



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

National Airwards are intended for Forest Service employees and units, other local government employees and organizations, and non-government individuals (except contractors) and organizations who perform exceptional acts or service in support of aviation safety and accident prevention. Documentation of exceptional service must be in writing. There are two categories of aviation safety awards: individual and unit.

If you witness someone perform an exceptional act or service or significant contribution to aviation mishap prevention, nominate them for an Airward. Submit nominations for aviation safety awards to the RASO. Airwards are given at the discretion of the RASO and/or WO- BC ASMS.

2023 Airwards

Missing Cotter Pin

SAFECOM #: 23-0775

While on a taxiway at Missoula International Airport, Travis Graham the pilot, and the ATGS completed the before take-off check list and obtained clearance from the tower to take off on RWY12. As they were taxiing for takeoff the plane started shaking violently sideways, like they were driving a truck down a wash boarded road. The aircraft spun 90 degrees to the left. Travis was able to keep the aircraft under control and communicated with the tower in a skilled and capable manner considering what had just happened. Travis drew the ATGS's attention to the left main tire and he noticed it was 90 degrees inward from its correct position. Travis shut the airplane down and the tower closed the runway. Upon exiting the aircraft after the props quit spinning, they inspected the tire and noticed the bolt that held the left main landing gear's scissor joint together was missing. The ATGS would like to commend Travis on how he handled the situation and kept them both safe, and nominated him for an Airward. The ATGS stated: "Travis deserves some type of award from the agency for his professionalism." The agency agrees and thus is issuing this Airward to Travis.



Travis Graham receiving his airward

Get'er On the Ground!

SAFECOM #: 23-0642

While Dustin Smith was departing Missoula International Airport in a Cessna 206, immediately after rotation, he noticed the aircraft nose was pitching up more than normal. He manually rolled elevator trim to pitch nose down and the aircraft continued to trend towards a high pitch attitude. Knowing that the aircraft had undergone significant maintenance he chose to not change the elevator trim anymore because he could manually override the aircrafts tendency to pitch up by pushing forward on the yoke. Dustin entered the right-hand pattern for and requested a full stop with the tower. When the aircraft accelerated to 110 knots the pressure required to maintain level flight forced Dustin to use considerable strength with both hands. Dustin then reduced power and gradually increased flaps to full. With the reduction in airspeed, he was able to make a near normal approach to land. Thanks to Dustin's clear thinking and aeronautical decision making, the aircraft sustained no damage.