



Slinging accidents happen mostly to experienced pilots.



STAY ALERT!

Do these sound familiar?

- confined area
- awkward load
- marginal weather
- untrained groundcrew
- customer pressure
- tight schedule
- fatigue
- inadequate equipment
- uncertain field servicing

the safety problem...

Here's how accidents happen:

- getting pressured into a risky operation
- accepting hazards
- flying when fatigued
- lacking training for the task
- not sure of what's required
- operating in marginal weather
- ignoring laid-down procedures
- becoming distracted and not spotting a hazard

The major hazards:

- obstacles in the operating area
 - snagged sling gear
 - equipment failure
 - deficient pad housekeeping
 - surface condition: snow, soft spots, etc.
 - incorrectly rigged load
 - wind condition not known beforehand
 - overloading
-

the safety team...

the PILOT

- follows procedures; no corner-cutting
- ensures everyone is thoroughly briefed
- watches for dangerous practices and reports them
- rejects a job exceeding his skill
- knows fatigue is cumulative and gets plenty of rest
- checks release mechanism and sling gear serviceability

the GROUNDCREW

- knows the hand signals and emergency procedures
- watches for hazards—and reports them
- rejects a task beyond his skill or knowledge
- insists on proper training in load preparation and handling

the CUSTOMER

- reasonable in demands; doesn't pressure pilot
- insists on safety first
- reports dangerous practices

the MANAGER

- allows for weather and equipment delays
- sends the right pilot with the right equipment
- insists the pilot is thoroughly briefed on the requirements
- supports the pilot against customer pressures
- demands compliance with operating manual
- provides proper training

Remember, 60% of slinging accidents occur during pick-up