

BLM Aviation Safety & Training FY 2014



Safety Management Systems (SMS)

The BLM continues its dedication to Safety Management Systems (SMS). 2014 was the second field season the BLM Helicopter Program Manager, Safety Advisor and OAS Maintenance Inspector provided SMS/Quality Assurance visits with Ex-Use Helicopter contractors during field operations. Plans are being developed to extend the SMS/QA visits to reach out to the SEAT and Fixed Wing Ex-Use Programs in FY2015.

Safecom Summary FY14 (79) FY13 (139)

- ◆ Helicopter (29) FY13 (64)
- ◆ SEAT (11) FY13 (19)
- ◆ Airtankers (5) FY13 (8)
- ◆ Airspace (17) FY13 (27)
- ◆ Airplane (21) FY13 (42)
- ◆ Airspace (17) FY13 (18)

Non Fire Training (IAT)

- 747 (FY13-602) IAT course completions in the classroom
- 9 (FY13-102) course completions at IAT workshop (Boise & Portland)
- 2784 (FY13-4239) online course completed
- 118 (FY13-45) webinar course completions

2014 Summary

The BLM aviation program experienced one accident during FY14. The accident involved a contracted Exclusive Use helicopter performing a longline mission on a wildland fire. The aircraft was slinging gear when the accident occurred. Immediate emergency response was activated which resulted in the pilot arriving at the hospital in less than 1 hour. The pilot had minor injuries, aircraft was destroyed.

The aviation program experienced an Incident With Potential (IWP) while suppressing a spot fire during prescribed fire operations. Immediately after releasing water from the bucket the helicopter experienced a sudden rapid rate of ascent followed by a loud "boom." The pilot noticed the attached bucket on a 100' longline had draped over the tail boom. Fortunately the bucket missed the main rotors and only contacted one of the tail rotor blades. Only noticeable damage were the witness marks on the leading edge of the tail rotor blade and half of the steel cable strands being severed.

The aviation program experienced two elevated Safecom. One involved an Ex-Use helicopter which lost a sliding door in flight while enroute to wildland fire. The second involved a WY National Guard MAFFS aircraft which was unable to deploy the front landing gear prior to landing. Upon returning from dropping retardant on a wildland fire, the aircraft declared an emergency and landed at Hill Air Force Base. The aircraft received substantial damage.



Accident

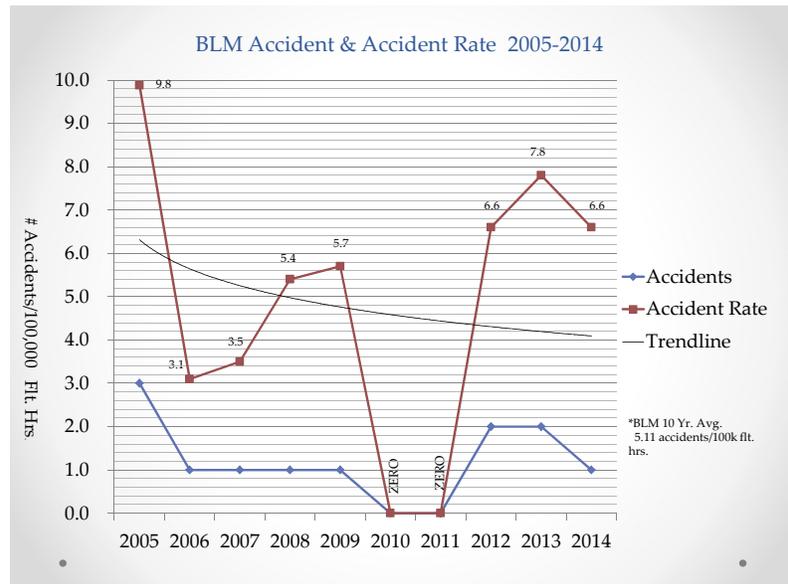
- ◆ July 3, 2014 Fallon, NV Fire Suppression, Ex-Use Astar 350Be external load operation slinging crew gear. No fatalities, minor injuries to pilot. Helicopter was destroyed. [NTSB WPR14GA281](#)

Incident with Potential

- ◆ Sept 14, 2014. Burns, OR. Prescribed Fire, On-Call Bell 206 L1-C30P. Second drop on a spot fire utilizing bucket on a 100' longline, pilot experienced sudden updraft immediately after releasing water with a resulting "boom" and tightness in the flight controls. No injuries, minor damage to one of two, tail rotor blades. [Safecom 14-0777](#)

Elevated Safecom

- ◆ June 12, 2014 Tooele, UT. Fire Suppression, during initial attack an Ex-Use Astar 350B3e lost the left sliding door while in flight. Door was in the open and locked positions during flight. No injuries, minimal aircraft damage. [Safecom 14-0270](#)
- ◆ August 17, BLM UT. Fire Suppression, post retardant drop a WY National Guard C130H MAFFS was unable to deploy the front landing gear prior to landing. Aircrew performed an emergency landing at Hill AFB. No injuries, aircraft damage.



Aviation Leadership Development Initiative (ALDI)

Spring 2014 was the start of Aviation Leadership Development Initiative (ALDI) #3. ALDI #3 will run from Spring 2014 through Fall 2016. 2 candidates were selected; 1 from NV and 1 from AK.