



AIRWARD NEWS

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

September 2003

Dolan, Dolan, Dolan, Keep the Safety Rollin'



Cliff Chetwin (left) presenting award to Dolan McDonald (right)

While approaching to land at the Spotted Bear Airstrip, trainee leadplane pilot Dolan McDonald discovered that the briefing he'd received did not include the fact that a helibase was co-located at the airstrip. The Spotted Bear Helibase located at the north end of the airstrip was not identified on the ICS-220 nor were frequencies for the helibase listed. Being unable to contact the helibase, he declined to land until all helicopters, unaware of his approach, had exited the area. Upon landing Dolan contacted the ASGS and AOBD informing them of the potential safety issues of operating the helicopters and fixed-wing aircraft from the same field without a common frequency. Having safely landed, Dolan could have easily ignored this situation leaving a potential safety problem

that could have led to disastrous consequences. Thanks to Dolan, several changes were made at the Spotted Bear airstrip and helibase ensuring a safe operation. Dolan is commended for his obvious commitment to safety. Thanks Dolan for speaking out. [USFS SAFCOM 03-822](#)

What a Bright Idea!

Chris Niccoli, a McCall smokejumper, wanting to ensure safety for the smokejumper fleet, developed aircraft gust control lock indicators for the DC-3's and Otters. His superb workmanship and attention to detail in the choice of material and color will aid pilots in assuring that no control locks are missed during preflight. Thanks Chris for your professionalism and the right attitude, a "SAFE ATTITUDE". No SAFECOM submitted



Jim Morrison (left) presenting award to Chris Niccoli (right)

Eagle Eye John-Paul



Jim Morrison (left) presenting award to John-Paul Guidry (right)

During a phase inspection of a Forest Service Beech 58P, Jean-Paul Guidry, a Technician for Great Western Aviation, discovered the left crossover tube on the right engine chafing on the engine mount truss. The exhaust tube had been chafed approximately half way through the wall thickness and if gone undetected, could have caused serious in flight problems. Jean-Paul's commitment to detail enhanced safety for the pilots who fly the aircraft, the passengers that ride in them, and the people on the ground that depend on aviation for support. Thanks for being a professional, for doing the work right, by the book, and for making a significant contribution to aviation mishap prevention!

[USFS SAFECOM 03-634](#)



Aviation Safety Offices

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