

online
DCC 8:50 am

EMERGENCY INFORMATION	
EMERGENCY CONTACT: 911 Daniel Blanton	PHONE NUMBER: [REDACTED]
LZ # 1 COORDINATES: 39.1309, - 81.6718	ALT. LZ: Jackson County Airport
RENDEZVOUS POINT ADDRESS: 3978 Lee Creek Rd	Boileville, WV
NEAREST HOSPITAL ADDRESS: 800 Garfield Ave Parkersburg, WV	* Camden Clark Medical Center
GENERAL DIRECTIONS TO HOSPITAL: L on middle fork Lee Creek R on Harris Hwy	
APPROX. TRAVEL TIME: [REDACTED]	
LZ # 2 COORDINATES: Exit on Hwy 68	ALT. LZ: R on 50
RENDEZVOUS POINT ADDRESS: R on Julian St	L on 8th St
NEAREST HOSPITAL ADDRESS: [REDACTED]	
GENERAL DIRECTIONS TO HOSPITAL: [REDACTED]	
APPROX. TRAVEL TIME: [REDACTED]	
LZ # 3 COORDINATES: [REDACTED]	
ALT. LZ: [REDACTED]	
RENDEZVOUS POINT ADDRESS: [REDACTED]	
NEAREST HOSPITAL ADDRESS: [REDACTED]	
GENERAL DIRECTIONS TO HOSPITAL: [REDACTED]	
APPROX. TRAVEL TIME: [REDACTED]	
EMERGENCY EQUIPMENT & LOCATION BRIEFED?: ☒ / N (FIRST AID KIT / A.E.D. / EYE WASH / FIRE EXTINGUISHERS)	
AED RETRIEVER & HYDRATION MONITOR: Daniel Blanton	OSHA HEAT INDEX: AM: 31° PM: 43°
ALLERGIES OR MEDICAL CONDITIONS: none	

ENERGY SOURCE CONTROLS			
CUSTOMER CONTACT OR CONTROL CENTER: Jimmy Huggins		PHONE NUMBER: [REDACTED]	
LINE NAME: Beaman Rt 2 South	VOLTAGE: 12.7	ENERGIZED?: ☒ / N	MAD: 4'
LINE NAME: [REDACTED]	VOLTAGE: [REDACTED]	ENERGIZED?: Y / N	MAD: [REDACTED]
LINE NAME: [REDACTED]	VOLTAGE: [REDACTED]	ENERGIZED?: Y / N	MAD: [REDACTED]

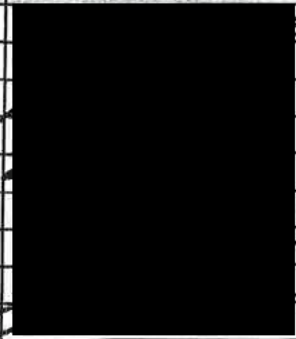
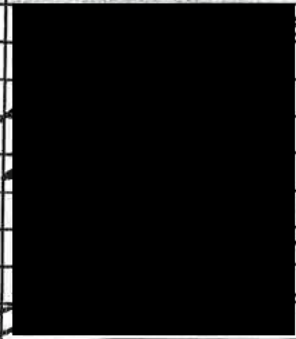
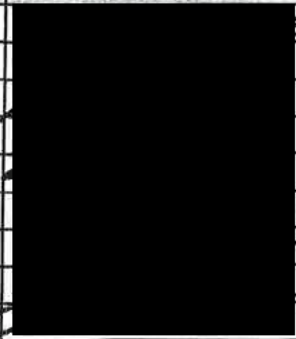
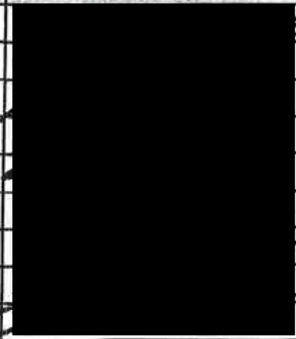
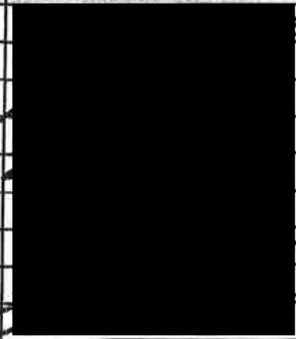
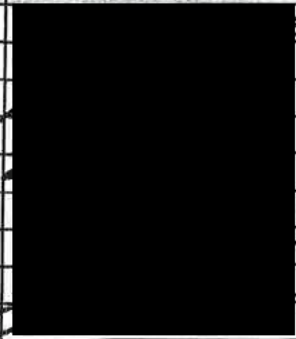
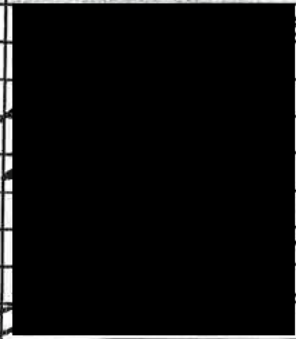
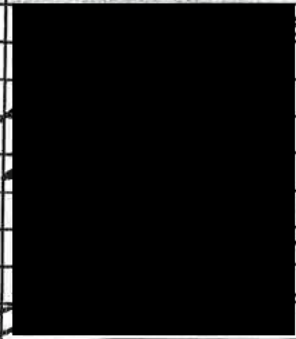
WORK AREA ENVIRONMENT		
CHECKED WEATHER FOR ENTIRE WORK DAY?: ☒ / N	SOURCES USED: Weather Channel	
POTENTIAL SERIOUS WEATHER TO BE NOTED: 15-25 with light flurries but not heavy		
HAS R.O.W. BEEN FLAGGED?: Y / ☒	TRAFFIC CONTROL REQUIRED?: Y / ☒	CONGESTED AREA PLAN (FAA)? Y / ☒
WORK AREA TERRAIN HAZARDS		TERRAIN HAZARD MITIGATION
1. Tall Towers, antennas and high lines in vicinity of LZ and ROW	1. Communicate hazards to pilot. Maintain spatial awareness.	
2. Uneven ground. Vegetation masking underlying contour	2. Watch your step. Ensure you have safe / solid footing	
3. Offroad driving may cause stuck vehicles or property damage.	3. Verify suitable terrain before leaving the road surface.	

TASK AND HAZARD MITIGATION	
TASK	MITIGATION
1. Hazards in the R.O.W. (fences, posts, guy wires, crossing lines, communication lines, cars, animals, equipment, deer stands, shooting houses, etc.)	1. Mark and/or communicate all hazards to pilot each time the hazard is approached. Do not trim directly over, or near, property that will be damaged by falling limbs.
2. Trimming near occupied houses, buildings, people, roads, etc	2. Maintain 200' safety zone from people, houses and roads. Traffic control
3. Fuel and oil spills from fueling the heli or working on the saw	3. Spill kit on fuel truck. Contact cleanup company if required.
4. Trimming on property with a hostile land owner	4. Leave area immediately. Notify utility. Brief new work area.
5. Trimming during hunting season	5. Extra caution for hunters and stands. Prefly over area first.
6. Stuck saw / Released saw (non-emergency situations)	6. Follow procedures. Communicate prior to release. All stop.

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CREW INFORMATION		
PILOT: <u>Brandon Stenzel</u>	CREW DUTIES BRIEFED?: ☒ / N	RADIO CHANNEL: <u>1</u> ALT CH: <u>2</u>
GSS: <u>Save Buffmeier / ground crew</u>	LZ & PUBLIC SAFETY BRIEFED?: ☒ / N	RADIO CHECK COMPLETED?: ☒ / N
LZ GENERAL: <u>Daniel Blanton</u>	*STOP WORK AUTHORITY/OBLIGATION*	
USE 3 WAY COMMUNICATION		
REQUIRED PPE		
☒ PROTECTIVE GLOVES	☒ EYE PROTECTION	☒ HARD HAT (CHIN STRAP)
☒ PROTECTIVE TOE BOOTS	☒ HEARING PROTECTION	FR CLOTHING
☒ HIGH VISIBILITY CLOTHING	OTHER: _____	

HELICOPTER	
Prior to attaching external loads to the helicopter each work day, the pilot MUST :	
1. Conduct a pre-work flyover of the anticipated work area for the day.	
2. Complete an engine power check AND record the numbers in the aircraft log book.	
OAT <u> </u>	Altitude (PA) <u> </u> Torque <u> </u> TOT <u> </u> N1% <u> </u> +/- <u> </u>
DAILY PREFLIGHT COMPLETED?: ☒ / N	PRIOR FLIGHT'S POST-FLIGHT COMPLETED?: ☒ / N FUEL SAMPLE TAKEN?: ☒ / N
MECH & ELECTRICAL HOOK RELEASES CHECKED W/OUT LOAD?: ☒ / N	TRAPEZE AND SIDE PINS CHECKED?: ☒ / N
DEPARTURE LOCATION: <u>Jackson County Airport</u>	ARRIVAL LOCATION: <u>LZ 1</u>
ROUTE OF FLIGHT PLANNED AND HAZARDS NOTED?: ☒ / N	SOURCES USED: <u>ForeFlight</u>
***** FOR PASSENGER OPERATIONS, PLEASE COMPLETE THE FOLLOWING: *****	
PASSENGER(S) NAME: _____	REASON FOR FLIGHT: _____
CREW MEMBER BRIEFING COMPLETED FOR NON S.U.S. CREWMEMBER?: Y / N	FLIGHT IN WIRE ENVIRONMENT?: Y / N

CREW ACKNOWLEDGMENT OF JOB BRIEFING			
PRINT NAME	SIGN NAME	COMPANY NAME	PM BRIEF - INITIALS
Daniel Blanton		SUS	
Robert Kirik		Asplundh	
Jerry Jones		Asplundh	
Tyler Lyfield		Asplundh	
Phillip Hyle		Asplundh	
Brandon Stenzel		SUS	
Jimmy Higgins		MP FE	
Jake Bufmeyer		SUS	

NOTES / ADDITIONAL INFORMATION

Daily Fuel Log		Rev 2 July 17, 2020	
Date: <u>3/18/24</u>		Aircraft: N <u>102</u>	
Pilot: <u>Brandon Stened</u>		Truck #: <u>106</u>	
Crew: <u>Daniel Blanks</u>		Start Time: <u>8:00</u>	
Job Name: <u>First Run</u>		End Time: _____	
FUEL CHECK LOG			
1st Radio Call	Fuel (lbs)	2nd Radio Call	Fuel (lbs)
<u>9:10</u>	<u>300</u>	<u>9:30</u>	<u>200</u>
<u>9:50</u>	<u>130</u>		
Fuel System Inspection and Sample		Initials	
Fuel System Inspection (tank, hoses, pump, nozzle, etc)			
JET-A Filter Due Date:			
Daily Fuel Samples (Tank / Filter / Nozzle)			
Fuel Added (gallons) / Vendor:			
Starting Gallons:	<u>150</u>		
Ending Gallons:			
Conversion / Reference Chart			
Fuel (gal)	Fuel (lbs)	Max Flt Time (mins)	
60	408	60	
55	374	54	
50	340	51	
45	306	45	
40	272	39	
35	238	36	
(GPM = GAL USED ÷ MINS FLOWN) X 60 = GPH (EX: 25 ÷ 50 = .5 GPM X 60 = 30 GPH)			
	TAKEOFF TIME	OAT (C)	GALLONS ADDED
FLIGHT	<u>8:50</u>	<u>4</u>	<u>0</u>
DELAY			
FLIGHT	<u>10:12</u>	<u>7</u>	<u>40</u>
DELAY			
FLIGHT	<u>11:38</u>	<u>7</u>	<u>35</u>
DELAY	<u>Brown Belt & Tenarrow long Belt</u>		
FLIGHT	<u>12:25</u>	<u>6</u>	<u>10</u>
DELAY			
FLIGHT	<u>1:50</u>	<u>7</u>	<u>35</u>
DELAY			
FLIGHT	<u>3:15</u>	<u>5</u>	<u>35</u>
DELAY			
FLIGHT	<u>4:36</u>	<u>6</u>	<u>35</u>
DELAY	<u>Crash 5:23</u>		
FLIGHT			
DELAY			
FLIGHT			
DELAY			
FLIGHT			
DELAY			
TOTALS			
NOTE:			
1. During aerial saw operations the maximum flight time shall be limited to 60 minutes.			
2. All flights will land with no less than the required 20 minute fuel reserve.			
3. The fuel log shall be completed each flight and submitted to the office at the end of the work week.			
4. Ferry flights should be limited to 1.5 hours between fuel stops.			
5. A deviation from standard fueling procedures shall require an approval from the chief pilot.			
6. Jet-A weighs approx 6.7 lbs per gallon.			
DAILY POWER CHECK			
OAT			
ALTITUDE			
TORQUE			
TOT			
NI %			