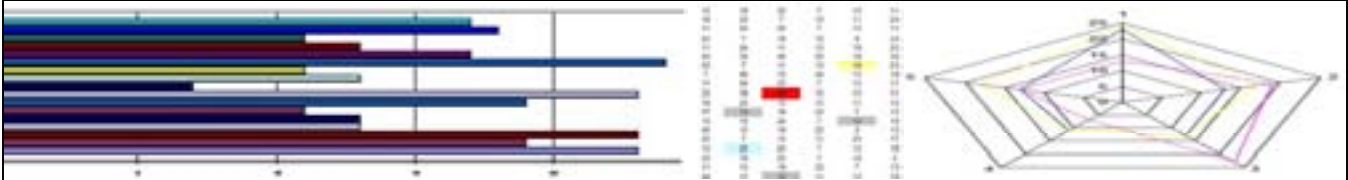


TO SOME, THESE GUYS ARE JUST STATISTICS.



To us, they're crews with insights and solutions.



Photo by © Mark Mennie 2007

WHAT ARE THEY TO YOU?

In today's data-centric world it's easy to forget that mishap statistics are comprised of individuals. Individuals with names and faces and families and friends.

And long before individuals with problems get aggregated into clinically sounding "unsafe acts" or "decision errors" or "willful violations" -- they are a "can-do" player trying to "get 'er done", or an over-tasked, over-worked, over-caffeinated crew cutting a couple of corners.

We understand the utility of statistical "norms" and "deviations" and "trends". But to us, these are not particularly useful in understanding -- *in plain language terms* -- what's really going on at the individual or unit level. In other words, What's working? and What's not?

Helmet Fire, Inc. is all about helping individuals find expeditious solutions to pressing problems. And by individuals we mean both the unit level players that perform everyday tasks, as well as the frontline management folks responsible for them.

Which brings us back to individuals with names and faces and families and friends. Just as you'd never expect a friend to say, "Gee, it looks like you're a standard deviation below average for decision-making" or, "You have a declining safety trend" -- we would hate for a manager to only have "statistically-derived data points" for very "people-centric problems".

To find out more about our unit level tools and solutions, please contact us at:

(888) 265-5070 or info@helmetfire.com



Better Decisions through Better Understanding!™

POST FLIGHT COMMENT LOCKER™

Originally developed in response to an Under Secretary of the Navy request for a “human factors” data collection system. Successfully fielded with (5) US Navy Fleet helicopter squadrons where Unit Level (CO/XO, junior officer and enlisted aircrewman) participation was overwhelmingly positive. *Quick* and *easy* comment-centric process allows crews to report, “**What’s working – and What’s not!**”

Simple Data Collection Screens

SAFETY OF FLIGHT	AA	BA	UNSAT
SAFETY OF FLIGHT	AA	BA	UNSAT
ARRIVAL/DEPART	AA	BA	UNSAT
PROCEDURES	AA	BA	UNSAT
KNOWLEDGE	AA	BA	UNSAT
OFFICE/PERSONAL AWARENESS	AA	BA	UNSAT
COMMUNICATIONS	AA	BA	UNSAT
CREW COORDINATION	AA	BA	UNSAT
RESOURCE MANAGEMENT	AA	BA	UNSAT
TASK MANAGEMENT	AA	BA	UNSAT
PROFESSIONALISM	AA	BA	UNSAT

Anonymous and Voluntary Input

Focused on Crew Comments

UNSAT Parking brake disengaged during a Hotseat evolution and we nearly ran over the Crew Chief's foot.

UNSAT The Airsave Vest is an egress hazard and FOD hazard. Flashlight keeps falling out of the straps and the HABB bottle continues to get hung up on various aircraft parts entering and exiting the cabin.

AA Never had any doubt that command would back me on our decision to land away from Homeplate. It's good not to be second guessed.

Front Office-Friendly Data Analysis

CAUTIONS	WARNINGS
SIERRA HOTELS	
FLIGHT ISSUES	AA BA UNSAT BA-UNSAT
PLANNING / BRIEFING	7 0 0 0
WEIGHT AND BALANCE	0 0 0 0
HATOPS / SOP COMPLIANCE	2 0 0 2
IN-FLIGHT LEADERSHIP	2 0 0 2
DEALING W/ WEATHER	9 0 0 1
CONTROLLER INTERACTIONS	1 0 0 2
AIRCRAFT MAINTENANCE	7 0 0 7
FLIGHTCREW GEAR	4 0 0 11
DEBRIEFING	2 0 0 3

Identifies Leading Indicators

Fundamental Flying Skills: Insufficient opportunities for pilots/crews to practice fundamental flying skills.

Formation Procedures: The squadron's approach to formation flying under non-standard conditions may need to be investigated and/or reviewed. On multiple occasions crews participating in formation fly-offs involving ship-to-shore flights have reported the occurrence of near mid-air.

Flightcrew Gear: Persistent/recurring problems with newly issued survival vest suggests the possibility of an “**error chain**” developing with potentially severe consequences.

Actionable Lessons Learned

Local ATC Briefing Points:

KXYZ is a training facility for new controllers:

- Training activities are not always announced

Heads-up on:

- PAR/GCA errors (DH too high or too low)
- Vectors towards terrain on the Missed Apprch
- Dropped handoffs between Radar and Tower
- GCA patterns conflicting with VFR traffic
- Multiple aircraft simultaneously cleared to land and takeoff from the same Pad
- Conflicting ground instructions (to multiple a/c going to and from the Fuel Pits)

For additional information on the *Post Flight Comment Locker™* or any of our other *industry-specific Comment Lockers™*, please contact: (888) 265-5070 or info@helmetfire.com