



AIRWARD NEWS

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

June 2001

Michael and Steve's Interception Saves the Game

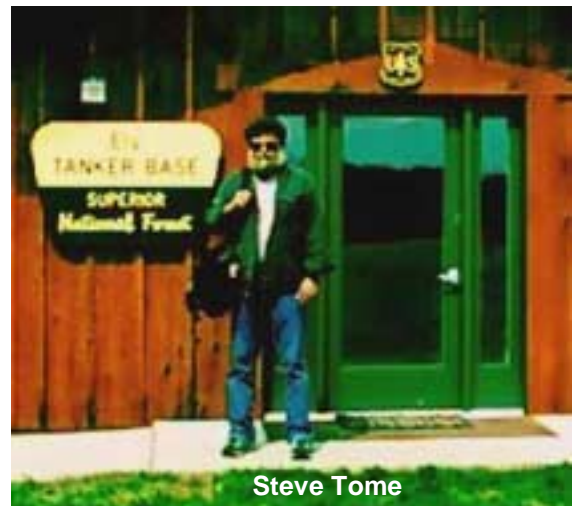


Glen Johnston (right) presenting Michael Lewis (left) with Airward

Following a routine flight in their contract Bell 407, vibrations were noted after touchdown, requiring an inspection by the mechanic. The inspection revealed significant damage to the tail rotor gearbox assembly at the attachment point with the tailboom. Michael Lewis, helicopter manager, captured the damage with a prompt SafeCom, notified the Forest Aviation Manager and dispatcher, and initiated procedures to correct the damage. After notification, Steve Tome, Regional HOS, recognized the significance of the defect, since that particular aircraft has had an airworthiness directive issued for tail rotor problems. Here comes the play of the game.

Believing this could be related to other aircraft, Steve and Michael removed the aircraft from service until a more thorough investigation could be made. They completed a report with photographs for review by the Washington office, which had received a report of similar problems with another aircraft recently. This resulted in Bell Helicopters issuing a safety alert for inspections of the Bell 407 tail rotor system. Their thorough follow-up of a "one time" incident may prevent a more serious failure for another crew in the future. Thanks for the play that saved the game Michael and Steve!

USFS [SafeCom 01-86](#)



Steve Tome

Here Comes Steve to Save the Day!



Jim Morrison (right) presenting
Airward to Steve Woods (left)

Steve Woods, Great Western Aviation, used super-hero powers to discover the broken right rudder stop cable on a DC-3. This cable was found on top of the horizontal carry-thru structure during the Phase 3 inspection. The aircraft experienced high winds last spring when the aileron gust locks fell out, so the aileron system was inspected. The pilot reported this problem and stated that the other locks remained in place. The rudder stop cable may have been broken anytime because this part of the aircraft is only inspected during the Phase 3 which was last performed in October 1999. Steve's x-ray vision prevented a disaster from later occurring. Keep up the good work, Super Steve!

USFS [SafeCom 01-23](#)



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