



# AIRWARD NEWS

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

September 2001

## No Mistakes



Steve Pedigo (right) presenting Airward to Tom Landon (left)

Tom Landon, RAO for Region 2, was on standby for leadplane duty at Jeffco Airtanker Base. At approximately 1030 a dispatch was received for the leadplane and airtanker to the Jelly Creek Fire. Tom launched from Jeffco and the airtanker from Grand Junction Airtanker Base. As Tom arrived over the fire, he configured the aircraft for the leadplane mission and proceeded to make a practice run on the fire. After the initial run, he added climb power and noticed a hesitation in the left engine. He climbed to altitude, checked for the closest airport, and evaluated the aircraft for the malfunction. He noticed fuel streaming off the top of the left engine cowling. Tom immediately secured the left engine and flew to the Rangely Airport

and made a successful and safe landing. Tom's immediate in-flight emergency reactions and pilot actions may have saved the aircraft as well as the possible loss of life. As was stated in 1924 by the Army Air Corp, "Aviation is not inherently dangerous, however it is extremely unforgiving of mistakes." Tom made no mistakes! Thanks, Tom! [USFS SafeCom 01-522](#)

## "Spooked"

On Friday, the 13th of July, 2001, BLM contract pilot Myles Elsing along with Brandon Hampton and Skip Young were conducting a G.P.S. mapping flight five miles west of Rogerson, Idaho when their Aerospatiale AS-350 B2 helicopter lost all hydraulic assistance to the flight controls. Myles was able to maintain control and land the helicopter at Twin Fall Airport without further damage. Brandon and Skip used their training in Crew Resource Management to assist the pilot with multiple radio calls and watching for traffic, allowing Myles to concentrate on controlling the helicopter and completing the emergency procedures. A great coordinated effort by all! By the way, the next time Friday the 13th comes around, you may find this crew at the golf course.



Brandon Hampton (left) Myles Elsing (right)

[OAS SafeCom 01-204](#)

## Ships Ahoy!



Bob Wofford, pilot, and Dave Seashore, copilot, successfully landed a Lockheed P2V after experiencing some mechanical difficulties. After departing Missoula where the aircraft had just received its 100 hour checkup, Bob and Dave both felt a lurch as the front landing gear retracted into the plane. When they arrived at Boise and began landing procedures, they floated into some rough waters. The front landing gear would not extend down. The control tower waived them off. Dave examined the landing gear and was able to push it into the locked position with a 2x4. It was smooth sailing from there on

out. Bob landed the aircraft with no further complications. Nice sailing, Bob and Dave!

[USFS SafeCom 01-566](#)

## Whoa Nelly!

Bill Gimler, district forester, canceled a scheduled flight to view the extent of recent windstorm damage. Bill was not Chief of Party qualified. He decided not to horse-around and rescheduled the flight for a later date after he was able to complete the training. Nice riding, partner!

[USFS SafeCom 01-474](#)



No picture available



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