

AUGUST 2017



CFPA NEWS



THE CALIFORNIA FIRE PILOTS ASSOCIATION NEWSLETTER



GRASS VALLEY AAB



JERRY AT SANTA ROSA



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Ken Morris and Paul Weaston

If you wish to contribute to our Newsletters with articles, stories, photos, videos, or just want to suggest interesting links, please do. Send us your work in text format (txt, doc, docx, rtf) and photos as jpeg files. (And please, no PDF !)

Photos: size 2400 px on the longest side with your name in the filename for credit.

And please, feel free to print the Newsletter and share it around!

COVER : Wes Shultz, J. Laval



Off to the Races...

June and July have been busy. Fires everywhere, North and South. Crazy and "off to the Races" as we say. Past mid-August, things slowed down a bit. We needed a break. Calm before the storm? Let's see what comes up next. Along with its own fleet of OV-10, Bell UH-1H's, King Air's and S2F-3AT's, CAL FIRE has 3 Large airtankers (BAe146, MD-87, C-130), 3 Skycranes and 1 Bell 212 on Exclusive use contract

and several Tankers of different types on Call When Needed Contract (CWN). We're getting ready for the second half of the season.

Also, CAL FIRE has carded the Boeing 747 aircraft and pilots. The SuperTanker (Tanker 944) is added to the Call When Needed (CWN) list. The 747 dropped several times on fires (Palmer, Ponderosa) since.

All these "Tools" to be part of the same Team with the same goal also proves the "Toolbox" concept to be the best way when properly used at the initial phase of fires. The "Tactical spread", or network of Reload Bases all over the State, allows fast and efficient "Load and Return" trips to the fires, reducing the time between drops.

The key element remains the human factor; men and women driving fire engines, Dozers and flying or reloading these aircraft. Their dedication and experience on the job makes the difference in providing safe, effective efficient air operations.

Stay alert and hydrate.

Jerome Laval
Tanker 85

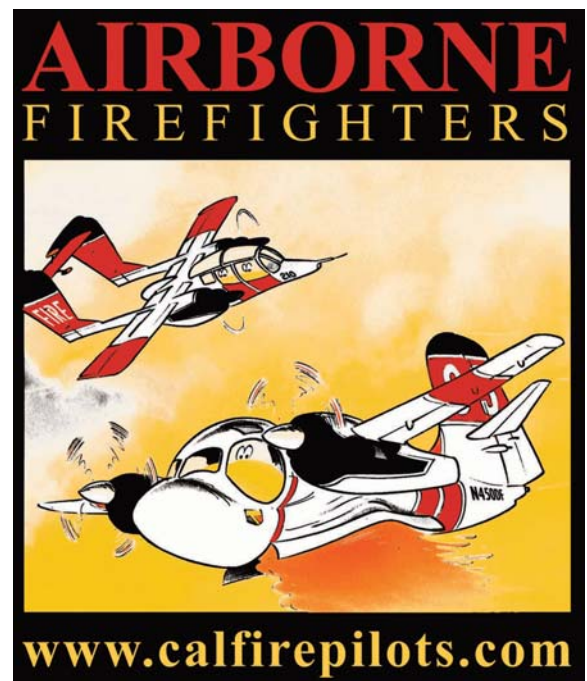


PHOTO REPORT : DYNCORP'S CESSNA 172S

(photo : J. Laval)

Dyncorp mechanics flying to the Bases to help the Base mechanic or bringing aircraft parts. Some of them have a pilot Licence and are checked out on Dyncorp's new Cessnas.



Mike and Bud at Sonoma AAB.





SONOMA BASE CREW WITH HELITANKER 743 AND COPTER 104 CREWS



PHOTO REPORT: CHILI FIRE

On July 10th, the Chili Fire was close to Columbia Airport.

Photos by Paul Weaston et Stuart Sprung.



©Stuart Sprung



PHOTO REPORT: CHILI FIRE



THE GREAT COLUMBIA AAB PHOTO CONTEST OF 2017

If you can take a better picture of a Columbia AAB based aircraft than this, the honor and glory of being awarded the highly coveted "Great 2017 Columbia AAB Photo Contest 1st Prize" can be yours! The top 3 entries will be forever immortalized on a Columbia AAB wall and in the CFPA News.

How to win

1. Take a picture of a Columbia AAB based aircraft.
2. Submit your picture to: greatcolumbi-aabphotocontest@gmail.com before the end of the day, 22 September 2017.
3. Bask in the glory.

Rules

The photo must include a Columbia AAB Aircraft.

That's it, just one rule.

Remember the entry deadline is 15 October 2017



Welcome Brenda

My name is Brenda, I flew air attack for Dynamic Aviation before making the leap to Dyncorp/Calfire. I've done a lot of things, including being a Deputy Sheriff in Montana (where it's still the Wild West), serving In the United States Army and being an EMT nationally certified. I love hockey, hunting and anything with speed.

The reason I work so hard:
Treyden(15) Reese(10)



Billy Hoskins/Brenda Wickens in front an S-2. (Phil "Doc" Johnson)



Brenda and kids (Jen Brandt)



Brenda and Chief Dennis Brown. (Todd Deline)

Goodbye Victoria

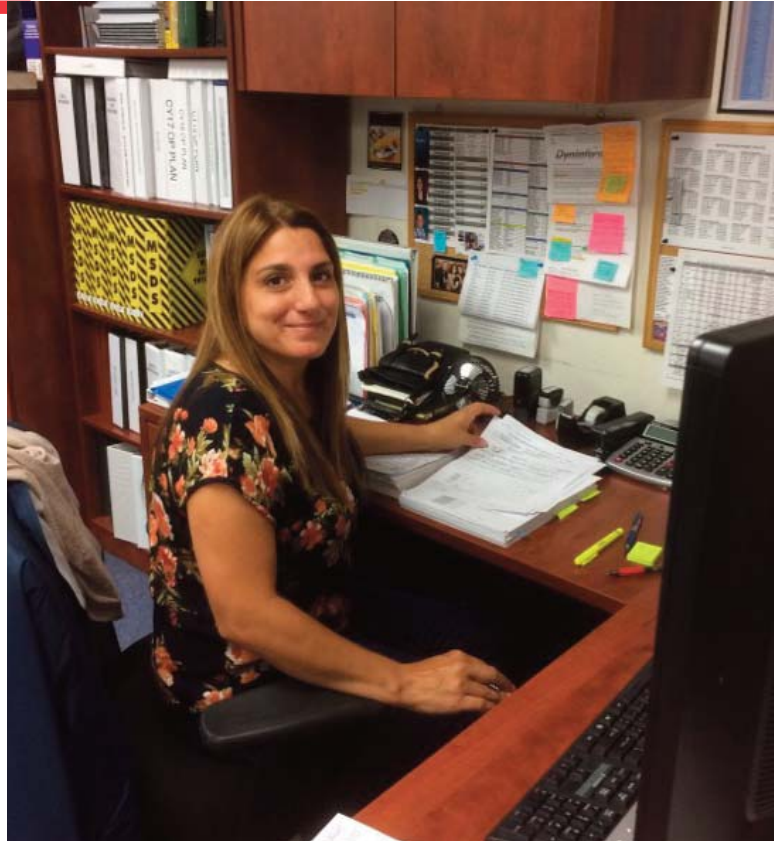
Victoria started here in 2004 and has been an instrument part of the overall success that DI has had providing support to the CAL FIRE Aviation Program. She has single-handedly taken on the coordination of all training for both pilots and maintenance technicians.

Victoria also routinely handles the additional things that always come up with a program of this size and complexity. Her thoroughness and attention to detail have been nothing short of outstanding and are going a long way to helping the new employee Marissa get started on the right track.

We will miss Victoria and wish her and her family nothing but the best in the future.

Jeff Cavarra

Program Director, DynCorp International LLC
CAL FIRE Aviation Program



Congratulation Henry

Congratulations to Henry Fierro, he did an outstanding job today on his Initial Attack S-2T card Ride. Henry training really showed today and all of the S-2T Instructors should share in his success he did great. Thank You all, and please pass this on to the rest of the pilot group.

Dennis W. Brown
Chief of Flight Operations



Photo: Annouck Lebris

WILDFIRE NEWS OF THE DAY

California Wildfire News Compilation

by Michael Archer

Wildfire NOTD subscriber Janet Upton, Deputy Director of Communications at CAL FIRE (<http://www.fire.ca.gov>), commented on the rigorous process of qualifying VLATs for aerial firefighting duties as CAL FIRE considers a contract with the 747 Supertanker.

Cal Fire to begin their contract with the Very Large Airtankers: [LINK](#)

The Boeing 747 Supertanker made its debut this week, performing airstrikes on the Ponderosa Fire in Butte County and on the Railroad Fire in Madera County, its first use in the US since winning a contract with CAL FIRE.

This supertanker has made its first drops in the nation. And one was on the Railroad Fire [LINK](#)

A 38-year-old San Bernardino man has been arrested for starting eight wildfires in Southern California's Inland Empire, including the 670-acre Mart Fire, which prompted an evacuation of about 200 homes and the closure of Highway 330 on June 27.

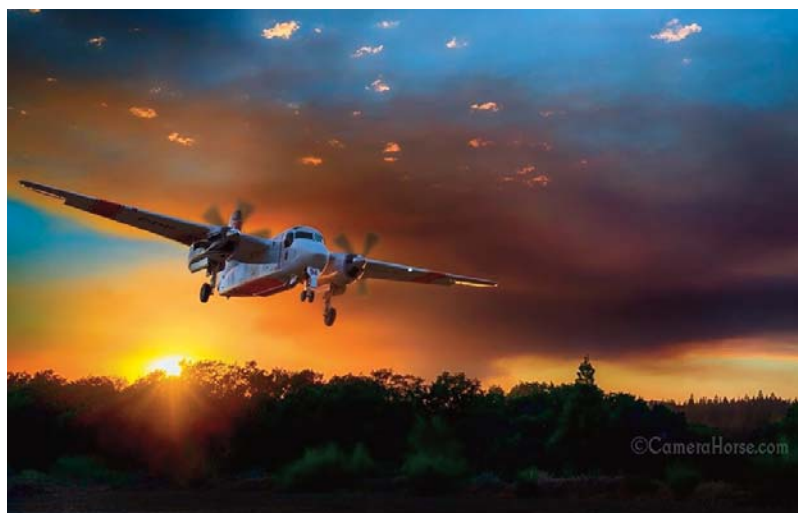
Man admits setting 8 wildfires - including the 670-acre Mart fire - in San Bernardino area, police say [LINK](#)

A Sierra Pacific Industries employee has been charged with setting 5 wildfires in the Plumas National Forest, including last month's Minerva Fire, which burned to within two miles of the Plumas County seat.

Spate of forest fires in Northern California started by one man, prosecutors say [LINK](#)

A pair of CL-415s, Québec 244 and Québec 247, arrived from Canada to take up station at Southern California's Van Nuys Airport, joining an Erickson S-64 Airplane in anticipation of wildfires during late summer and early fall.

Contracted firefighting Super Scoopers arrive in Los Angeles [LINK](#)



CAL FIRE/Riverside County Fire Department reported that the 600-acre Mias Fire, burning north of Banning, was sparked when a tree branch fell into power lines on Monday, and was only 5% contained at this time.

Tree branch on power lines sparks 600-acre Mias Canyon blaze near Banning [LINK](#)

A CAL FIRE official discussed how the agency uses thermal and infrared mapping technology to safely and accurately estimate the size and growth of some of California's most dangerous wildfires.

New technology helps firefighters map dangerous wildfires [LINK](#)

An international team of climate researchers from the US, South Korea and the UK has developed a new wildfire and drought prediction model for southwestern North America which shows that the large-scale difference between Atlantic and Pacific ocean temperatures plays a fundamental role in enhancing wildfire risks.

Atlantic/Pacific ocean temperature difference fuels US wildfires [LINK](#)

Wildfire NOTD subscriber Scott McLean, PIO for CAL FIRE North Region (<http://www.fire.ca.gov/>), reported that lightning sparked nearly 80 wildfires that have broken out in Lassen, Modoc and Siskiyou counties over the past 24 hours.

79 wildfires in Northern California in last 24 hours, most likely sparked by lightning [LINK](#)

AERIAL FIREFIGHTING EUROPE

16 - 17 October 2017
Nîmes | France



- ▶ Tour the NEW EU aerial firefighting training centre
- ▶ NEW innovation in supply chain management
- ▶ Live aerial firefighting demonstrations
- ▶ Trade show exhibition with key industry stakeholders
- ▶ Directly engage with government representatives from over 30 countries
- ▶ Connect with leading OEMs and Operators:

AUDIENCE HIGHLIGHTS:

1. European Commissioner for Humanitarian Aid & Crisis Management
2. Conseiller Sécurité Aérienne, Ministry of Interior, France
3. Head of the Spanish Forest Fire Service
4. Chief of Aerial Firefighting, US Air Force Reserve
5. National Disaster Management Authority, Indonesia



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SEARCH & RESCUE INTERNATIONAL

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SEARCH & RESCUE
INTERNATIONAL 2017



ACHIEVING COST EFFECTIVE SAR

- ▶ New privatisation initiatives from those leading the way:
 - ▶ UK Maritime & Coastguard Agency
 - ▶ Bristow Helicopters
 - ▶ CHC Helicopter
- ▶ New Unmanned innovations for long-range SAR
- ▶ Harmonising of air and sea rescue
- ▶ Processing towards aviation SAR best practice

AUDIENCE HIGHLIGHTS:

1. Director of Maritime Operations, Maritime & Coastguard Agency, UK
2. Deputy Head of Crisis Planning & Coordination, Sécurité Civile, France
3. Task Force Commander – Operation Reehat, Indian Air Force
4. Search & Rescue Policy Division Chief, US Coast Guard
5. Head of Air Operations, Unidad Militar de Emergencias, Spain



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S2A DESIGN

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S-2T - Posters
OV-10 -

\$15-\$20



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and t-shirts

MEN IN ORANGE AND THEIR WONDERFUL FLYING MACHINE



"Jerry"; named after logging manager Jerry Winn, a former employee of Erickson

California just signed an exclusive use contract for two Sky-cranes – or, should we say, Aircranes, which has been the proper term since Erickson bought the Type certificate from Sikorsky. One of them belongs to Erickson and is based for 90 days at Sonoma/Santa Rosa.

The S-64E Air Crane is a conventional rotor system with a fully articulated 6-blade rotor head and a 4-blade tail rotor. It has 2 turbine engines manufactured by Pratt & Whitney that are capable of producing 4'500 shaft horsepower each, at the cost of about 525 gallons of Jet A per hour. With 1'295 gallons of fuel on board, we can count on 2 hours endurance with a 20 minute reserve.

The all up maximum gross weight is 42'000 lbs with an average empty weight just shy of

20'000 lbs. To that empty weight, add a fire tank and a flight crew of 2 pilots and you'll have a zero fuel weight of around 23'000 lbs.

The Vne (top speed) is 115 knots and decreases with density altitude as well as gross weight.

John Walker started fighting fires 18 seasons ago. He's been

flying light helicopters such as Bell 205s as well as the Aircranes for Erickson.

"We are able to take on a load of water in a minute or less and then, once on the fire, we are able to drop it in a very wide variety of patterns, in terms of quantity as well as rate of the water exiting the tank. This is all controlled by the crew via a very sophisticated computer system, designed specifically for this tank. The rate that the water comes out is also known as the coverage level and it's possible to select from 1 through 8 – 1 being a very slow rate like that used for very light fuels, and 8 being a very rapid rate like that used for heavy, dense forests. We have the ability to inject a class B foam agent into the water, which helps spread the water out over more of the foliage. We can also pick



Left to right: Driver Andrew Crock, Mechanic Brandon Deford, Pilot John Fryer, Crew Chief Rylan Macallister, Pilot John Walker, Mechanic Chris Kuehn

SPECIAL REPORT



up fire retardant from a portable batching plant or even from the pits located at a tanker base.

This is a great tank system, flown by two pilots sharing the flying and radio work. A crew chief, 2 mechanics and a fuel truck driver complete the team. Great bunch of guys."



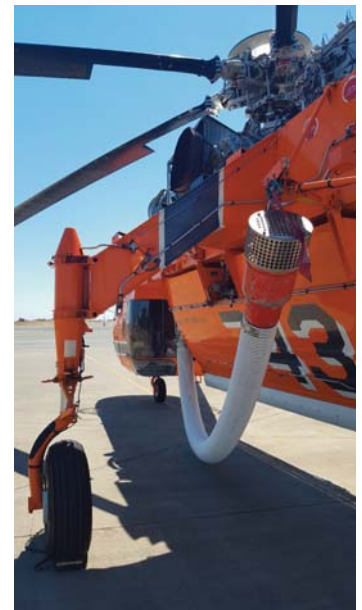
John has been all over the word: Malaysia, Singapore, Hong Kong, Australia, Turkey, Greece, Canada, USA, etc... His passport pages are full – and he's on his second passport!

John says it's really rewarding to see people coming at the helicopter with cookies, water and smiles, thanking pilots and crew for their efforts. "Good feeling,

very gratifying", he says: "This goes beyond flying, you just feel useful and part of a good team. And that makes the difference. We're just fighting with different tools but we have the same goal."

It was a real pleasure to meet them and share stories while we were waiting at the Base.

J. Laval

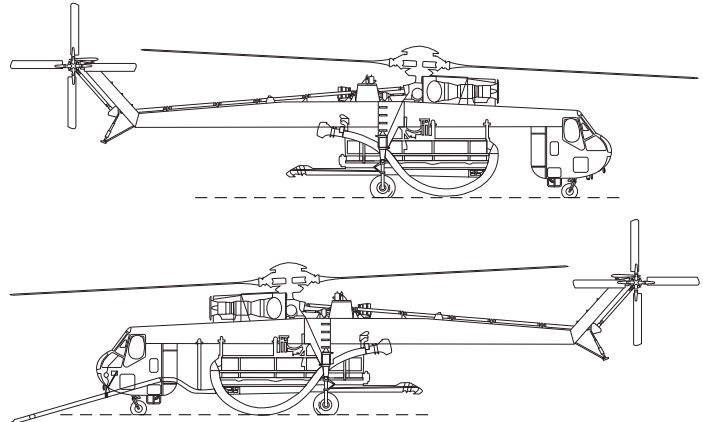
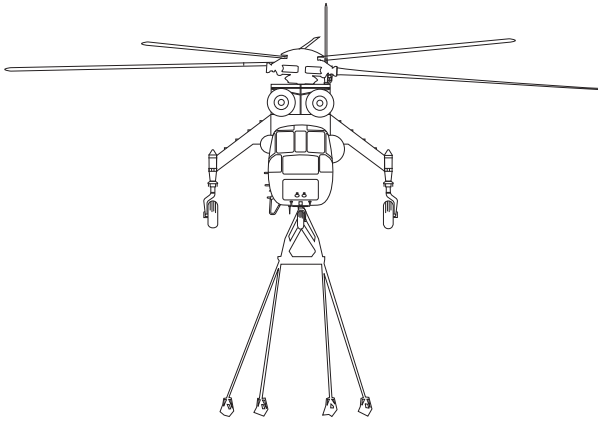




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TECHNICAL AND PERFORMANCE INFORMATION

S64E



POWER PLANT (2 PRATT AND WHITNEY JFTD12A-5A)

Maximum Power Available	9,000 SHP
Single Engine Limit	4,500 SHP / 30 min.
	*Gearbox limit is 4,050

GENERAL

Maximum Gross Weight	42,000 lbs (19,050 kg)
Maximum Hook Weight	20,000 lbs (9,072 kg)
Maximum Cruise Speed	100 kts (212 km / hr)
Maximum Range	238 nm (20 minute reserve)
	258 nm (no reserve)

FUSELAGE (FUSELAGE IS NOT PRESSURIZED)

Length*	69 ft 8 in (21.20 m)
Width*	7 ft 1 in (2.13 m)
Width Landing Gear	21 ft 10.70 in (6.67 m)

*Fuselage only, External Dimensions

MAIN ROTOR

Main Rotor Diameter	72 ft 2.85 in (22.7 m)
Disc Area	4072 sq. ft (378.3 sq. m)

TAIL ROTOR

Tail Rotor Dimension	16 ft (4.90 m)
Disc Area	201.1 sq. ft (18.7 sq. m)

LANDING GEAR

Main Gear	Wheeled
Nose Gear	Wheeled
Wheel Base	24 ft 4.32 in (7.43 m)

AIRCRAFT EQUIPMENT – CONFIGURATION ITEMS

AVIONICS

- Global Positioning Satellite (GPS)
- BlueSky Tracker
- Satellite Phone (BlueSky Compatible)
- Emergency Locator Transmitter (ELT)
- VHF Radio Packages
- VHF FM
- Mode S Transponder
- SATCOM Antenna

MISSION SPECIFIC EQUIPMENT

- Hoists
- Night Vision Goggles
- Anti-Rotation Device
- Emergency/RON supply kits
- FAA required first aid/survival kits
- Fire tank
- Foam Cannon
- Sea Snorkel
- Pond Snorkel
- Shock and Pendant
- Hoist
- Grapple
- Rescue Basket
- Cargo Pod

TESTED AND TRUSTED



MEET THE MAYOR OF ROHNERVILLE



Everywhere that I fly, people comment on how cool my RV6 airplane is. After landing in Concord Buchanan one day, a young boy got right out of his father's

Beechcraft Bonanza and walked up to my wife as she was getting out of our 6. He exclaimed, "That is the coolest airplane I have ever seen!". Our very own Tanker

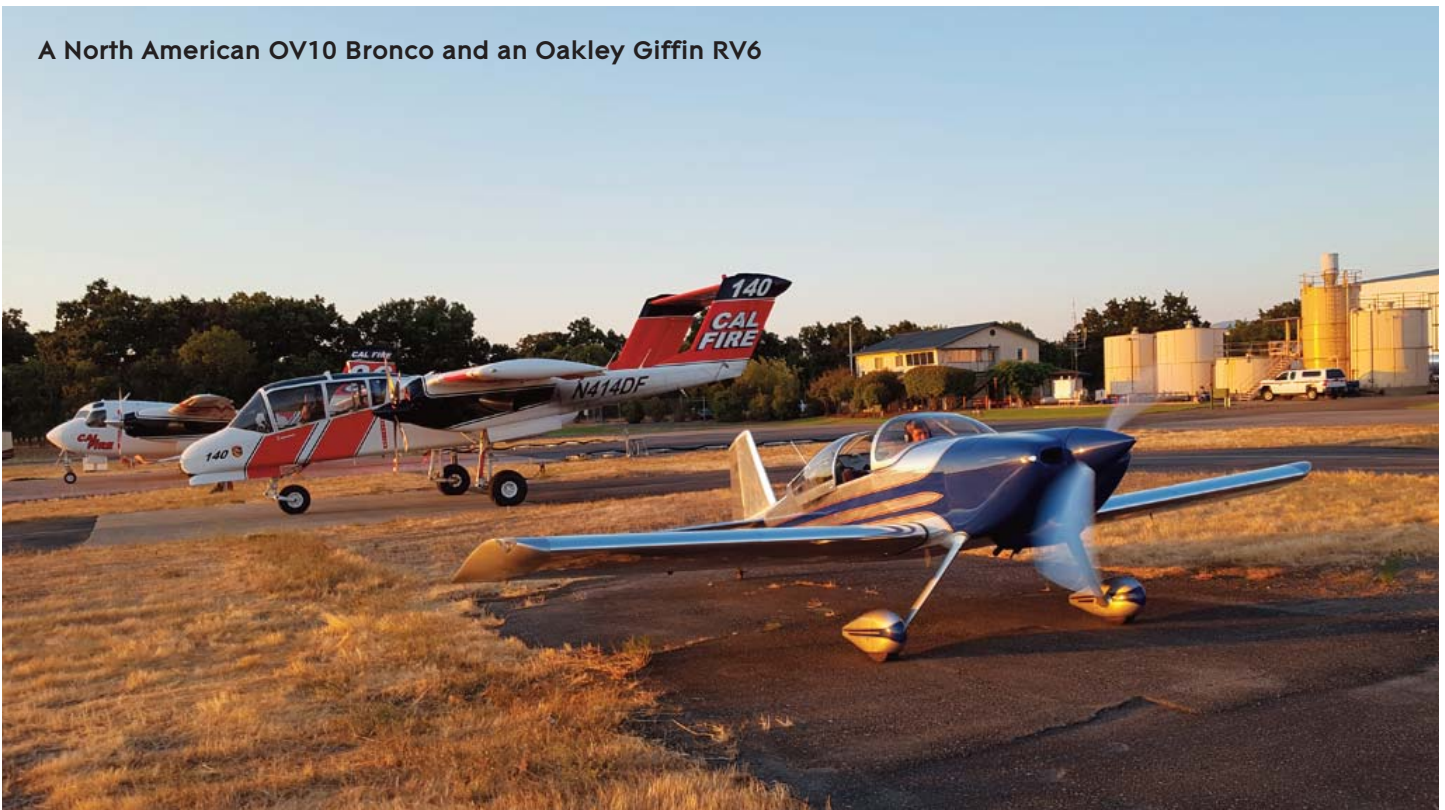
Pilot, Jerome Laval, had a similar reaction when I flew into Santa Rosa airbase on the relief schedule. In fact, he asked me to write up something for our newsletter about the airplane.

Well...

Meet the Mayor of Rohnerville: Oakley Giffin

Oakley was born in 1931. Aviation was in his blood from a very young age. During the Korean War, Oakley joined the US Air Force and became an aircraft electrician. He also began flying at the same time, earning his Private Pilot License in a Luscombe. After the War, Oakley saved all of his money and bought a 1955 Cessna 140 for \$2000. A few

A North American OV10 Bronco and an Oakley Giffin RV6





1951 Oakley with a Piper J-3 Cub

years later, he moved to Fortuna/Rohnerville to work in the gas fields for Texaco. He recalls pilots using TBM and TBF Torpedo Bombers for tankers at the airbase. He also remembers meeting the legendary Tanker Pilot, Jim Cook, in those early days. Oakley says that as a young teenager, Jim started "Jumping off the cliff with sheets to try to fly". Apparently he mostly "got scratched up by blackberry bushes. But he did



The Mayor takes a break

fly. It was scary to watch. He'd get up 15 to 20 feet." Then Oakley paused and said, "He's a cool pilot".



Fortuna Air Force Hangar Rat Squadron : Oakley, Fire Fighter Tony Donofrio, Fire Fighter Bill Hancock, and Oakley's dog Jackie



In 1989 Oakley retired from his career in the oil industry. Having flown and owned more airplanes than he could count, he decided to build an airplane himself. He settled on a Vans RV6. Three to four years later, that coolest airplane the kid in Concord had ever seen was completed. Oakley flew all over the west coast and back east several times in his new love.



Many years ago I asked Oakley if he would ever sell his airplane to me. He laughed, but eventually handed me the "keys to the Corvette".

But there is one strange feature of the RV6. There is a nickel glued on of Rohnerville airport. From EAA meetings to Cal Fire morning



briefings, Oakley is a constant fixture. Tanker Pilot Erik Hakenen often introduces him as "The Mayor of Rohnerville". He is the heart of the airport.

And I am the luckiest pilot around. I get to fly the two coolest airplanes: A North American OV-10 Bronco and an Oakley Giffin RV6.

Jim Merryfield



PHOTO REPORTS: GRASS VALLEY BY WES SCHULTZ



PHOTO REPORTS: GRASS VALLEY BY WES SCHULTZ

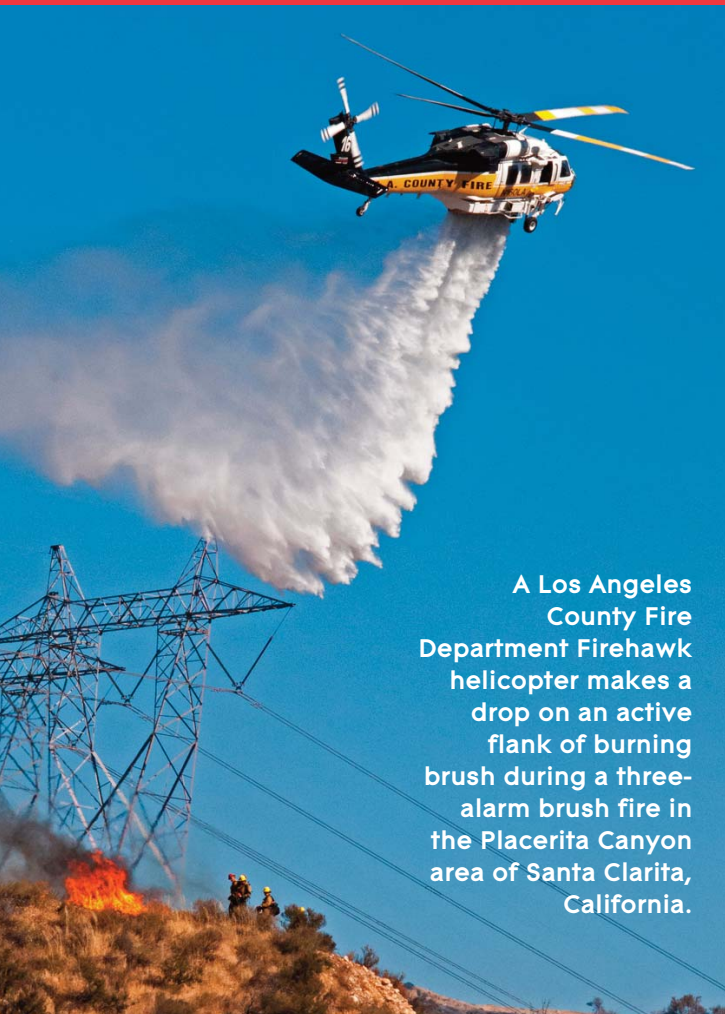


PHOTO REPORTS: SANTA CLARITA, CA.

JUNE 25, 2017 BY-KEN MORRIS LACOFD VPP



Close to a year after the devastating Sand Fire exploded through the Angeles National Forest from Placerita Canyon in Santa Clarita to the City of Acton, fire crews were summoned yet again close to the same area for the Placerita Incident. Raging flames chewed through the tinder dry brush of Placerita Canyon being fueled by local winds and over 100 degree heat. At various times, nearly 500 firefighters from various agencies aided in the firefighting effort, including LA-COFD, LAFD and the USFS. Seven water-dropping helicopters and four fixed-wing aircraft aided ground crews with several drops on hot spots and open flanks of the fire line that were threatening numerous structures in the area. In all 875 acres burned.



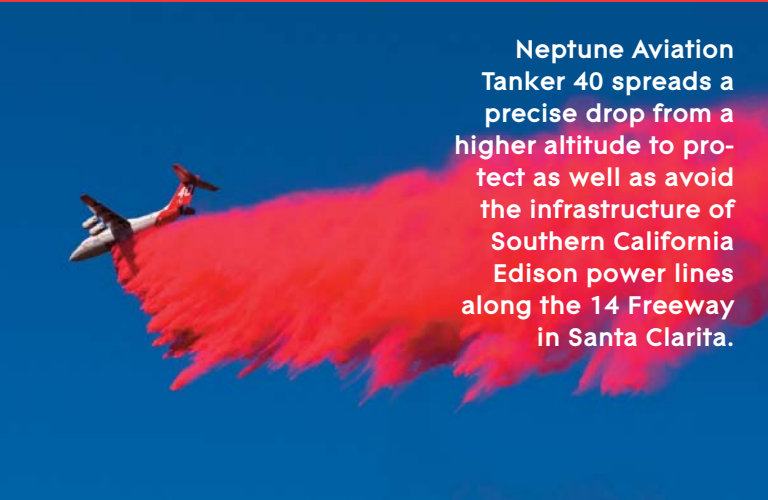
A Los Angeles County Fire Department Firehawk helicopter makes a drop on an active flank of burning brush during a three-alarm brush fire in the Placerita Canyon area of Santa Clarita, California.



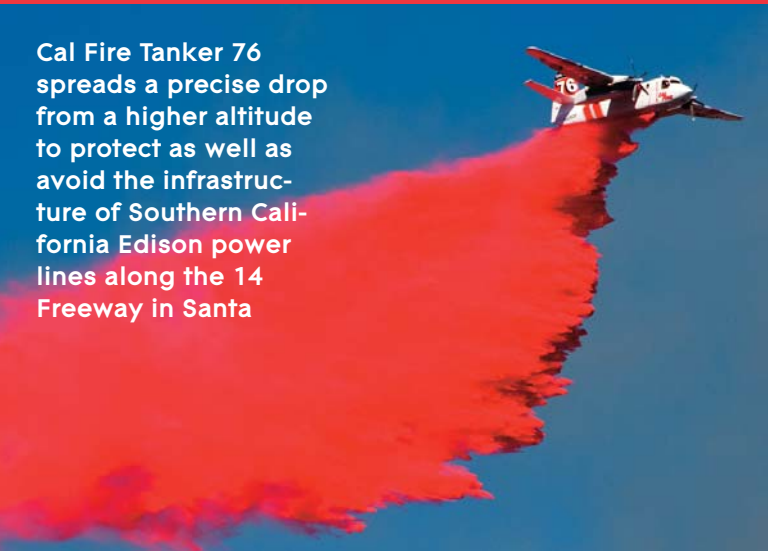
A Los Angeles County Fire Department Firehawk helicopter climbs out of a tight steep drop avoiding SCE high tension power lines to quench an active hot spot as ground crews arrive atop of the hill.

PHOTO REPORTS: SANTA CLARITA, CA.

JUNE 25, 2017 BY-KEN MORRIS LACOFD VPP



Neptune Aviation Tanker 40 spreads a precise drop from a higher altitude to protect as well as avoid the infrastructure of Southern California Edison power lines along the 14 Freeway in Santa Clarita.



Cal Fire Tanker 76 spreads a precise drop from a higher altitude to protect as well as avoid the infrastructure of Southern California Edison power lines along the 14 Freeway in Santa



A Los Angeles County Fire Department Firehawk helicopter makes a precise drop on an active flank of burning brush during a three-alarm brush fire in the Placerita Canyon area of Santa Clarita, California.



Explosive flames chew through the brush along Placerita Canyon Road near the Nature Center.



A Los Angeles County Fire Department Bulldozer cuts a fire line as raging flames chew through the tinder dry brush of Placerita Canyon located in Santa Clarita, California.