

OPEIU LOCAL 107  
GENERAL MEMBERSHIP

NOTAM

DECEMBER, 2012

**MEMBERS** who attended the Nov 5 General Membership Meeting had the opportunity to witness the results of the 3rd Quarter Safety Contest, which was to submit a brief item about “**Complacency.**” In perfect irony, the topic was well-represented by the entries, or more accurately, the complete lack thereof.

That’s fine, but unfortunately the opportunity was missed to draw attention to the fact that our profession has some particular hazards, and that complacency in this environment can have disastrous consequences.

I showed up for a checkride a couple years back woefully unprepared.

Sure, it was a secondary aircraft I never fly and blah, blah, whatever other excuse... I had become complacent. Fact is, I could have been assigned that aircraft at any time and what became apparent to me that day was the number of situations for which I was ill-prepared. That won’t happen again.

Dr. Paul Schempp works with athletes & coaches in the pursuit of performance excellence and I had the pleasure of meeting him recently on a plane out of South Florida. He explained that ability in any area is made up of three components: skill, knowledge, and experience. Of course, we’re required to demonstrate all of these to obtain our certificates & ratings and although we continue to gain experience and practice certain skills over time, we remain responsible for an incredible amount of information. Much of this can become rarely used and highly perishable such that if we don’t conscientiously work to maintain our proficiencies, we are more likely to find ourselves in situations where we need something we once had - whether a skill or a piece of information - and it’s just not there.

**Q4 SAFETY CONTEST  
\$100 BEST PROPOSED  
CHANGE TO THE OPS  
MANUAL**

*“We are what we repeatedly do. Excellence, therefore, is not an act, but a habit.” ~ Aristotle*

We have excellent pilots with tremendous experience, many of whom are also extremely knowledgeable, but many of us have also witnessed a lack of preparedness in others, whether from their performance or by their own admission. Just as happened with me, some may unknowingly allow their proficiency to lapse in certain areas. Others have a false - or possibly just outdated - confidence in certain aspects of their knowledge and/or skill.

*“We are what we repeatedly do. Excellence, therefore, is not an act, but a habit.”*

For my part, I vowed not to repeat my poor performance. I could have done better. I have used that experience to shape my behavior and my habits ever since. Like you, I want to do my job safely, get paid and go home, but I believe we are all well-served to lend some consideration to how we manage our potentially hazardous attitudes, including our acceptance of complacency.

# GENERAL MEMBERSHIP NOTAM

He's  
#1!!!

## MEMBER PROFILE

How better to start a new NOTAM segment than right at the top of the list...

Get to know *Herb Graddy*

We asked Herb for a brief history to share...



"I was drafted into the Army in 1967, and graduated flight training as a WO1 in 1968... straight to Viet Nam. Upon returning stateside, I instructed MOI at Ft. Wolters, TX. Released from service in 1970, I went to work for Offshore Helicopters, Inc. After trying that for a while, I returned to school to work towards a degree in accounting (never got it... got hungry and bored with numbers, went to work for PHI in 1972). Sometime later, Bristow (the original) acquired Offshore Helicopters to get into the GOM. They didn't last long. Got bored at PHI because of so little flying (that's another story) and went to work at Air Log in 1973 (I was #32 on the seniority list)."

Herb grew up in Beaumont, TX and lived there most of his life but now resides in McKinney, TX, northeast of Dallas. He claims 6 adult children and no grandchildren, and when asked about how he likes to spend his free time, Herb replied, "I enjoy cutting wood apart and putting it back together in different shapes."

### Aircraft flown:

Bell 47G & 47J (recips)  
Bell 205, 206, 212, 412, 222  
Alouette II, Alouette III  
Hughes 500  
Twin Star  
Sikorsky S76  
\*Favorite job Single-Pilot  
IFR in B222 w/Conoco

Herb confessed that he's not much of one to offer anecdotes or tell stories, BUT... "I will say that I've seen conditions (living, working and compensatory) improve dramatically since the first union contract was accepted. And I'm glad to say I was one of those chosen to help negotiate that document. I'll tell you for sure that the 4-man trailers we have today are one hell of a lot more comfortable than the 3-bedroom, 8-man trailer that I've lived in in pre-contract days."

When asked if he had any advice to offer junior pilots, Herb replied, "My advice to the pilots that plan to be here for a few more years is don't take anything for granted when it comes to the Company's treatment of employees. Keep on top of things, because it can all be taken back if you let it happen. so DON'T LET IT HAPPEN!"

Thanks Herb, for sharing a small part of your story.

~ PRIDE & PROFESSIONALISM ~



**Happy Holidays and Fly Safe!!!**



Email questions & comments to the Local 107 Executive Board: [EBoardLocal107@Gmail.com](mailto:EBoardLocal107@Gmail.com)