



AIRWARD NEWS

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

August 2003

Anchors Away!



Jim Russell took the initiative to design, engineer, and install an improved rappel spotter tether anchor attachment point for this exclusive use S-58T helicopter. Jim is a mechanic for Construction Helicopters, the contractor based at Trinity Helibase. The time and effort he volunteered to this project enhanced safety and efficiency for the rappel spotter by keeping the tether off the floor and from underfoot. The crew at the Trinity Helibase will certainly benefit from Jim's contribution. Thanks Jim, NICE JOB. No SAFECOM submitted.

The Longest Day

Angela Wittenberg, Resource Project Helicopter Manager, recently made a good call while working at Umiat, AK, when the lodge where they were to stay had a serious fire rendering their accommodations unavailable and causing the village to be evacuated. The fire occurred late in the crew's duty day and an emergency supply run still had to be made. Following the emergency supply run Angela discovered that their back-up plan for lodging at Deadhorse was no longer an option due to 30kt winds at the airfield. Angela decided that at that moment the best available



alternative for accommodations was an hour and a half away at Bettles and although the increased flight time pushed them over the duty day by 2.5 hours it was the safest option based on the situation. Despite constantly changing environmental and mission factors Angela evaluated all of her options and steered the safest possible course for the aircrew and the BLM employee. [OAS SAFECOM 03-208](#)

Ramp Up! (or a case study in CRM success)

Adam Goeden, Ramp Manager at Grand Junction, CO, and Diane Pryce, the Air Tactical Supervisor in the aircraft, through their alertness and quick reaction to an unsafe situation, helped prevent damage to a lead plane during engine start up. The Beech 200's crew had been on standby and were at the end of their shift so they had gone ahead and had the mechanic install the aircraft's covers (engine inlet plugs, pitot covers, and prop stops) when Adam approached with a dispatch for a fire mission. The pilot, Mike Lynn, was in the cabin when he received the dispatch and



he watched as the mechanic removed and stowed the covers. As Mike (sitting in the left seat) began to start the right engine Diane, (sitting in the right seat), yelled "stop engine" while Adam (outside) was urgently giving the stop engine signal. Mike immediately aborted the start and learned that the engine inlet cover had not been removed.



Though there are several lessons to be learned from this event (conscientious pre-flight and through-flight inspections, clearing the aircraft prior to start, avoiding complacency, etc.) one of the most admirable aspects of this event is that Mike immediately realized that if this could happen to him it could happen to someone else too and promptly warned the rest of us with his Safecom. In Mike's words "I hope this Safecom gets wide distribution to all aircraft ground support personnel (fixed wing and rotor).

Due to their teamwork and quick reaction a mistake (and we all make them) turned into an opportunity. Congratulations to Adam and Diane, whose attentiveness and rapid response to an emergency helped prevent one accident and to Mike whose courage in reporting it may prevent many others.

[OAS SAFECOM 03-183](#)

Give Me a Break!

Ben York, a pilot for Pierce Aviation was flying an Ayres Thrush Single-Engine Air Tanker (T-414) on a fire mission when he made one of the more uncomfortable decisions that a pilot has to make; he called it quits when he felt his head just wasn't in the game. Ben had just departed from the San Luis Valley Regional Airport, Alamosa, CO when he realized that the rear jump seat door had opened in flight. Ben jettisoned the load in the jettison area and returned to the airport. At that point he requested that he taken out of service for the



balance of the day. Ben felt that because he had missed the improperly latched cockpit door during his pre-flight, he was not properly concentrating on the job of flying. Accident databases and books on aviation are full of cases where pilots, young and old, just kept on pressing until fate caught up with them. Our hats are off to Ben for being wise enough to see what was happening and courageous enough to do something about it. Good call Ben!! [OAS SAFECOM 03-282](#)

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