Survival Flight Inc.
Bell 407
January 29, 2019
Zaleski, Ohio

Operational Factors presentation
Pilot Preflight Actions for Accident Flight

- **Night shift pilot**
  - Failed to identify en route weather hazards
  - Accepted flight request on behalf of accident pilot
- **Accident pilot**
  - Accepted accident flight based on night shift pilot evaluation
  - Proceeded directly to pad where helicopter was running
  - Did not perform her own preflight risk assessment
Flight Risk Assessment

• Pilots did not always complete forms before flights
• Flight risk assessment forms did not include required elements:
  • Flight refusal by other operators
  • En route weather evaluation
Survival Flight’s Operations Control Center (OCC)

• OCCs required for HAA operators with more than 10 helicopters
• OCC accident flight issues
  • Failed to identify en route weather hazards
  • Failed to determine refusals by other operators
  • Unaware of night pilot duty time
Duty Time & Shift Change

- Pilot duty time records didn’t reflect actual arrival and departure times
- No shift overlap to conduct shift change procedures
- No guidance on handling incoming flight requests during shift change
Principal Operations Inspector (POI)

- Survival Flight POI was not helicopter-rated
  - Could not observe training flights, proficiency checks, or line checks
- Unfamiliar with HAA operations
  - Approved the deficient Survival Flight Risk Assessment forms
  - Did not identify Flight Risk Assessment forms were not being completed before flights
Flight Data Monitoring (FDM)

- FDM equipment required to be installed for all HAA operations
- Survival Flight FDM equipment primarily used for flight tracking
- FDM program can be used to identify and mitigate risk
Recommendations proposed to FAA:

- Require HAA POIs to have helicopter and HAA experience
- Review HAA flight risk assessment procedures
- Require flight data monitoring program for all Part 135 operators (reiteration and classification change of A-16-35)
Summary (cont.)

Recommendations proposed to Survival Flight:

• Revise flight risk assessment procedures
• Ensure completion of flight risk assessment before each flight
• Track pilot duty time
• Ensure shift change briefings are performed
• Develop flight data monitoring program