

HAZARDOUS ATTITUDES LURKING IN YOU



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Our Vision: A Civil Helicopter Community With Zero Accidents



Introduction



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Overview

- ⦿ Review of Hazardous Attitudes
- ⦿ Hazardous attitudes inside of you
 - Discussion of real events
- ⦿ Case study
- ⦿ How to beat them



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Disclaimer

- ⦿ Today we will talk about real accidents and real stories
- ⦿ We must be in the right mindset
- ⦿ The people in these stories did not plan to be there!
- ⦿ We will use these to learn from and make ourselves and the professionals around us better for knowing them



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Hazardous Attitudes

- To start lets review the hazardous attitudes
- First the “academic” approach
- Second the real world approach for the working pilot



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5 Hazardous Attitudes

- ⦿ Anti-Authority
- ⦿ Impulsivity
- ⦿ Invulnerability
- ⦿ Macho
- ⦿ Resignation



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Anti-Authority



- ⦿ “Don’t tell me”
- ⦿ Maybe resentful of having someone tell them what to do
- ⦿ May regard rules, regulations, procedures, and policies as silly or unnecessary
- ⦿ Note*** You should question authority if you feel it is in error!



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Impulsivity

- ⦿ “Do it quickly”
- ⦿ Need to do something, anything, immediately
- ⦿ Do not stop and think about what they are going to do
- ⦿ Should think about all alternatives not just the first one that comes up



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Invulnerability

- “It won’t happen to me”
- Accidents happen to others but never to them
- More likely to take chances and increase risk
- Young people have “inevitable invulnerability”



Macho

- “I can do it”
- Trying to prove they are better than anyone else
- Takes risk to impress others



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Resignation

- “What’s the use”
- Pilots who do not think they are capable of making much of a difference in the outcome
- May feel that when things go well it is luck and when they go bad someone is out to get them or it is bad luck
- May go along with an unreasonable request just to be a “nice guy”



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Hazardous Attitudes

- If you teach a student just this what do they think?
- Where do our students learn their attitudes?
- How do you bring it home and make it real for them?



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Hazardous Attitudes

- No one climbs into an aircraft thinking they have a hazardous attitude
- If no one claims to be hazardous or thinks they are hazardous why do they occur?
- How do we prevent them?



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Who has an example?

- What was the back story?
- Why was it hazardous?
- When did you realize it was hazardous?
- What have you done since then to prevent it from surfacing again?



My lesson in hazardous attitudes



How do we prevent them?

- The FAA has some easy advice to follow.....



How to prevent hazardous attitudes

Attitude

Corrective Action

- ⦿ Anti-authority
 - ⦿ Impulsivity
 - ⦿ Invulnerability
 - ⦿ Macho
 - ⦿ Resignation
- ⦿ Follow the rules. They are usually right
 - ⦿ Not so fast. Think first
 - ⦿ It could happen to me
 - ⦿ Taking chances is foolish
 - ⦿ I can make a difference



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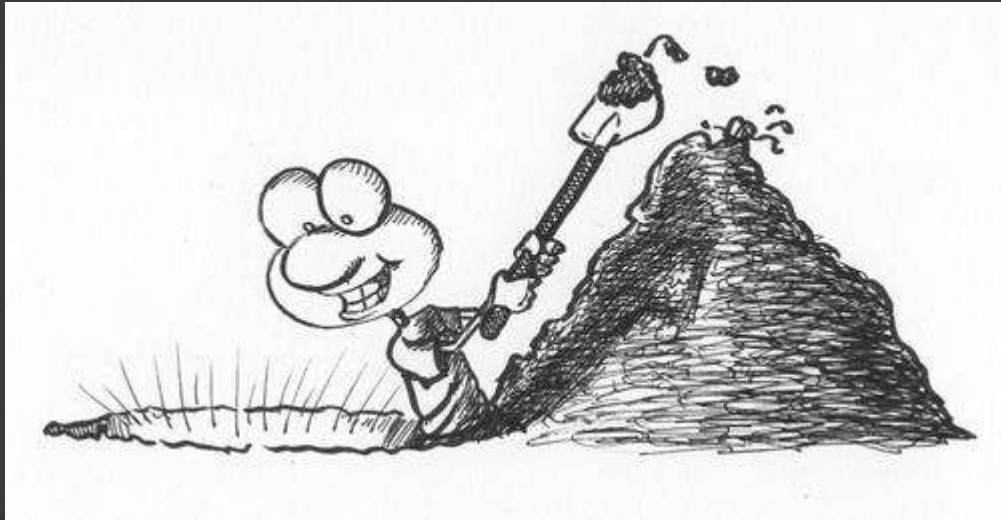
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Hazardous Attitudes

- That sounds great on paper, but we are obviously missing the boat
- Lets dig deeper and brainstorm some tools!



Real world prevention

- ◎ Accept they are lurking in you!
- ◎ Use risk management systems such as SMS
 - I am a small operator how do I do this?
- ◎ Listen and watch for red flags
- ◎ Review decisions
 - Most people have been practicing for these accidents their whole lives... they just finally got it right



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Other ways to prevent them

- ① Constant awareness
- ① Educate our students/mentee's in this aspect
- ① Use others to help identify the risks in ourselves
 - We are horrible at detecting them inside of ourselves
- ① Understand risks prior to going
 - Use of a risk matrix or FRAT
- ① IMSAFE



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Case Study

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

*** Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. ***

The helicopter had been transported to a remote area with the skid landing gear secured to the helicopter transport trailer with four heavy duty ratchet type tie-downs. After arrival at the work location the pilot and several ground crewmembers prepared the helicopter for an agricultural application flight. The pilot reported that during his walk-around inspection prior to the flight he had overlooked the right rear tie-down, and he attempted to takeoff with the tie-down still attached to the helicopter. As power was applied the helicopter immediately rolled to the right and impacted terrain. Both main rotor blades were impact separated mid-span and the transmission and skid landing gear were partially separated. The helicopter sustained substantial damage to the main rotor system, transmission, tail rotor, tail boom and fuselage. A postaccident examination found no preimpact mechanical anomalies with the helicopter.

Updated on Jan 12 2015 8:59AM



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The helicopter pilot stated that the purpose of the approximate 2-hour cross-country flight was to perform aerial mapping of powerlines. The helicopter was due for a fuel pump replacement at the end of the flight and maintenance personnel requested that the pilot land with as little fuel as possible. He departed with 60 gallons of fuel and thought he would land with about 10 gallons; however, the flight took longer than the pilot anticipated. About 2 hours, 15 minutes into the flight, as the helicopter was in a 50-foot hover over the destination airport, the engine lost all power. The pilot performed an autorotation to a taxiway, but the helicopter landed hard and the tailboom separated. The pilot added that the accident would not have happened if he followed the Federal Aviation Regulation minimum fuel requirements and had properly calculated time and fuel consumption. The pilot also reported that there were no preimpact mechanical malfunctions with the helicopter and examination of the wreckage by a Federal Aviation Administration inspector did not reveal any.

Updated on Dec 15 2014 9:20AM



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Conclusion

- ⦿ Remember that hazardous attitudes are lurking inside of us
- ⦿ Use the tools provided today to stay safe





Questions



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