#)

The ONLY Way ^{WTF} to Fly!

Aviation Safety Offices

http://www.fs.fed.us/fire/av_safety/ - <http://www.oas.gov/oassafety/>



Letters

File Code: 5100/7130

Date: August 27, 2003

Route To: (6700)

Subject: Emergency Driving - Wildland Fire and Emergency Incident Response

To: Regional Foresters, Station Directors, Area Director, IITF Director, Job Corps, and WO Staff

The Forest Service will follow the enclosed “Emergency Driving – Wildland Fire and Emergency Incident Response” guideline as interim policy for the 2003 fire season. This policy is provided as an addendum to FSH 6709.11, section 12.32 – Emergency Driving, and in place of the guideline found in Chapter 4, p. 6, of *Interagency Standards for Fire and Fire Aviation Operations, 2003*, Emergency Driving. We anticipate “Interagency Standards... 2004” will provide an interagency policy on this issue, and we are eager to engage in that process.

Fatalities associated with fire suppression response driving have outnumbered all other fire-related deaths, and fatigue has been a contributing factor in many of them. While this guidance provides limits that, when applied, should reduce the incidence of driver fatigue, it does not replace the proactive attention required of every line officer, fire manager, supervisor, and driver to properly manage fatigue.

Please direct any related question to Ed Hollenshead, 208-387-5102, or Michael Harper, 703-605-4520.

/s/ Thomas J. Mills
THOMAS J. MILLS
Deputy Chief for Business Operations

Enclosure

To open this document in the Records database, click on this link ->

To access all documents in the National Records Database, click on this link ->

File Code: 6140

Date: August 18, 2003

Route To:

Subject: Supplemental Safety Standards for Forest Supervisors and Supervisors and Managers

To: Regional Foresters, Station Directors, Area Director, IITF Director, Job Corps, and WO Staff

For FY04, supplemental safety standards have been developed for Forest Supervisors and Supervisors and Managers.

The purpose of these supplemental safety standards is to ensure that Forest Supervisors, Supervisors and Managers at all levels understand and fulfill their responsibility to furnish employees places and conditions of employment that are free from recognized hazards that are causing or likely to cause death or serious physical harm.

These supplemental safety standards are as follows:

- **Leadership:** Safety leadership is demonstrated by personal involvement, provision of resources (staffing, training, equipment, etc.), communication of safety expectations, and recognition of pro-active safety accomplishments.
- **Planning:** A process is in place to ensure approval of work plans requiring identification and allocation of the resources necessary to ensure a safe work environment, employee protection needs and safe work practices.
- **Monitoring:** Implementation and effectiveness of safety practices are monitored; incidents involving injury or potential of injury are investigated to determine contributing factors and corrective actions are identified and implemented.

These supplemental standards should be discussed and applied at the beginning of the FY04 performance review.

If you have any questions, please contact Employee Relations Specialist, Bernie Freeman, at (703) 605-0846.

/s/ Irving W. Thomas (for)
THOMAS J. MILLS
Deputy Chief for Business Operations

File Code: 5700

Date: August 18, 2003

Route To:

Subject: Grangeville Airtanker Base

To: Regional Aviation Officers

This is to confirm that airtanker operations at the Grangeville airport are limited to the DC-4 and SDC-4. The P2V is not authorized to operate from this base. This information was included as a footnote with the schedule of items for the 2002 Airtanker Solicitation. The *2003 Interagency Airtanker Base Directory* is incorrect. Please make a corrective note in your directory.

The following is a review of the limitations by airtanker type that will bring us to the current situation. The limitation will be shared with the airtanker operators and pilots as well as the dispatch community.

SP2H: Does not meet accelerate/stop distance requirements.

P2V: Does not meet takeoff within 80% of runway length requirement at 2200 gallons. In 1999, P2V operations were limited to a maximum of 2000 gallons with downloads to lesser gallons due to winds, temperature, etc. Runway length and width (5100 x 75 feet at an elevation of 3310 feet), combined with normal temperatures and winds, create an operational risk that is not justified. McCall or Coeur d' Alene bases can more safely operate these aircraft and support the Nez Perce NF. This decision is also consistent with decisions and limitations at other bases such as Hemet (runway 4314 x 100 feet at an elevation of 1512 feet) and Ramona (runway 400 x 150 at an elevation of 1393 feet). The P2V has been restricted from operating at either base for several years.

DC6/7: DC-7 does not meet takeoff within 80% of runway length requirement. DC-6 is marginal.

P3: Restricted from operating at Grangeville in 1992.

C-130: Restricted from operating at Grangeville in 1992.

/s/

PAT NORBURY

Acting National Aviation Operations Officer

cc: Alice R Forbes, Rick Willis, Neal Hitchcock, Kim A Christensen, Tom Monterastelli, Dave Dash, Stan Anderson, Mick McCurry

File Code: 5100
Route To:

Date: August 14, 2003

Subject: 2003 Fire Season Preparedness

To: Regional Foresters, Station Directors, Area Director, IITF Director, Job Corps,
and WO Staff

This season, drought conditions and fire danger indices are again exceeding historic maximums and the western Regions are experiencing significant fire activity. We are positioned to meet the challenges of a tough fire season, but resource shortages already exist in critical positions.

I am asking that each of you become personally involved in ensuring that well-trained employees are available to fill these needs and support the suppression effort now underway. Please take the necessary steps to motivate employees under your supervision to participate to the level of their ability in fire assignments both on the line and in support roles.

Maintenance of a well-rested workforce is also critical to our organization's performance. We have several weeks of fire season remaining. Managing fatigue on the fireline and managing incident management team transition will require proactive, situational anticipation. Safe practices start with good management planning.

Under the transfer strategy, I want to make it clear that preparedness funding for the protection of life and property is our priority. Additional needs, also for the protection of life and property should be identified with cooperators and submitted as part of consolidated severity requests. The Chief's Office will maintain preparedness integrity and work with the units to cover suppression expenditures through the remainder of the season.

Please share this information with your Line Officers.

I extend my thanks to you and all of our employees for performing this difficult task with so much dedication and self-sacrifice.

/s/ Dale N. Bosworth
DALE N. BOSWORTH
Chief

cc: Neal Hitchcock

File Code: 5700
Route To: (5100), (5700)

Date: July 31, 2003

Subject: Interagency Aerial Supervision Module (ASM) Test

To: Regional Foresters, Station Directors, Area Director, IITF Director, Job Corps,
and WO Staff

During the past two years, the Bureau of Land Management (BLM) has completed a study of the Aerial Supervision Module (ASM) concept, and has adopted ASM training and operations as policy.

The Forest Service has reviewed the BLM policy and determined that we support the concept. Therefore, this letter authorizes the Forest Service to conduct ASM training with the BLM, and test the ASM concept on interagency wildland fire suppression operations.

This letter also allows deviation from FSM 5716.3, which currently does not permit an Air Tactical Group Supervisor (ATGS) aboard ASM aircraft when operating below 500 feet above ground or canopy level except for take-offs and landings. If the ASM crew consists of a third crewmember (Sensor Technician), then missions are restricted from operating below 500 feet.

Training and test ASM operations shall be conducted in accordance with the Interagency Lead Plane Operations Guide (ILOG) and the BLM Aerial Supervision Operations Guide (ASOG).

The direction provided in this letter expires on December 31, 2003.

If additional information is needed, please contact Pat Norbury, National Fixed-Wing Standardization Pilot at 208-387-5646.

/s/ Joel D. Holtrop
JOEL D. HOLTROP
Deputy Chief State and Private Forestry

cc: Regional Foresters, Fire and Aviation Mgmt. Directors, Regional Aviation Officers, Regional Aviation Safety Managers, National Aviation Operations Officers, Tony Kern, Alice Forbes

Mishap Update

The USFS has experienced one helicopter accident (listed below) since last months report. There have been 6 Incidents With Potential (IWP), including a wire strike, fuel exhaustions, near mid-air and aircraft loss of control.

Region 3 - Coronado NF
NTSB ID: LAX03TA229
14CFR Part 133: Rotorcraft Ext Load
Accident occurred Monday, July 07, 2003 in Tucson AZ
Aircraft: Sikorsky S-64E, registration: N6979R
Injuries: 2 Uninjured

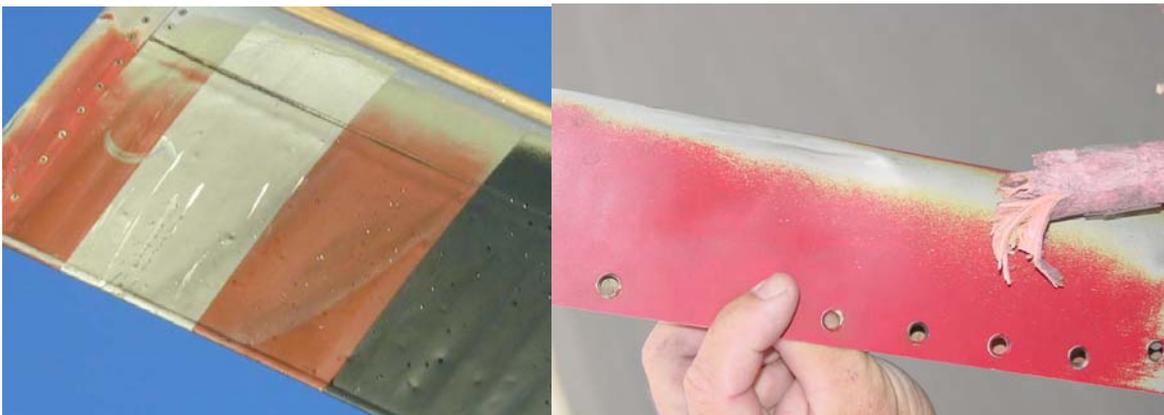


This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On July 7, 2003, at an unknown time, a Sikorsky S-64E, N6979R, sustained tail rotor blade damage under unknown circumstances near Tucson, Arizona. The U.S. Forest Service was operating the helicopter as a public-use flight under the provisions of 14 CFR Part 133 for firefighting operations. The pilot and co-pilot were not injured; the helicopter sustained substantial damage. The flight departed Tucson International Airport (TUS), Tucson, about 1715. Visual meteorological conditions existed during the flight and a company visual flight rules (VFR) flight plan was in effect.

The operator reported that the crew returned to Tucson to refuel the helicopter. Maintenance personnel discovered the exhaust tube on the left engine was damaged. The helicopter was shutdown and examined. The exhaust tube had small cracks located around the bolts near the engine. About 1/3 of the tube was bent down and looked as though pieces were missing. Upon closer inspection, it was determined that "all pieces were there." Other components of the helicopter were also examined. Three tail rotor blades sustained damage and needed to be replaced. The crew does not recall where the damage occurred.

At the time of this report, the Safety Board has not determined if the damage occurred on this flight, or on a previous flight



On the Lighter Side

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!" The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."
"Why?" asked the nervous pilot. "Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

The pilot replied, "You mean you're not the flight instructor?"

You May Be A Redneck Pilot If...

- ... your stall warning plays "Dixie."**
- ... your cross-country flight plan uses flea markets as check points.**
- ... you think sectionals charts should show trailer parks.**
- ... you've ever used moonshine as avgas.**
- ... you have mud flaps on your wheel pants.**
- ... you think GPS stands for going perfectly straight.**
- ... your toothpick keeps poking your mike.**
- ... you constantly confuse Beechcraft with Beechnut.**
- ... just before impact, you are heard saying, "Hey y'all, watch this!"**
- ... you have a black airplane with a big #3 on the side.**
- ... you've ever just taxied around the airport drinking beer.**
- ... you use a Purina feed bag for a windsock.**
- ... you fuel your wizzbang 140 from a Mason jar.**
- ... you wouldn't be caught dead flyin' a Grumman "Yankee."**
- ... you refer to flying in formation as "We got ourselves a convoy!"**
- ... there is a sign on the side of your aircraft advertising your septic tank service.**
- ... when you are the owner of Red Neck Airlines and pilot of Redneck One.**
- ... you subscribe to The Southern Aviator because of the soft paper!**
- ... you have ever incorporated sheetrock into the repair of your aircraft.**
- ... you have ever responded to ATC with the phrase "That's a big 10-4!"**
- ... you typically answer female controllers with titles like "sugar" or "little darlin'."**
- ... she responds with the words "Honey" or "Big guy" then she may be a redneck.**
- ... you have ever used a relief tube as a spittoon.**
- ... you glance down at your belt buckle to help you remember your N-number.**
- ... you have ever tried to impress your girlfriend by buzzing her doublewide.**
- ... the preprinted portion of your weight and balance sheet contains "Case of Bud."**
- ... your go/no-go checklist includes the words "Skool" or "Redman."**

Safety Alerts

[2003-01 Turbine Engine Compressor Stalls \(pdf file\)](#)

[2003-02 Over the Counter Medications \(pdf file\)](#)

[2003-03 Commercial Airline Security Information \(pdf file\)](#)

[2003-04 Helicopter Water Bucket Operations \(pdf file\)](#)

[2003-05 Aviation Resources Shortfall \(pdf file\)](#)

[2003-06 AS 350 Series Collective Locking Mechanism \(pdf file\)](#)

[2003-07 Helicopter Emergency Seating Position \(pdf file\)](#)

[2003-08 Bell 407 Helicopter Stand Down \(pdf file\)](#)

[2003-09 Look Out Conditions \(pdf file\)](#)

[2003-10 Eyes in the Sky \(pdf file\)](#)

[2003-11 Aircraft Pre-Flight Inspections \(pdf file\)](#)

[2003-12 AS 350 Series Hydraulic Accumulator Test \(pdf\)](#)

[R6 2003-01 King Radio Clamshell Battery Packs \(pdf\)](#)

SafeCom Summary

There have been 493 SafeComs filed this fiscal year (October 1, 2001 – July 31, 2003). Last year there were 672, 440 in 2001, and 559 in 2000 for the same time period.

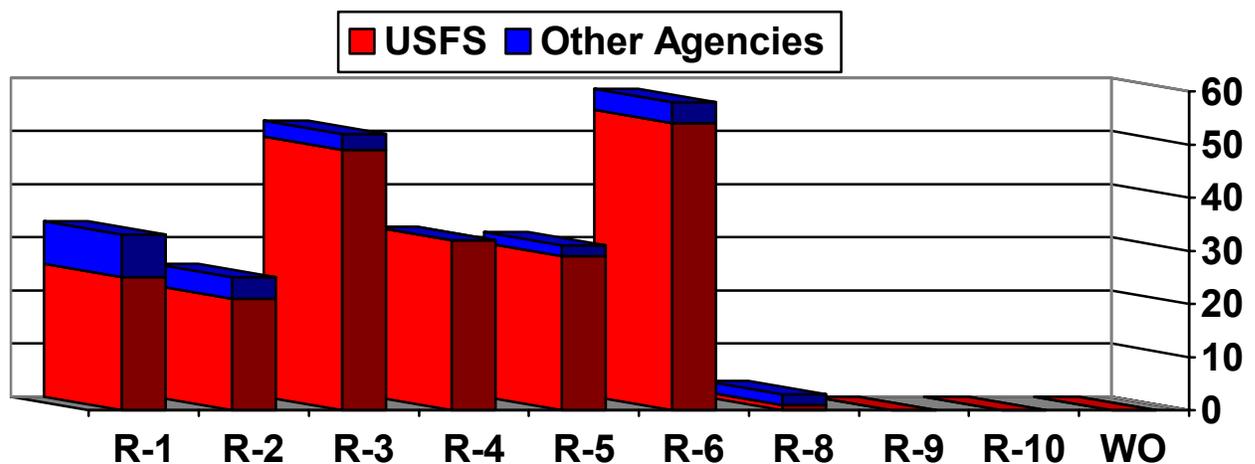
The following charts are based on SafeComs that occurred from July 1 through July 31. There were 234 (211 USFS and 23 other agency) SafeComs reported this July compared to 221 last year, 163 in 2001 and 180 in 2000.

Included in this report are representative samplings of the SafeComs reported in July of this year. To view all the USFS SafeComs click on the link to SafeComs below. Pick the options you want to search for, then click on submit, or simply click on submit to view all of the latest SafeComs and use the arrows at the bottom left of the screen to navigate backward and forward. <http://www.aviation.fs.fed.us/safecom/psearch.asp>

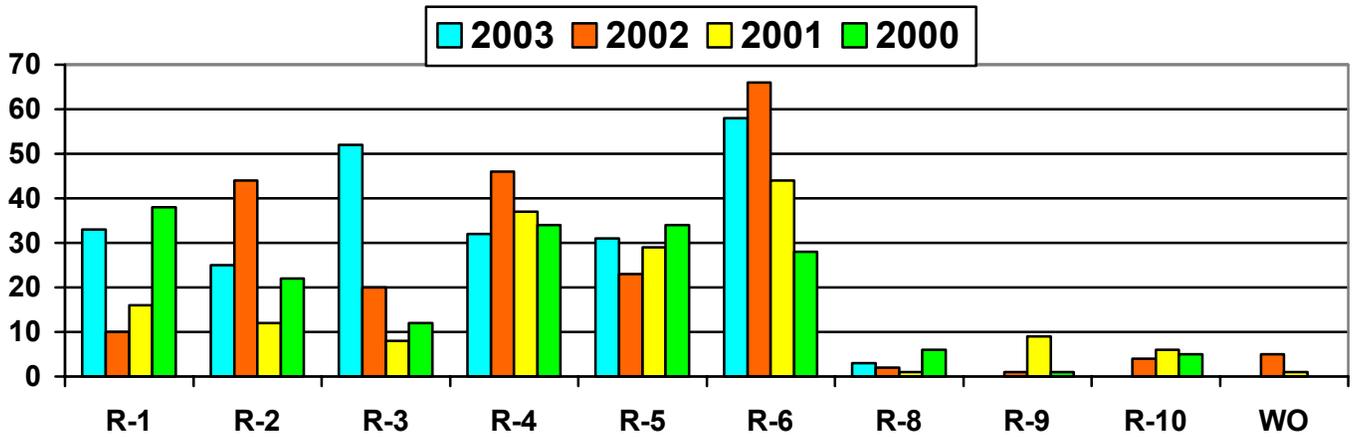
If you need assistance on searching contact Barb Hall at 208-387-5285 or email bhall@fs.fed.us.

July SafeComs by Region

The chart below shows the number of SafeComs by region (FS and other agency) reported for July of this year.

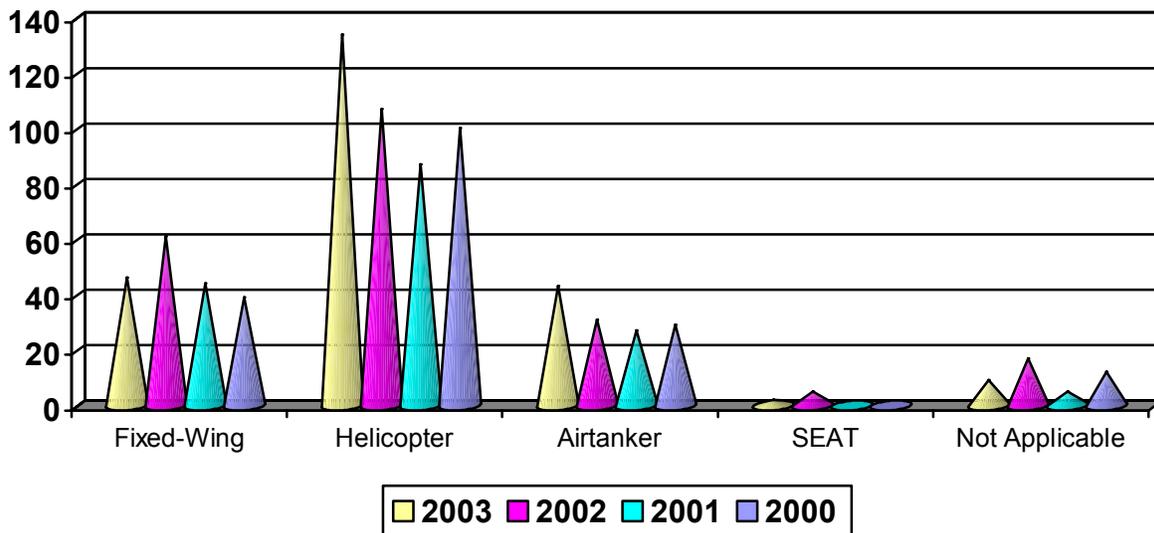


The following chart shows the total number of SafeComs reported by region for July of this year and the previous three years.



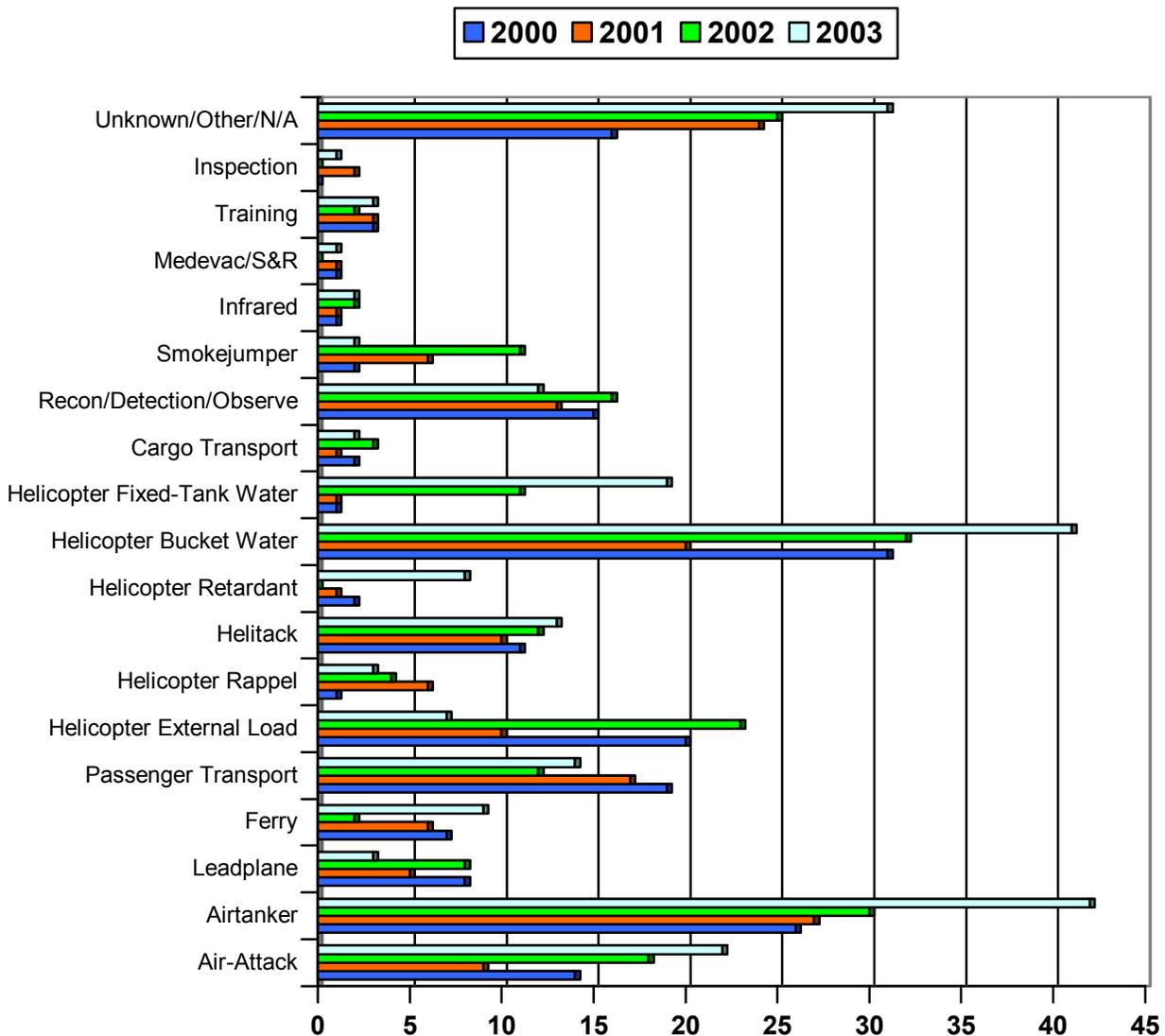
SafeComs by Aircraft Type

In July helicopter SafeComs accounted for more than half (57%) of the SafeComs this year. Last year they accounted for just under half compared to just over half in 2000 and 2001. Fixed-wing SafeComs were slightly lower than the last couple of years, they accounted for 20% this year compared to 28% last year, 27% in 2001 and 22% in 2000. The percent of Airtanker SafeComs were slightly higher with 18% this year, compared to 14% last year, 17% in 2001 and 16% in 2000. The chart below shows the number of SafeComs reported in July by aircraft type for this year and the previous three years.



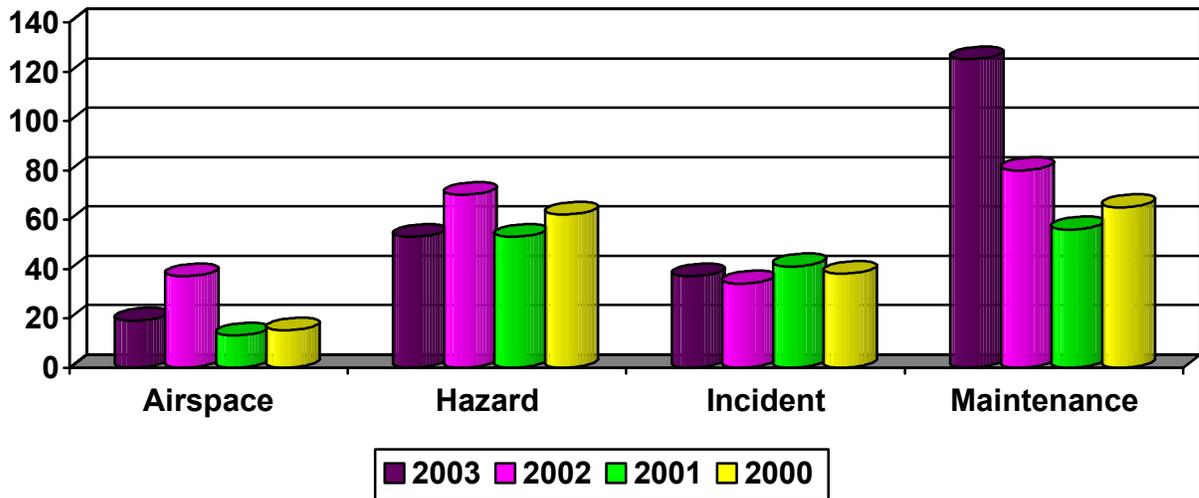
SafeComs by Mission

With the exception of Unknown/Other/N/A, the airtanker and helicopter water bucket drop mission followed by air-attack were the most reported SafeComs this year. Helicopter water bucket drops and airtanker normally have the most reported, however there were significantly more this reported this year. Helicopter fixed tank and retardant had more reported than usual this year, which is most likely due to more of these missions being performed this year. The chart below shows the number of SafeComs reported in July by mission for this year and the previous three years.



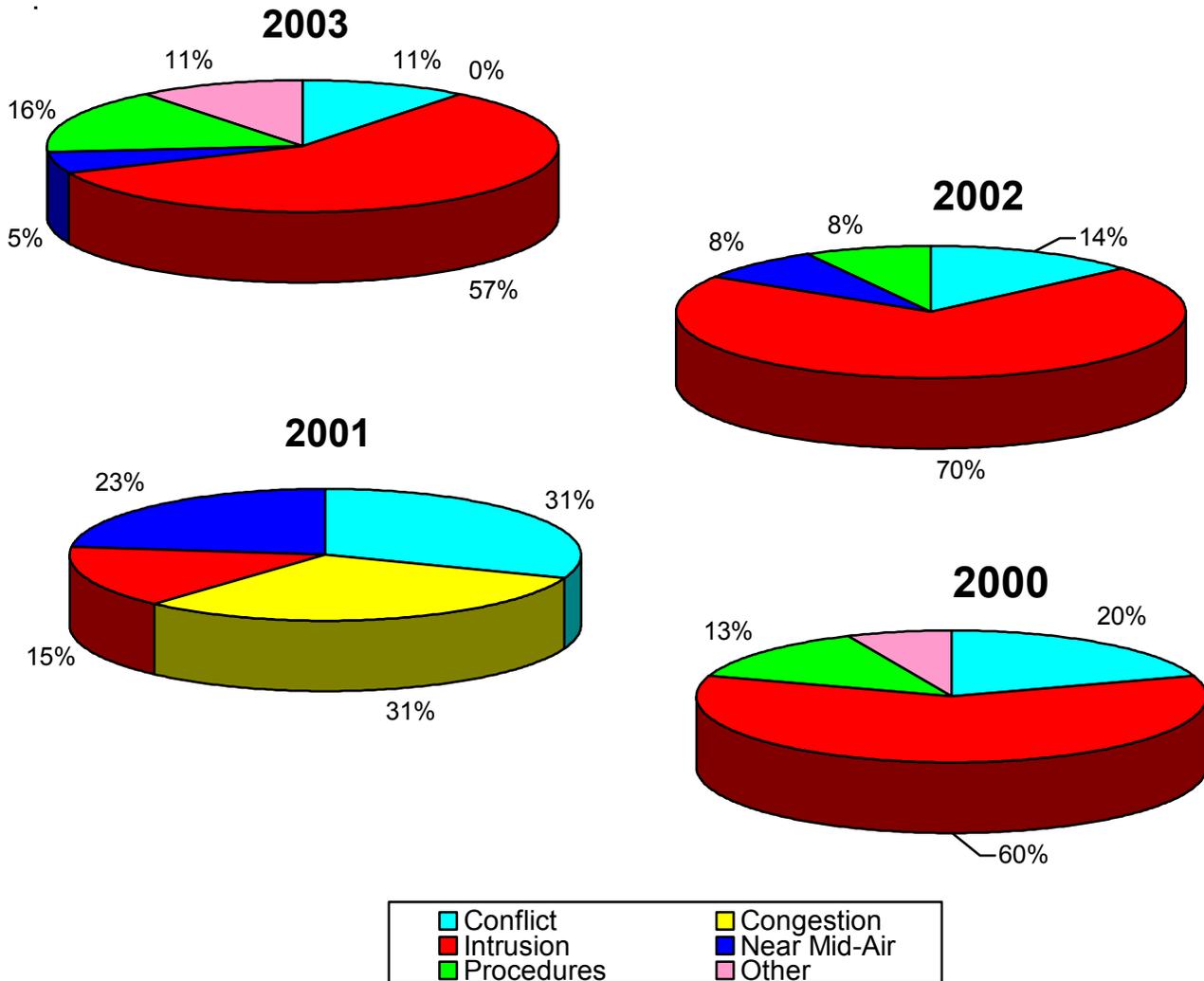
SafeComs by Category

SafeComs on Maintenance are generally the most reported, which the chart below continues to indicate, however, this year was significantly higher than normal. This year maintenance SafeComs accounted for 53% of the SafeComs reported in July, compared to 36% last year, 34% in 2001 and 37% in 2000. Airspace SafeComs were much lower than last years 17%, running at 8% which was what they were in 2000 and 2001. Hazard SafeComs continue to be the second most reported, although percent wise lower this year at 23% compared to 32% last year, 33% in 2001 and 34% in 2000. Incident SafeComs were 16%, which was comparable to last years 15% which was much lower than the 2 previous years of 25% in 2001 and 21% in 2000. The chart below shows the number of SafeComs reported in July by category for this year and the previous three years.



Airspace SafeComs

There were 19 SafeComs reported in this category in July of this year compared to 37 last year, 13 in 2001 and 15 in 2000. The numbers of reports were much lower and normal than last year. With the exception of 2001, Intrusions continue to be the most reported in this category. "See and Avoid" is critical, don't let your guard down just because there is a TFR. Along with submitting a SafeCom, it is also critical to report intrusions to the local dispatch center or airspace coordinator so they can take immediate action. The charts below show the percent of Airspace SafeComs by sub-category for July of this year and the previous three years

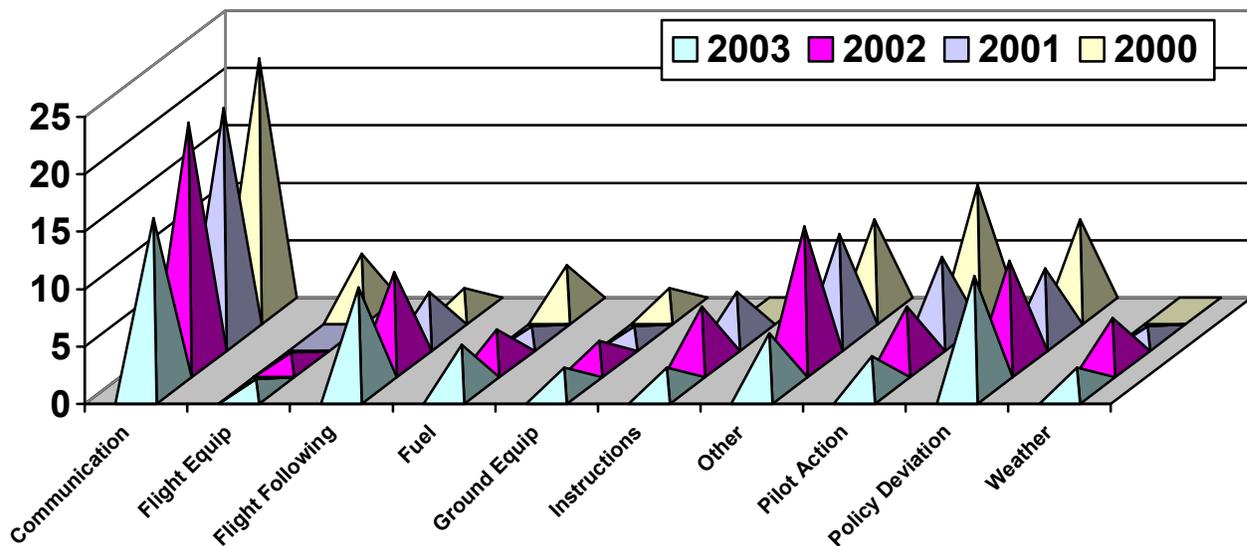


Select from the links below to view a sampling of the Airspace SafeComs.

- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4242>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4346>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4364>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4407>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4409>

Hazard SafeComs

There were 53 SafeComs reported in this category this year compared to 70 last year, 53 in 2001 and 62 in 2000. SafeComs for communications have consistently been the most reported in this category. There were 15 reported this year, 21 last year, 20 in 2001 and 22 in 2002. Positive communications in the fire business is critical, if you don't have positive communications then disengage until communications are established. Besides other, policy deviation was the second most reported in this category this year followed by flight following. The chart below shows the number of Hazard SafeComs reported by sub-category for July of this year and the previous three years.

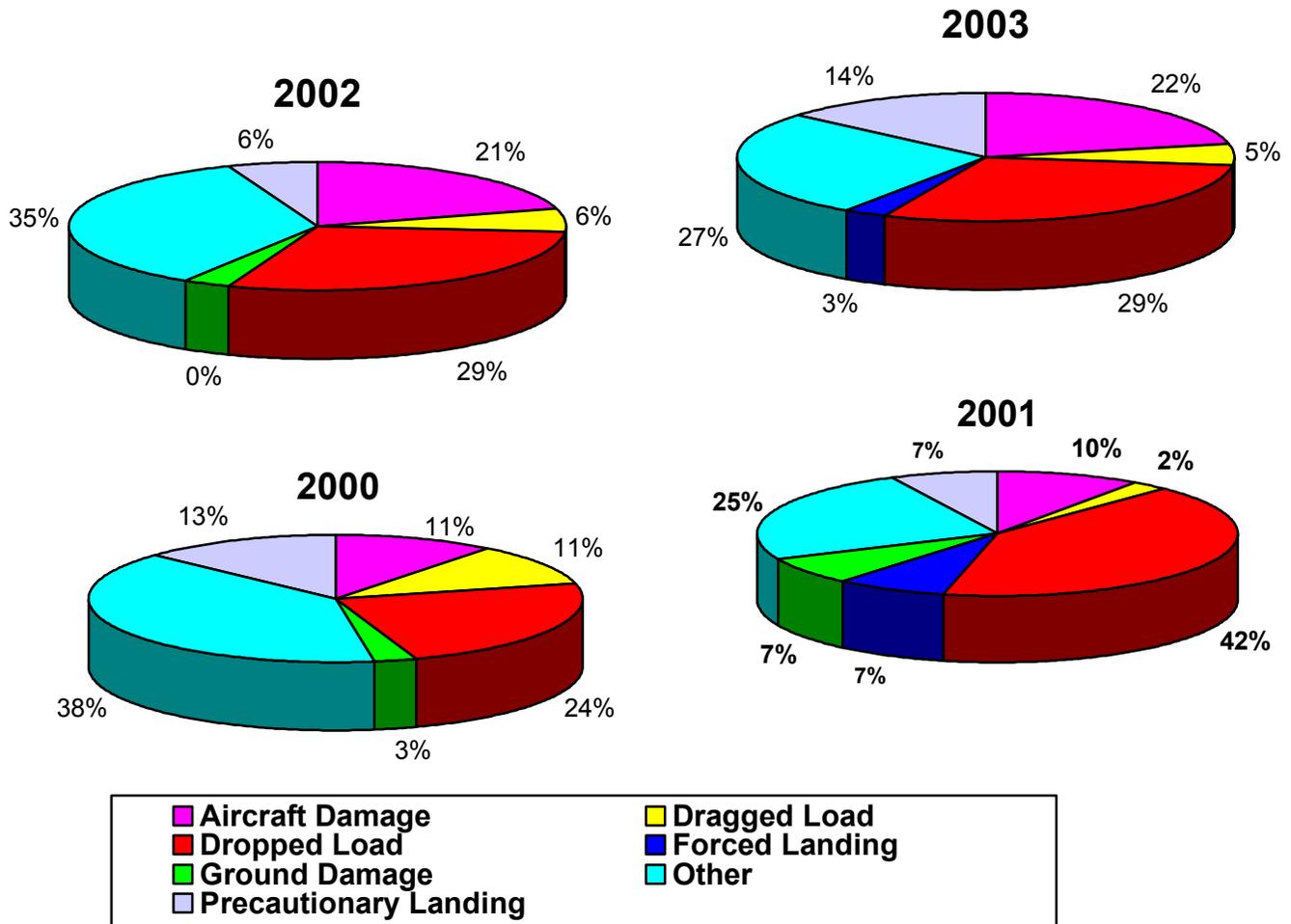


Select from the links below to view a sampling of the Hazard SafeComs.

<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4222>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4225>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4234>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4241>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4257>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4345>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4373>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4374>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4390>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4400>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4401>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4452>
<http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4458>

Incident SafeComs

There were 37 Incident SafeComs reported this year, comparable to 34 last year, 41 in 2001 and 38 in 2000. With the exception of "Other", dropped load continues to be the most reported SafeCom in this category followed by aircraft damage then precautionary landing. This year there were 11 dropped loads, 10 last year, 17 in 2001 and 9 in 2000. The charts below show the percent of Incident SafeComs by sub-category for July of this year and the previous three years.

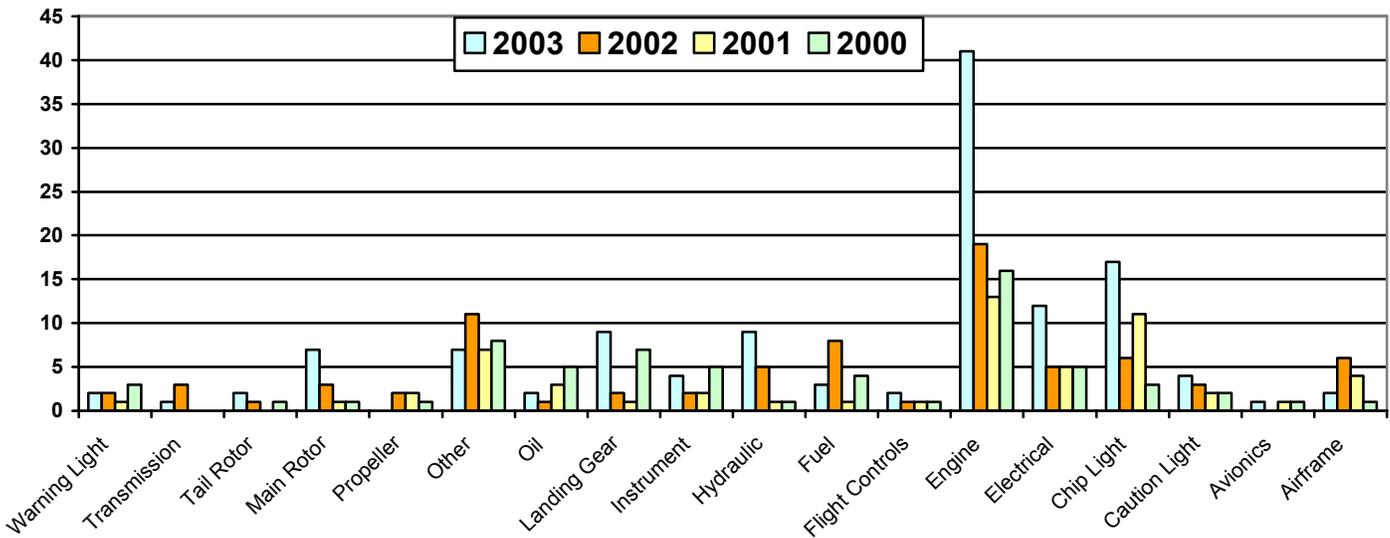


Select from the links below to view a sampling of the Incident SafeComs.

- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4219>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4388>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4216>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4247>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4250>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4370>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4384>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4388>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4410>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4440>

Maintenance SafeComs

SafeComs reported on Maintenance issues increased significantly this year. There were 125 Maintenance SafeComs reported this year compared to 80 last year, 56 in 2001 and 65 in 2000. SafeComs reported on engine continues to be the most reported, however there was a significant increase in the number reported this year. Chip light followed by electrical were the next most reported maintenance this year. The chart below shows the number of Maintenance SafeComs reported by sub-category for July of this year and the previous three years.



Select from the links below to view a sampling of the Maintenance SafeComs.

- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4224>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4238>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4267>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4284>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4368>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4371>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4402>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4406>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4414>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4417>
- <http://www.aviation.fs.fed.us/safecom/psearchone.asp?ID=4504>