



# CFPA NEWS



*The California Fire Pilots Association newsletter*



*K.E. Pack*  
K.E. Pack Photography.com

*Tanker 73 on highway 2 fire .(ph Jkev Pack)*

-  **Forewords**
-  **Pilot assignment**
-  **Crews**
-  **Safety**
-  **USFS tanker fleet status**
-  **Douglas DC-7**
-  **50th birthday of Sécurité Civile**



*50 years for the Sécurité Civile (ph Frederic Marsaly)*



## FOREWORDS

Ladies and gentlemen,

As we all know, in California Season 2013 started surprisingly early and promises to be a long and busy one. Don't stay thirsty my friends... hydrate!

If you would like to contribute to our Newsletters with articles, stories, photos, videos or suggest interesting links, please do.  
Regards,

Jerome

To all pilots and mechanics,

Thanks to everyone who "jumped through hoops" to provide the earliest staffing since I have been here. CAL FIRE Executive Management was thrilled with the response as was AMU.

It is going to be a really long season. Please make sure you are well rested, hydrated and ready for work each and every day. I have already had the pleasure of visiting two bases and looking forward to the rest.

If there is anything you need, please don't hesitate to ask.

Sincerely,

Jeff Cavarra  
Program Manager



DynCorp International, LLC  
CAL FIRE Aviation Program



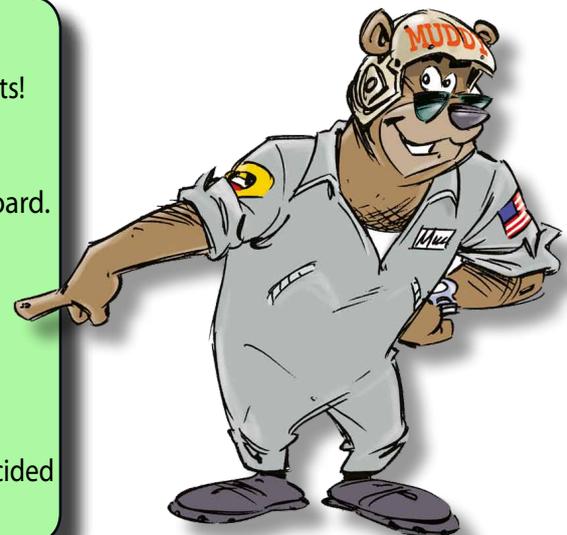
## NEWS

- I.A Carded Captains : Congratulations !  
**Cameron Douglas, Dan Rieger and David Kelly Jr** are now Carded Tanker pilots!  
Well done gentlemen! Load and Return...

- New hires : **Tom Voorhees, Cynthia Anderson, Kirk Chaney.** Welcome aboard.

-Tanker Trainees :  
**Trevor Haagenon, Bryan Combs, Stefanie Kudar.**  
Good luck! Have a good training.

-Farewell :  
After few years of flying OV-10 Broncos as an air attack pilot, **Patty Wagstaff** decided to leave and fly other interesting airplanes . Let's wish her luck and all the best.



J. BARBAUD

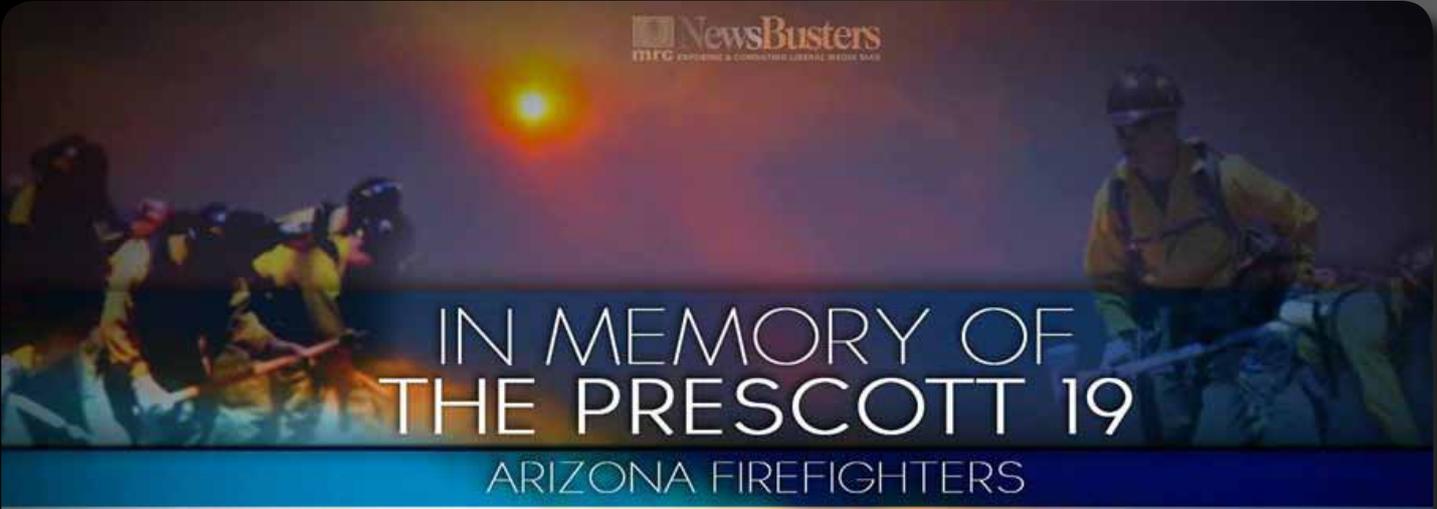
Editor : Jerome Laval.  
Redaction and graphic design : Cyril Defever  
Please forward your pictures and articles to:  
e-mail : [cfpanewsletter@yahoo.com](mailto:cfpanewsletter@yahoo.com)

## 2013 *Cal Fire* Air-Tac & Airtanker Deployment Schedule

BASE	TYPE	N number	TAIL #	CREW	Start	END	Day Off	Relief	Base Mech. & Day Off
ROHNERVILLE <b>FOT</b>	OV10	N413DF	A120	Erik Hakenen	6/16	10/15	Fri	Lee Donham	Ron Goepfert
	S2T	N440DF	T96	Dan Rieger	6/16	10/15	Sun/Mon	Jim Cook (12/2)	<b>Tue</b>
REDDING <b>RDD</b>	OV10	N421DF	A240	Del Schulte	6/16	10/15	Thu	Lee Donham	Jon Sortomme <b>Mon</b>
	S2T	N442DF	T94	Tim Daly	6/16	10/15	Thu	Jim Cook	
	S2T	N448DF	T95	Charlie Jones	6/16	10/15	Wed	Jim Cook	
	King Air	ATGS Trainer		Bob Coward	6/16	10/15	Sat/Sun		
CHICO <b>CIC</b>	OV10	N402DF	A210	Kirk Chaney	6/16	10/15	Sat	Jimmie Bryant	Bill Burnard <b>Sun</b>
	S2T	N450DF	T93	Jimmy Ferreira	6/16	10/15	Sat	Jim Barnes	
UKIAH <b>UKI</b>	OV10	N410DF	A110	Bob Devinny	6/16	10/15	Sat	Lee Donham	Tim Huber <b>Thu</b>
	S2T	N434DF	T90	Cameron Douglas	6/16	10/15	Wed	Bill Buckley	
	S2T	N428DF	T91	John Butts	6/16	10/15	Tue	Bill Buckley	
SANTA ROSA <b>STS</b>	OV10	N414DF	A140	Cynthia Anderson	6/16	10/15	Wed	Lee Donham	Toby Anderson <b>Tue</b>
	S2T	N433DF	T86	Bob Valette	6/16	10/15	Thu	Bill Buckley	
	S2T	N438DF	T85	Jerome Laval	6/16	10/15	Fri	Bill Buckley	
GRASS VALLEY <b>GOO</b>	OV10	N408DF	A230	Rick Haagenson	6/16	10/15	Sun	Jimmie Bryant	Ed LaManna <b>Sat</b>
	S2T	N426DF	T89	Joe Satrapa	6/16	10/15	Sun	Jim Barnes	
	S2T	N425DF	T88	Colin Rogers	6/16	10/15	Mon	Jim Barnes	
COLUMBIA <b>O22</b>	OV10	N401DF	A440	Tom Voorhees	5/13	10/15	Mon	Jimmie Bryant	Mike Silva <b>Fri</b>
	S2T	N422DF	T83	Jim Dunn	5/13	10/15	Wed	Phil Johnston	
	S2T	N424DF	T82	Rich Schlink	5/27	10/15	Thu	Phil Johnston	
HOLLISTER <b>CVH</b>	OV10	N415DF	A460	Ray DiLorenzo	5/13	10/31	Tue	Jimmie Bryant	Kim Myers <b>Sun</b>
	S2T	N445DF	T81	Craig Hunt	5/13	10/31	Wed	Vito Orlandella	
	S2T	N449DF	T80	Brad Baker	5/13	10/31	Thu	Vito Orlandella	
PORTERVILLE <b>PTV</b>	OV10	N400DF	A410	Dave Kelly	4/22	10/31	Tue	Lee Monson	Terry Horigan <b>Fri</b>
	S2T	N436DF	T76	Ted Mundell	4/22	10/31	Mon	Phil Johnston	
	S2T	N431DF	T78	Bruce Wickert	5/13	10/31	Tue	Phil Johnston	
PASO ROBLES <b>PRB</b>	OV10	N418DF	A340	Mark Donnelly	5/13	10/31	Mon	Lee Monson	Frank Vasquez <b>Wed</b>
	S2T	N439DF	T74	Anne Lebris	5/13	10/31	Mon	Vito Orlandella	
	S2T	N444DF	T75	Bob Pixton	5/13	10/31	Tue	Vito Orlandella	
	King Air	ATGS Trainer		Todd Deline					
HEMET <b>HMT</b>	OV10	N429DF	A310	Lynn Flock	4/22	11/30	Thu	Lee Monson	Travis Bailey <b>Wed</b>
	S2T	N435DF	T72	Deen Oehl	4/22	11/30	Mon	Bob Forbes	
	S2T	N437DF	T73	Mike Venable	5/1	11/30	Sun	Bob Forbes	
RAMONA <b>RNM</b>	OV10	N409DF	A330	David Gregg	4/22	11/30	Wed	Lee Monson	Rick Schondel <b>Mon</b>
	S2T	N427DF	T70	Billy Hoskins	4/22	11/30	Sat	Bob Forbes	
	S2T	N432DF	T71	Doug Baker	5/1	11/30	Fri	Bob Forbes	
McCLELLAN <b>MCC</b>	S2T	N441DF	T100	SPARE					Jason Carter
	OV10	N407DF	A430	SPARE					
	OV10	N403DF	A500	SPARE	6/16	10/15	Wed/Thu 12/2	RESERVE	
	Airtanker	Airtanker Lead		Chuck Lees					
	Air Tac	Air Tac Lead		Todd Deline			Sat		

RELIEF PILOTS	TYPE	BASES	START	END	Day Off
Lee Donham	OV10	FOT-RDD-UKI-STS	6/16	10/15	Mon
Jimmy Bryant	OV10	CIC-GOO-O22-CVH	5/13	10/31	Thu
Lee Monson	OV10	RNM-HMT-PTV-PRB	4/22	11/30	Sat
Jim Cook	S2T	FOT(12/2)-RDD	6/16	10/15	Fri
Jim Barnes	S2T	CIC-GOO	6/16	10/15	Wed
Bill Buckley	S2T	UKI-STS	6/16	10/15	Sun
Phil Johnston	S2T	O22-PTV	4/22	10/31	Sat
Vito Orlandella	S2T	CVH-PRB	5/13	10/31	Sat
Bob Forbes	S2T	RNM-HMT	4/22	11/30	Wed
TRAINEES	TYPE	BASE	START	END	Day Off
Trevor Haagenson Bryan Combs Stefanie Kudar	}	→	6/16	10/15	

As of 5 April 2013



GRANITE MOUNTAIN HOTSHOTS CREW



- Ashcraft Andrew, 29
- Caldwell Robert, 23
- Carter Travis, 31
- Deford Dustin, 24
- MacKenzie Christopher, 30
- Marsh Eric, 43
- McKee Grant, 21
- Misner Sean, 26
- Norris Scott, 28
- Parker Wade, 22

- Percin John, 24
- Rose Anthony, 23
- Steed Jesse, 36
- Thurston Joe, 32
- Turbyfill Travis, 27
- Warneke William, 25
- Whitted Clayton, 28
- Woyceck Kevin, 21
- Zuppiger Garret, 27



Condolences : As we are writing these word, we hear Smokejumper **Luke Sheehy** will not come back to his Base at Redding. May his brave soul rest in peace.





# OV-10 in G00

*by Wes Schultz*



SUPPORT THE TROOPS  
Red Shirt Friday

SUPPORT THE TROOPS  
Red Shirt Friday  
**DynCorp**  
INTERNATIONAL



*Chico MudSlingers*

DynCorp employees are wearing red tee-shirts on fridays to show support to our troops

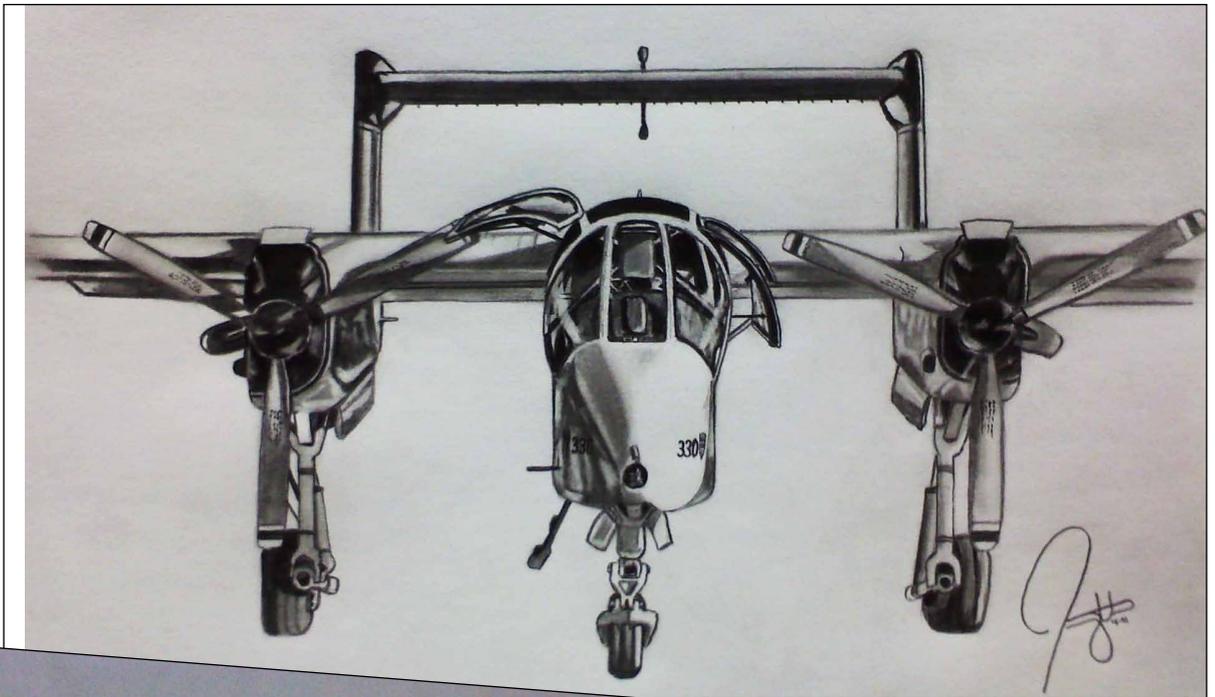


*Sonoma fire Hogs*

*Boggs Helitack  
Crew 104*

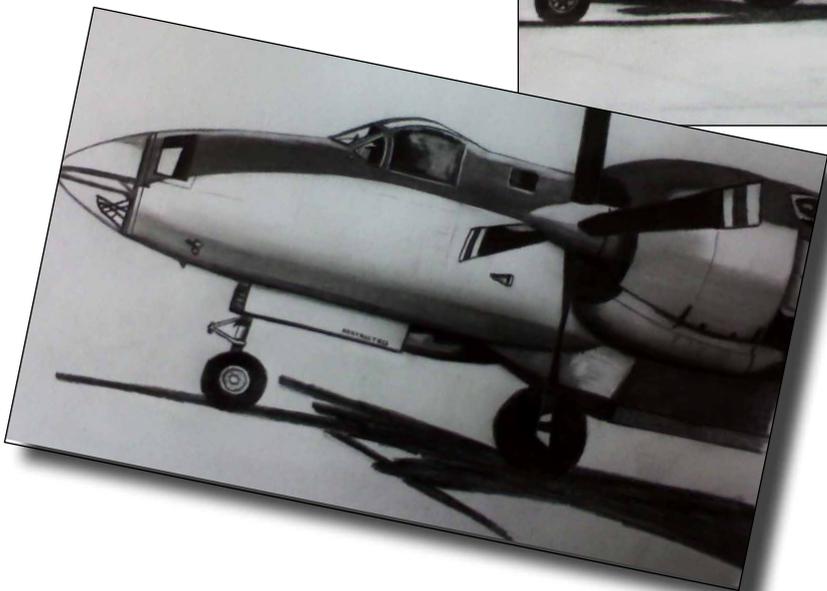
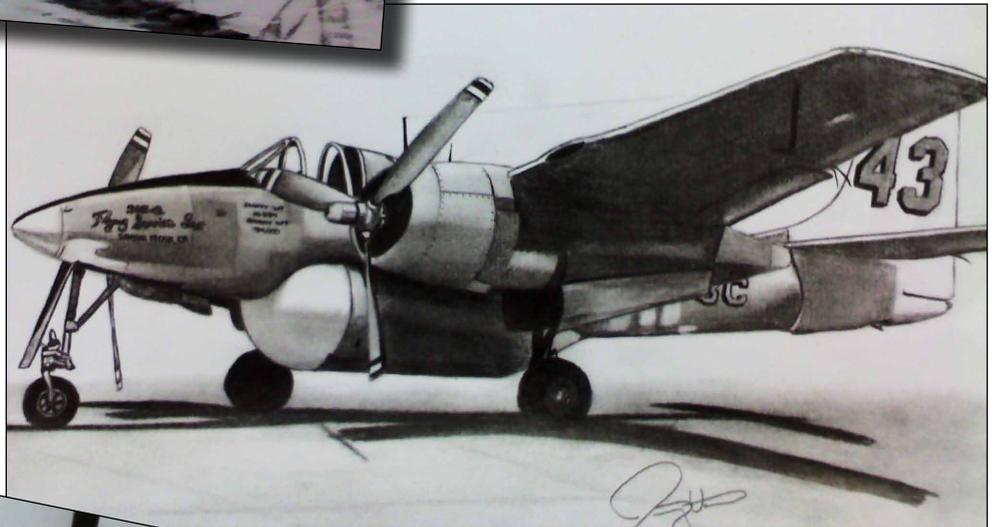
Fire Captain Javier Pena(Front Row, lower right) is retiring after 30 years. Congratulations!





## *Airtank'art*

*by*  
*Jeremy Ulloa*



Jeremy Ulloa is not only a great airtanker photographer, he knows also how to use the paperpen.

Here is a selection of his artwork.



# “ THE DIRTY DOZEN ”

Correct training is training that the participants will believe in and apply. Human factors training should be centered around the “dirty dozen.”

These are the 12 contributing factors that can set you up to make an error no matter what your occupation:

**1. LACK OF COMMUNICATION** – This is simply the failure to exchange information. The training should focus on not only how this comes to happen, but also what safety net will prevent it. Very simply, in good communication, “the mental pictures must match.”



**4. DISTRACTION** – This is anything that takes your mind off the job at hand even for an instant. Our mind works much quicker than our hands, and thus we are always thinking ahead. Any distraction can cause us to think we are further ahead than we actually are. This contributing factor is known to be responsible for at least 15 percent of all aviation accidents.



**2. COMPLACENCY** – This is where we become so self-satisfied that we lose awareness of dangers. It is sometimes called overconfidence and creeps in as we become more proficient at what we do. Awareness of this insidious contributing factor is one of the safety nets that helps to reduce it.



**5. LACK OF TEAMWORK** – The larger an organization becomes, the more common this contributing factor is. Because teamwork is constantly evolving and changing, it must be constantly worked on to prevent accidents from occurring. It is hard to gain and very easy to lose.

**3. LACK OF KNOWLEDGE** – With constantly changing technology, this contributor to an error is more common than we think. Add to that the fact that the average human only retains about 20 percent of what they learn, unless they use it often. Training is one of the best safety nets we have to help avoid human error.



**6. FATIGUE** – This is considered the number one contributor to human error. It is insidious, and the person fails to realize just how much his/her judgment is impaired until it's too late. Fatigue seldom works alone but is a contributor to one or more of the other dirty dozen.

**7. LACK OF RESOURCES** – Lack of resources to safely carry a task has caused many fatal accidents. For example, an aircraft is dispatched without a functioning system that normally would not be a problem suddenly encounters circumstances where it does become a major problem.

**8. PRESSURE** – Pressure to be on time is ever-present in the aviation industry. We are very time-sensitive and many decisions center around that fact. Over 64 percent of pressure-caused errors are caused by self-pressure. One has to learn how to recognize and deal with pressure.

**9. LACK OF ASSERTIVENESS** – Lack of assertiveness in failing to speak up when things don't seem right has resulted in many fatal accidents. However, assertiveness also calls for listening to the views of others before making a decision. Assertiveness is that middle ground between being passive and aggressive.



**10. STRESS** – Stress is the subconscious response to the demands placed upon a person. We all have some stress in our lives, and it is not all bad until it becomes excessive and we have distress. We must learn how to manage stress, or it will manage us with a high probability that human error will occur.

**11. LACK OF AWARENESS** – Lack of awareness occurs when there is a lack of alertness and vigilance in observing. This usually occurs with very experienced persons who fail to reason out possible consequences to what may normally be a good practice. One of the safety nets for lack of awareness is to ask more “what ifs” if there is conflicting information or things don't quite seem right.

**12. NORMS** – Norms is short for “normal,” or the way things actually are done around an organization. Norms are unwritten rules followed or tolerated by the majority of a group. Negative norms are those that detract from an established safety standard. Human factors training can reduce errors, but we must also provide a work environment that is resistant to human error.

*Based upon a FAA article..*



# USFS Tanker fleet status



**By Bill Gabbert**

<http://fireaviation.com/>

  
K. E. Pack Photography.com

In case you have not been following the reports over at Fire Aviation closely, you may not be up to speed on what has happened in the last few months concerning air tanker contracts, so here is a quick summary.

## Legacy air tankers

Exclusive use contracts for eight air tankers were announced by the U.S. Forest Service on March 27, 2013, saying that during the first year of the contract, 2013, Minden would have one P2V, and Neptune would have six P2Vs and one BAe-146. A few weeks later an additional BAe-146 from Neptune was quietly added, bringing the total to nine air tankers for the first

year. If the USFS decides not to activate optional years in the contract, there could be as few as six legacy air tankers after 2013.

Next Generation air tankers  
After many false starts, a contract protest by Neptune, and 555 days after the USFS issued the first solicitation, the USFS announced on June 7 that exclusive use contracts were going to be awarded for seven next generation air tankers.

Minden Air Corporation; Minden, Nev., for 1 BAe-146

Aero Air, LLC; Hillsboro, Ore., for 2 MD87s

Aero Flite, Inc.; Kingman, Ariz., for 2 Avro RJ85s

Coulson Airplane (USA), Inc.; Portland, Ore., for 1 C130Q

10 Tanker Air Carrier, LLC;

Adelanto, Calif., for 1 DC-10

Only one of these seven aircraft has both a Supplemental Type Certificate from the FAA and the approval of the Interagency AirTanker Board (IATB), and that is the Very Large Air Tanker, the DC-10, which has been busy since the award dropping on fires in California, New Mexico, and Colorado. The other six have a limited amount of time, a couple of months or so, to become fully certified in order to meet the Mandatory Availability Period in the contracts. It would be surprising if all six met the deadline, since some of them are still going through the retrofitting process, and then will begin the FAA and IATB reviews, with the latter being lengthy and expensive.

## Very Large Air Tankers

Call when needed contracts were announced June 14 for two call when needed Very Large Air Tankers — a second DC-10 from 10 Tanker Air Carrier, and a 747 “Supertanker” from Evergreen. These three-year contracts start July 1, 2013. The second DC-10 already has a CWN contract expiring June 30, and was activated for fires in New Mexico June 14. The 747 has the required FAA and IATB approvals from earlier CWN contracts, so it should be ready to go on July 1 — unless a little thing like two missing engines could be a problem.

### To summarize the summary:

9 legacy air tankers (7 old legacy and 2 next-gen)

7 next-gen air tankers (6 large and 1 very large)

2 very large air tankers on CWN

Totals by date in 2013, including CWN:

Available now, June 17: 11 total

Expected beginning July 1: 12 total

If the additional 6 next-gen obtain approvals: 18 total

And yes, it’s confusing that two next-gen aircraft are included in the legacy contract, and a very large air tanker is mixed in with the next-gen. (I am almost surprised that a Single Engine Air Tanker is not clumped in with the Very Large Air Tankers.)



# Up close and personal



**with DC-7  
Airtankers**

Coll. Larry Kraus

***This serie of articles is an interview of Captain Larry Kraus by Tiller Miller***

***You can follow Tyler's blog about aerial firefighting :***

<http://randomramblingsfromnj.blogspot.com/>

## **Introduction**

*(I'm telling you, it is complicated, Nothing is ever easy in the tanker business. Tyler Miller)*

I want to begin by introducing Butler's three DC-7 airtankers: T-60, T-62, T-66. Tankers 62 and 66 are straight DC-7's originally built for United Airlines. Tanker 60, on the other hand is a DC-7B that was built for Eastern Airlines. Larry's tanker, since

1983, is T-62. His co-pilot is Ron Carpinella. A two-person crew, pilot (aka PIC or pilot-in-command) and a co-pilot flies Butler's DC-7s, there is no flight engineer. While each crew has a primary tanker, they do flew each of the three DC-7 tankers. The picture below is the original data plate from Douglas Aircraft for the plane that eventually became T-62. Butler has contracts with the Oregon Department of Forestry (ODF) and with CAL Fire for its DC-7's. As I understand it, specific tankers are committed to specific state contracts. In 2009, T-62 and T-66 were on ODF contracts, where tanker 62 was based in Medford and tanker 66 was based in Redmond. Tanker 60 spent three weeks in 2009

based out of Chico CA on a call when needed (CWN) contract.

The first DC-7 flew commercially for American Airlines in November 1953. Passenger capacity ranged from 74 to 99 in the DC-7's and DC-7B's. I was interested to learn from Larry that "the wingspan was exactly the same from the DC-4 through the DC-7B, although the wing structure changed considerably between models. The fuselage length grew a great deal from the DC-4 through the DC-7 as well.

The heavier DC-7C was slightly longer allowing for an extra row of seats, increasing the passenger capacity to 105.

The DC-7C also had longer wings allowing for a larger fuel capacity. By the mid- to late 1960s most major U.S. Airlines had replaced their DC-7 with newer jet planes on their coast to coast and international runs. For more on the history of this magnificent aircraft go here.

### in action

To drop a full load at Coverage with the Aero Union multi-door tank system (8 doors) used by Butler's DC-7's at Level 6, I would have the co-pilot arm the tank system, and I would set the intervalometer to the 12 o'clock position, set the timer to 0.4 and set the doors to open selector to 8. Assuming that we'd gone through the Descent Check List while descending into the drop



pattern I should be set. All that I have to do next is to determine the correct place to begin the drop and hold down the drop button (located on the yoke) until all of the doors open.

I know that there are times when tanker pilots must make an emergency drop of a

retardant load. If an emergency happens near a tanker base, there is usually a designated place, e.g. coordinates, where emergency drops can be made. Otherwise, the pilot tries to look for a safe place -- no houses, no people on the ground, away from water sources, etc. -- to make the emergency drop. As



I understand it, if a tanker pilot were to drop the entire load at once (aka a salvo) while making an emergency drop, the nose will do a sudden pitch up because of the sudden loss of 27,000 pounds of retardant. Often the pilots have a few hairy moments when this happens as they bring the tanker under control.

In the case of the DC-7, Larry tells me that emergency dump switch (outlined in blue in the photo) is centrally located on the cockpit panel. When Larry or his co-pilot lift the guard and activate the system by flipping the switch to the up position, the doors open at an approximate coverage level 5 drop. If I am thinking about this correctly, an added benefit is that an emergency drop at an approximate coverage level of 5 means that any pitch up of the

nose of the tanker will not be nearly as bad as a sudden salvo of all doors at coverage level 8 (or higher). Larry provides some more details on emergency drops:

As far as having to jettison retardant in an emergency, it all depends on the severity of the emergency, the location and other local circumstances. In most cases, such as an engine failure deep in a canyon, there will be time for some quick (maybe 15-30 seconds) of trouble-shooting followed by determining if there is time (and the terrain allows) to fly to a suitable drop area. If we really are deep in a canyon, a suitable drop area will be anyplace nearby that doesn't contain a water source, people, vehicles or structures.

Again, it all depends on the circumstances. Generally, it will be possible to fly a few miles to an open area, but it's better for a spot on the ground to be covered with retardant than the flaming wreckage of an airplane. It would be unlikely that we would climb out of a canyon with 3 engines to carry the load to a designated jettison area. However, if the failure occurred enroute to the fire at altitude, that could be an option. There are also other emergencies not involving engines. Hydraulic problems being high on the list. I also once had a failure causing the loss of the fabric on the rudder on Tanker 62 during a drop run.

As I've mentioned before, nothing is ever easy in the tanker business.



# AIRCRAFT PRINTS

These 13 x 19 inch glossy prints are available direct from the artist.

You can have any tail, "N" number and base name in the fleet at no extra charge.  
Prints are mailed in a cardboard tube and shipped the same day as payment.



Price is \$25.00 plus \$5.00 shipping. Payment by PayPal or check.  
Make PayPal payment to: AirPhotoOne@aol.com  
(Send money - personal - other)

By check: Tim Bradley Imaging  
1117 67th Ave Court East  
Fife, WA 98424



## SALES CORNER

Any Base T-shirt, mug, poster, sticker, patch...for sale?  
This page is yours.



OV-10 S-2T, patches. \$5 each. Contact Jerome : [jeromelaval@hotmail.com](mailto:jeromelaval@hotmail.com)

# 50 years of French airtankers



Photo F.Marsaly

## French Sécurité Civile celebrates 50 years of firefighting.

by Frédéric Marsaly

On June 1st at Marignane airport, close to Marseille, took place the official ceremony to celebrate the first landing of the first French water bombers, 50 years ago, two Canso PBY-5A bought to Canadian Field Aviation in 1963. On June 2nd, an airshow was also organized at Aix-les-Milles airfield with a wonderful and very rare display of Sécurité Civile aircraft. With a typical Marseille's weather (blue sky, high winds) more than 15 000 attended the show. Early this year, the Minister of Interior has announced the moving of the base from Marignane to Nimes, some 50 miles to the west of Marseille, in 2017.

Since 1963, French Sécurité Civile has flown many aircraft type:



Coll C.Defevers

Consolidated PBY-5A and PBY-6A; 9 (max 6 in line at the same time) aircraft from 1963 to 1970. 2 crashed.



Photo L.Ristor

Canadair CL-215; 15 aircraft from 1969 to 1996. (12 max at the same time). 4 crashed.



Photo M.Fournier

Douglas DC-6; 5 aircraft from 1979 to 1990 (4 max at the same time). 2 crashed.



Photo M.Fournier

Grumman S2F Tracker Firecat; 19 Conair Firecat (12 max at the same time, now 9 in service) from 1982 to nowadays. (7 crashed).



Coll D.Roosens

Lockheed C-130A Hercules; 4 aircraft in service from 1990 to 2000. Max 2 aircraft in service at the same time. Contracted from Hemet Valley Flying Service and T&G. 1 crashed.



Photo P.Devos

Aircraft upgraded with PT-6 from 1988 to 1996. To be phased out in 2020 or later.



Photo F.Marsaly

Bombardier Q400MR; 2 aircrafts tanked by Cascade Aerospace and delivered in 2005.



Coll D.Roosens

Fokker 27; 3 Fokker 27 in service from 1987 to 2004. 1 crashed. Max 2 in service at the same time. Used as a tanker and a cargo plane.

Other type were used:

Conair Convair 580: 1 aircraft contracted in 2003 and 2004.

Macavia BAe748: 1 aircraft evaluated in 1987-88 but Fokker 27 bought instead.

As birddog, French Sécurité Civile used many aircraft:



Photo F.Marsaly

Canadair CL-415; 15 aircraft in service until 1995. Max 12 aircraft in service at the same time. 3 crashed.



Coll D.Roosens

Cessna 421, Piper Navajo, Beech 90 (1 crashed), AeroCommander 580, now 3 Beech 200 King Air to be phased out soon.



# *Banning pass Fire*

*by Steve Whitby*





# General Fire

by Ken Packs





# Gorgoino fire



*by Jeremy Ulloa*

