

I left KUXL at approximately 8:08 a.m. I arrived at the work LZ at approximately 8:15 a.m. I turned the helicopter off to attend the tailboard/safety briefing. I inspected the rope with Travis and we went over the process of the procedures we were going to use to install crossing guards and de-clip the static wire. Then when Travis and Nick were ready we cranked up the helicopter and I brought the aircraft to hover above them so they could attach their safeties to the grapping hook and the end of the long line. Then they put their grunt bags on the grapple hook. I maneuvered the helicopter to a position to allow them to attach one end of the crossing guard rope to the middle conductor then slid to the north while checking for clearance on the static wire. I looked down and noticed that Travis had ahold of the north conductor wire and the long line was in contact with the static. I then moved south to coax them off the conductor, and I turned the helicopter into the wind. At the same time they jerked the conductor wire, to what I believe, to move the crossing guard parallel to the hot crossing, which was perpendicular to the conductors. Then they were gone.

11-8-2017

Richard Kirdan