



AIRWARD NEWS

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

June 2003

And the Thunder Roles...



John Beck was a Helibase Manager at Ennis, Texas during the Space Shuttle Columbia Debris Recovery. A series of severe weather materialized and rolled toward the Dallas Metroplex. John sensed a serious situation billowing and decided to relocate all contract helicopters to other airports with available hangar facilities. John has a strong background in aviation, specifically in helicopter operations. Severe storms passed through Ennis with hail and wind causing damage to vehicles and property. John's experience and decision-making prevented substantial damage to several contract helicopters, which, in turn, deterred numerous substantial damage claims. Here's to you, John! No SafeCom submitted

40, Love

On March 29, 2003, a US Forest Service contract air attack aircraft radioed in for landing clearance. Danny Fuimaono, FAA Temporary Tower Controller, noticed an outline of what appeared to be an aircraft just touching down on the same runway the air attack aircraft was cleared for. Danny immediately issued go-around instructions to the air attack aircraft after this spin was placed on the tennis ball. The air attack pilot backed off to the baseline to play defense by immediately executing the go.



Danny Fuimaono (left) and Bill McMillan (right)

The mysterious aircraft that had touched down was a Cessna 172 with an electrical failure. Due to Danny's and the pilot's quick feet and accurate backhand, a certain accident was avoided. Nice shot, Danny! [SafeCom 03-98](#)



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