



# DEBRIEFING

**Flight Safety is Everybody's Business**

## AIRCRAFT SAFETY PINS NOT REMOVED (28 Apr 03 – Occurrence # 111928)

While the two pilots were strapping in, the ground crew performing the start noticed that two of the ejection safety pins, in both the front and rear cockpits had not been stowed. Once informed, the pilots removed and stowed the pins. The ground crew positioned himself in front of the aircraft for engine start. With start up complete he noticed that the landing gear ground lock pins were also still installed, at which time he signaled the aircrew and removed the landing gear ground locks. Investigation revealed that this was the fourth incident of this nature in the previous 12 months. Preventive measures had been put in place to prevent such a re-occurrence. These measures clearly defined who was responsible for removing which safety pins and when.

**Debriefing.** Upon initial review this incident, it may seem trivial to the reader, but how dramatically would the outcome have changed if the pilots would have had to eject and were not able to. The local procedures, which were instituted to prevent a re-occurrence, do not appear to have done their job. Why? Is the task so routine that we think that we can do it with our eyes closed or in our sleep? The pilot who carried out the external walk around had not flown in the last the 32 days. Was he really paying attention to the walk around or was he concentrating on his 30-day check flight? The check pilot, did he query to ascertain that the required pins were indeed removed during the walk around? The tow crew did not remove the safety pins as per the local procedure. Who was responsible to make sure that the pins are in fact removed? Who is supervising the tow job? Was this the first tow job of the day or the 15th? Remember, even the smallest deviation from established procedure can have fatal consequences. In this case the sharp-eyed ground crew prevented what at the very least could have been embarrassing to both the tow crew and pilots.

## TAXI WHILE STILL LOADING (26 June 03 – Occurrence # 112595)

Snake 465 was flying in support of the Canadian Forces School of Search and Rescue. The aircraft had just landed following the successful completion of jump #4. An Engines Running On/Off (ERO) check was initiated prior to the loading of SAR Techs for jump #5. The parking brake was set and the ERO check was paused as the crew awaited the SAR Techs to board the aircraft. The left seat pilot queried the jumpmaster as to how many jumpers would be loaded. The jumpmaster was unsure as to the number and said that he would inform the crew when he knew more. After approximately ten minutes of



general conversation awaiting the SAR Techs, the jumpmaster said, "We have eight jumpers". Two of the SAR Techs had yet to board the aircraft. The pilots took this statement to mean that all eight SAR Techs were onboard. The left seat pilot called "Continue ERO" while simultaneously releasing the brake. The "On/Off Load Complete" call had not been made. The aircraft started taxiing, the jumpmaster called "Stop". The aircraft was stopped immediately and the remaining SAR Techs were loaded. The flight continued without further incident.

**Debriefing.** It was determined that *complacency* and *expectancy* were the cause factors of this incident.

**Complacency.** The crew had successfully completed four EROs in a row. This repetitive action resulted in decreased attention to detail. For instance, crew members actioned check list items prior to them being called, which ultimately resulted in the aircraft taxiing before the "On/Off Load Complete" call was made.

**Expectancy.** The crew expected that the loading of the SAR Techs would not take very long. The crew felt that, after approximately ten minutes on the ground, the loading process should be almost complete. When the pilots heard the call "We have eight jumpers", they assumed that that meant that the loading was complete, and that they could proceed with the taxi.

The primary reason that there is a checklist is to ensure that actions are carried out in their proper sequence. Checklists must be followed in even the most routine or repetitive of tasks. Following long pauses between checklist items, crews will often ask themselves "Where are we in the checklist?". This question is an excellent way to refocus the crewmembers to the task at hand, especially during low stress or very routine operations.