

Attachment 12

to Organizational Factors Group Chairman's Factual Report

CHI04MA182

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Tom	<u>III</u>
Bob	<u>M</u>
Mike	<u>M</u>
AL	<u>M</u>

Care Flight Aberdeen

From: Dondsavage [redacted]
 Sent: Sunday, November 16, 2003 9:16 PM
 To: [redacted]

Subject: Weather and You

Team,
 Some of you are aware that Med-Trans is in another growing spurt. And unlike the days when there were only 12 company pilots, we now number 52! Without Bert and I becoming "mother hen's", it's easy to get a little nervous about all the decisions made in our cockpits. Let's face it, the more pilots, the more exposure.

Bert and I are always searching for ways to help the company maintain our safety focus. In looking at the last 6 months, we became aware of several weather situations, all of which had safe outcomes. Perhaps with a bit of bad luck, each could have resulted in something worse. In any case, I want to discuss the company philosophy when it comes to flying in less than optimum weather.

First, know the forecast. Are the coiling and vis going to get better, worse, or stay the same? Are you getting an updated forecast when it's available? What are the AWOS trends? Does the AWOS info agree with your forecast?

Next, if you accept a mission in less than ideal conditions, know that you have a choice. You can abort, attempt to circumnavigate, or you can land. All of these choices are noble, and better than the alternative (read accident!) It's just the nature of the EMS business that the majority of times it's not possible to get a clear picture of what the weather is in our service area.

There is nothing wrong with landing in an open field and calling an ambulance to retrieve your patient if you run into unforeseen weather. Remember though, this is done WAY BEFORE you start flirting with an Inadvertent IMC encounter!!!

SLOW DOWN! SLOW DOWN!! SLOW DOWN!!! When the weather turns to crap.....slow down. If you're going 125 knots in junky weather, you won't have any choices.

Finally, know that when you abort a mission for weather, make an unscheduled landing because of weather, or decline a mission due to weather, you will enjoy full company support in your decision.

Bert and I take comfort in knowing that all of our pilots were hand selected because of their proficiency and great judgment. And while this message may seem aimed more toward new bases, we feel it's important to repeat our stance on this subject to every pilot.

Please ensure that each pilot in your operation gets a copy of this. Don't hesitate to write or call if there are any questions, comments, or anything you would like to add on the subject.

Thanks,

Don Savage
 Chief Pilot
 Med-Trans Corp.
 [redacted]