



AIRWARD NEWS

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

August 2001

Nice Catch

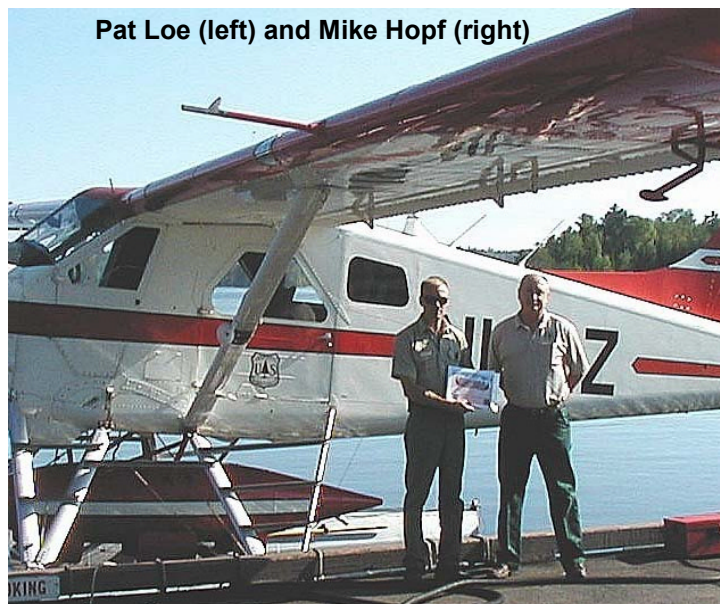


Allen Johnson, acting as the Safety Officer on a Search and Rescue mission, intercepted Geoffrey Davenport, Electronics Technician for the Forest Service, before boarding a helicopter. Forest Service employees are restricted from flying on uncarded helicopters like this one. This helicopter crashed with four crewmembers and two Office of Emergency Services' technicians. Johnson's quick feet and wise decision prevented what could have been a worse scenario. Safety rules are made to keep people safe. This boarding restriction proves the success of this field play. Nice catch, Allen! No SafeCom submitted

Faster than a Speeding Bullet

Pat Loe, Region 9 pilot, experienced some complications while conducting a forest insect survey on a DHC-2 Beaver floatplane. The floatplane experienced a vibration and trace of oil on the windshield. Pat didn't waste any time messing around. Notification was made to the forest dispatcher that he was redirecting to Devil Track Lake. While descending the vibration worsened. Faster than a speeding bullet, he changed direction again and executed a precautionary landing on Northern Light Lake without incident. Excellent moves, Pat!

[USFS SafeCom 01-283](#)



Home Run



Kevin Brown (left) and Hunter Ridenhour (right)

During rappel proficiency training at the John Day Oregon Base, the helicopter experienced mechanical failure during flight. Kevin Brown, spotter, had begun rappel training when he heard a noise that led him to believe it was a lost hydraulic pump. Hunter Ridenhour, pilot, decided to make the play of the day by stealing a base and sliding into home plate. He quickly turned the aircraft back to the airport while Brown prepared the crew for a hardball landing. The helicopter slid to a stop on the taxiway and the crew departed. Brown observed smoke from a grass fire that this incident

may have caused, notified Ridenhour and he contacted the base manager for initial attack action on the fire. Nice slide, guys! [USFS SafeCom 01-373](https://www.usfs.gov/safecom/01-373)

Good Call

Jamie Tackman, leadplane pilot, made a critical decision to stop retardant aircraft operations and warn the firefighting helicopters of the erratic winds in the canyon they were flying. Jamie believed that had the airtanker continued its run it may not have been able to pull out of the narrow canyon. Good job, Jamie!

[USFS SafeCom 01-317](https://www.usfs.gov/safecom/01-317)



No picture available



The ONLY Way ^{WTF} to Fly!



Aviation Safety Offices
www.aviation.fs.fed.us - www.oas.gov

