



AIRWARD NEWS

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

Emergency Landing with Oil Covered Windshield

On July 21 a Cessna 182 departs the Coeur d'Alene Airport on a fire detection mission with the Pilot, **Lyle Drader** and Aerial Observer, **Glenn Bredeson** onboard. Near Thompson Pass on the Idaho-Montana border, approximately 1.5 hours into their patrol flight, they heard a pop in the forward engine compartment. The engine began running roughly, so the Pilot reduced the power on the engine and trimmed the aircraft for maximum glide speed. He then made plans for an emergency landing while checking the engine indicators to help establish an idea of how much longer the engine may continue to run.



As engine oil began to cover the aircraft's front windshield, it was apparent that engine failure was imminent so the pilot issued a mayday call over the emergency frequency of the VHF radio. They then began to assess and discuss potential emergency landing areas and selected a pasture in the Coeur d'Alene River drainage as their best option. While descending, engine oil continued to completely cover the windshield—making it very difficult to see. Due to their impaired visibility through the front windshield, they had to rely on looking out the side windows. They determined they had sufficient altitude and airspeed for a single pass by the pasture to scan for hazards. They set up for a 180 degree turn to final, allowing a look at the landing area and to lose altitude. While turning to final, they identify a large tree in the pasture's center which they would have to clear as well as a power line that crosses the pasture beyond this tree.



Left to Right: Lyle Drader, Glenn Bredeson, Bud McConnaughey (Idaho Panhandle FAO), Mary Farnsworth (Idaho Panhandle Forest Supervisor), Leanne Marten (Northern Rockies Regional Forester)

As they descended for the final approach, with the wind at their tail, they clear the tree and fly beneath the power line, the pilot now forcing the aircraft to the ground as they were running out of landing area. Upon impact, they bounced back up into the air. On the second touchdown, the front landing gear is torn off. They begin to skid on the rear landing gear and nose of the airplane. The right wing impacts the ground, creating substantial damage to the wing. They continue to skid nearly straight, coming to a halt 75 to 100

yards from the tree line at the pasture's end. The Pilot and Aerial Observer emerge with bruising on their arms and sore backs and necks from the forward and lateral forces that occurred in the cockpit during impact.

While they had been searching for an opening to land, the Pilot's mayday call was picked up by an Aerial Supervision Module (ASM) and a U.S. Army helicopter flying in the area. The helicopter landed in the clearing and checked on the Pilot and Aerial Observer. When the ASM arrived on scene, they notified Coeur d'Alene Dispatch that the plane was upright and it appeared that there were no serious injuries.

Lyle and Glenn are commended for their professional performance, airmanship and Crew Resource Management during this emergency aviation event, Nice Job Guys! [SAFECOM 15-472](mailto:SAFECOM@FAA.gov)

Quick Decisive Action by Helicopter Crews Result in Successful Evacuation

The helibase received a call at 1115 for a medivac while both helicopters were out doing water drops. The helibase had the aircraft return to helibase and the helibase manager decided to use the 206-L4 as the helispot was designated for use by type III aircraft. The helibase was in the middle of an “incident within an incident” drill so they immediately transitioned to the real thing. There was a fair amount of confusion at the incident site and the Lewistown Helitack crew made some key decisions to take action which included:

- Configuring the helicopter for litter configuration.
- Getting a manager, helitack crewmember and EMT manifested and ready once the aircraft was configured.
- Launching to the scene once configured. They decided getting the person off the hill was the first priority and patient transport was second.

Once on site, EMT Lanier took control of the scene, diagnosed the situation, and realized the seriousness and continued care and packaging. During all this there was a lot of radio chatter between the helibase, dispatch and the fire about ordering Life Flight, where transfer of the patient would occur, and would they use an ambulance.

The folks at the helibase kept their cool and decided the best course of action was to load the passenger and head directly to the hospital in Dillon, MT. This decision was based on the diagnosis of the problem and knowledge of what was required to best help the patient. During this time the pilot had the forethought to return to helibase and top off on fuel while the patient was being readied for flight. The helibase personal also reconfigured the aircraft as the patient was not ambulatory but could sit up.

Due to all the radio chatter that was occurring between the fire and helibase and dispatch, Ward Hiesterman (Helibase Manager) contacted dispatch on a satellite phone and advised them they were taking the patient directly to the hospital as it was the fastest way to get to advanced life support.

The aircraft returned to the helispot and the patient was loaded and arrived at the hospital in Dillon, MT around 1140. It was determined by the doctor that they made it with little time to spare as the patient was in a declining state of health. The action taken by Hennyery Galliard, Ward Hiesterman and the rest of the folks at the helibase made the difference in what turned out to be a life or death situation. They did a great job and deserve to be commended for their decisive action.

Things that they did right included:

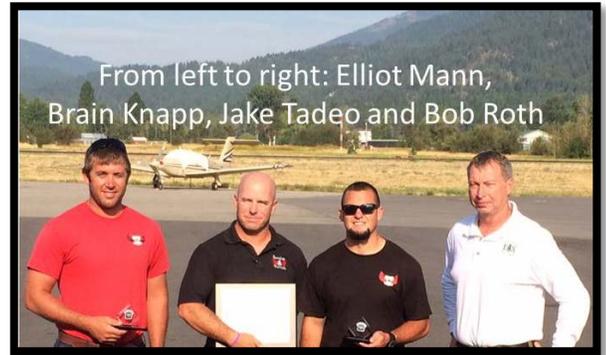
- Knowing where the hospital was early on as this was the first full shift on the fire.
- Having an EMT with the crew.
- Have the forethought to game out and drill on an “incident within an incident” early on.
- Having equipment like a sat phone and litter at the helibase, both were provided by the helicopter crews.
- Having trained helicopter personnel.

Participating Crewmembers: BLM Lewistown Helitack: **Henry Gilliland, Anika Tuss, Jacob Pastorius, Dan Gilfeather, Reggie Horel, Gabe Marroquin and Dillon Lanier**. Crewmembers USFS: **Ward Hiesterman, Lacy England, Matt Schutty, Chris Trotter and Nick Capobianco**. Unfortunately we were unable to get photos of everyone receiving their award, but Thanks and Congratulations to everyone involved.



Hog Fire Helicopter Incident

The Helicopter was performing an aerial reconnaissance mapping mission on the Hog Fire on the Coronado NF. During the flight a caution light illuminated and the helicopter had to land immediately. Due to the terrain the only landing spot that was available was approximately a quarter mile from the fire and about 200 yards from the road that was the control line for the fire. The fire was backing towards the helicopter and at the rate it was moving, the helitack crew estimated that it would take approximately 3 hours to reach the ship.



After shut down the pilot pulled the chip detector and found a small piece of metal on it. He cleaned off and replaced the detector and ran the helicopter on the ground for 15 minutes without the chip light coming back on. The pilot again shut down the aircraft and pulled the detector, he did not find any metal on the plug on this inspection. Upon start up the chip light came back on so again the helicopter was shut down. At this point the helitack crew realized they could not get the aircraft moved before dark or the fire reached them.



They ordered another helicopter to help slow the fire and an air attack. When they first landed the Incident Commander had some Hotshots and the two engine crews on the fire cease operations and stage on the road behind the helicopter. They then had the hotshots come up to the helicopter to help plan a burn out around the ship and had the engines put in a hose lay. Another helicopter on forest was dispatched and dropped some buckets on the section of fire that was about 100 yards away. At around 1915 the hotshots had completed the line around the helicopter and started burning.

The mechanic showed up about the same time as the burn out started. He was able to look over the aircraft but didn't have time to work on it. The burn went off with no problems and was completed around 2045. The helitack crew stayed with the aircraft overnight and the mechanic and pilot returned the following morning and was able to get it moved. Helicopter Manager **Brain Knapp**, Crewmembers **Jake Tadeo** and **Elliot Mann** along with the Incident Commander **Travis Stanfill** are applauded for their professionalism and actions resulting in a successful outcome. A GREAT job by all! [SAFECOM 15-293](#)

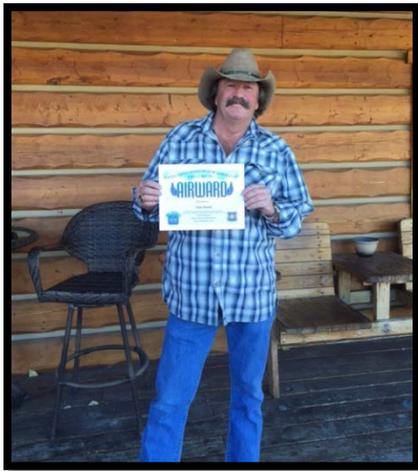
Aviation Safety Leadership

Captain **Jason Glynn**, Era's Operations Manager for the Gulf of Mexico, has been deeply involved in providing "behind the scenes" leadership and technical assistance in the development of video safety briefings for each of Era's aircraft. Recently, Captain Glynn has been the key figure in updating and enhancing the pre-flight briefings given to Bureau of Safety and Environmental Enforcement (BSEE) inspectors to ensure that lessons learned from near misses are incorporated into the daily briefings.



Captain Glynn has also been instrumental in managing the quarterly aviation safety meetings between Era pilots and BSEE inspectors hosted by each District's Lead Pilot. This opportunity to exchange aviation safety information will enhance team-building and break down communications barriers. For these reasons, BSEE proudly recognizes the contributions Captain Jason Glynn has made to the safety of BSEE's personnel and the accomplishment of BSEE's mission. Congratulations Captain Glynn!

Outstanding Airmanship



On the morning of August 29 at 0500 a call came in from Minors Peak Lookout that one of the McCall Smokejumpers assigned to structure wrap the Lookout had fallen off the catwalk and sustained serious injuries to his head and back. The request for immediate evacuation of the injured person was placed. Due to the time of the incident the only viable option was to order an air ambulance out of Boise, ID. The Manager of a USFS exclusive use helicopter assigned to the Rapid Incident was contacted and requested to have aircraft ready to fly as soon as possible. **Jim Hood**, the pilot of the helicopter was at the helibase and ready to fly at 0630. The air ambulance arrived at the Minors Peak Lookout at approximately 0615 but after a couple of attempts to land was unable to land at the helispot due to winds. At 0630 the exclusive use helicopter took off from Cascade Helibase and was on scene at approximately 0645. The helicopter was able to land and drop off 1 Helitack Crew Member, 1 Paramedic and 1 EMT. After lifting off the Pilot was able to demonstrate an approach and talk the air

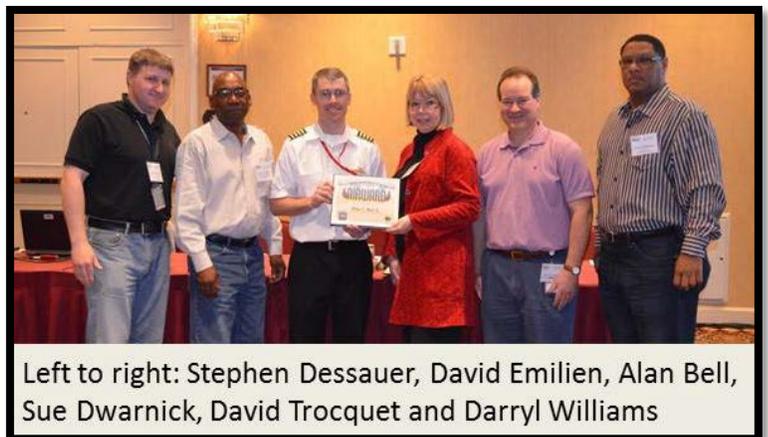
ambulance pilot into the helispot. Due to the pilots knowledge, skills and ability he was able to successfully get the air ambulance safely into the helispot and facilitate a quick and efficient extraction of the injured smokejumper.

By emphasizing good CRM, all flight crew members were able to assist in a safe and very successful effort to extract the injured firefighter. All three crew members are highly trained in their professional field and the end result showed. From starting with a through briefing to the execution of the mission, the flight crew functioned at the highest levels of safe and efficient work. Thanks Jim for an awesome job ☺ [SAFECOM 15-776](#)

Bird Strike Incident

On February 11, 2015 **Captain Alan T. Bell Jr.** was pilot in command of an ASTAR 350 B2 helicopter, N182EH, providing support to the Bureau of Safety and Environmental Enforcement (BSEE). As Captain Bell and three BSEE passengers approached the New Orleans International Airport for landing, he and his passengers saw several flocks of birds in the area. The birds were at various altitudes, from the surface up to 3,000 feet above the airport. Captain Bell kept the flocks in sight and maneuvered to avoid them as he continued to the airport.

While still in cruise flight approximately 5 miles southeast of the airport, Captain Bell spotted a single seagull immediately in front of the aircraft. Captain Bell quickly made a correction to the right to try and avoid the bird, but the seagull struck the front of the aircraft damaging the nose section just below the windscreen. The impact created a 12 inch hole in the nose of the aircraft and showered the left seat passenger with bits of the nose section and bird remains. Captain Bell quickly conducted a brief damage inspection and determined that the aircraft was safe to continue the planned approach and that all personnel were unharmed. Captain Bell slowed his airspeed to minimize any subsequent damage and began a descent to land at the New Orleans Airport



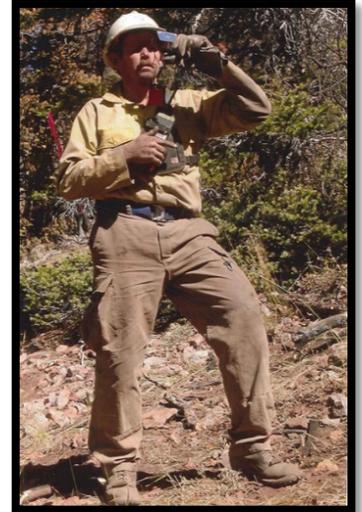
Left to right: Stephen Dessauer, David Emilien, Alan Bell, Sue Dwarnick, David Trocquet and Darryl Williams

As he made his approach, Captain Bell alerted the New Orleans Air Traffic Control tower that his aircraft has suffered a bird strike and gave the altitude and location of the strike so that they could warn or re-route other aircraft. Captain Bell then made a separate call to all other pilots on the BSEE frequency to warn them of the birds in the area. The landing at the New Orleans airport was uneventful and after landing Captain Bell submitted [SAFECOM 15-0095](#) that thoroughly documented the event. This is Captain Bell's second Airward, CONGRATULATIONS Captain Bell!

Aviation Mishap Prevention

On July 1, 2015, J-49 (N49SJ) was delivered from the local contract maintenance facility in Boise, ID and repositioned back to the jump base ramp at NIFC. The aircraft was brought over for unplanned non-critical maintenance on its hydraulic and de-ice systems the night prior, following the securing of jump operations June 30th. On post-taxi inspection while preparing the plane to return to an "IA Ready" status, the spotter, **Dennis Geving** discovered a disconnected cannon plug, back in the rear cargo compartment which was leading to a backup power supply (battery) for the aircraft avionics system. Maintenance was dispatched immediately to the ramp, the cannon plug reconnected and the aircraft was returned to service. Following apologies, it was explained why the cannon plug was disconnected. This wasn't debriefed to the pilot on initial delivery which would've directed his attention to check the work completed, not only on the hydraulic and de-ice systems.

Mr. Geving's actions and attention to detail are commendable as this wouldn't have been apparent to the cockpit, until a complete electrical failure had occurred and the backup power supply was needed. Thanks Dennis! [SAFECOM 15-0371](#)



Contribution to Aviation Mishap Prevention

Recently **William (Bill) James**, OAS Aviation Safety Compliance Specialist observed that the flight data recorder was in a maintenance state; the light was blinking and could not be extinguished. This means one of two things; one the system is not working correctly and probably won't do its job of recording exceedances, or two an exceedance has occurred. This system has a history of throwing a nuisance code that doesn't mean anything. An exceedance occurred while the aircraft was in maintenance; so he refused to fly the aircraft until the code was cleared. As it turned out this was an excellent call. Bill's good judgement has tempered a can do attitude in the right direction.

Contribution to Aviation Mishap Prevention

The Department of the Interior has for years used the safety slogan "If You See Something, Say Something". **Mr. David Myers**, a Senior Lead Operator for Wood Group, exemplifies that philosophy.

On September 1, 2015, two BSEE inspectors were testing equipment on the East Cameron Block 278 C platform (EC 278 C), an oil and gas facility located approximately 80 miles offshore. After being at the platform for about 30 minutes, the pilot had to take off and circle the platform so another vendor could drop off passengers. After landing back on EC 278 C, Mr. Myers noticed oil on the deck under the helicopter. Mr. Myers immediately intervened and alerted the pilot. The pilot carefully inspected the aircraft and found a hydraulic oil line leaking.

The aviation service provider grounded the aircraft pending replacement of the hydraulic line and the BSEE personnel returned safety to Lake Charles in other aircraft. Mr. Myers' alertness in identifying an unsafe situation, and his willingness to get involved and report that situation likely prevented an in-flight emergency. Mr. Myers' actions set a great example for us all and serve as a reminder that active hazard reporting is a foundation of a positive safety culture. For his significant contribution to the safety, we are proud to recognize Mr. David Myers with an Airward.



David Myers (right) receiving Airward from Brian Salerno (left)



http://www.fs.fed.us/fire/av_safety



<https://www.doi.gov/aviation/safety>

