

JULY 2017



# CFPA NEWS

THE CALIFORNIA FIRE PILOTS ASSOCIATION NEWSLETTER



CAL FIRE ROSTER 2017



SUPERTANKER CUP GRID TEST



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**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 : Antonio Agosto  
and Steve Whitby



## 2017. 21 fire seasons.

**I look in the mirror and white hair start to show.**

Where did the time go? I'm a tanker Instructor now: I have to carry on the legacy of my Instructors and Mentors. Teach the tricks of the Tanker Flying trade, share with Tanker trainees eager to learn and willing to follow this path. Skilled pilots of course, but this is a different flying experience where situational awareness has to become second nature and multi-tasking is the bare minimum: understanding the tactics to fight a fire, communicating briefly and sharply, flying the plane with precision and making good decisions. Repeat all day, for each take off, drop, landing. Not easy and certainly a real job involving your entire mind and body. From the preflight, morning briefing to the 1st or 25th drop of the day, and then landing at sunset. Drained, tired but with a smile.

Most importantly the objective is to come back home, every night. Tomorrow we'll do it again; preflight, morning briefing and waiting for the call. Going from idling at the Base to full speed in 3 minutes. Reading a book to diving in a canyon in 7 minutes. Being able to adapt, understand a new fire, a new situation is necessary. You need a flexible mind and relaxed body (or vice versa) while flames, smoke, trees and rocks fill your windshield. And, of course, stay focus at all times. Interesting and challenging for sure. Every drop. There is no easy one... It is a humbling experience and a good way to know about yourself.

Where did the time go? I see Jets dropping Mud and Neptune is retiring their venerable P-2s. Soon, Coulson will bring B-737s in the retardant pits and Australia liked their C-130s. From Russia, Beriev is still trying to sell their Be-200 jet scooper, while Viking promises to restart the CL-415 production line. In Arizona, the B-747 has finished the "cup test" and is waiting for a contract after a few drops in Chile. The DC-10 is becoming a regular when Incident Commanders or Air Attacks call for the VLAT to build a long retardant line, but it is still on a Call When Needed contract for California. Finally, the Governor of California included a Large Airtanker in the budget: Tanker 12 (Neptune's BAe 146). Calfire is deciding which helicopter is going to replace the Bell 205. We should know soon.

Too many Tankers? I don't think so. Initial Attack and tactical spread of Tanker bases still is the best strategy. Fight them hard and keep them small. No doubt. Yes, it rained a lot this winter and lakes are full, but now the grass is tall and dry: bush and timber are ready. So, here's another season... Please contribute, send articles and photos and keep the CFPA Newsletter going. Stay thirsty my friends...

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Jerome Laval  
Tanker 85



# CAL FIRE 2017 ROSTER

## 2017 DI/CAL FIRE Air Tactical & Airtanker Deployment Schedule

BASE	TYPE	N number	TAIL #	CREW	Start	END	Day Off	Relief	Base Mech. & Day Off
ROHNERVILLE FOT	OV10	N413DF	A120	Jim Merryfield	6/15	10/15	Mon	Rick Haagenson	Brian Madsen Friday
	S2T	N440DF	T96	Erik Hakenen	6/15	10/15	Sun/Mon	Jim Cook (12&2)	
REDDING RDD	OV10	N421DF	A240	Del Schulte	6/15	10/15	Thu	Rick Haagenson	Jon Sortomme Monday
	S2T	N442DF	T94	Jesse Jenks	6/15	10/15	Thu	Jim Cook	
	S2T	N448DF	T95	Tom Voorhees	6/15	10/15	Wed	Jim Cook	
	ASM OV10	N470DF	A505	Bob Coward	6/15	10/15	Thu/Fri	12 & 2	
UKIAH UKI	A200CT	N461DF	A503	Eric Spoon	6/15	10/15	Sun/Mon	12 & 2	Arvin Guico Thursday
	OV10	N410DF	A110	Maurizio Mingardi	6/15	10/15	Tue	Rick Haagenson	
	S2T	N434DF	T90	Gary Thomas	6/15	10/15	Thu	Bill Buckley	
SANTA ROSA STS	S2T	N428DF	T91	John Butts	6/15	10/15	Fri	Bill Buckley	Toby Anderson Tuesday
	OV10	N414DF	A140	Cynthia Anderson	6/15	10/15	Wed	Rick Haagenson	
	S2T	N438DF	T85	Jerome Laval	6/15	10/15	Sat	Bill Buckley	
CHICO CIC	S2T	N433DF	T86	Bob Valette	6/15	10/15	Sun	Bill Buckley	Bill Burnard Sunday
	OV10	N402DF	A210	Stef Kudar	6/15	10/15	Sat	Jimmie Bryant	
GRASS VALLEY GOO	S2T	N450DF	T93	Dan Rieger	6/15	10/15	Sat	Jim Barnes	Ed Lamanna Saturday
	OV10	N408DF	A230	Jeff Sheftal	6/15	10/15	Fri	Jimmie Bryant	
	S2T	N426DF	T88	Colin Rogers	6/15	10/15	Sun	Jim Barnes	
COLUMBIA O22	S2T	N425DF	T89	Jimmy Ferreira	6/15	10/15	Mon	Jim Barnes	Mike Silva Friday
	OV10	N401DF	A440	Ken Lancaster	5/15	10/15	Thur	Jimmie Bryant	
	S2T	N422DF	T82	Rich Schlink	5/15	10/15	Thu	T Haagenson/J Kerpa	
HOLLISTER CVH	S2T	N424DF	T83	Brian Combs	5/15	10/15	Wed	T Haagenson/J Kerpa	Kim Myers Sunday
	OV10	N415DF	A460	Scott Fisher	5/8-6/14	10/16-10/31	Wed	Jimmie Bryant	
	S2T	N445DF	T80	Abbie Crews	6/15	10/15	Fri	Jimmie Bryant	
PORTERVILLE PTV	S2T	N439DF	T74	Anne Lebris	5/8	10/31	Wed	Vito Orlandella	Ron Goepfert Friday
	S2T	N439DF	T74	Anne Lebris	5/8	10/31	Tue	Vito Orlandella	
	OV10	N400DF	A410	Rand Sterrett	4/17	10/31	Mon	Dane Hackler	
PASO ROBLES PRB	S2T	N431DF	T76	Brad Baker	4/17	10/31	Tue	Beau Miller 6/15-10/15	Frank Vasquez Wednesday
	S2T	N436DF	T78	Dean Talley	4/17	10/31	Mon	T Haagenson/J Kerpa	
	OV10	N418DF	A340	Mark Donnelly	5/15	10/31	Sun	Dane Hackler	
HEMET HMT	S2T	N444DF	T75	Bob Pixton	5/15	10/31	Mon	Beau Miller 6/15-10/15	Travis Bailey Wednesday
	A200CT	N463DF	A504	Todd Deline	5/22	10/31	Sat/Sun	Vito Orlandella	
	OV10	N429DF	A310	Steve Schweitzer	4/17-6/14	10/16-11/30	Tue	Dane Hackler	
RAMONA RNM	S2T	N435DF	T72	Phil Johnston	4/17	11/30	Sun	Beau Miller 6/15-10/15	Karl Kiaser Monday
	S2T	N437DF	T73	Mike Venable	4/17	11/30	Sat	Billy Hoskins	
	OV10	N409DF	A330	Jason Vogt	4/17	11/30	Wed	Dane Hackler	
McCLELLAN MCC	S2T	N427DF	T70	Cameron Douglas	4/17	11/30	Thu	Beau Miller 6/15-10/15	Chuck Lees
	S2T	N432DF	T71	Doug Baker	4/17	11/30	Fri	Billy Hoskins	
	S2T-OV10	Reserve Pilot	N/A	N/A			Sat/Sun	12 & 2	
	OV10	N441DF	T100	SPARE			Airtanker LEAD	Todd Deline	
	OV10	N403DF	A500	SPARE			Air Tactical LEAD		
RELIEF PILOT	TYPE	BASES COVERED			START	END	DAY OFF	HOME BASE	
Rick Haagenson	OV10	STS-RDD-FOT-UKI			6/15	10/15	Sat	Redding	
Jimmie Bryant	OV10	CVH-O22-GOO-CIC			6/1	10/31	Mon	Chico	
Dane Hackler	OV10	PRB-PTV-HMT-RNM			4/17-6/14	10/16-11/30	Fri	Hemet	
Beau Miller	OV10	PRB-PTV-HMT-RNM			6/15	10/15	Fri	Paso Robles	
Jim Cook	S2T	RDD-FOT			6/15	10/15	Fri	Redding	
Bill Buckley	S2T	UKI-STS			6/15	10/15	Tue	Santa Rosa	
Jim Barnes	S2T	CIC-GOO			6/15	10/15	Wed	Santa Rosa	
Trevor Haagenson/John Kerpa	S2T	PTV-O22			4/17	10/31	Sat	Grass Valley/Hemet	
Vito Orlandella	S2T	PRB-CVH			6/1	10/31	Sat	Porterville	
Billy Hoskins	S2T	HMT-RNM			4/17	11/30	Tue	Ramona	
AIR TANKER TRAINEES*		TRAINEE ALTERNATES			START	END	OV-10 Reserves		
Kirk Chaney 6/15-10/15		Steve Schweitzer 6/15-10/15					Dan Johnson 6/15-10/15--RDD		
Henry Fierro 6/15-10/15		Scott Fisher 6/15-10/15					Dave Skopec 6/15-10/15--PTV		
Chris McGuire 6/15-10/15		Dane Hackler 6/15-10/15							
John Schaubes 6/15-10/15									

# DYNCORP MECHANICS AND PILOTS, 2017



Photo: Wes Schultz

## Aerial Firefighting Debrief Checklist:

- Safety of Flight Issues : ...

### Initial Attack:

- Dispatch information /Start /Taxi / Takeoff
- En route to the fire
- Arrival at the fire
- Initial Communication with ground resources
- Establishment of aircraft de-confliction plan (Copter arrival, landing, fence)
- Aircraft check-in procedures, terminology
- Initial plan of attack
- FTA Procedures: Communications /Altitude selection
- Fire orientation: General description, Hazards, Terrain,
- Target descriptions: Big to small, clear, concise, understood
- Drop patterns: Left, Right
- Drop accuracy: Start point, Stop point, Wind correction
- Drop feedback
- Retardant effectiveness: Coverage/Quantity level selection
- Helicopter de-confliction execution
- Aircraft Release / Return to Base / Taxi
- Load and return /Shutdown

### Extended Attack Add On:

- EA aircraft de-confliction plan (IPs, routes to and from heli-spots, dip-sites, and reload bases)
- Frequency management plan
- Operational and tactical plan
- Plan execution
- Leadplane operations
- Helco operations
- Fuel cycles management

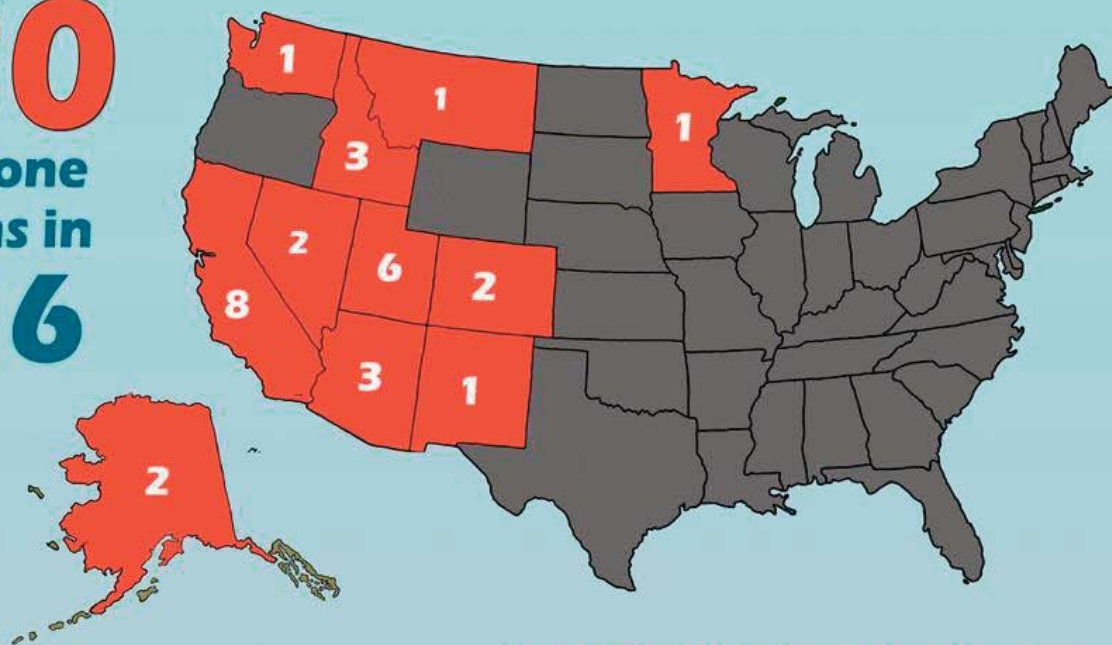
### Tanker Base Operations:

- Briefing and briefing products (maps, IAPs, frequency guides)
- Loading and Fueling
- Maintenance issues
- Pit de-confliction
- Mixing operations / Meals / Fuel vendor
- Crew Lodging and Transportation

## If YOU Fly, We CAN'T



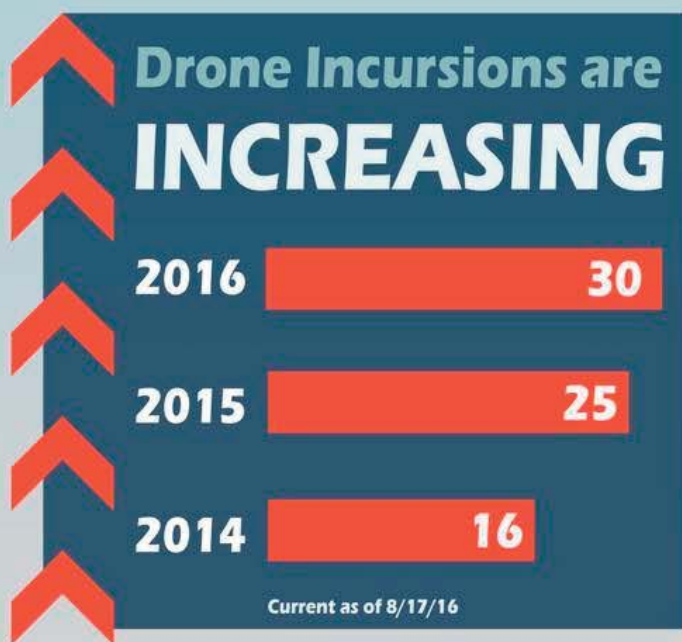
At least **30**  
Public drone  
incursions in  
**2016**



Aerial firefighting efforts were shutdown on at least **12** fires.

- Aspen Fire, Utah
- Comet Fire, Idaho
- Erskine, California
- Fritz Fire, Montana
- Pioneer Fire, Idaho\*
- Reservoir Fire, Utah
- Rock Crusher Fire, New Mexico
- Saddle Fire, Utah\*
- Sand Fire, California
- Trailhead Fire, California
- Webber Fire, Arizona
- Wildcat Fire, Arizona

\* Multiple Intrusions



## Keep Drones **AWAY** From Wildfires

These numbers will be updated weekly. They are subject to change as situations with drones continue to occur on a regular basis.

## DRONES OVER FIRE: TOO MANY INCURSIONS ALREADY!

Last year, more than 30 drone incursions were reported over fire operations, leading in at least 12 occurrences to ground firefighting aircraft. 2017 fire season has just begun and, already, many problems have occurred. Just in the last few weeks, aerial firefighters have been grounded due to drones flying in the vicinity on June 18th near Williams, Arizona, on June 27th near Flagstaff, Arizona and on June 28th near Durango, Colorado. In Durango, two SEATs had to jettison a total of 1'600 US gal of retardant, a waste of \$8'000 to \$10'000 of taxpayer money. The most worrying case might be the grounding of all aircraft working on the Silver Dollar Fire, on July 5th, as this fire was close to the Hanford nuclear site!

The Goodwin Fire, near Prescott, Arizona, is our big winner: drones led to ground aircraft twice, on June 28th and July 4th. Gene Alan Carpenter, a drone pilot suspected of causing the first incident, was arrested and is charged with putting 14 aircraft, their crews and ground firefighters at "substantial risk of imminent death or physical injury". Under fed-

eral regulations, he might be fined as much as \$250'000 and might be imprisoned for 3 years.

F. Mée



**IF YOU FLY,  
WE CAN'T**

**DRONES NEAR WILDFIRES ARE NOT SAFE**

- FLYING DRONES OR UAS (UNMANNED AIRCRAFT SYSTEMS) WITHIN OR NEAR WILDFIRES WITHOUT PERMISSION COULD CAUSE INJURY OR DEATH TO FIREFIGHTERS AND HAMPER THEIR ABILITY TO PROTECT LIVES, PROPERTY, AND NATURAL CULTURAL RESOURCES
- FIRE MANAGERS MAY SUSPEND AERIAL FIREFIGHTING UNTIL UNAUTHORIZED UAS LEAVE THE AREA, ALLOWING WILDFIRE TO GROW LARGER
- CONTACT YOUR NEAREST LAND MANAGEMENT AGENCY OFFICE TO LEARN MORE ABOUT UAS AND PUBLIC LANDS

**Forest Service**



## ABBIE CREWS

I was born in Girdwood, Alaska. Growing up, I split my time between there and Boulder, Colorado. In 2003, I entered the Air Force Academy and then went on to Air Force pilot training in Texas. Once operational, I flew C-17s at Travis Air Force Base and then MC-12s at Beale. The MC-12 is a beefed up King Air 350, turned into a tactical reconnaissance platform, complete with super secret squirrel sensors, full motion video and even a laser!

I flew in both Iraq and Afghanistan and had a lot of fun flying all over the rest of the world too! I separated from the Air Force in 2015 and flew MC-12s as a dirty contractor in Afghanistan. Then I flew Part 135 for a while.

I've never flown on fire but I am really excited about this new chapter! I live in Nevada City, California with my boyfriend Will and our dog Pink. For fun I skydive, speed-fly, ski, rock climb, mountain bike, etc.



Kandahar, Afghanistan, on a C-17 mission.



Flying Marine One and the Secret Service through the Pacific for Obamas East Asia Summit with my best friend Mash.



# CAL FIRE NEW PILOTS



My Air Force "fini" flight in the MC-12.



Dave Skopec after his first fire.

## CONGRATULATIONS

Photo: Chief Dennis Brown



Dan Johnson after his card ride with Dennis

## SACRAMENTO WALL

Tankers pilots wandering at night in Sacramento near the Capitol. Deep in their thoughts while watching the Wall. Familiar names of fallen Firefighters and Tanker Pilots....



JOHN MAZZOCCO LOS ANGELES COUNTY  
DARRELL GLEN RICE LOS ANGELES COUNTY  
MICHAEL JAMES HICKS NATIONAL CITY  
ARMANDO J. MORA, JR. SANTA FE SPRING  
SAMUEL ESCALANTE CHULA VISTA  
DANIEL SCULLY VALLEJO  
FRANK EARL TROUTMAN, JR. CAL FIRE  
WILLIAM MARSH SAN RAFAEL  
JAMES F. HORTON LOS ANGELES COUNTY  
CRAIG NIELSEN SAN DIEGO  
ORAN SHADOAN SAN DIEGO  
JOHN P. ELLIFF CAL FIRE  
PETE SANTANA CAL FIRE  
RENNY E. LEROY CAL FIRE  
STEPHEN A. WILSON CAL FIRE  
STEPHEN G. LLOYD CAL FIRE  
GEOFFREY CRAIG HUNT CAL FIRE  
NORMAN R. NELSON SAN DIEGO  
TRACY ROBERT CHIMENTI ROSEVILLE

THOMAS EUSTACE JOHN SALINAS  
RICHARD JOHN VOISEY PINOLE  
PATRICK LEE CARPENTER CAL FIRE  
ROBERT ALAN LEE CAL FIRE  
DONALD GLENN COOPER CAL FIRE  
JACK YOUNG CAL FIRE  
GARY M. STAMEISEN LOS ANGELES CITY  
DAVID GARRETT LEZCHUK CAL FIRE  
GREG HENNESSEY ORANGE COUNTY  
JOHN G. MURPHY SAN FRANCISCO  
CLYDE M. WATARAI SAN FRANCISCO  
GEORGE ALAN PEARCE NEWPORT BEACH  
FRANCK W. TREMAINE JACKSON

## WILDFIRE NEWS OF THE DAY

### California Wildfire News Compilation

by Michael Archer

As crews continued to spin up operations at Grass Valley Air Attack Base, a video segment shows some practice water drops by CAL FIRE S-2T Tanker 93 out of Chico over the base yesterday. **Water drop by Tanker 93 at the Grass Valley Air Attack Base (video)** [LINK](#)

In a season that has already seen over 18,000 acres burn in the Golden State, CAL FIRE has launched its "Ready for Wildfire" app, which will notify homeowners if a 10 acre or larger wildfire is reported within 30 miles of their home.

**Cal Fire launches new app to alert homeowners of wildfire danger** [LINK](#)

Wildfire NOTD subscriber Stacey Frederick, Program Coordinator at California Fire Science Consortium (<http://CaFireSci.org>), sent along their June newsletter.

**June 2017 Newsletter** [LINK](#)

CAL FIRE unveiled their Ready for Wildfire app, which puts a library of step-by-step checklists in the hands of homeowners to track their progress when creating defensible space, hardening their homes with fire-resistant construction, assembling an emergency supply kit, and creating a family communication and evacuation plan.

**CAL FIRE launches new Ready for Wildfire app** [LINK](#)

Despite losing his home in the 1,500-acre Hill Fire in San Luis Obispo County, Big Bang Theory star Johnny Galecki thanked CAL FIRE crews for risking their lives to fight the blaze.

**Big Bang Theory's Johnny Galecki Thanks Firefighters After His Home Burns Down in Massive Fire** [LINK](#)

CAL FIRE/Riverside County Fire Department reported that, after three days of battle, the 6,309-acre Manzanita Fire, which is burning south of Beaumont and Banning, has reached 77% contain-



ment and forward progress has been halted. **Spread of 6,309-acre Manzanita fire south of Beaumont has stopped** [LINK](#)

CAL FIRE reported that repeated airstrikes by aircraft from the Columbia Air Attack Base helped firefighters halt forward progress of the 65-acre Orange Fire, burning in the Knights Ferry area.

**Update: Air, Ground Resources Battle Orange Fire Near Knights Ferry** [LINK](#)

Although mandatory evacuations for the 1,200-acre Holcomb Fire, burning near the Southern California mountain community of Big Bear, have been lifted, the ongoing heatwave is slowing containment of the blaze, which is currently only 10%. **Mandatory evacuations lifted near Big Bear Lake as wildfire grows to 1,200 acres amid California heat wave** [LINK](#)

CAL FIRE reported that three firefighters suffered from heat related injuries while battling the 8-acre Dusty Fire near Bella Vista and had to be evacuated from the fireline by helicopter due to the remoteness of the fire.

**Air tankers, helicopters fighting fire near Hwy 299E** [LINK](#)

To sign up for Wildfire NOTD, click here: <http://archercopywriting.com/newsletter.html>

## NEWS FROM LE BOURGET AIR SHOW

### Viking scoopers: new kits and maybe new aircraft



CL-215Ts are former CL-215s with new PW123AF turbines. Viking also hopes to replace their 1'561 US gal tanks by the 1'630 US Gal ones used on CL-415s. (F. Marsaly)

A few months after buying the CL-215/CL-415 water scooper family from Bombardier, Viking Air is considering launching a new production batch of this specialized firefighting aircraft. According to Bob Mauracher, Viking Executive Vice President, the company is working hard on market study, both for selling new planes and for leasing them. Though there are no firm orders yet, the company is optimistic and think they could start the process in order to produce 4 to 5 aircraft a year around 2022-2025.

The new Viking 415 would be an upgraded CL-415, with up-to-date avionics, retaining the 1'630

US gal tanks and 4-door drop system. The upgrades would also

be available as a retrofit kit for existing Bombardier CL-415s.

Viking is also working on an upgraded kit for Canadair CL-215s: it would include PW123AF turbines, as with the CL-215T kit, and add the upgraded avionics of the new Viking 415. An option to retrofit the 1'630 US gal tanks on CL-215s would also be available, but the drop system would remain: these new retrofitted CL-215s would keep their 2 doors. Kits for both CL-215s and CL-415s should be available within 2 years.

Many countries and agencies, especially in Europe, could be interested by this announcement.

CL-415 - Viking Air is working on market study for CL-415. The production may start between 2022 and 2025. (F. Marsaly)



## Lockheed Martin: the new civilian “Herc” is coming

Lockheed Martin proceed to their new Hercules maiden flight on may 25th. (Lockheed Martin)



Lockheed Martin sent to Paris Air show its brand new cargo airplane, the LM-100J, which had made its maiden flight on May 25th 2017. The plane exposed at the Bourget air show had only 28 flight hours, including the flight to Paris! Such is the confidence Lockheed Martin grants this new plane... Well, new plane, not really. The LM-100J is actually a civilian version of C-130J Hercules: it has logged more than 1.5 million flight hours since 1999 and around 250 planes have been delivered or ordered.

The “highest-powered glider in the world”, the Lockheed L100 offers short take-off and landing performances and huge endurance and, as a Lockheed Martin representative said: “there are mines in Canada that would not exist without the Hercules”. As the last L100 was produced in 1992 and many are coming to the end of their operational life (\*), time had come to renew the Hercules family and the LM-100J program was started in 2014. The LM-100J is something as “a

military plane upgraded to fly into any airspace”, and Lockheed stresses that maintenance is available everywhere in the world thanks to military C-130 users. The LM-100J is a variant of the long-fuselage C-130J-30 (which had been certified in 1998) with an update for avionics – for example, it no longer has a terrain-following radar.

Being a new aircraft, the LM-100J can be a candidate to contracts requiring new planes which would not allow retrofitted L100s. As for firefighting, it is already fully compatible with MAFFS 1 and 2 and engineering is going on to adapt RADS tanks on this new version. Coulson, as RADS



The brand new LM-100J on Le Bourget Air Show. (F. Marsaly)



patent holder for Hercules, is involved in this process.

To this day, 5 LM-100J were sold to undisclosed customers. Lockheed Martin aims at making around 85 planes in the years to come.

Good surprise at Le Bourget air show: USAF brought a C-130J-30 from California ANG, also a MAFFS unit. Easy to compare proven military and brand-new civilian versions!

(\* ) Lockheed L100s with enough remaining potential can be a good option for tanker conversion, as Coulson has done for their Tanker 131 and 132, both former cargoes from Lynden Air Services.

California Air National Guard C-130J-30 seen at the Bourget Air Show. (F. Marsaly)



## FRENCH FIRE BOMBERS HAVE MOVED



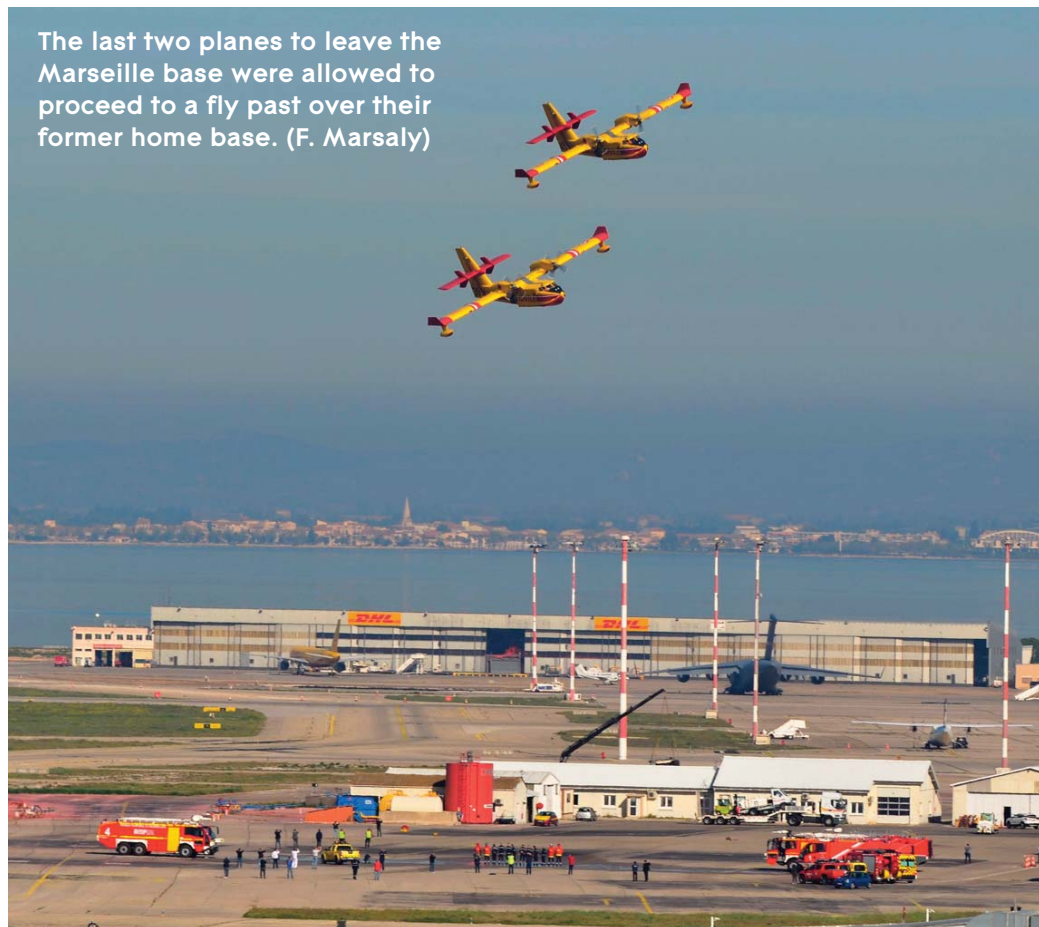
New Sécurité Civile home base  
First ever flag ceremony on march  
10th 2017. (B. Guerche/Dicom)

On March 10th 2017, the new Sécurité Civile home base was inaugurated on former French navy air base at Nîmes-Garon, some 50 miles north-west from Marseille. Too small, lacking sufficient shelter, their historic base in Marseille-Marignane had become outdated after 54 years of continuous use. The new base, with five hangars inherited from the French navy and two brand new buildings, has been operational since the beginning of April. We will return to this topic in our 4th CFPA Newsletter issue, as the AFF 2017 will take place at Nîmes.

The last two CL-415s left Marseille on March 30th, followed a few minutes later by the very last Sécurité Civile plane, King Air Bengale 96.



Airport firemen's water salute for the last CL-415 leaving Marseille,  
30th march. (F. Marsaly)



The last two planes to leave the  
Marseille base were allowed to  
proceed to a fly past over their  
former home base. (F. Marsaly)

## A CONAIR RJ85 IN MARSEILLE THIS SUMMER

After a long ferry flight from Abbotsford, British Columbia, Conair RJ85 AT Tanker 466 landed at Marseille airport on June 26th after its last leg from Scotland. The plane was quickly placed on a long-term parking. Conair did not answer any questions, so its presence there raised some interrogation; yet, after the Portuguese disaster last June (63 people dead), there is little doubt that opportunities to find contracts for a fire bomber do exist.

Conair Tanker 466 landed at Marseille on June 26th. (L. Cimino)



The plane was placed on a long-term parking. (Alex Dubath)





The first 737 Fireliner ready for its ferry flight from paintshop in Spokane to Coulson facility in Port Alberni were it will receive its tank and drop system. (Coulson Aviation)

## COULSON LAUNCHES THE FIRELINER

On May 26th, a Boeing 737 was ferried to Port Alberni. This former Southwest Airlines 737-3H4(WL), registered N617SW, will be equipped with a 4'000 US gal con-

stant flow tank and become the first 737 fire bomber. Coulson may have bought as many as 6 planes. The first test flight is expected by the end of this year. As the 737-300

is a very popular aircraft (1'113 units built from 1984 to 1999), this might come as a masterstroke in the tanker business!



# 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



New state of the art facility



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# SEARCH & RESCUE INTERNATIONAL

19 - 20 October 2017  
Nîmes | France

**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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## GLOBAL'S SUPERTANKER GETS EVALUATED ON THE US FOREST SERVICE CUP GRID

BY STEVE WHITBY

Global SuperTanker Services Boeing 747-400, known as Tanker 944, underwent retardant drop testing on the cup grid at the US Forest Service Tanker base in Fox, north of Lancaster, California, on the weekend of June 23rd & 24th, 2017. I was there, up in the Forest Service tower to get some elevation, shooting stills alongside Mark Pieper – a videographer for the US Forest Service from Missoula, Montana, who was using USFS high speed video equipment.



Fox Field Tower, where the flight tests took place. (S. Whitby)



The cup grid. Many people were involved in this operation. (S. Whitby)

An explanation on how the test grid works. There's a large rectangular designated area running parallel with the north side of the runway at Fox. There are 197 rows with 23 cups per row, each on an approximately 5' high pole, making a total of 4'531 poles/cups, set in an evenly-spaced grid. Each cup is numbered. The aircraft makes its run when on final and drops retardant in the amount prescribed

by the USFS. When the drop is over, a hired group of people, staged out next to the grid, collects all the cups and loads them into trucks to be taken to a hanger at the base. There, USFS personnel sort and weigh each numbered cup of retardant, then enter this information into a special computer program where the results are compiled. The hired people that collect the cups also replace the full ones



Boeing 747 Tanker 944 proceed to its test drop. (S. Whitby)

with clean empty cups for the next drop. All this takes quite a bit of time. It should be noted that safety criteria apply for the people hired to work out on the grid this time of year, for terminating the drops if the temp exceeds 100°F. Another limitation is determined by the tanker pilots: if the wind exceeds 10/15 mph, drops end. On both Saturday and Sunday, drops were cut off by 11:00am.

The 747 is too large to land at Fox: the runway is too short. Anyway, it is paved with asphalt: with an aircraft as heavy as a 747 and the temperature hovering around 109°F, even if the runway

Retardant rain over cup grid. (S. Whitby)



Too heavy for Fox Field, the Supertanker was based at Mojave. (A. Grondeau/HeadingWest.net)



was long enough, it wouldn't be advisable to land this heavy aircraft on such a "soft" runway. Global landed their aircraft 27 miles north of Fox at the Mojave Airport, which is a huge storage facility for large airliners not being used by the airlines anymore. For re-loading, Phos-Chek set up one of their portable retardant loading bases in a field next to a taxiway, just north of Richard Branson's Virgin Galactic hangar.

Saturday morning's drops didn't start till 08:00 and the first drop was water, which doesn't count on the test grid. Then, there was only one retardant drop: 3 hours was all they could squeeze in before it got too hot, and it took time until the cups were collected and replaced and the 747 was reloaded at Mojave and flown back down to Fox. Sunday was slightly better: the first drop started a little earlier and it was retardant, not water. They managed to get in three retardant drops before the temp and wind exceeded the criteria. After eating lunch with the Missoula people, I drove up to the Mojave Airport to talk to Tanker 944's flight crew and take some photos before I had to drive home on Sunday afternoon. At this point, I don't know what the test results were; I believe they did more test drops later the next week.



Supertanker modern flight deck. (S. Whitby)



Supertanker tanks inherited from Evergreen first 747 fire bomber. (S. Whitby)

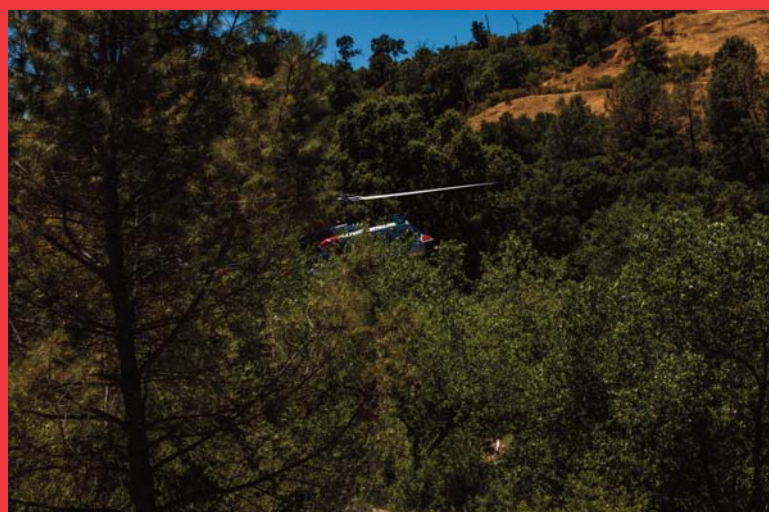
# PHOTO REPORTS: INITIAL ATTACK IN CLOVERDALE



Copter 104 Pilot Todd Hudson at work  
(with C901, the spare)

Larry Robinson

[robinsonphotography.smugmug.com](http://robinsonphotography.smugmug.com)



# PHOTO REPORTS: INITIAL ATTACK IN CLOVERDALE

