



AIRWARD NEWS

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

September 2005

Can you hear me now...good...can you hear me now...NO.???

When the Pueblo Interagency Fire Dispatch Center (PIDC) did NOT hear from a Bell 206B3, which was performing an Elk population survey in and around the Great Sand Dunes National Park, they put a plan into action. The Pueblo Dispatch had established flight following with the Bell 206 conducting 15-minute check-ins. At 1049 hours the pilot advised they were enroute for fuel and they would call Pueblo Dispatch when they landed. At 1104 hours PIDC tried to contact the helicopter via radio - - no contact. Between 1104 and 1119 hours PIDC tried all frequencies (Air Net, Air Guard, Boot Hill, Rio Grande Direct and called Great Sand Dunes to have them try frequencies). The following agencies were notified to try their frequencies (Saguache RD of the Rio Grand NF and Great Sand Dunes Park) in addition cell phone numbers were used for those that were listed.

At 1120 hours PIDC implemented the Overdue/Missing Aircraft procedures. At 1126 hours PIDC contacted Great Sand Dunes Resource Advisor to drive to the helibase to inquire if the helicopter landed. At 1129 PIDC notified FAA/FSS (per Aviation Incident/Accident Response Guide.) At 1137 hours the helicopter made contact with PIDC via radio indicating they were airborne and continuing with project mission. PIDC terminated Overdue/Missing Aircraft Procedures and made appropriate notifications for termination of incident. Problem corrected -- contact was made with the Helicopter Manager referencing the incident and verified flight following procedures.....



Can you hear me now....
GOOD!....kudos to the staff at the Pueblo Interagency Fire Dispatch Center for a job well done!!

[SAFECOM 2005-0101](#)

(PIDC staff top left to right: Traci Beaudin, Allyn Herrincgton, Cindy French, Tiphaine Webb; bottom row left to right Roland O'Leary, Wayne Baker)

Thorough preflight saves Chris's tail (rotor that is....)

During morning pre-flight, Chris Templeton a 206L4 pilot for Air Resources detected more sideways play than normal in the tail rotor hub. He and the helicopter manager both agreed it was not normal and placed the aircraft in unavailable status. Chris called the company mechanic and in their discussion they determined that the castellated nut on the end of the shaft had broken one wing allowing the nut to back off just enough to cause the play in the hub. The nut was replaced with a new one, retorqued, and safety wired. This was an excellent catch by the



pilot who always does a very thorough pre-flight. Our thanks to him for doing all he can to run a safe operation. Very cool catch Chris, keep up the great work. [SAFECOM 2005-0780](#)

They saw something, they said something!



Left to right: Mario Barajas, Todd Tisler, and Greg Whaley

Tongass NF employees Todd Tisler, Greg Whaley and Mario Barajas are to be commended for recognizing something was not right and being willing to say something that instigated resolution prior to the initiation of their flight. The action taken by these employees demonstrates their ability to contribute significantly to the R-10 Aviation Mishap Prevention Program. The Forest Service employees were helping the pilot load a DeHavilland DHC-2 "Beaver" floatplane on the waterfront in

Ketchikan, Alaska when they noticed something dripping from the bottom of the fuselage. These employees pointed it out to the pilot who determined it was a fuel leak and suspended the flight. The company substituted another approved aircraft and pilot for the mission which was to perform maintenance on a remote fish pass located near the Misty Fjords National Monument. Todd Tisler notified the Forest Service dispatch and who immediately notified the Regional Aircraft Maintenance Inspector and the Forest Aviation Officer. Nice job guys, THANKS. [SAFECOM 05-0854](#)

All in a day's work

On the afternoon of July 3, 2005, Blake Haynes of M and M Air Service was returning to the Gila Bend Air Force Auxiliary Airport from the Sand Tank fire in Tanker 441, an AT-802, when he saw the engine chip detector illuminate. Blake kept his cool and while evaluating the situation saw the engine oil pressure drop to zero. About this time things took a turn for the worse as the PT6 engine started to come apart. Amid the noise, vibration, and flames coming from the engine Blake made a Mayday call and an 180° left turn to make a forced landing on a gravel road



that he had just passed. When he saw that he would make the gravel road Blake reported to Air Attack "...well boys, this isn't gonna be too bad". Blake's exceptional skill and his calm, professional demeanor in the face of an in-flight emergency allowed him to set the 802 glider (59 foot wingspan) on the left edge of a 30-foot wide gravel road with only the right position light being damaged in the landing. Our hats are off to Blake Haynes and the superior airmanship he demonstrated. [SAFECOM 2005-0410](#)



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