

**Summary of DC-10 Activity on the Moonlight Fire  
9/10/07**

On September 10 I was assigned to L-90 at McClellan Air Base in Sacramento, Ca. Below is a summary of the five drops that were made on the Moonlight Fire on the Plumas National Forest.

Drop 1 The DC-10 arrived over the fire and was incorporated into the FTA with no delay and was instructed to drop a coverage level 6 full load on an active portion of the fire. The DC-10 completed the drop, approximately  $\frac{1}{4}$  mile, right on target and was instructed to load and return.

Drop 2 The second drop was a continuation of drop 1 tying on to the retardant line that other air tankers had put in while T-910 was reloading. T-910 again was quickly incorporated into the FTA with no delay. The drop was coverage level 4 with slightly rising terrain. The drop was on target, good coverage. T-910 was instructed to load and return.

Drop 3 T-910 arrived back at the incident the same time as three large other tankers. The drop location was still being discussed with the ATGS and the operations folks. When the tactics were finally determined the four air tankers were brought in to drop. The drop was in a different area than the previous one's and was perpendicular to the fire line. T-910 contacted L-90 and advised us that they were low on fuel. We determined a drop location and described it to T-910. On final there were vehicles near the drop location and numerous roads that confused the target description. T-910 dropped late and  $\frac{1}{2}$  of the load drifted into the burn. There was some confusion in the communication between L-90 and T-910 in if it was a load and return. McClellan AAB was contacted by cell and T-910 was instructed to load and return.

Drop 4 T-910 returned and was incorporated into the FTA with no delay. The drop was down a valley and paralleled a road. T-910 completed the coverage level 4 drop and had 3,000 gallons remaining. T-910 came around and reinforced their previous drop. T-910 was instructed to load and return.

Drop 5 T-910 returned and made a drop in the area of drop 1 and 2. It was a coverage level 4 with rising terrain. T-910 completed the drop with a early start point and good results. T-910 was told to return to McClellan and hold.

An after action meeting was held 9/11/07 to discuss the issues from the previous day. These were the issues and the solutions we came up with.

1. CRM. There were a few issues with miscommunication between T-910 crew members and it was determined that there needs to be clear instructions and common terminology used in the cockpit between crew members.
2. Instructions between the lead and T-910. Clear instructions need to be conveyed on load/hold, load/return.
3. Go around. If there is any confusion on the target or any part of where the run, it is better to go around vs. wasting the load.
4. The DC-10 is a very effective tool when used in the proper situation.