



Newport News Composite Squadron

November 2011 Safety Briefing

8 Nov 2011





Overview

- Safety Education Reminders
- November Safety Beacon
 - Cold facts
 - Thanksgiving Safety
 - Heating Safety
- Extra Stuff
 - Virginia Driving Safety
 - Frostbite/Hypothermia
 - Wind Chill
 - ORM



Safety Education Reminders

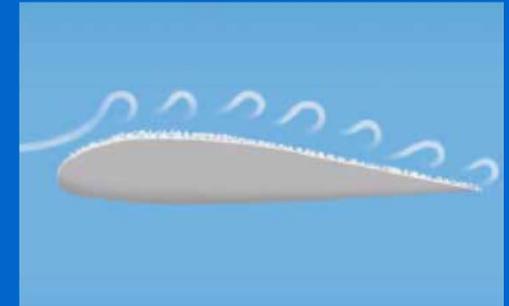
- Active members are required to **complete safety education monthly and have it documented**. Documentation **required for participation in activities**. SAREX safety briefings **don't** count (ORM based).
- **Operational Risk Safety Briefings are mandatory**. Documentation not required.
- **All current members** must complete, *Introduction to CAP Safety for New Members, ASAP (Prior to any other CAP activity)*.
- Online Safety Education
 - Intro to CAP Safety Program for New Members, Downed Power Lines, Hurricane Preparedness and Awareness, Flooding, Winter Driving Safety, Wind Chill Index, Spatial Disorientation, Fundamentals of Fire Extinguisher Training, Geotagging, Hydration, Nat Safety Officer Briefing , Lightning Safety, Bird Strikes
- Safety Alerts, Safety Suggestions – Online
- Improvement/Hazard Reports - CAP Form 26 is being phased out
- CAP Form 78 - Online



Safety Beacon

Cold Facts: Wing Contamination

- Last 10 Years – over 30 accidents due to wing contamination
- Completely remove frost and snow from A/C
- May be a layer of ice under snow
- From aerodynamic viewpoint, there is no such thing as “a little ice”
- Hanger is best
- Polypropylene antifreeze is pink and works well with small garden sprayer
- Auto windshield de-icer works well
- Don't use it on windshields or windows
- Do not scrap windshields
- Use defrost or clean towel





Safety Beacon

Thanksgiving Safety

- Stay in kitchen when cooking on the stovetop to keep an eye on food
- Stay in the home when cooking the turkey and check on it frequently
- Make sure kids stay away from hot food and liquids
 - Steam or splash from vegetables, gravy, etc can cause serious burns
- Keep the floor clear so you don't trip over kids, toys, bags, etc
- Be sure electric cords from electric knife, blender, coffee maker, etc don't dangle off the counter within reach of children
- Keep matches and utility lighters out of reach of children
- Keep children away from stove
 - Stove will be hot and kids should stay 3 feet away
- Never leave children alone in room with lit candle
- Make sure smoke alarms are working – test them
- Keep knives out of the reach of children

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Safety Beacon

Heating Safety

- Keep anything that can burn 3 feet away from heating equipment
- Have a 3 foot "kid free zone" around open fires and space heaters
- Have qualified professional install stationary heating equipment
- Have heating equipment & chimneys cleaned & inspected every year
- Remember to turn portable space heaters off when leaving the room or going to bed
- Always use the right kind of fuel for fuel burning space heaters
- Make sure the fireplace has a sturdy screen to stop sparks from flying into the room.
- Ashes should be cool before putting them into a metal container
- Keep container safe distance from your home
- Never use your oven to heat your home
- Test smoke alarms monthly

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FACT

Half of home heating fires are reported during the months of December, January, and February.



Driving Safety

Safe Driving in Virginia

Things that people dislike but admit to doing themselves

- Running red lights when you could have stopped
- Not wearing a seat belt or child safety seat
 - It's the law – If under 18, it is a primary offense
- Talking on a cell phone
 - It's illegal for anyone under 18 and a hazard for everyone else
- Speeding
 - Exceeding the limit by more than 15 MPH is reckless driving
- Texting
 - Only legal in VA behind the wheel when vehicle is stopped or parked
- Failing to move over/slow down
 - Law to move over to the next lane when passing a vehicle on the side of the road with flashing red, blue, amber emergency lights
 - If not possible to move over – slow down to a reasonable speed



Frost Bite/Hypothermia

- Superficial Frostbite

- White, waxy, or grayish-yellow patches
- Skin feels cold and numb, surface is stiff but underlying tissue still soft
- Get victim inside immediately, remove constrictive clothing or jewelry that could impair circulation, immediately seek medical attention
- If more than an hour from medical treatment-place in warm (100-105° F) water
- Rewarming usually takes 20 to 45 minutes

- Deep Frostbite

- Waxy, pale, solid skin - Blisters may appear
- Move victim indoors
- Immediately seek medical attention



- Hypothermia

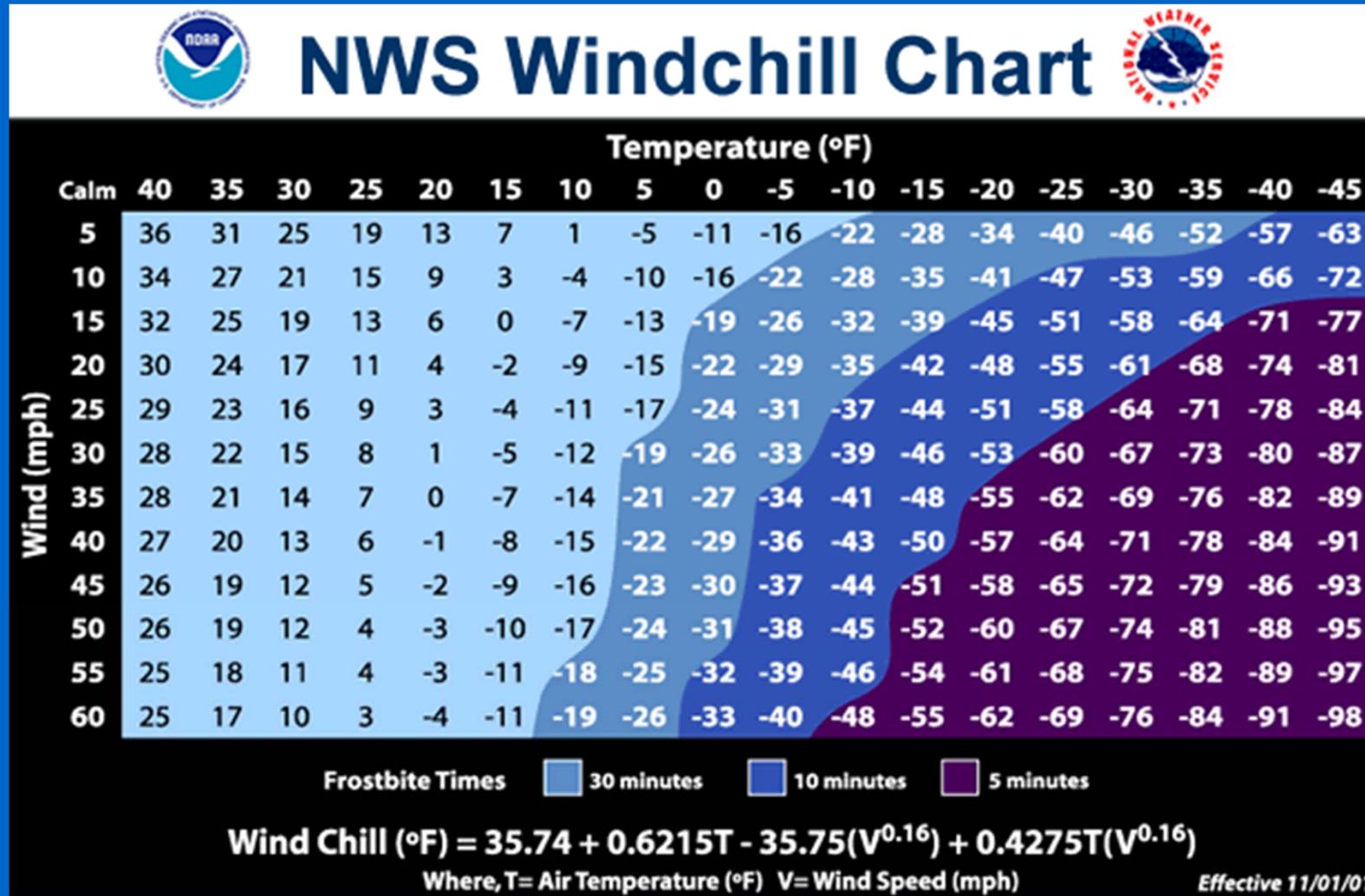
- Body core temperature drops below 95° F
- Change in mental status, uncontrollable shivering
- Get victim out of cold, cover head, get out of wet clothing

- Layered clothing, balanced diet, warm drinks (no alcohol/caffeine)



Wind Chill

Wind Chill Chart





ORM

Ryan Navion B

- Elevator trim adjustment wheel was binding during flight
- Planned to have it inspected at the conclusion of the flight
- All facilities were closed when he landed
- Subsequent flight aircraft pitched up during flare and crashed
- **Improper decision to depart with known mechanical deficiency**

Piper Comanche

- Aircraft lost engine power in cruise flight at 6,000 feet
- Pilot ran several checklist items for loss of power
- Recorded temperature, dew point, and calculated values aloft were plotted on an icing chart – fell in the “serious icing” range
- Pilot didn’t apply carburetor heat IAW A/C emergency procedures
- **Carburetor icing as a result of pilot not using carburetor heat**



Until Next Month

- Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself. Remember to "Knock It Off" and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter. Have a good month.





Safety Beacon



Official Safety Newsletter Of The Civil Air Patrol

November 2011

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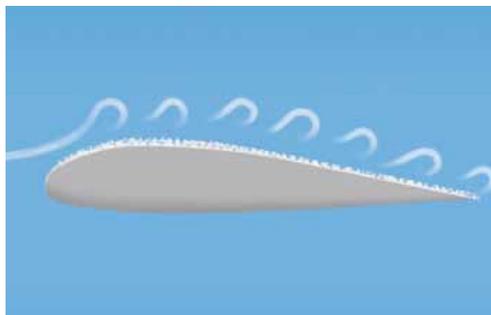
SAFETY BRIEF

Number 2

Cold Facts: Wing Contamination

During the last 10 years, there have been over 30 accidents on takeoff as a result of wing contamination by snow, frost, and ice. A few simple steps during preflight could have easily prevented these accidents.

Frost and snow often accumulate on wings, elevators, and other surfaces when an aircraft is parked outside on the ramp. The disrupted airflow over the wings can substantially alter flight characteristics. Increased stall speeds, longer takeoff rolls, or an inability to fly at all may be the result. Even a passing snow shower can foul surfaces enough to make flight inadvisable.



Smooth boundary layer flow over airfoils is critical to safe flight—degrade it with any snow, frost, or ice and flight may not happen.

When frost or snow is present on the airframe, the pilot has two choices: go home or spend some extra time during preflight **completely removing** frost and snow from the aircraft. While no Federal Aviation Regulations (FARs) specifically prohibit a light general aviation (GA) aircraft from attempting a takeoff while covered in snow or frost, doing so may fall under careless and reckless operation (FAR 91.13).

In December 2004 the National Transportation Safety Board (NTSB) mailed pilots an alert letter urging them to *look at and feel* the aircraft's wings during preflight to ensure no ice is present.

Clean it up!

The best and easiest way to prevent contamination is to park the aircraft in a hangar.

In the highly regulated airline world the rule is simple: An aircraft can depart only when it's 'clean' – no snow, frost, or ice on any part of the aircraft. GA pilots should use the same winter operations principle.



If the aircraft is snow-covered, consider using soft bristle brooms or small snowbrushes. While effective, they can scratch paint, so use care. *Clean* towels or shop rags will also remove snow without scratching the paint.

The bad news is that underneath the snow there may be a layer of ice that also needs to be removed. Removing frost and ice is trickier than loose snow, but just as critical. The best tool is a heated hangar and an hour to spare. When melting the frost and ice make sure water does not penetrate control surface hinges where it might refreeze and cause problems.

From an aerodynamic viewpoint, there is no such thing as “a little ice.”

No hangar available? No problem.

Glycol is the most expensive and generally only available at select FBOs. **Polypropylene antifreeze** is pink in color and is available at RV, automotive or marine stores. Placed in a small garden sprayer, it works quite well (especially if the sprayer is heated to room temperature). A note of caution, though: Composite aircraft owners should test it in an inconspicuous area first, as there have been reports of staining.

Automotive windshield de-icer in a spray can

is inexpensive and can be purchased at gas stations and department stores. Do not use it on aircraft windshields or windows. It's the easiest to carry and, unless the airframe is heavily iced, will yield several applications. **Rubbing alcohol**, sold in relatively small quantities in drugstores and supermarkets, can work in a pinch using a spray bottle with a hand pump. With the exception of Glycol, these



A garden sprayer can be used to help remove frost.

products are inexpensive to purchase and *should be used liberally. Remember, we're talking about becoming airborne!*

Cleaning off the windshield is slightly different. Some pilots clear the aircraft's windshield by using a *clean* towel or shop rag. Other pilots start the airplane and wait for the defroster to do the job. This could take a while in cold weather at idle power. Both of these techniques work without damaging the windshield. **Do not** use car ice scrapers, credit cards, or any other hard plastic device to remove frost or snow from the windshield. Do not taxi until you can see enough to move safely. No cheating!

Finally, remember that do-it-yourself airframe decontamination will take a while, in cold, often windy conditions. A light flight jacket and tennis shoes, while stylish, do not work well. A parka, boots, gloves, and a hat will encourage you to give this critical job the time and attention it deserves.



"Hangar-in-a-can" products are small enough to fit in a flight bag.

Want to learn more about winter flying? Take a look at *Aircraft Icing*

<http://www.aopa.org/asf/publications/sa11.pdf>

and *Snow Time*

<http://www.aopa.org/asf/asfarticles/2001/sp0112.html>

To access the AOPA Air Safety Foundation accident data visit

www.aopa.org/asf/accident_data/

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Edition 2

Thanksgiving Safety

The kitchen is the heart of the home, especially at Thanksgiving. Kids love to be involved in holiday preparations. Safety in the kitchen is important, especially on Thanksgiving Day when there is a lot of activity and people at home.

- » Stay in the kitchen when you are cooking on the stovetop so you can keep an eye on the food.
- » Stay in the home when cooking your turkey and check on it frequently.
- » Keep children away from the stove. The stove will be hot and kids should stay 3 feet away.
- » Make sure kids stay away from hot food and liquids. The steam or splash from vegetables, gravy or coffee could cause serious burns.
- » Keep the floor clear so you don't trip over kids, toys, pocketbooks or bags.
- » Keep knives out of the reach of children.
- » Be sure electric cords from an electric knife, coffee maker, plate warmer or mixer are not dangling off the counter within easy reach of a child.
- » Keep matches and utility lighters out of the reach of children — up high in a locked cabinet.
- » Never leave children alone in room with a lit a candle.
- » Make sure your smoke alarms are working. Test them by pushing the test button.

Did you know?



Thanksgiving is the leading day of the year for home fires involving cooking equipment.

Have activities that keep **kids out of the kitchen** during this busy time. Games, puzzles or books can keep them busy. Kids can get involved in Thanksgiving preparations with recipes that can be done **outside** the kitchen.



Your Source for **SAFETY** Information

NFPA Public Education Division • 1 Batterymarch Park, Quincy, MA 02169

www.nfpa.org/education

Heating Safety

There is something about the winter months and curling up with a good book by the fireplace. But did you know that heating equipment is a leading cause of home fire deaths? With a few simple safety tips and precautions you can prevent most heating fires from happening.

BE WARM AND SAFE THIS WINTER!

- »»» Keep anything that can burn at least three-feet away from heating equipment, like the furnace, fireplace, wood stove, or portable space heater.
- »»» Have a three-foot "kid-free zone" around open fires and space heaters.
- »»» Never use your oven to heat your home.
- »»» Have a qualified professional install stationary space heating equipment, water heaters or central heating equipment according to the local codes and manufacturer's instructions.
- »»» Have heating equipment and chimneys cleaned and inspected every year by a qualified professional.
- »»» Remember to turn portable heaters off when leaving the room or going to bed.
- »»» Always use the right kind of fuel, specified by the manufacturer, for fuel burning space heaters.
- »»» Make sure the fireplace has a sturdy screen to stop sparks from flying into the room. Ashes should be cool before putting them in a metal container. Keep the container a safe distance away from your home.
- »»» Test smoke alarms monthly.



Heating Equipment Smarts

Install wood burning stoves following manufacturer's instructions or have a professional do the installation. All fuel-burning equipment should be vented to the outside to avoid carbon monoxide (CO) poisoning.

Install and maintain CO alarms to avoid the risk of CO poisoning. If you **smell** gas in your gas heater, do not light the appliance. Leave the home immediately and call your local fire department or gas company.



FACT

Half of home heating fires are reported during the months of **December, January, and February.**



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FAA Safety Team | Safer Skies Through Education

FAAST Blast

Notice Number: NOTC3284

FAAST Blast — Week of Oct. 03 – Oct. 09, 2011

Biweekly FAA Safety Briefing News Update

New ARC Looks to Improve Pilot Testing

In front of more than a thousand pilots and industry experts gathered at this year's Aircraft Owners and Pilots Association (AOPA) Aviation Summit in September, FAA Administrator Randy Babbitt announced the establishment of an Aviation Rulemaking Committee (ARC) that will seek to address concerns about the relevance of the FAA's airman testing and training standards. This initiative is part of the agency's five-year plan to improve GA safety and, like other parts of the plan, will be accomplished in partnership with the GA community.

The ARC will provide a forum for key players in the general aviation training community to offer their experience and expertise and recommend ways to improve airman testing and training policies.

"We don't have all the answers for GA safety, so we need your help," said Babbitt. "Together we're going to work to find ways to improve the system."

Be on the lookout for progress with the ARC in the coming year.

Over 136,600 pilots earned WINGS credits last year. Will you, this year?

Glide Your Way to Greater Pilot Proficiency_

The transition from powered to unpowered flight in a glider might seem a bit unnerving to some pilots. Yet, that initial fear is often replaced by feelings of exhilaration and freedom as you experience what many consider flying in its purest sense. And for a powered pilot, learning how to fly a glider can be both a rewarding and educational process that can take your flight proficiency to a whole new level.

The article "Ride the Sky" on page 12 of the September/October 2011 *FAA Safety Briefing* takes a look at the art of soaring and highlights some of the key differences from powered flight. The article is available online at: http://www.faa.gov/news/safety_briefing/2011/media/SepOct2011.pdf

Produced by the *FAA Safety Briefing* editors, http://www.faa.gov/news/safety_briefing/

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The Official Safety Newsletter of the Civil Air Patrol-November 2011

VISIT US ON THE WEB
WWW.GOCIVILAIRPATROL.COM

Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself.

Remember to "Knock It Off" and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter.

SUMMARY

CAP's safety awareness and program management has significantly improved with the addition of NHQ safety staff working in conjunction with the National Safety Team (NST). The NST is comprised of the National Safety Officer and volunteer assistants assigned as subject matter experts for flight and ground safety. Region and Wing Commanders are moving away from a punitive safety program towards a behavior-based safety program that has shown significant improvement in using safety mishaps as an educational opportunity to raise awareness and prevent risk exposure.

Got a great safety article that you would like to see in a future Beacon newsletter? Please send it to Lt Col Sharon Williams at safetybeacon@capnhq.gov.

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SAFE DRIVING In Virginia

Are you part of the problem
or part of the solution?

Imagine what driving would be like in a world where everyone makes safety their top priority. Everyone would be courteous and cooperative, and drivers would watch out for one another. Sounds good, doesn't it? Although many drivers are very good at identifying risky behavior in others, they aren't always so good at identifying their own risky behavior behind the wheel.

Here are just a few of the common practices that drivers say they find unacceptable in others, but admit sometimes doing themselves:

Running red lights when you could have stopped

The extra seconds you think you save by running the light will most likely catch up with you at the next one. Don't take a chance on being hit or getting a ticket for running the red.

Not wearing a seat belt or child safety seat

In Virginia, it's the law to buckle up when traveling in a motor vehicle. And for everyone under the age of 18, that law is a primary enforcement one, which means a police officer does not need any other reason to stop the vehicle to give a ticket. Remember, wearing a seat belt saves lives and reduces injuries.

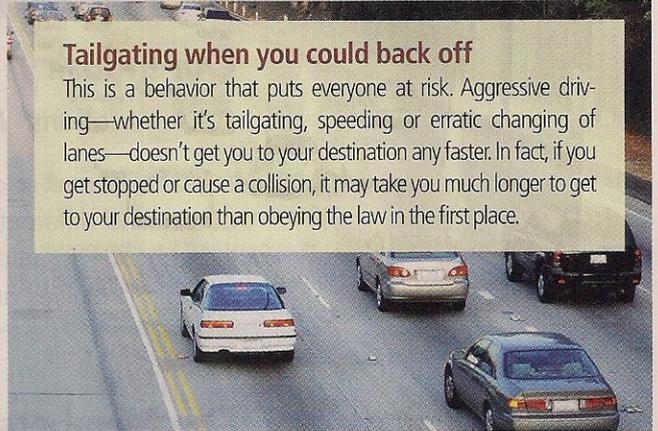
Talking on a cell phone

It's illegal for anyone under the age of 18, but it's also a hazard for everyone else, including the driver who is on the phone and other drivers in their path. It only takes two seconds of inattention to get into a dangerous and possibly deadly situation. Hang up and drive!



Tailgating when you could back off

This is a behavior that puts everyone at risk. Aggressive driving—whether it's tailgating, speeding or erratic changing of lanes—doesn't get you to your destination any faster. In fact, if you get stopped or cause a collision, it may take you much longer to get to your destination than obeying the law in the first place.



Speeding

Exceeding the speed limit by more than 15 mph on highway or residential roads will get you more than a speeding ticket—at that speed you will be charged with reckless driving.

Texting

In Virginia, the only time it is legal to be texting while behind the wheel is when the vehicle is either stopped or parked. Texting takes your hands off the wheel and your eyes off the road—a dangerous combination.

Failing to Move Over/Slow Down

AAA reminds drivers to recognize the Move Over/Slow Down law in Virginia. The Move Over law requires motorists to move over into the next lane when passing a vehicle that is on the side of the road with flashing red, blue or amber emergency lights. If it is not safely possible to move to the next lane, then motorists are required to slow down to a reasonable speed to provide stranded motorists and emergency personnel safe clearance.

These traffic laws exist for good reason. They exist to make traveling on Virginia roads safer. Be that driver who makes safety their first priority! *GP*

Want more information
on Virginia traffic laws?
Check out the 2011 AAA
Digest of Motor Laws online
at www.drivinglaws.aaa.com.





Preventing Frostbite and Hypothermia

Prolonged exposure to low temperatures, wind or moisture—whether it be on a ski slope or in a stranded car—can result in cold-related illnesses such as frostbite and hypothermia. The National Safety Council offers these tips to help you spot and put a halt to these winter hazards.

How to detect and treat cold-related illnesses

Frostbite is the most common injury resulting from exposure to severe cold. Superficial frostbite is characterized by white, waxy, or grayish-yellow patches on the affected areas. The skin feels cold and numb. The skin surface feels stiff but underlying tissue feels soft and pliable when depressed. Treat superficial frostbite by taking the victim inside immediately. Remove any constrictive clothing items and jewelry that could impair circulation. If you notice signs of frostbite, immediately seek medical attention. Place dry, sterile gauze between toes and fingers to absorb moisture and to keep them from sticking together. Slightly elevate the affected part to reduce pain and swelling. If you are more than one hour from a medical facility and you have warm water, place the frostbitten part in the water (100 to 105 degrees Fahrenheit). If you do not have a thermometer, test the water first to see if it is warm, not hot. Rewarming usually takes 20 to 45 minutes or until tissues soften.

Deep frostbite usually affects the feet or hands and is characterized by waxy, pale, solid skin. Blisters may appear. Treat deep frostbite by moving the victim indoors and immediately seek medical attention.

Hypothermia occurs when the body's temperature drops below 95 degrees Fahrenheit. Symptoms of this condition include change in mental status, uncontrollable shivering, cool abdomen and a low core body temperature. Severe hypothermia may produce rigid muscles, dark and puffy skin, irregular heart and respiratory rates, and unconsciousness.

Treat hypothermia by protecting the victim from further heat loss and calling for immediate medical attention. Get the victim out of the cold. Add insulation such as blankets, pillows, towels or newspapers beneath and around the victim. Be sure to cover the victim's head. Replace wet clothing with dry clothing. Handle the victim gently because rough handling can cause cardiac arrest. Keep the victim in a horizontal (flat) position. Give artificial respiration or CPR (if you are trained) as necessary.

How to prevent cold-related illnesses

Avoid frostbite and hypothermia when you are exposed to cold temperatures by wearing layered clothing, eating a well-balanced diet, and drinking warm, non-alcoholic, caffeine-free liquids to maintain fluid levels.

Avoid becoming wet, as wet clothing loses 90 percent of its insulating value.

On the Record

ACCIDENT REPORTS

The following are excerpts of official NTSB summaries of general aviation accidents in the continental United States.

Ryan Navion B

Fort Myers, Florida

INJURIES: 3 Uninjured

According to the pilot, during a previous flight he had discovered that the elevator trim adjustment wheel was binding when set to the full airplane nose-up position. He planned to have the airplane inspected by a mechanic at the conclusion of that flight, but upon arriving at the destination, all of the facilities were closed for the evening. He subsequently departed for the return flight after picking up passengers, and as he began to trim the airplane for the landing flare, the airplane pitched up uncontrollably. As the pilot attempted to recover the airplane, the left wing struck the ground, resulting in substantial damage. An examination of the wreckage by a Federal Aviation Administration inspector revealed that the trim wheel was binding on the instrument panel when the trim was set to a nose-up position. When the trim wheel was removed from the trim system, the remainder of the mechanism was free to move in both the up and down directions.

> PROBABLE CAUSE(S): The binding of the trim wheel on the instrument panel and the pilot's improper decision to depart with a known mechanical deficiency.

Piper Comanche

Centerville, Missouri

INJURIES: 2 Uninjured

The airplane sustained a loss of engine power in cruise flight at 6,000 feet mean sea level. The pilot observed the propeller rpm increase and then noticed the engine was not producing full power. He selected both main fuel tanks and turned on the electric fuel pump. The airplane impacted a tree during the forced landing, resulting in substantial damage to the right wing.

A post-accident examination of the wreckage, which included an engine operational test run, revealed no evidence of a mechanical malfunction. The recorded temperature, dew point and calculated values aloft were plotted on an icing chart, and their intersection fell in the "serious icing (glide power)" range. The airplane owner's handbook for emergency procedures during an engine failure indicated, in part, that the pilot should apply carburetor heat. The pilot reported that he did not use carburetor heat following the loss of engine power.

> PROBABLE CAUSE(S): A loss of engine power due to carburetor icing as a result of the pilot not using carburetor heat.

Bell 430

Venice, Louisiana

INJURIES: 8 Uninjured

On Aug. 4, 2010, at 0645 central daylight time, a Bell Helicopter Textron 430 was on the ground at ground idle power, conducting the engine start checklist, when the collective went to the full up position. There were no injuries among the passengers and crew. Further inspection of the aircraft revealed that the main rotor collective servo-actuator piston rod had fractured. No other airframe damage was noted.

The collective servo actuator was examined in Bell Helicopter Textron's field investigations laboratory. According to Bell Helicopter Textron, the servo-actuator piston rod was found to be fractured as a result of stress corrosion cracking.

In response to this incident, Bell Helicopter Textron issued a number of alert service bulletins to perform a one-time inspection of the servo-actuator piston rod prior to further flight. This service bulletin only applied to servo

actuators manufactured by Woodward HRT. Since this same type of servo actuator was also used on other Bell Helicopter Textron helicopters, additional alert service bulletins were issued. The Federal Aviation Administration (FAA) incorporated these service bulletins' recommended actions (with some minor revisions) in an emergency airworthiness directive. The FAA's emergency AD followed the issuance of an AD by Transport Canada.

> PROBABLE CAUSE(S): The fracture of the collective servo-actuator piston rod resulting from stress corrosion cracking.

Robertson Velocity

Wooster, Ohio

INJURIES: 1 Minor

The pilot reported that, prior to departure, the fuel system sight gauges indicated he had over 25 gallons of fuel on board; he did not visually check the fuel level in the tanks. Upon reaching his destination, the pilot made a low approach over the runway, climbed, and flew to an area about five miles from the airport to wait for another airplane to land ahead of him. The engine experienced a loss of power, and he maneuvered the airplane into a glide back to the airport. Realizing he was not going to be able to reach the airport, the pilot chose a field to perform a forced landing. Just prior to touchdown, the airplane stalled and landed hard.

Post-accident inspection of the airplane revealed the fuel tanks were intact and there was no fuel present either in the tanks or on the ground around the wreckage.

> PROBABLE CAUSE(S): A loss of engine power due to fuel exhaustion as a result of the pilot's inadequate fuel planning. ✈