





## Wire Strike

If you have a health and safety plan for your farm that identifies, manages and communicates risks like wire strike, then injuries and fatalities can be prevented.



### KEY POINTS

#### Farmers

- > Remove aerial wires where possible.
- > Mark all wires that can't be removed on a hazard map for the pilot.

#### Pilots

- > Wires are thin and often nearly impossible to see until it's too late.
- > Your workload, vision limitations and a small lapse in concentration can lead to a fatal mistake.
- > Ask farmers if there are any wires or poles above fence level or across gullies.

Overhead wires, aerials or cable are a significant threat to any aircraft flying at low level (under 500ft). Helicopters and aerial application aircraft are especially susceptible because of the work they do.

### TYPES OF WIRE HAZARDS

- > Suspended overhead electric fence feeder wires that span across open spaces and valleys-from poles on the tops of ridge lines, or across the bottom of valleys.
- > Telephone lines, power lines or television/radio aerials and wires.
- > High tension power lines towers and wires.

**KEEP SAFE, KEEP FARMING**

### HOW TO PREVENT WIRE STRIKE

- > Eliminate the overhead electric fence feeder wires risk by lowering them to fence level.
- > Eliminate unused telephone lines, power lines or television/radio aerials and wires.
- > Ensure you have a meeting with the pilot, either in person or by phone, prior to any work on the farm.
- > Work with the pilot to identify hazards and risks.
- > Note wires and other hazards on property maps.
- > Identify the location of wires and other hazards by getting markers installed on them.

For further information on Wires and hazards please contact your aerial applicator,

**Alex Newman 0419036167**

**AgriFlite**  
AERIAL SERVICES

**PRECISION AERIAL APPLICATION**

# Safety Around Helicopters

## APPROACHING OR LEAVING A HELICOPTER

Do not approach without receiving a visual signal from the pilot. Do not leave without a visual or spoken instruction to do so. Stay where the pilot can see you at all times.

On sloping ground always approach or leave on the downslope side for maximum rotor clearance.

If blinded by swirling dust or grit, STOP – crouch lower, or sit down and wait for assistance.

If disembarking while the helicopter is hovering, get out slowly and smoothly when cleared to by the pilot.

Do not approach or leave a helicopter when the engine and rotors are running down or starting up.

Crouch while walking for extra rotor clearance. Always remove hats. Never reach up or chase after anything that blows away.

Carry long objects horizontally below waist level – never upright or on the shoulder.

### Helicopter Safety Zones

**Prohibited** (Red area)

**Preferred** (Green area)

**Acceptable** (Yellow area)

## TAKEOFF, LANDING, AND LOADING OPERATIONS

Clear helipad of loose articles. Secure your gear from the effects of rotor wash.

When directing the pilot for landing, stand with back to wind and arms raised.

After hooking up a cargo sling, move forward and to the side to signal the pilot. Ensure the sling is not across the skid. Never ride on the sling.

When transporting personnel, loading staff should ensure that:

- Passengers are briefed on approaching and leaving the helicopter
- They are grouped together and positioned to one side of the landing zone
- They face away from helicopter during takeoff and landing
- Each person looks after their own gear
- They are ready to board in turn as soon as the pilot gives the signal, and they are escorted to the helicopter.

When directing the pilot by radio, remember they may be too busy to give a reply.

Fasten and adjust your seat belt on entering the helicopter and leave it fastened until the pilot signals you to get out.