Latson

NTSB Report Supplement

Helicopter Operator Information

Company information:

- Number of aircraft 51
- Models flown B0105 AS350, EC135, EC145, BK117, BE90, 100, 200
- Type of Missions flown EMS
- Number of locations served: 32
- General terrain conditions for operations: All
- Characteristic weather for operations: VFR + IFR
- Number of pilots that perform the same mission as the accident flight: 160

1. Formal **risk management program** that the company had in place, if any:
   Risk Assesment Tool

2. Method by which **risks** associated with the accident flight were evaluated by the:
   - Company?
   - Pilot? Risk Assessment Tool

3. Did the company have a (circle yes or no) :
   - Non-punitive safety/incident reporting or monitoring system ? YES / NO
   - Designated safety officer with direct access to senior management ? YES / NO

4. Company's procedure, if any, for pilots to make a **go/no-go decision**.
   Pilot decides go/no go based on apply Ops Manual procedures, FARs, + aeronautical decision making

5. Was this procedure clearly **defined and enforced** by the company? YES / NO

6. Company **standard operating procedures (SOP's)** regarding the mission/circumstances of the accident?
   GOM - Preflight Procedures, EMS procedures, + night scene operations, + inadvertent IMC procedures

7. Method of enforcement of **SOP's** by management?
   Training, Check rides, + supervision by head Pilot at the base

8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident)?
   Operational Control Form

9. **Operational oversight** in place for this flight?
   Operational Control Center

10. Was this flight **local or remote**? Local

NTSB Report Supplement

11. Company **hiring criteria** for pilots ? 2500 hrs PIC, Commercial Pilot & instrument rating

12. **Flight Experience**: Other than the required pilot time matrix in the ADMS report, how many flight hours had the pilot accrued in the following?
    - Piston and/or turbine rotorcraft 10,652
    - With this company 150
    - On this mission type 150

13. **Training**, if any, did the pilot receive in the following areas?
    - Risk assessment and risk management: ✓
    - Weather evaluation & inadvertent encounters w/ adverse weather: ✓
    - Formal aeronautical decision making (ADM): ✓
    - Transition to make & model: ✓
    - Mission-specific training (for accident flight mission): ✓
    - Crew resource management: ✓
    - Terrain and hazard environment: ✓

14. Was the pilot in training at the time of the accident ? YES / NO

15. If YES to number 14 above, type of training, N/A

16. **Other helicopter models the pilot flew**: B206, S76A, B210S, BK117, SA365N, AS355F1, AS350

17. **Previous history** of accidents, violations, or difficulty with the mission or accident maneuver?
    AG Rocaltune ; June 1979 H269B engine failure
    " ; March 1990 PA25-150 wing stand failure

18. **Safety Equipment**: Check if aircraft was equipped with the following equipment?
    - ☐ Recording devices: If so, what type: _____
    - ☐ Proximity detection system
    - ☐ Wire strike protection system
    - ☐ Crashworthy fuel system
    - ☑ Helmets
    - ☐ Fire retardant clothing/Gloves
    - ☐ Aircraft floats (over water)
    - ☐ Personal flotation devices/Life rafts/External life rafts
    - ☐ Sonic locator (offshore)
    - ☑ Emergency Locator Transmitter (ELT) (121.5 or 406)

19. **Preflight Planning** (If relevant) performed for the accident flight.
    Weather check & aircraft inspection

20. **Weather information** was available to the pilot prior to departure?
    Yes approved NWS source via DTN Meteorology