



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

Aerial Observation Committee Summary

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Agenda

Recap on Previous Meeting and Action Items	Winston Seiler
Lite Enterprises Bird Strike Deterrence	Don Ronning
IOPG 69X Update	De Jansen
Safety, Incident Reporting, and Shares	W. Seiler/T. Buchner

11 Participants: Aerial Patrol, LLC, Barr, Chevron, Dow, Energy Transfer, KCSI, Shell



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Lite Enterprises Bird Strike Deterrence

- Light Emissions: complex pulsating patterns of ultraviolet light of ultraviolet light
- Increase flight path separation is field proven
- Attention/aware (4th color cone) \approx 99% of avian species
- Humans is considered not 'visible'
- Operation and installation is simple
- Device Operation (ON/OFF) is Pilot's decision
- Currently available for Air Tractors, with upcoming system for strut mount and helicopters

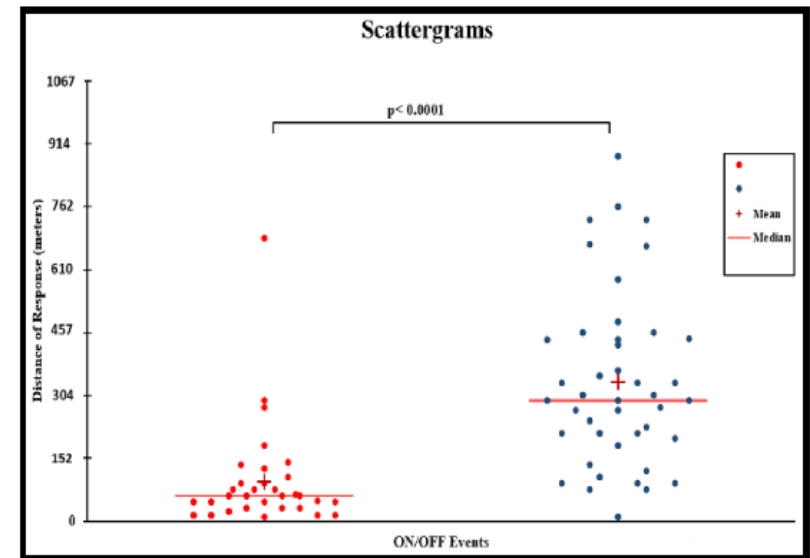
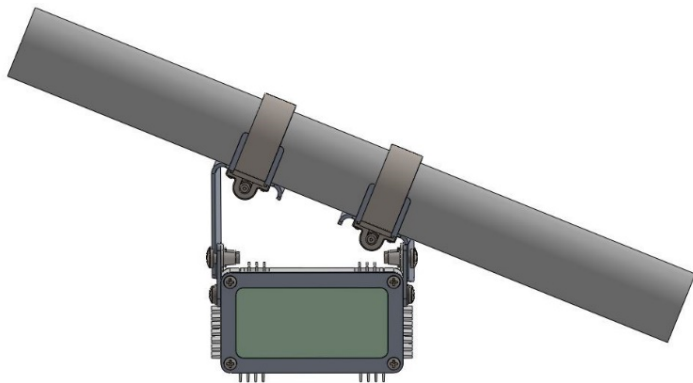


Figure 9. Scattergram illustrating birds' reaction distance to plane with *PAR46_{UVLED}* for *ON* vs *OFF*



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Safety, Incident Reporting and Shares

2024 Incident and Accident Review: Notable Events

- **11/2/2024** – Anchorage, AK – CC18-180 Top Cub - The pilot reported that after the airplane became airborne, he was unable to move the flight control stick forward and the airplane started climbing aggressively. The pilot attempted to use the elevator trim control to lower the nose and level the airplane. Subsequently the airplane stalled and began an uncontrolled, nose down descent to the runway. A post accident examination revealed that the rear flight control stick was incorrectly installed. The flight control stick was installed in reverse. The curve of the control sick was curved forward which resulted in the control stick coming into contact with the pilot's seatback, which limited movement and prevented the control stick from moving forward.
- **11/23/2024** – Kneeland, CA – C206 -- Witnesses reported that they observed the airplane land hard about midfield and bounced. The airplane then landed hard and bounced a second time before it drifted left of the runway centerline and disappeared from their line of sight. Several ground scars were observed near the departure end of runway 33. A gouge was located on the asphalt surface about 400 ft before the runway departure end, left of the runway centerline with an adjacent scrape mark. A tie down ring was located near the gouge, right of the runway centerline. An examination of runway 33 revealed the presence of tire marks, paint transfer marks, metallic transfer signatures, and additional tire impressions that were all ahead of the tie down ring and on the left side of the runway.
- **7/16/2024** – Easton, MD – C402B – Fatal accident involving fuel starvation; The cockpit remained intact in the accident. The pilot seat lapbelt and shoulder harness remained attached and were unfastened.
- Voluntary Safety Share: Engine failure on first flight following engine installation. Normal Leak Check and Ground Run, Normal Run Up, Normal Takeoff and Flight Performance. Total loss of oil pressure due to failure of oil line to the Turbocharger that was not properly torqued. Importance of duplicate inspection and torque seal. Successful landing in field without injury
- Voluntary Safety Share: Prop Strike on Tow Bar. Recommended safety walk around or stand back after preflight and before boarding aircraft. Watch preflight procedures from the office



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Changes in the Pipeline Patrol Industry

- Shift away from Standards in the aerial patrol industry:
 - There is a disconnect between Aviation and Procurement groups
 - Rapid growth of an individual aerial patrol provider



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- May Meeting will be online for the Aerial Patrol Working Group
- October Meeting planned to be in person
- Will take efforts to expand aerial patrol participation

Future Guest Speakers

- AOPA Air Safety Institute (postponed)
 - Outline of their safety training resources
 - Review of their training database
 - Backcountry flying risk overlap with aerial patrol
 - Get the AOPA “How to teach and build a culture of safety”
- National Rescue Command Center – What Happens When an ELT is Activated
- Piston Engine Overhaul Facilities on projected engine lead times and state of supply chain