

SECTION VIII – FORMS

LAB PROVISIONALLY APPROVED AIRTANKER EVALUATION

Instructions: the Interagency Airtanker Board requests that you complete a written evaluation of the provisionally approved airtanker after carefully weighing observed operational characteristics. This information will be utilized for final Board acceptance or rejection of the airtanker as an approved airtanker. Use of this or other similar forms is approved for submittal of the requested information.

This evaluation should be as objective as possible, realizing that the aircraft may be flown by many pilots over its lifetime of service. To the extent possible, base your answers on aircraft capabilities rather than pilot skills.

When complete, please send through channels to:

Chairman, Interagency Airtanker Board
National Interagency Fire Center
3833 S. Developmental Avenue
Boise, ID 83705

Aircraft type DC10-10
Manufacturer's Serial No. 46942
"N" No. N450AX
A/T No. 910
Assigned Base KVCV

Use following codes for Sections 1 thru 3:

AA = Above average
A = Average
B = Below average
UA = Unacceptable

1. Base Manager Evaluation

- A. Getaway time _____
- B. Ground handling characteristics _____
- C. Maintenance reliability (excluding tank and gating system) _____
- D. Tank system reliability _____
 - (1) System breakdowns _____
 - (2) Leakage _____

**INTERAGENCY AIRTANKER BOARD (IAB)
Probationary Airtanker Evaluation**

The IAB requests that you complete this evaluation form after carefully weighing observed operational characteristics. The provided information will be utilized for final IAB ACCEPTANCE or REJECTION of the Airtanker as a permanently qualified addition to the Airtanker fleet. This evaluation should be as objective as possible, realizing that the Airtanker will be flown by many pilots over its lifetime of service. Please base your answers on the Airtanker capabilities rather than pilot skills.

Airtanker Number: 910 Registration: N450AX Serial Number: 46942

Assigned Base: Victorville, CA Aircraft Type: DC-10-10 Manufacture: McDonnell Douglas

Contract Number: Other: _____

Fire Incident: ESPERANZA Location: BANNING, CA

Pilot: MAXEY Co-Pilot: VEGEUS

FIRE OPERATIONS

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		
	1	2	3	4	5	N/A
I/A Response Time:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reload Turn Times:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DC-10 Maneuverability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep Terrain Operations:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Drop Patterns

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		
	1	2	3	4	5	N/A
Light Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Moderate Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heavy Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Uniformity of Coverage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MAINTENANCE

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		
	1	2	3	4	5	N/A
Maintenance Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank Ground Handling:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank Breakdown:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank Leakage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank system Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PRODUCT DISPENSED

Water Retardant Foam Gel Other: _____

Total Gallons Delivered (GD): 72,000 GALLONS Number of Days: 2

Price per Gallon Delivered (PDG): \$ _____ (PGD = Daily Availability + Flight Time / GD)

EVALUATOR COMMENTS / OBSERVATIONS

Aircraft crew worked very effectively in a congested
ETA making multiple drops, split drops with long
Term redundant. Lead plane was and continues
to be essential as a coordinator & control

EVALUATOR

- Incident Commander
- Air Support
- Crew Base
- Air Attack
- Airtanker Base Manager
- Other _____
- Lead Plane
- Air Operations
- Division Supervisor

Name: _____

Date: 10/29/06

Position: CDR Chief of Operations

Phone: _____ Ex. _____

Organization: CDF

Cell: _____

Address: 5500 Price Ave
McClellan CA

Fax: _____
Email: _____

Please provide a copy to 10 Tanker STC Company representative and forward original through agency channels to:

Chairman, Interagency Air Tanker Board
National Interagency Fire Center
3833 South Development Drive
Boise, ID 83705

SECTION VIII – FORMS

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National Interagency Fire Center
3833 S. Developmental Avenue
Boise, ID 83705

Aircraft type DC-10
Manufacturer's Serial No. 46942
"N" No. 450AX
A/T No. 7910
Assigned Base KVCV

Use following codes for Sections 1 thru 3:

AA = Above average
A = Average
B = Below average
UA = Unacceptable

I. Base Manager Evaluation

- A. Getaway time _____
- B. Ground handling characteristics _____
- C. Maintenance reliability (excluding tank and gating system) _____
- D. Tank system reliability _____
 - (1) System breakdowns _____
 - (2) Leakage _____

2. Lead Plane – Air Attach – Helicopter Coordinator - Evaluation

- A. Observed maneuvering capability SATISFACTORY -- (A)
- B. Ability to approach steep targets MODERATE DESCENDING TERRAIN SATISFACTORY (A)
- C. Tank system flexibility on different fuel types and at varying altitudes SEE BELOW -- (A)

3. Ground Observer(s) - Evaluation

- A. Drop pattern characteristics on: _____
 - (1) Light fuels _____
 - (2) Intermediate fuels _____
 - (3) Heavy fuels _____
 - (4) Uniformity of coverage _____

4. General Comments

Full load coverage level 4 ^{DISREGARD} ~~500 AGL setting~~ seems to provide the most consistent coverage level and excellent line length. coverage level 6 ~~200~~ from 200 feet showed heavy debris starting 1/3 way into the drop (moderate downward run). Lighter coverage levels appear to have light breaks in flow out of tanks. Overall, still good coverage levels ^{original} with line width 2x the width of typical P3 drop.

Evaluator _____ Date 10-29-06

Title and Administrative Organization helicopter pilot, Dyn Corp/COF

**INTERAGENCY AIRTANKER BOARD (IAB)
Probationary Airtanker Evaluation**

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Airtanker Number: 910 Registration: N450AX Serial Number: 46942

Assigned Base: Victorville, CA Aircraft Type: DC-10-10 Manufacture: McDonnell Douglas

Contract Number: Other: _____

Fire Incident: ESPERANZA Location: RIVERSIDE RANGER UNIT, CA

Pilot: J. MAXLEY Co-Pilot: D. DEGEUS

FIRE OPERATIONS

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
I/A Response Time:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reload Turn Times:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DC-10 Maneuverability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steep Terrain Operations:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Drop Patterns

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
Light Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Moderate Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heavy Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uniformity of Coverage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MAINTENANCE

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
Maintenance Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank Ground Handling:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank Breakdown:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank Leakage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tank system Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PRODUCT DISPENSED

Water Retardant Foam Gel Other: _____

Total Gallons Delivered (GD): 60,000 + Number of Days: 2

Price per Gallon Delivered (PDG): \$ _____ (PGD = Daily Availability + Flight Time / GD)

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National Interagency Fire Center
3833 S. Developmental Avenue
Boise, ID 83705

Aircraft type DC-10
Manufacturer's Serial No. 46942
"N" No. 450AX
A/T No. T-910
Assigned Base VICTORVILLE

Use following codes for Sections 1 thru 3:

AA = Above average
A = Average
B = Below average
UA = Unacceptable

I. Base Manager Evaluation

- A. Getaway time AA
- B. Ground handling characteristics AA
- C. Maintenance reliability (excluding tank and gating system) AA
- D. Tank system reliability A
 - (1) System breakdowns NONE
 - (2) Leakage NONE

2. Lead Plane – Air Attach – Helicopter Coordinator - Evaluation

- A. Observed maneuvering capability A
- B. Ability to approach steep targets A
- C. Tank system flexibility on different fuel types and at varying altitudes AA

3. Ground Observer(s) - Evaluation

- A. Drop pattern characteristics on:
 - (1) Light fuels _____
 - (2) Intermediate fuels _____
 - (3) Heavy fuels _____
 - (4) Uniformity of coverage _____

N/A

4. General Comments

I WAS THE RTGS ASSIGNED TO T-910 ASSIGNMENT ON THE ESPERANZA FIRE IN RIVERSIDE COUNTY. T 910 MIXED WELL WITH THE 10 OTHER FIXED-WING AIR TANKERS. T-910 MADE 6 DROPS ALL WITH EXCELLENT RESULTS. THE LEAD AND CREW WORKED ON ALT AND COVERAGE LEVELS AND PERFORMED WELL

Evaluator [REDACTED] Date 10/29

Title and Administrative Organization FIRE CAPTAIN CDF/FP

**INTERAGENCY AIRTANKER BOARD (IAB)
Probationary Airtanker Evaluation**

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Airtanker Number: 910 Registration: N450AX Serial Number: 46942

Assigned Base: Victorville, CA Aircraft Type: DC-10-10 Manufacture: McDonnell Douglas

Contract Number: Other: _____

Fire Incident: ESPERANZA Location: RIVERSIDE, CA

Pilot: MAXEY Co-Pilot: DEGEUS

FIRE OPERATIONS

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
I/A Response Time:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reload Turn Times:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DC-10 Maneuverability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep Terrain Operations:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Drop Patterns

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
Light Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Moderate Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heavy Fuels:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Uniformity of Coverage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MAINTENANCE

	<u>Did Not Meet Expectation</u>		<u>Average</u>	<u>Exceeded Expectation</u>		N/A
	1	2	3	4	5	
Maintenance Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank Ground Handling:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank Breakdown:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank Leakage:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tank system Reliability:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PRODUCT DISPENSED

Water Retardant Foam Gel Other: _____

Total Gallons Delivered (GD): 72,000 Number of Days: 2

Price per Gallon Delivered (PDG): \$ 1.69 (PGD = Daily Availability + Flight Time / GD)

EVALUATOR COMMENTS / OBSERVATIONS

T-910 WAS VERY EFFECTIVE DURING THIS ACTIVATION. T-910 WAS IN A COMPLEX AIRSPACE AND THE CREW PERFORMED WELL. THE LARGE VOLUME ~~WAS~~ DELIVERED BY T-910 HELPED TO KEEP THE FIRE IN CHECK AND PROVIDED TIME FOR GROUND RESOURCES TO WORK ON THE FIRE'S EDGE. WITH MORE EXPERIENCE THE PLANE WILL FIT INTO THE FTA JUST LIKE THE OTHER FIXED-WING AIR TANKERS.

EVALUATOR

- Incident Commander
- Air Attack
- Lead Plane
- Air Operations
- Air Support
- Airtanker Base Manager
- Division Supervisor
- Crew Base
- Other _____

Name: [REDACTED]

Date: 10/30/06

Position: AT65 IN LEAD PLANE

Phone: [REDACTED] Ex. _____

Organization: CDF

Cell: [REDACTED] 7

Address: 3403 TAXIWAY A
PASO ROBLES, CA
93446

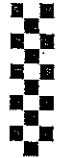
Fax: [REDACTED] 9

Email: [REDACTED] net

[REDACTED]@fire.ca.gov

Please provide a copy to 10 Tanker STC Company representative and forward original through agency channels to:

Chairman, Interagency Air Tanker Board
National Interagency Fire Center
3833 South Development Drive
Boise, ID 83705



Handwritten notes and scribbles at the top of the page, including the word 'MICHIGAN' and other illegible markings.

FAX

ESPERANZA FIRE

TO: 10 Tanker Air Carrier

FAX# 760-530-2089

DATE: 10/30/06

TOTAL PAGES: 4

SUBJECT DC 10 Evaluation

FAXED FROM (951) 845-1069

SECTION VIII - FORMS

LAB PROVISIONALLY APPROVED AIRTANKER EVALUATION

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National Interagency Fire Center
3833 S. Developmental Avenue
Boise, ID 83705

Aircraft type

DC10

Manufacturer's Serial No.

"N" No.

A/T No.

Assigned Base

Victorville

Use following codes for Sections 1 thru 3:

- AA = Above average
- A = Average
- B = Below average
- UA = Unacceptable

1. Base Manager Evaluation

A. Getaway time B

B. Ground handling characteristics A

C. Maintenance reliability (excluding tank and gating system) _____

D. Tank system reliability _____

(1) System breakdowns _____

(2) Leakage _____

2. Lead Plane - Air Attach - Helicopter Coordinator - Evaluation

- A. Observed maneuvering capability _____
- B. Ability to approach steep targets _____
- C. Tank system flexibility on different fuel types and at varying altitudes _____

3. Ground Observer(s) - Evaluation

- A. Drop pattern characteristics on: _____
 - (1) Light fuels _____
 - (2) Intermediate fuels _____
 - (3) Heavy fuels AA
 - (4) Uniformity of coverage A.A

4. General Comments

Long turn around time, good uniform coverage
THE TANKER WAS VERY RECEPTIVE TO THE USE OF
THIS AIR TANKER.
THE LOADS DELIVERED DEFINITELY HELPED TO CONTAIN
THE FIRE ACTIVITY UNTIL THE DOZER'S COULD WORK
DIRECT DOWN THE RIDGELINE FROM DIV-6 INTO DIV-
H.

Evaluator [REDACTED] Date 10-30-06
 Title and Administrative Organization BATTALION 3116 CDF. Riverside

10 Tanker Air Carrier
Comments

4-Nov-06

As an attachment to the evaluation to the Esperanza Fire completed by [REDACTED] would like to denote the following:

Air Turns

- Time to fire was approximately 15 minutes
- Time in fire pattern was approximately 15 minutes
- Time returning from fire was approximately 15 minutes
- Duration from take off to block-in was in the range of 40 to 50 minutes

Ground Turns

- Ground turn on Friday and Saturday (each consisting of three loads) were accomplished in as little as 18 minutes for 12,000 gallons of retardant by filling two tanks consecutively.
- The last mission of each day did take longer regarding tank filling. The CDF coordinator in KVCV held the Phos-Chek team from premixing a load near the end of the day so no surplus retardant would remain in the portable retardant farm and dip tank. Retardant farm mixing and loading the aircraft concurrently did slow the ground turn times.

Brad Tuttle
10 Tanker Air Carrier
General Manager