

High Line Helicopters LLC

Incident Report

Date: 1/11/2018	Time: 2:30 / 1430
Job Location: Puerto Rico	Company: ARC/Fluor/ACE
Task Performed: Ladder Bump	
Weather: 85 Degrees, Sunny, Wind: 10kts	Weather not a factor
Incident: The objective today (Thursday 11, 2017) was to install 6 polymer insulators and pick up wire to the line man to pin it in place. After a safety briefing From ARC and High Line Helicopters LLC, the crews geared up and made sure the equipment was checked and ready to go. The plan was to use the 50' line and A-frame to haul men and equipment. And to use the 100' or 50' line with the grapple for gear or ladders.	
Pilots Statement: 1/8/18: Arrived at LZ shutdown the aircraft. I inspected and attached all gear for the tasks this day. Then after participating in the ARC tailboard I moved forward with addressing the specific uses of the A-frame for HEC and ladders and the grapple for gear only. Army corps supervisor (Jason) was present and can attest to this briefing. 1/11/18: Arrived at ARC pole yard at 8:00 am local. Shutdown aircraft removed inspected and attached all gear to be used for daily tasks. Attended ARC tailboard to review all tasks for the day and any special concerns we faced. This day I would be supporting three different crews on three different structures. After a verbal confirmation that there were no questions about the tasks at hand we closed the meeting. After signing the tailboard sheets, I returned to the aircraft to begin final checks before start up. Before arriving at the aircraft, I was stopped by a lineman that intended to do ladder work on this day. I was asked by this lineman on how to properly rig his ladder. I immediately deferred him to his fellow lineman to address any and all questions he had regarding specific ladder rigging. At this point I continued to the aircraft and began flights taking various crews to locations on the hill. At approximately 2pm the ceiling was broken at 2000' with 5 miles visibility and wind at 10kts. The common terminology used during these radio transmissions for this specific task is man pick with a ladder. This alerts me as the pilot to use the A-frame with the belly band. After making 9 man picks with the man and ladder using the A-frame and belly band. I was summoned back to the structure with the 100' line and grapple to move a wire up to the middle arm. After doing so a transmission came over the radio to move a ladder with the grapple and 100' line. The terminology used during this transmission was ladder pick. This alerts me as the pilot that the A-frame and belly band are not required as this would be a gear move only. From my position I was able to see a lineman down near the bottom arm and one near the top arm. I moved into position to pick up the ladder only. I witnessed the lineman at the top put the grapple in rigging. After I received a visual head signal from the lineman near the top arm I	

began to apply upward pressure. Shortly after this the ladder appeared to become bound on something. At which point I could see both lineman shaking the ladder back and forth to get it free. Directly following this action, the lineman near the top arm reached out for the right-side safety chain on the ladder to remove it. Following this action, the ladder pivoted came free of the structure and grapple and the lineman and ladder departed the structure to the ground. Immediately following this I announced over the radio man down and conveyed the urgency to contact emergency services and I returned to the LZ then shut down the helicopter. At this point the helicopter gear was stowed. And the aircraft made ready for possible onboard passenger transport.

Recommended preventive action:

- Use of one hundred percent fall protection at all times.
- Addition fall protection training for all lineman.
- Pairing an experienced lineman with a less experienced
- Use of a third lineman at the base of the tower or within proximity of the tower to provide additional oversight and communication.
- Use of communication headset on all linemen working with the helicopter. To provide additional hearing protection as well as direct and clear communication with the pilot.

Pilot:	Jason Lowry
Director of Safety:	Stephen Zalaskus