

ERA17LA257

Attachment 1

Helicopter Accident/Incident Supplemental Checklist

Company information

- Number of aircraft 14
- Models flown 12 Robinson R44, 1 Eurocopter, 1 Cessna Citation
- Types of missions flown Commerical Air Tour
- Number of locations served 1, Myrtle Beach, SC
- General terrain conditions for operations Flat, level
- Characteristic weather for operations VFR only
- Number of pilots that perform the same mission as the accident flight 18

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

Yes - Detailed SOP but no Risk Management Program

2. Method by which **risks** associated with the accident flight were evaluated

by the Company: Flight Following

by the Pilot: Prior Flight Route Evaluation - 10 hours training of routes, alternate landing zones

3. Did the company have a (circle correct response)

Non-punitive safety/incident reporting or monitoring system ☒ YES NODesignated safety officer with direct access to senior management ☒ YES NO4. Company's procedure, if any, for pilots to make a **go/no-go decision**:

Weather Evaluation, Pad Master Monitors radar, Engine run-up before departure and
Preflight check. They also do a Health Indicator Test (HIT) done by pilots, and the
results are entered on an I-Pad that shows up on the DOM computer.

5. Was this procedure clearly defined and enforced by the company? ☒ YES NO6. Company **standard operating procedures (SOP)** regarding the mission/circumstances of the accident:

Follow HIT checks, do run-up, call in any discrepancies

7. Method of enforcement of **SOPs** by management:

Problematic with new pilots. Old pilots discuss SOP's with new pilots. DOM quizzes
pilot's each day and watch pilot's preflight for quality. Also asks questions from SOP
or Flight Manual

8. **Communications**, if any, between the pilot and the company regarding the flight (before the accident):

On that flight, the pilot reported nothing abnormal that day and no abnormal HIT
checks.

9. **Operational oversight** in place for this flight:

Company flight following, and HIT checks.

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

11. **Company hiring criteria** for pilots?

500 hours minimum 100 hours in R44.

12. **Flight Experience:** Other than the required pilot time matrix in the eADMS report, how many flight hours had the pilot accrued in the following? *ESTIMATED*

- Piston and/or turbine rotorcraft 800+
- With this company 250
- On this mission type 200

13. **What training**, if any, did the pilot receive in the following areas:

- Risk assessment and risk management

Discussed SOP's at hiring, and then every 90 days / Every Thursday SAFETY & STANDARD'S meeting

- Weather evaluation and inadvertent encounters with adverse weather

At hire and then every 90 days

- Formal aeronautical decision making (ADM)

At hire and then continuous. Every takeoff and landing is watched and Discussed on Thursday

- Transition to make and model

Only trained to fly Robinson helicopters

- Mission-specific training (for accident flight mission)

Route training (10 hours) at beginning of season.

- Crew resource management

NA

- Terrain and hazard environment

At initial hire.

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

15. If yes, what **type of training**? NA

16. **Other helicopter models the pilot flew** NA

17. **Previous history** of accidents, violations, or difficulty with the mission of accident maneuver.

None

18. **Safety equipment:** Check to verify whether the aircraft was equipped with each of these:

- Recording devices: If so what type: None
- Proximity detection systems (i.e. Terrain Awareness Warning Systems)
- Night Vision Imaging Systems
- 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)

Standard Robinson crashworthy fuel system.

19. **Preflight Planning** (if relevant) performed for the accident flight:

Preflight check of helicopter, weather, and route planning

20. **Weather information** available to the pilot prior to departure:

NA. Weather was VFR.
