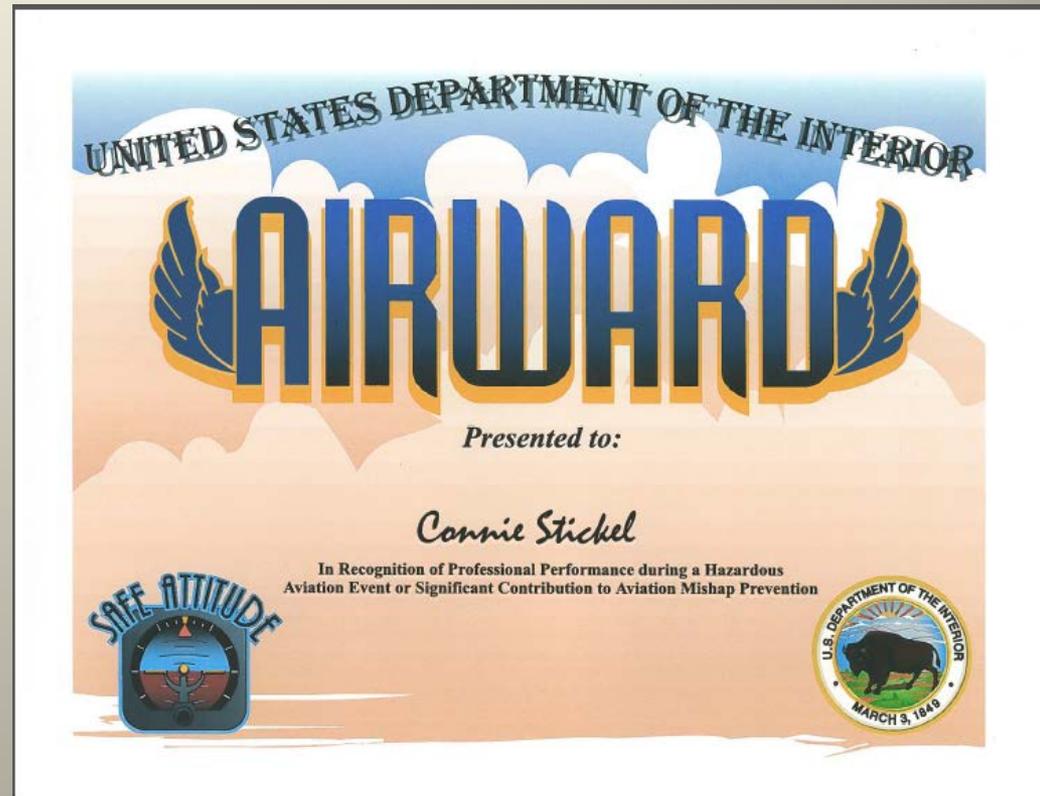


2013 BLM Airward

On July 8, 2013 while working as a Helicopter Manager, Connie Stickel crawled under the belly of a Bell 212 helicopter to unhook the longline. She noticed that there seemed to be more oil than usual on the belly and around the hook. She also found a small amount of drip. There was no chip light indication but Connie alerted the pilot and mechanic. The mechanic began checking the aircraft and found a crack in the transmission. The aircraft was grounded and the transmission completed. Connie is an experienced Helicopter Manger who has always paid attention to details. Her communication and interaction with flight crews as well as her safety conscious attitude leads to confidence in her actions. In this case, her actions may have very well prevented disastrous results. Reference Safecom: 13-0472



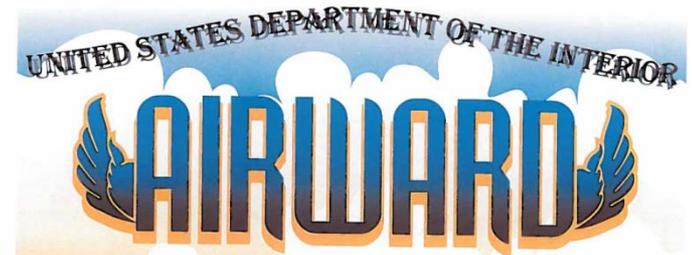
2013 BLM Airward

Risk Management and Professional Flying During High Tempo Firefighting Operations

During the second operational period on the McCann Fire at 1745, air attack spotted 4 cowboys pushing a herd of cattle at the head of the fire. The fire was below them and pushing side hill toward their direction. Operations made the decision to send all resources to assist in the incident. Air Attack requested a type I helicopter, H-73U which had just timed out at helibase, in addition to anything else available. A type II helicopter, H-5BD was already conducting bucket work and approaching 8 hours of flight time for the day. The type 1 helicopter crew had just left helibase and promptly returned. The helibase manager made contact with each helicopter manager and made sure they were comfortable breaking 8 hours flight time for the day, which they were. The helibase manager made the decision that due to the possible loss of life to deviate from the 8 hours of pilot flight time policy. The helibase manager then called the UAM and IC, informing them of the situation.

H-94H a type III helicopter, who was under 8 hours, departed the helibase. The type II helicopter, H-5BD was already doing bucket work and could not get under the smoke column to access the head. H-94H arrived at the head and due to his bucket being belly hooked and smaller, he was able to go under the column and find the cowboys and head fire. ASM B-33 directed the helicopters and Lead 8-9, led a SEAT, T-899, into the drop zone near the cowboys. The SEAT retardant drop along with the helicopter bucket drops checked the flame front long enough so that the cowboys and cattle could get into the black.

As a result of the mission, the type I helicopter flew 8.5 hours and the type II flew 8.4 hours for the day. Air attack commended both the SEAT and helicopter pilots for possibly saving the lives of 4 cowboys on horseback and a large herd of cattle. The helicopter pilot's swift response in the time of an emergency was much appreciated by all parties. A job well done by all during the risk management process which included helicopter managers, helibase manager, pilots and air attack for coordinating flawless execution during a high tempo firefighting operation. Safecom 13-0662



Presented to:

Ryan Brooks

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



Presented to:

Garrett Stokes

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



Presented to:

Jim Ranney

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



Presented to:

Tom Fox

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

