



DEBRIEFING

Flight Safety is Everybody's Business

The Lighter Side

Just like last year I've called upon the keen observation skills of Master Warrant Officer (MWO) Mark Sabad. MWO Sabad worked in our maintenance cell until this summer when he was posted to Director Aerospace Equipment Program Management (Fighters and Trainers). MWO Sabad pulled the following witticisms (intentional and unintentional) and/or harrowing tales from the flight safety occurrence reports filed in our occurrence database - the Flight Safety Information System. (FSIS).

A second credit goes to the Unit Flight Safety Officers (UFSOs) from across the country who, in the writing of their investigations, wrote the passages below. DFS wishes you a safe and happy holiday season!

- While taxiing in from a test flight, the Airborne Electronic Sensor Operator (AESOP) noticed cargo door window no longer in aircraft.
- Air Conditioning - Hot Spot: During routine check, FE noted warm spot over cargo air conditioning unit. Aircraft diverted to Bermuda and landed WFI
- While holding a screwdriver in his right hand, ... involved reported later that he saw a flash and he woke up on the ground
- Improper use of oven: crewmember used galley oven to heat a can of chili.
- TFOA: A/C took off with two chaff flare buckets ALE29 and landed with one.
- While raising or lowering landing gear unscheduled yaw was noticed.
- Insecure cockpit equipment: On strap in, the pilot found the TDU insecure.
- During an overhead break an air weapon departed the aircraft and landed in a golf course with no collateral damage.



- After ground run, the door 166R was found open and embedded into RH H-stab.
- Technician noted that his hand-held Sabre radio had exited his pocket.
- Inadvertent flight into cloud.
- The method used to modify the ducting appears to have been by hitting the duct with a screwdriver or other tool repeatedly.
- Prop struck by pilot.
- Take-off attempted without Flight Engineer aboard.
- Civilian *Metroliner* suffered birdstrike on short final approach to runway 26. No aircraft damage and bird did not survive.
- While doing a night hoist to get a goat hunter off a slope...
- Squadron will ensure personnel are briefed on the importance of communicating with ground personnel when working with them.
- Tech exposed to jet engine noise.
- Supper meals were found to have insufficient amounts of food for the officer staff.
- These maintenance activities were occurring outside on the ramp and it was a very hot day for a place like Cold Lake.



Happy Holidays!