

CEN11FA599
Aeronautical Decision Making
Mosby, MO
26 August 2011

Category	Time Frame	Task	Specific Action	Remarks	Expectations
Prior to Duty Day Begins		Sleep	Approx 5 Max	12:15 – 05:30 Actual Sleep	AMC GOM Manual - Pilots will report for duty with the appropriate rest and be capable of performing the functions of a flight crewmember.
Pilot Exchange Briefing		Fuel	Fuel Required	Acft fueled to 35%	Ramp Load Approx. 60%
Pilot Daily Duties		Risk Assessment			AMC GOM Aircraft: Back-up Aircraft Fatigue: Late in Shift
		ACFT Configuration (Medical vs. NVG)		Distraction of multiple duties	Configure Service Preflight
					It shall be the responsibility of the Pilot-in-Command to check the amount of fuel and correlate this amount with the total fuel as reported by the servicing agent and as indicated by the fuel gauges and by a visual tank check when tank openings can be readily reached. Additionally, he/she must confirm, by color and tank marking, that the fuel is of the correct grade and obtain a fuel sample as outlined in the Aircraft Flight Manual.

	14:00 - 17:00	Texting		Numerous texts sent or received	Distraction from performing professional duties: Preflight, configuration and refueling
Aircraft Preflight		Fuel	Fuel Check		
	17:00 – 17:20	Texting		2 Texts Sent or Received	Distraction AMC GOM
		Aircraft Forms	Incorrect forms in acft		
			Improper sign-offs		AMC GOM Conform Your Aircraft
		Weight & Balance	Completed after configuration change?		Prior to being placed into service, it shall be determined that each Air Methods' aircraft has current weight and balance data available in the appropriate approved Aircraft Flight Manual (AFM). In an effort to determine Payload capability this should have prompted the pilot to check fuel load Supervises loading of passengers, baggage, and fuel and determine that weight and balance remains within the limitations contained in the aircraft flight manual for all flight operations (Part 91 and 135).
Flight Acceptance	17:20 – 17:30	Texting		3 Texts Sent or Received	Distraction AMC GOM
Starting Checklist		Check Fuel	Check Fuel Qty and Fuel Pressure		RFM Section 4.1 - Battery and Generator in

					<p>circuit - - - Switches "ON"</p> <p>. Lights on with a/c battery power :</p> <p>HYD, GEN (GENE), MGB P (PH BTP), PITOT, ENG.P (PHM), FUEL.P (P COMB) R</p> <p>. Lights on with external power :</p> <p>same light as above plus BAT.</p> <p>Switch on the booster pump On console</p> <p>. Check: - Fuel quantity - Fuel pressure on each pump separately</p>
Take-off @ STJ	17:29 – 17:30	Radio Call to	2 HRS Fuel		Actual vs. Expected or Routine
Enroute	17:30 – 17:58	Texting		2 Texts Sent or Received	Distraction AMC GOM
		Fuel Low			
On Ground @ HCMC	17:58 – 18:11	Anticipated longer turn-a-round time		Reduced time to plan alternate fuel stop expedited and the pressure to complete the flight	Accepted patient and mission without adequate 20 min reserve fuel
	17:58 – 18:11	Texting		7 Texts Sent or Received	Distraction AMC GOM

Starting Checklist @ HCMC		Check Fuel	Check Fuel Qty and Fuel Pressure	<p>RFM Section 4.1</p> <ul style="list-style-type: none"> - Battery and Generator in circuit - - - - Switches "ON" . Lights on with a/c battery power : HYD, GEN (GENE), MGB P (PH BTP), PITOT, ENG.P (PHM), FUEL.P (P COMB) R . Lights on with external power : same light as above plus BAT. <p>Switch on the booster pump On console</p> <ul style="list-style-type: none"> . Check: - Fuel quantity - Fuel pressure on each pump separately
Take-off @ HCMC	18:11	Fuel Gage	2 HRS Fuel	<p>Did not have adequate fuel to fly to destination and meet 20 min. reserve requirement for 3-2024 PART 135 FUEL-PLANNING REQUIREMENTS</p> <p>B. VFR Operations in Helicopters. Section 135.209(b) prohibits takeoff in a helicopter under VFR rules unless the helicopter has enough fuel to fly to the airport of first intended</p>

					landing, and then to fly for 20 minutes at normal cruising fuel consumption. GOM Requirement
					When an aircraft lifts off for an assigned flight, the pilot or their designee will provide the communications specialist, the number of people on board, fuel load remaining in flight time (hours and minutes), destination, ETA, and risk assessment value.
Enroute	18:11 – 18:41	Flew leg @ MCP	Manage time enroute vs. range	Section 10	Fly leg with Best Range (Economic vs. Fast Cruise)
		Texting		9 Texts Sent or Received	
		Caution Advisory Panel Switch “Dim” + NVG Filter	Limits illumination of FUEL light	Ref: Section 3 of RFM	Find a suitable place to LAND approx. 18 mins level flight remain at Max Continuous Power
			Acceptable illumination of FUEL P light	Ref: Section 3 of RFM	Reduce Engine power and land
		Altitude	300 AGL	Reduces options for successful autorotation landing	AMC GOM (2) The pilot must ensure that all terrain and obstacles along the route of flight, except for takeoff and landing, are cleared vertically by no less than the following: (a) 300 feet for day operations (b) 500 feet for night

					operations Increase altitude to 1000 ft AGL
					If the pilot has to land for any unforeseen reason before reaching the intended destination, i.e.; malfunction or weather related, he/she will call the communication center either by radio or telephone. The pilot shall give their approximate location, reason for landing, estimated lift off time (if possible), and a revised ETA to the hospital or scene.
		Autorotation	Failed to apply appropriate flight control inputs		Immediate action of lower collective, aft cyclic, left pedal