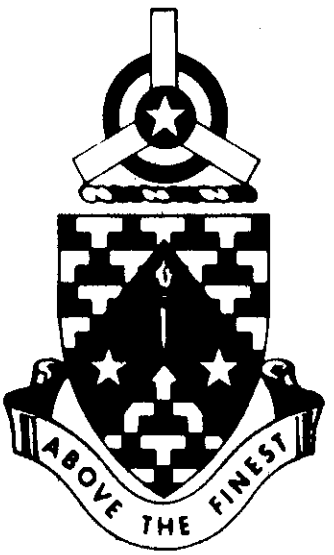
PROGRAMED TEXT

FORT WOLTERS AIRCRAFT ACCIDENT
PROCEDURE

AM-30



APRIL 1969

UNITED STATES ARMY
PRIMARY HELICOPTER SCHOOL
FORT WOLTERS, TEXAS

PROGRAMED TEXT

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FILE NO: AM-30

PROGRAM TITLE

Fort Wolters Aircraft
Accident Procedure

POI SCOPE: Actions of a student pilot if involved in, or is a witness to, an aircraft accident in the Fort Wolters area.

INSTRUCTOR REFERENCES:

Fort Wolters Regulation 95-5

PREPARED BY:

CW2 G.D. Wentworth
Flt Subj Br
CPT J.B. Johnson
TFPL

DATE:

March 1968

REVISED BY:

CW2 G.D. Wentworth
Intro Airmanship Br

DATE:

October 1968

APPROVED BY:

William H Edwards LTC

for DONALD J. LEWIS
LTC, Sig C
Director, OCD

DATE:

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FILE NO: AM-30 Fort Wolters Aircraft Accident Procedure

PREFACE

This program is designed to teach the Fort Wolters aircraft accident reporting and rescue procedure.

The term, CONTROL FREQUENCY, used in the text refers to the frequency to which your radio is tuned; it may be either a stagefield or heliport.

Start with frame 1 and work each frame in succession. Each frame will usually ask you a question. The correct answer is printed on the top of the next frame. If you were incorrect, turn back and restudy the information before continuing on to the next frame. When you have finished the text, complete the self evaluation exercise. Now begin by studying the performance objectives on page iv.

PERFORMANCE OBJECTIVES

Given various situational conditions, you will be able to determine:

1. The Fort Wolters facility to contact if you are involved in, or a witness to, an aircraft accident.

2. The procedures used to notify aircraft overhead that you need assistance.

3. The proper method of providing assistance to downed aircraft.

FRAME #1

If you observe an aircraft emergency, your first action will be to notify your control frequency. DO NOT ATTEMPT TO CHANGE RADIO FREQUENCIES!

You observe a man on the ground near aircraft wreckage who requires aid. Your first action would be:

a. Report the situation on your control frequency.

b. Attempt to land.

c. Call aircraft on the ground.

d. Call Wolters Tower control frequency.

ANSWER: c. Report accident as you return for fuel.

FRAME #6

The primary concern, if you deem it necessary to land, must be to save lives, and secondly, to minimize property damage.

only after removing and administering first aid to an injured pilot should you attempt to put out a fire, then wait until litter ship arrives. Never land until you have given the accident location and have received an acknowledgement.

An aircraft has crashed. The pilot is unconscious and there is a small cockpit fire. after landing, what would be your first action?

a. Remove pilot.

b. administer first aid.

c. Put out fire.

ANSWER: a. Report the situation on your control frequency.

FRAME #2

If you are operating on a control frequency other than Wolters Tower (stagefields or other heliports), your control frequency will notify Wolters Tower of the emergency.

If Fort Wolters receives an accident report from civilian sources, this message will be relayed to one of the main heliport towers.

After receiving notification of an emergency, Wolters Tower will notify four agencies on the primary alarm system. These are:

1. Military safety officer
2. Civilian safety director (Dempsey, Downing or Wolters)
3. Crash chief
4. Hospital

Stagefield #5 reports that a student has observed an emergency landing at grid coordinates 9954. Who has the responsibility of initiating the crash alarm system at Fort Wolters?

a. Stagefield #5

b. Military safety officer

c. Main Heliport tower operator

d. Civilian safety director

ANSWER: a. Remove pilot.

FRAME #7

Before you solo you will be issued a map of the Fort Wolters flying area. This map is similar to other maps you have used. Read right and up as you would on any military map. Example: The location of Salesville is 852417. The large letters and numbers on the margin of the map enable crash rescue crews to get within 5,000 meters of the area. They will not be used here at Fort Wolters.

What is located at grid coordinates?

a. 909449 _____

b. 865426 _____

(Refer to map on page 6)

ANSWER: c. Main Heliport tower operator

FRAME #3

If you observe an aircraft accident you MUST transmit on your control frequency:

1. Location,
2. Identification (Your aircraft number and your name), and
3. Apparent condition of both downed AIRCRAFT and PERSONNEL.

Lt Ric Rotor observes an aircraft on fire at coordinates 6030. The aviators are standing about 100 meters from the wreckage. He is using VINH LONG radio frequency.

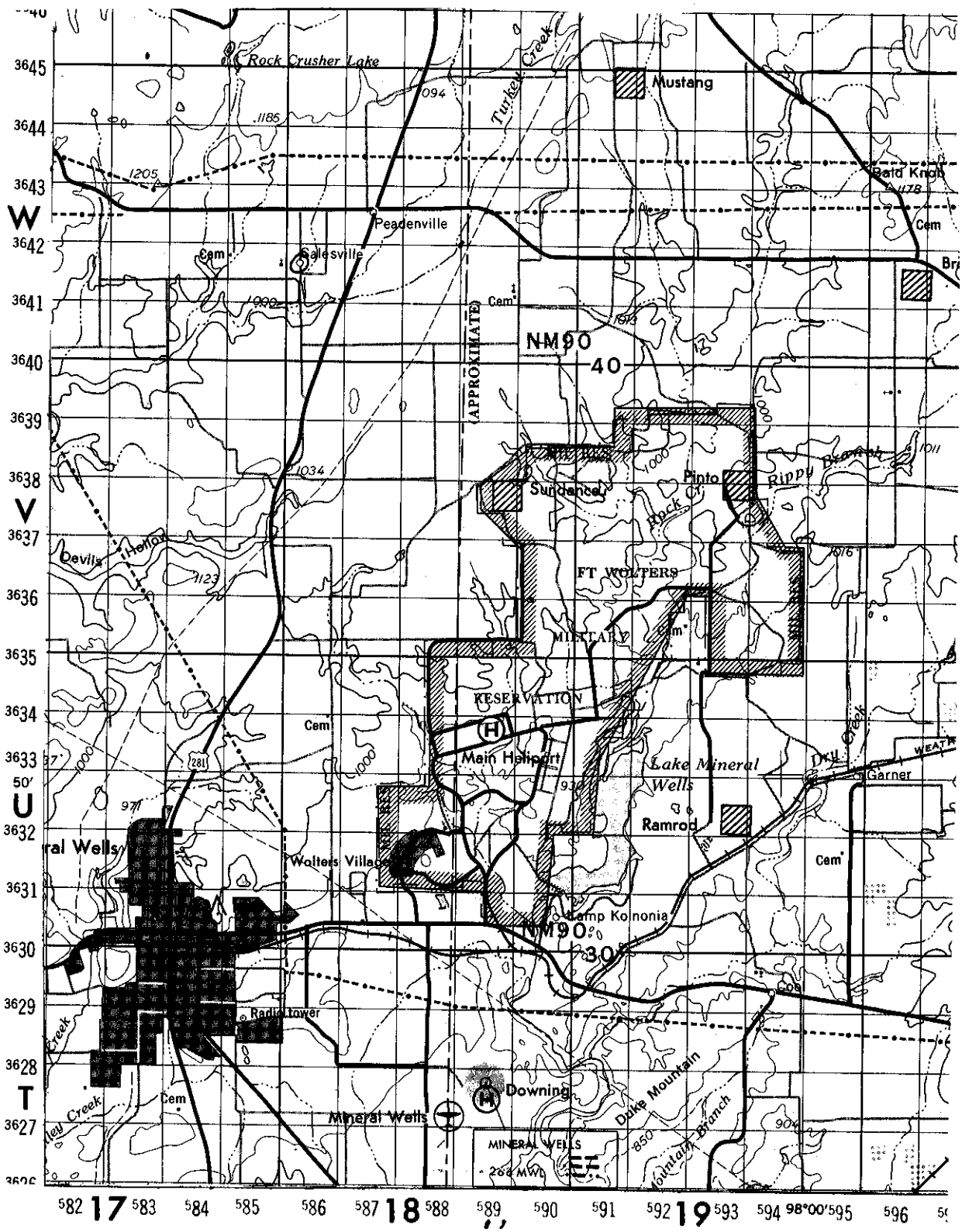
What would be his radio transmission?

a. "VINH LONG, 3671, Ric Rotor, downed helicopter"

b. "VINH LONG, 3671, helicopter on fire"

c. "VINH LONG, 3671, Ric Rotor, burning helicopter at 6030, pilots are out"

d. "VINH LONG, 3671, Ric Rotor, burning helicopter at 6030"


Rock Crusher Lake
Turkey Creek
Mustang
Bald Knob
Peadenville
Cem
Sallesville
(APPROXIMATE)
NM90
40
Sundance
Pinto
Rippy Branch
Rock Cr
FT WOLTERS
MILITARY
RESERVATION
Devils
Horton
Main Heliport
Lake Mineral Wells
Dry Creek
Garner
Ramrod
Wolters Village
Camp Kolonia
NM90
30
Radio Tower
Downing
Duke Mountain
Mineral Wells
MINERAL WELLS
Mountain Branch
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18
19
98°00'

ANSWER: c. "VINH LONG, 3671, Ric Rotor, burning helicopter at 6030, pilots are out".

FRAME #4

After reporting the accident you should orbit the area in a counter-clockwise direction with all lights on. As a student pilot you are not authorized to land unless you decide it is a life or death situation. As a guideline, do not land unless you actually see the pilot in danger. Your decision to land must be based on your degree of proficiency. If you are not sure you can land in the area, do not attempt a landing, for you might become accident number two.

You are flying solo to a stagefield when you notice a burning aircraft on the ground. The pilot is seen resting on the ground away from the wreckage. You are not authorized to land since it is evident a dire emergency does not exist. In this situation you should transmit the required report on your control frequency and orbit the area counter-clockwise with all lights on.

Indicate whether you would ORBIT the area or LAND in the situations listed below.

_____a. Aircraft is on fire; pilot is out of aircraft.

_____b. Aircraft has major damage; no pilots visible.

_____c. Pilot appears unconscious and there is smoke from the engine. The helicopter is in a large open field.

ANSWER: a. MUSTANG STAGEFIELD

b. PEADENVILLE

FRAME #8

If for any reason, you believe it is not safe to continue flight, make a precautionary landing. DO NOT ATTEMPT to fly a helicopter after a precautionary landing until maintenance has released the helicopter for flight. Notify control that you are making a precautionary landing and give them your location. An example of such a call would be, "2814, Precautionary landing, 2 miles south of Pleiku". If radio capability permits, notify control when you are safely on the ground. Shut down helicopter and await maintenance.

NOTE: A precautionary landing is when further flight is inadvisible.

A forced landing is when further flight is impossible.

In which of the below would you initiate a precautionary landing?

a. Engine quits

b. Loud noises from engine

c. Fuel starvation

d. Radio failure

ANSWER: a. Orbit Pilot is okay.

b. Orbit Pilots may have been picked up.

c. Land There may be time to drag the pilot out before the aircraft burns.

FRAME #5

After reporting an emergency, determine your fuel status. If you run out of fuel while orbiting over a downed aircraft there will be two emergencies. Under no circumstances will you ever fly over your allotted two hours. If you are low on fuel, give the emergency report as you are returning for fuel.

You have 30 minutes of fuel remaining and it is about a 25 minute flight to your refueling area. What would be your action upon observing an emergency landing? You see the pilot walk away.

a. Stay over the area.

b. Return for fuel.

c. Report accident as you return for fuel.

d. Land and shut down.

STOP. TURN TO PAGE 2 FOR FRAME 6

ANSWER: b. Loud noises from engine

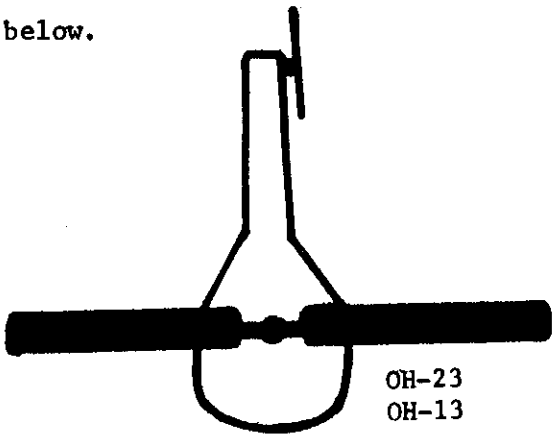
FRAME #9

The actions you would take in a forced landing are:

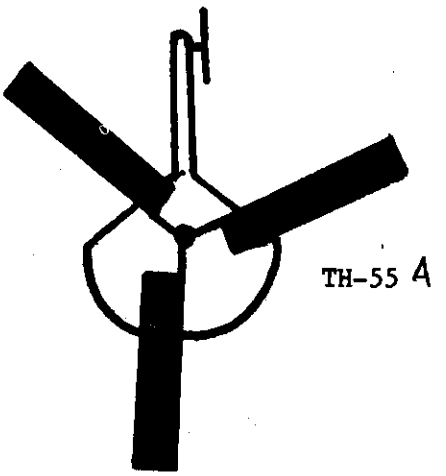
1. Transmit the distress signal ("MAY DAY, MAY DAY, MAY DAY"), and location.

2. If the helicopter is not on fire, turn off electrical and fuel switches after landing to prevent fire. If the helicopter is burning follow your instincts and evacuate immediately.

3. If radio contact is lost on the ground, you can display the helicopter distress signal by placing the main rotor blades as indicated below.



OH-23
OH-13



TH-55 A

You make your touchdown with minimum damage, but cannot contact MUSTANG on your radio, and there are no helicopters overhead.

What should your action be?

a. Start walking to stagefield.

b. Indicate distress by placing one blade forward.

c. Turn off all switches; place blades in distress position, and wait for maintenance.

(Answer on Page 12)

NOW COMPLETE SELF EVALUATION EXERCISE ON PAGE 11

SELF EVALUATION EXERCISE

1. Flying solo, you observe an aircraft completing a forced landing. Your first action would be:

   a. Land and give assistance.
   b. Change frequencies and contact FAA.
   c. Notify control of the emergency.
   d. Orbit area until help arrives.

2. You are monitoring a stagefield frequency and observe a wrecked aircraft. You should.

   a. Switch to Wolters Tower.
   b. Change to Downing frequency.
   c. Notify your stagefield of the situation.
   d. Maintain radio silence.

3. Which facility initiates the Fort Wolters Crash Alarm System?

   a. Any stagefield
   b. Downing Heliport
   c. Fort Wolters Tower
   d. Center Safety

4. After you report a downed aircraft you should:

   a. Change frequencies and contact Wolters Tower.
   b. Orbit the area with lights on.
   c. Return to main heliport.
   d. Land immediately to help.

5. What should you do if you are low on fuel and you see an accident? The pilot has exited the aircraft.

   a. Land immediately.
   b. Wait for the litter ship.
   c. Ask for directions.
   d. Report the accident on your return to refuel.

6. If you deem it necessary to land near an aircraft crash your first concern is to:

   a. Save lives of occupants.
   b. Minimize property damage.
   c. Safeguard the aircraft.

ANSWER: c. Turn off all switches; place blades in distress position, and wait for maintenance

7. If you have landed near a burning aircraft and the occupants are unconscious, you should:

a. Drag the occupants out.
b. Put out fire.
c. Call for a crash truck.
d. Call for a litter ship

8. When solo, you should always carry the following:

a. Emergency radio.
b. Signal flares.
c. Palo Pinto map sheet.
d. Fort Wolters Crash-Rescue Map.

9. You are solo and your engine quits. You should:

a. Notify Wolters Tower.
b. Give MAY DAY call and location.
c. Gain attention by blinking lights.
d. Give MAY DAY call and identification.

10. Your engine is extremely rough. You land in the nearest open area after calling control. This is a:

a. Forced landing.
b. Precautionary landing.
c. An accident.
d. Mishap.

11. After a precautionary landing you would:

a. Turn off switches, display distress signal.
b. Evacuate immediately.
c. Wait for instructions.
d. Attempt to fix the helicopter.

12. Inspecting the helicopter after a precautionary landing, you find nothing wrong. What is the correct action?

a. Take-off and continue training.
b. Walk to the stagefield.
c. Wait for maintenance to inspect and release the helicopter.
d. Call your contact frequency and request evacuation.

STUDENT NOTES

ANSWERS TO SELF EVALUATION EXERCISE

1. c Notify control of the emergency
2. c Notify your stagefield of the situation
3. c Fort Wolters Tower
4. b Orbit the area with lights on
5. d Report the accident on your return to refuel
6. a Save lives of occupants
7. a Drag the occupants out
8. d Fort Wolters Crash-rescue Map
9. b Give MAY DAY call and location
10. b Precautionary landing
11. a turn off switches, display distress signal
12. c Wait for maintenance to inspect and release the helicopter