

The Tactical Flight Officer and Flight Safety

By Joe Schmaltz • jschmaltz@bellhelicopter.textron.com • 817-280-8433

The duty of any Police Department and Police Officer is to serve and protect the public. To accomplish these goals police departments must use a variety of skills, resources and specialized equipment. Each police officer must be proficient in a multitude of law enforcement skills ranging from patrol tactics, self-defense, criminal investigations, firearms, and communications just to name a few. The bottom line is that a police officer may have to use all these skills in any combination and at any time.

One of the most valuable resources available to any law enforcement agency is the helicopter. The police helicopter is dedicated to augmenting the safety and effectiveness of all ground-based patrol resources by providing a rapid aerial response and observation capability. To the patrol officer, a helicopter is considered a force multiplier. It enhances the officer's



Photo Courtesy of the Dallas Police Department, a Bell Helicopter Safety Partner

ability in drug interdiction, criminal apprehension, vehicle pursuits, ground pursuits, containment, surveillance and deterrence, and most importantly, it is credited with increasing officer and citizen safety margins.

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MEET THE AUTHOR

Joe Schmaltz retired from the US Army after 21 years. He served 6 years as a NCO and crew chief and 15 years as an officer and helicopter pilot. In the US Army he flew the Bell AH-1F and

UH-1H. He is also retired from the Colorado Springs Police Department after serving 10 years as a police officer and pilot with the Helicopter Air Support unit flying the OH-58C. He holds a Certified Flight Instructor Rotorcraft, Private Pilot fixed wing and an Airframe and Powerplant Mechanic certificate. He started with Bell helicopter in 2006 as Instructor Specialist at the

Bell Helicopter Training Academy. Joe holds a Bachelor of Science degree in Aviation Administration from the University of North Dakota and a Master's degree in Aeronautical Science from Embry-Riddle Aeronautical University.

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SNAPSHOTS OF INTEREST



MICHIGAN STATE POLICE
A Michigan State Police 206 L3 conducting marijuana eradication missions in Joseph County Michigan. (Photo by F/Lt. Mike Risko)

What Is Your Answer?

Some pilots hold a belief that it is okay to exceed helicopter “red line limits” because the manufacturer always builds in a margin or buffer. Do you believe this is a true statement, or not? If yes, and you believe it is okay to exceed a limit, then tell us by how much and why? If no, explain your reasoning.

HUMAN **A.D.** Heliprops

VOLUME 19 #3

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The primary objective of the HELIPROPS program and the HUMAN A.D. is to help reduce human error related accidents. This newsletter stresses professionalism, safety and good aeronautical decision-making.

Letters with constructive comments and suggestions are invited. Correspondents should provide name, address and telephone number to:

Bell Helicopter Textron Inc.
John Williams, HELIPROPS Manager
P.O. Box 482, Fort Worth, Texas 76101
or the Comment/Feedback link at:
www.heliprops.com

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Flight Safety *continued*

Police helicopters are crewed by a Pilot and a Tactical Flight Officer (TFO). In most cases, both crewmembers are sworn law enforcement officers. The effectiveness of the helicopter depends on the skill of this crew. Each performs a specific role but must work together as team in order to utilize the helicopter’s full potential and to do it safely. It is essentially a profession within a profession. A summary of the responsibilities of each crew member is as follows:

Pilot: Responsible for the safe flight and operation of the helicopter. Conducts preflight inspections, crew briefings, obtains weather briefings, and communicates with air traffic control. A Police Helicopter Pilot provides airborne surveillance in traffic or criminal

enforcement operations and instructs observers on basic helicopter operations and flight techniques. The pilot coordinates with the TFO to maneuver the aircraft into the best position to deal with each specific call for service.

TFO: Responsible for conducting the police mission. The TFO communicates and coordinates activities with the pilot and dispatchers from either police, fire, or other ground units. Additionally, performs duties as an air crewmember by assisting the pilot in keeping the helicopter clear of obstacles, aircraft traffic avoidance, navigation, emergency procedures, refueling and passenger safety.

The pilot by virtue of the profession is knowledgeable of the hazards of working around helicopters and airport environments. The TFO on the other

hand is recruited and selected from the patrol division based on years of service, patrol experience and aptitude. There is a good chance that the candidate does not possess any prior experience in aviation or helicopter operations. Therefore, patrol officers, in addition to their law enforcement duties, must now become *Air Crewmembers*. Air crewmembers adopt duties and responsibilities that are in addition to their law enforcement role. The TFO is an extra set of eyes that

“The effectiveness of the helicopter depends on the skill of this crew. Each performs a specific role but must work together as team in order to utilize the helicopter’s full potential and to do it safely.”

if properly trained, can greatly enhance the flight safety of each mission. Units that want to maximize their operational effectiveness and increase flight safety must train their aircrews as a team and this begins by providing the TFO with aviation-specific training. Many units have developed their own TFO training program that covers subjects ranging from aviation fundamentals, night orientation, navigation, tactics and other agency-specific topics. In this article I am not able to cover every topic or subject that should be included in a TFO program, but I can highlight a few suggestions to consider:

a. Helicopter Safety: Your newly assigned TFO may have limited to no experience working around helicopters so safety must be your first topic of training. You need to begin by training the TFO in the hazards and dangers associated with rotor wing aircraft. The TFO needs to know the proper procedures for approaching and departing the helicopter. Knowing how to avoid the main rotor and tail rotor are essential especially when working at night. Demonstrate how to operate any emergency equipment such as fire extinguishers, first aid kits, door

jettisons, seat belts, emergency radios and procedures to perform after an emergency landing. Do not forget to include in your training syllabus hangar, shop, ramp and refueling safety. Have your unit safety officer review the safety Standard Operating Procedures with the TFO. Stress the importance to always maintain a high level of situational awareness with your surroundings. Just like in police work, you often need to slow things down and look before you act.

b. Helicopter Configuration and Systems Operation: The TFO should be thoroughly familiar with the helicopter configuration, systems and components. The best way to accomplish this training task is to simply conduct a pre-flight with the TFO. Have the TFO read the pre-flight checklist as you point out the individual items to be checked. Identify the item by its proper name, explain its function and what you are checking. Explain the purpose of each flight and system instruments. A demonstration on how to use the radios should be included. If your unit has dual flight controls installed you will need to impress upon the TFO the importance of keeping clear of the controls and not blocking the control movement. By the time you complete the checklist you have covered the entire helicopter. If you employ an aircraft technician, have the technician brief the TFO on the maintenance program to include requirements for inspections, services and recording aircraft discrepancies.

c. Aeronautical Knowledge: This training section can be used to cover a multitude of aviation subjects. A basic explanation of aerodynamics will create a greater understanding of the forces acting upon the helicopter. This can be helpful in explaining why a pilot is unable to perform specific maneuvers requested by the TFO. Explain the meaning of some basic terminology such as the differences between VFR and IFR. A discussion of the airport environment describing runways, taxiways, traffic patterns, ground control and the airport control tower should be included.

Discuss the classifications of airspace and the requirements to operate within that airspace as well as the communications procedures. This will help the TFO to understand the workload placed upon the pilot and why internal communications must be kept to a minimum during take off and landing. It would be helpful to include a discussion on weather forecasts, winds, turbulence and density altitude to include any aircraft or mission restrictions related to the weather.

d. Aeromedical Factors Affecting Fitness for Flight: All pilots must possess valid medical certifications in order to exercise the privileges of their airman certificates. It would be a good idea to require your TFO to obtain a medical clearance prior to flying. An FAA Class III medical would be a good approach. Pilots are also trained to recognize visual illusions day and night, physiological affects of altitude and illness on the body, collision avoidance and crew coordination. As an air crewmember the TFO is equally susceptible to the same affects of the pilot in flight. Training the TFO how to recognize conditions such as hypoxia, sinus or dental air pressure blockage, carbon monoxide poisoning and spatial disorientation will just add

“In law enforcement the variables that affect flight safety change constantly. Effective teamwork between the pilot and TFO along with task oriented training is essential for improving your margin of flight safety.”

an additional margin of safety in the aircraft. Since law enforcement crews operate mostly during nighttime hours, it is especially important the TFO be given training on night visual illusions, limitations, conservation of night vision and scanning techniques. Giving the

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Is Your Preflight Complete?

By BJ Lewis • bjlewis@bellhelicopter.textron.com • 817-280-1743

You've checked the fuel, the aircraft, the mission, the weather, filed your flight plan, have a license and medical certificate saying you can fly, but is your preflight complete? Have you taken a good look at yourself? With human factors making up the lion's share of causal factors in accidents, are you certain you are ready to takeoff? Are there any compelling reasons you shouldn't takeoff today? There might be...



Did you sleep well last night? How much sleep have you had in the last week? Did you eat well or much in the last 72 hours? Are you hydrated? How are things at home? Are you taking any medications? Have you talked your medications over with your medical examiner? How far into your crew day is this mission going to begin and how long will it last?

Let's look at a few of these things which could profoundly affect your ability to successfully complete your mission. There are a lot of factors beyond the weather and the airworthiness of your helicopter which will influence your success or failure. Once you pull into a hover, it's too late to ask or answer these questions.

The Aeronautical Information Manual (AIM) gives an acronym to help remember some of these considerations. Chapter 8-1-1-i gives pilots an easy way to remember a personal checklist. "I'm physically and mentally safe to fly; not being impaired by:

- I**llness
- M**edication
- S**tress
- A**lcohol
- F**atigue
- E**motion
- I'm Safe."**

Illness and medication shouldn't really have to be discussed again. We all know we shouldn't fly when we don't feel well and are taking medications (even over

the counter drugs). However, a 2006 FAA report found there is a significant difference in what types of medications pilots were actually taking versus what they reported having taken. After fatal accidents, samples were taken from the crews and tested by a laboratory. Of the just over 4,000 pilots tested 387 were found to have drugs in their systems. Only 84 of those 387 pilots reported any type of health concern or condition and of those, only 30 of them reported taking any type of medication¹. The drugs tested for in this study weren't lightweight medications—this study only tested for drugs used for psychological, neurological and cardiovascular conditions. To better understand these numbers think of it this way; almost 10% of the pilots tested were taking some strong medications when they died in aircraft accidents, but less than 1% had reported having taken anything at all.

Those types of heavyweight and daily/recurring medications aren't the only ones which can cause problems in the cockpit. Antihistamines can make a flight crew more easily susceptible to hypoxia. Medications taken for the common cold can affect memory, decision making and coordination. Make sure to read the labels before you take anything. If you knew coordination, memory problems, and decision making problems were possible side effects of the medication your airline captain was taking, would you get on that plane? Why would you consume them yourself and takeoff in a helicopter? Most pilots think they are a better judge of how these medications

affect them. Are they really? If a person is impaired at all, can they reliably decide if they are airworthy?

Let's talk fatigue. Did you know sleeping less than 4 hours for two nights in a row, puts reaction times on par with driving under the influence of alcohol? Sleeping less than 6 hours a night over an extended period is equivalent to performance deficits seen after two nights of complete sleep deprivation. Symptoms of fatigue include: impaired mood, forgetfulness, reduced vigilance, poor decision making, slowed reaction time, poor communication, nodding off, or becoming fixated, apathetic or lethargic². Do any of these symptoms sound compatible with safe flight?

If a pilot works a 12 hour shift and accepts a mission in the 12th hour of his duty day, will he be as sharp as he was in the first hour? Pilots need to take into their risk assessment evaluation at what point during their crew day a mission begins. Usually a pilot has already been awake 2-6 hours before the beginning of a crew day (duty time), so a mission accepted in the 12th hour of the crew duty day might begin 18 hours into someone's awake cycle. Consider this, "Wakefulness prolonged by as little as three hours can produce decrements as serious as those found at the legal limits of alcohol consumption"³. The real kicker to this discussion is that "research has demonstrated that individuals cannot be relied upon to self-detect neurobehavioral impairment due to fatigue"⁴. So your reactions and decision making may be on the same level as someone under the influence of alcohol AND you can't be relied on to be aware of it.

Hydration anyone? Water is essential for life. It is also essential for moving nutrients, eliminating waste, regulating your body temperature and high levels of human performance. "...water loss—or decreased water intake—can result in dehydration,

which can lead to fatigue, increased susceptibility to physical stressors and changes in performance.”⁵ Water loss and dehydration are made worse by a hot environment or not drinking enough water. Hot environments, no ready supply of water.... This sounds like the scene for most mission days in a helicopter.

Did you know you won't feel thirsty until you have already lost 2% of your body weight to water? Thirst is usually the first symptom for this level of dehydration. However, if dehydration is not resolved by water intake more severe symptoms could follow including: sluggishness, fatigue, nausea, emotional instability, clumsiness, headache, and elevated temperature and pulse.⁶ Once again this would seem to be a list of symptoms not compatible with safe flight.

What about nutrition? Do you normally have the average pilot 'breakfast of champions'-soda/coffee and a doughnut? That sugar high will crash in less than an hour and the caffeine will not only wear off quickly it might contribute to dehydration, with its diuretic effect. We all know breakfast is supposed to be the most important meal of the day, because our mother's said so. There's actually more to it than mom. There are actual studies, one in the journal of Nutritional Health, that report those who eat breakfast are in a better mood and have more energy throughout the day. Moreover, the studies show that missing any meal during the day leads to an overall greater feeling of fatigue by day's end.⁷

Stress is another factor which can have many detrimental effects on crew members. Stress is the body's response to events in one's life. Stressors come from a major life change, a baby crying, the afternoon traffic jam, financial problems, an unfamiliar mission or aircraft, or deteriorating weather during a mission. There are also the normal stressors that come with flying helicopters such as; noise, vibrations, changes in schedule and mission, high altitudes, as well as uncomfortable outside air temperatures.

How one responds to stressors is different for each person. "Each encounter with a stressor causes a complex reaction that begins with a signal from the brain to the autonomic nervous system, which controls involuntary body functions such as breathing, heart rate and blood pressure."⁸ These responses to stress can lead to long term health problems as well as fatigue and attention problems in the short term.

Home stress can follow us to work. "Pilots under stress at home felt tired... at work.... Pilots indicated that as the home stress experienced at work increased, self-perceptions of flying performance decreased, especially the sense of 'not feeling ahead of the game.'" ⁹ With this in mind, pilots must develop effective ways of coping with stress and find ways to decrease stress in their lives. Effective coping mechanisms include: talking to a good friend or spouse, compartmentalization, good nutrition, exercise, massage therapy, taking vacation, a licensed counselor, and getting regular and good sleep. There are many good methods of relaxation, each pilot needs to determine what works well for them.

A good fitness level will help mitigate some of the risks we have talked about in this column. How's your fitness level? How much exercise do you get regularly? With variable hours and travel it is very difficult to have a regular exercise routine, but it can help one stave off hydration, stress, nutrition, and fatigue problems. Since you are in a line of work which sets you up for these issues, why not do something to help prevent succumbing too quickly to these problems?

Have you noticed all the interrelations between these factors of our preparedness? Poor nutrition, stress, dehydration, lack of exercise, some medications, and long crew days can leave a pilot fatigued. Fatigue can lead to all sorts of symptoms not compatible with a successful outcome if you decide to takeoff despite the warning horn going off in your head. Worse yet, the warning

horn may be going off, but you are too impaired to hear it.

All this is written to have the individual pilot and all schedule writers to begin thinking about, or at least rethink, how to best take care of yourself and your crew. You need to realize the preflight doesn't begin the morning of the flight, it began with sleep, nutrition, hydration, mental health and fitness long before this day. The point has also been made that individuals may not be the best judge of their own impairment due to fatigue or medication. We need to look out for each other, and have policies in place to protect ourselves. So, when you walk out to your helicopter today go through your regular routine plus a checklist of personal go-no-go criteria, and ensure your preflight is really complete and you are truly ready to pull pitch.

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Bell Program Helps Promote Safety Worldwide

By *Fernando Castellani* • fcastellani@bellhelicopter.textron.com • 817-280-3128



Bell's commitment to safety knows no boundaries. Just ask Senior Flight Instructor Fernando Castellani, who helps deliver safety training to pilots around the world.

Castellani often does training in Central and South America in English, Portuguese and Spanish as part of the HELIPROPS (HELicopter PROfessional Pilots Safety) Program.

“It’s how to prolong life in the business of aviation, how to fly safely. Basic things pilots don’t usually pay attention to – how to improve their skills, how to better judge the weather or make sound decisions,” he said. “We’re trying to disseminate this information everywhere to as many helicopter pilots as possible.”

HELIPROPS is an accident prevention program that focuses on the human factors involved in “pilot error” incidents and accidents, primarily physiology, psychology and ergonomics. The program targets helicopter pilots and mechanics, although the principles apply to anyone involved in aviation operations.

Seminars are tailored to cover a specific limited topic or two which are of particular interest to the audience and suitable for time allowed, including fatigue, spatial disorientation, decision making, mental preparedness, complacency and the ability to determine and willingness to take risk.

The program also includes Human AD, a free, quarterly English / Spanish newsletter distributed to thousands of subscribers around the world.

Bell also conducts a Federal Aviation

Administration pilot’ proficiency awards program known as Wings. The Bell Training Academy assists the pilot in completing the Wings application with a briefing on airspace and flights that comply with the requirements set forth under the program.

Castellani has spent a great deal of time discussing loss of tail rotor effectiveness (LTE), an aerodynamic phenomenon where the tail rotor is no longer able to stop the helicopter from spinning around the rotor. Even if they usually aren’t fatal, LTE-related wrecks often wind up destroying the machine.

“Outside the United States, the phenomenon is literally unknown. Even in the U.S., people only know parts and pieces,” he said. “As long as you have a main rotor and a tail rotor, any helicopter is susceptible.”

He recently spoke to large audiences in Mexico, Colombia, Guatemala and the Latin America Aero & Defense (LAAD) exhibition in Brazil.

“People are so thirsty for knowledge,” he said. “They love it.”

Castellani starts his presentation with videos of helicopters in a spin. He teaches avoidance and recovery techniques, as well as the warning signs and situations that can lead to LTE.

Helicopters with heavy loads making slow turns are especially vulnerable. In certain flight conditions, the vortex

produced by the main rotor and even the wind direction itself can make the tail rotor lose its effectiveness. Failure to correct in time leads to increased spin, which sends the aircraft out of control.

One thing Castellani is quick to point out is that LTE is not caused by tail rotor stall or some other mechanical failure.

He often sees pilots nodding in recognition as he talks, people who have experienced the problem and either recovered from it or crashed without ever knowing what the real problem was.

“It can always be recovered from if you catch it early enough,” Castellani said. “You can only recover or prevent something you know.”

Castellani worked with Don Bloom to create the presentation. Bloom is a retired Bell experimental test pilot who won awards for his research into loss of tail rotor effectiveness.

“I’m just the preacher here,” Castellani said. “It’s really rewarding for me if lives can be saved because of something I said.”



Human AD Newsletter Online

As a convenience to our readers, the Human AD newsletter can be accessed in Spanish and English versions at the following web link: <http://www.heliprops.com>



A Voice of Reason and Diplomacy is Lost

The Helicopter Association International (HAI) Sadly Reports the Passing of Captain Paul Smith

Captain Paul Smith, a longtime member of the HAI Safety Committee and former Committee Chairman, died last Sunday night, October 7, in Manhattan, New York. Captain Smith was struck by a taxicab, which ran up onto a crowded sidewalk after the driver lost control of the vehicle. Also injured were Paul's wife Donna, and other members of the Smith family who were just leaving a Midtown restaurant after celebrating a family birthday.

Paul was a longtime member and former President of the Eastern Region Helicopter Council and currently served as their Safety Committee Chairman. Paul has been an institution in the New

York helicopter scene for more than 25 years and had previously served as Chief Pilot of Island / National Helicopters. At the time of his death, he was the pilot for the WABC-TV News Copter, for whom he had flown for numerous years. Just two years ago, Smith was part of a team that won an Emmy for spot news coverage.

In his news chopper, Paul covered many major news stories including the crash of Cory Lidle's plane on the Upper East Side, the Staten Island ferry accident, the Chopper 4 crash, and the 9/11 attack on the World Trade Center. If there was a major story, Captain Paul Smith was most likely in the cockpit of Newscopter

Seven flying overhead and gathering the pictures for Eyewitness News. The city's pilots and reporters expressed shock and deep sadness at his passing. Reportedly, in his honor, there were no TV stations in New York City flying their helicopters on Monday.

HAI President Matt Zuccaro, who spent more than 30 years as a pilot and operator in New York City prior to taking the helm of HAI expressed his shock at the loss of his long time friend. "It was my privilege and honor to have known Paul for all these years. His passion and dedication to our industry will be truly missed. Our thoughts and prayers are with his family and friends."

HAI extends its deepest sympathy to the family of Paul Smith, his friends and co-workers at ABC 7 Eyewitness News, HAI Safety Committee members, and members of the Eastern Region Helicopter Council. Captain Paul Smith was 60. Internment will be at the Arlington National Cemetery, Washington D.C.

Flight Safety *continued*

TFO a demonstration and orientation flight will help the TFO applicant determine their level of comfort with flying.

e. Mission Operations, Duties and Responsibilities: The most important topic for discussion in mission operations is the need for good Crew Resource Management (CRM) and Aeronautical Decision Making (ADM). Briefly stated, CRM is a management system which makes optimum use of all available resources, i.e. equipment, procedures, and people to promote safety and enhance the efficiency of flight operations. ADM is a mental process used by pilots to consistently determine the best course of action in response to a given set of circumstances.

One of the key ingredients for effective CRM and ADM is open and free communications between the pilot and the TFO. This means that the atmosphere among the flight crew must promote

good communications especially in situations where a go-no go decision is required. A good way to infuse this flight management philosophy is by conducting pre-mission and post-mission crew briefings. Your crew briefings will define the duties, responsibilities and actions expected of each member. For example, brief the TFO to assist the pilot with navigation, locating air traffic, obstacles on landing or takeoff, keeping the aircraft clear of obstructions, help copy radio instructions and conduct passenger briefings. In an emergency the TFO can radio dispatch of your situation, location and request ground assistance.

In law enforcement the variables that affect flight safety change constantly. Effective teamwork between the pilot and TFO along with task oriented training is essential for improving your margin of flight safety. It is essential to always train as a crew. This helps standardize the information presented and reinforces the team skills that will be implemented on patrol. Do not limit

the TFO to just mission-specific training such as operating the searchlight or FLIR. Train and fly as a team.

The pilot in command is ultimately responsible for the safe operation of the aircraft and mission. There are many sources of information available to the pilot to make informed and correct decisions. Having a properly trained TFO and a crew that works as a team is just another valuable resource toward ensuring overall flight safety.

In law enforcement flying, the bottom line safety equation is simply:

Targeted Training + Open Communications = Safety

I am currently considering developing a TFO training program targeting the training objectives outlined in this article. I would welcome any responses or feedback from those who maybe interested in seeing a TFO program developed. You may contact me at JESchmaltz@bellhelicopter.textron.com or 817-280-8433.

BELL HELICOPTER AWARD PROGRAMS

Many Bell pilots and operators have requested information on what type of Bell Helicopter wings and safety awards are available to them. There are two ways to obtain recognition for pilots who fly Bell helicopters. The first recognition is a Pilot Safety Award issued on the basis of safe flying hours in Bells. The second is a wings award based on the pilot's flight hours in Bell helicopters. It is possible for a pilot to obtain both awards.

BELL FLIGHT TIME WINGS AWARD

The second recognition is for a pilot's flight time in Bell Helicopters. The Bell Training Academy issues this Certificate of Achievement and a Wings Lapel Pin in the following flight time hours:

- 3,000 hours** plain wings pin + certificate
- 5,000 hours** 5,000 hr. wings pin + certificate
- 10,000 hours** 10,000 hr. wings pin + certificate
- 15,000 hours** 15,000 hr. wings + certificate
- 20,000 hours** 20,000 hr. wings + certificate



Example: If a person had 6,500 hours in Bells he would receive a 5,000 hour pin, although the certificate would read 6,500 hours. Their next opportunity for a higher hour level pin would be at the 10,000 hour level.

For the hour level recognition to be awarded, the pilot (or company) must provide the following: Name of pilot as they would like it printed on a certificate, a verified flight time in Bells by either the Chief Pilot or a Company Administrative Official. In the case of an individual pilot making the request, a signed copy of the page in the pilot's log book that verifies the hour level for the wings requested. Mail or email the information (including copy of documentation) to Rosalind Larmer at: rlarmer@bellhelicopter.textron.com.

Bell Helicopter Textron Inc.
P.O. Box 482,
Rosalind Larmer, Dept. 95 • Bldg. 61
Fort Worth, TX 76101 • USA

PILOT SAFETY AWARD

Recognizing an individual pilot for flying safely is far too rare. Most pilots only hear of mistakes made by another pilot in an accident. Bell provides a Pilot Safety Award certificate for hours flown without an accident in a Bell helicopter. This can be achieved in either military or commercial aircraft. The award is given in thousand hour increments to recognize those pilots with a proven commitment and history of safe flying. To apply for this recognition certificate, please send a request letter from the chief pilot, CEO, military commander, or other individual who can confirm how many accident-free flight hours you have flown in Bell helicopters. If you are an individual pilot / owner, you can write the statement yourself. Let us know how you would like the name to appear on the certificate. If you want to include a military rank, you need to indicate that.

The award is maintained through the Bell's Flight Safety Department within Bell Engineering; Lee Roskop (ldroskop@bellhelicopter.textron.com) is the Bell point of contact.

His mailing address is:
Bell Helicopter Textron Inc.
Attn: Lee Roskop
Dept. 81, Group 60 • P.O. Box 482
Fort Worth, TX 76101 • USA

The pilot's name and safe flight hours are posted on Bell's Flight Safety web page www.heliprops.com. Follow the link to the Heliprops Pilot Safety Award Program.

NOTABLE RECOGNITIONS

Mac McClain – Mr. A.C. "Mac" McClain received a Certificate of Recognition upon his retirement from the FAA for a lifetime of dedicated service to the worldwide helicopter industry. Pictured with Mac is his wife Nancy.



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