



# AIRWARD NEWS

In Recognition of Professional Performance During a Hazardous Aviation Event or Significant Contribution to Aviation Mishap Prevention

Volume 1, No. 1 August 1999

## USDA-FS and DOI Initiate the *AIRWARD*

FS Fire & Aviation Management and DOI Office of Aircraft Services have made it easier to give some recognition to people working in and around aviation.

Recognition for what? Well, for being "professionals." Doing it right, by the book, taking care of business during a hazardous situation such as an in-flight emergency.

Also, recognition for making a significant contribution to aviation mishap prevention. Examples? A good idea or suggestion, developing and/or implementing a new process or procedure, making a difference, leading by example.

It's all about saying thanks to people for keeping it safe out there and having the RIGHT ATTITUDE, a SAFE ATTITUDE. Anyone can recommend someone (employee, cooperator, contractor) for an *Airward*. Simply submit a SafeCom or contact your Regional Aviation Safety Manager.

Remember, *AIRWARD NEWS* is the place to visit and read about who's doing right things right. A place to get new ideas for your operation or program, so logon at: [www.aviation.fs.fed.us](http://www.aviation.fs.fed.us) or [www.oas.gov](http://www.oas.gov) and "Read all about it!"



### Pilot's Good Call Saves An Engine, Maybe More

On July 10th, Redmond leadplane pilot Craig Irvine had to land his Baron at the Lakeview, Oregon airport on one engine.

Prior to making a low-level run on a nearby fire, he completed his routine scan of his instruments. He noticed a drop in engine oil pressure on the #2 engine. After further evaluation, Craig decided to abort the mission and secure the engine.

The landing went without incident. As a result of his timely actions there was no damage to the engine.

"Hats Off" to Craig for those actions and for making safety his priority over mission accomplishment. He did it right!

SafeCom 99-266



## Wire Strike Prevention — FAO Finds New Tools

In September of 1996 a Bell Jet Ranger struck a wire on the Lolo NF. Since that time Bob Roth, Forest Aviation Officer for the Lolo, has dedicated himself to finding ways to prevent this from happening again.

His latest and maybe best find is bright orange markers. Using balls to mark power-lines isn't a new technique. But up until now it's been very expensive, especially for temporary, local use.

Bob found a company from Oregon that manufactures low cost durable plastic balls and brightly colored flags. They can be used to temporarily or permanently mark wires, cables, and power-lines. The balls and flags have a unique "clip" system to quickly and easily attach them to lines. Bob has contacted his local power company and they will install the balls on their lines at no cost. It's a very simple installation and can be attached by one utility company employee with a telescoping pole or by their boom truck.

For more information on this quick, easy, and very cost effective way to get your lines marked call Bob at (406) 329-1040. Good job, Bob!

## Four React to Chocks in Wheels During Tanker Taxi

Tanker 25 was released from Missoula to its base in West Yellowstone late afternoon on August 5th. They started their taxi for takeoff. Hot day. Hot tires. Hot asphalt. A chock-block stuck to one of the tires, rolled up and over the top of the main landing gear and became entangled between the dual wheels.

FS pilot, Pat Veillette, saw the situation from across the ramp. He ran from his airplane to the nearest marshaller, Larry Eisenmann, and yelled over the noise of the Tanker... "If we don't get him stopped that chock may break a hydraulic line."

At the same time the other marshaller, Steve Christiansen, saw what was happening and tried to call T-25 on his radio. The Tanker had already changed frequencies. Steve signaled to Larry indicating no luck with the radio. Larry jumped on his bike and began to chase the Tanker down. Steve ran for the radio room and more frequencies.

Larry reached T-25 about the time Bud Clarke, Ramp Safety, contacted the pilot. Between Bud's radio call and Larry's hand signals, the Tanker stopped.

The rapid and right reactions by Pat, Larry, Steve, and Bud kept the damage that day to a chipped wooden chock. Good job! *SafeCom 99-357*



*The ONLY Way <sup>SAFE</sup> to Fly!*

**Aviation Safety Offices**

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