



AIRWARD NEWS

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

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SAFE ATTITUDE – The Only Way We Fly!

Attitude is: your disposition; your feelings; your temperament; your spirit; your sensibilities; your opinions; your point of view; your approach to things; your presence.

Your attitude is yours, you own it. It's how you feel toward a fact, situation, or condition. It is also the position of an aircraft as determined by the relationship between its axes (roll, pitch, and yaw) to the horizon.

So, if straight and level may be a safe way to fly, what then is a *Safe Attitude*? It's not something that can be legislated or mandated by policy. It's up to you.

A wise old Forest Service bureaucrat once wrote "An undeviating and persistent commitment to professional conduct by everyone involved in the aviation program is paramount to achieving accident prevention and successful risk management". In other words, *ATTITUDE IS EVERYTHING!*

So the next time you hear someone yell "Attitude Check", check yours. Do you have a Safe Attitude? It will make a difference, and so will you.

Stay tuned for more on Safe Attitudes . . .

Is There a Doctor in the House?

Well, if you're hurt in the Backcountry, the answer is most likely no. However, Paul Fieldhouse, a Missoula Smokejumper, may be the next best thing. Paul specializes in wilderness medicine and is certified as an Emergency Medical Technician (EMT). He can take care of "Little Owies" to some of the "Big Owies". He's been putting on medical aid courses since 1993.

So, if you need some help in preparing your unit for the backcountry, then call Paul at (406) 329-4704. Just don't call him for a heart/lung transplant!





Forced Landing - Quick Thinking Avoids Accident

A hot Montana afternoon on the last day of July. Bill Patterson with Idaho Helicopters was flying a Bell 205 during routine bucket work on the Devil Storm fire. A few minutes out of the dip site on his last load the routine changed dramatically. The helicopter's torque meter went to ZERO, engine oil pressure went to ZERO, and the engine oil temperature RED-LINED at 93°C. Something was wrong with the engine (hello).

Bill notified the Air Tactical Group Supervisor of his predicament and emptied his bucket. He then nursed his machine a mile and a half to Helispot 4 (H-4). Once there, he jettisoned his longline and bucket and set up for an autorotation fearing the engine would fail at any moment. Luckily, Bill was able to make an uneventful power-on landing although only 2 quarts of engine oil remained in a 12-quart system.

What's so special you ask? Well, at the first sign of his engine trouble, Bill was nearly over Helispot 2 (H-2). So why not land there? H-2 had people and equipment all around it. Bill knew it, and not wanting to endanger any ground personnel, made the conscious decision to head for Helispot-4. It worked out. Way to fly Bill! *SafeCom 99-329*

ECC Manager Makes the “Tough Call”

Mid-July. Plumas NF. Multiples of lightning fires, aircraft, initial attacks, and retardant drops. Only one Air Tactical Group Supervisor (ATGS).

Situation overload. Communications begin to break down. Calls to the ATGS from the ground, dispatch, IC's and other aircraft go almost unanswered. Confusion sets in as airtankers drop on fires unannounced, orders for more aircraft are placed through unofficial channels, and command frequencies become jammed with aviation-related traffic.

Enters John Gay, ECC Manager, takes matters into his own hands, John makes the “tough call” and halts all fixed wing operations over the fires, releases all air tankers, leadplanes, and the ATGS even though the mission was far from over. What had grown into an unsafe situation became a mission of *Safety First*. Thanks John! *SafeCom 99-240*



The ONLY Way ^{WE} to Fly!

Aviation Safety Offices

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