



TANKER 910 AIRCRAFT FACT SHEET

AIRCRAFT

A DC-10 airliner modified for aerial firefighting.

CREW:

Two pilots, a flight engineer, and a CDF Air Tactical Group Supervisor -- acting as a technical advisor -- are on board and working in coordination with CDF support personnel

EXTERNAL TANKS:

Three separate external tanks mounted along the centerline which can hold 50 tons of water or retardant and are balanced with baffles to prevent shifting while in flight. The tanks' ground clearance is approximately 15 inches above the tarmac. The tanks can be re-filled concurrently on the ramp in eight minutes.

DROP CAPABILITIES:

Tanker 910 can dump as much as 12,000 U.S. gallons of retardant in as little as eight seconds. Tanker 910 uses the computerized gravity-feed water dump system that is essentially a modified and scaled-up version of the system used by Erickson Air-Crane on its S-64 helicopter. The drop rate, controlled from the cockpit, is governed by the opening of the tank doors.

APPLICATIONS:

The 10 Tanker has maneuverability but is more geared for a large-scale drop, compared to the CDF's S-2Ts aircraft which hold 1,200 gallons of water or retardant used for tighter surgical drops.

CERTIFICATION:

The 10 Tanker was certified or "carded" today by CDF Aviation Management Unit after the aircraft was tested repeatedly with numerous drops in the desert as well as runs on higher elevations. Testing with loads in the last few days has shown the Tanker 910 provided appropriate coverage on the ground. The external tanks provide constant flow and a clean pattern considering the size of the drop. Tanker 910 is certified by the FAA and meets the same maintenance standards as passenger-carrying planes of the identical size.

DEVELOPMENT

Jointly developed over the past four years by Omni Air International of Tulsa, Oklahoma and Cargo Conversions LLC, a freighter conversion company based in San Carlos, California. Tanker 910 was demonstrated in late March for state fire officials and the media at Southern California Logistics Airport in Victorville, formerly the George Air Force Base, located in the Mojave Desert. The DC-10 is a 31-year-old former passenger jet that carried 285 passengers for American Airlines and later held as many as 380 passengers for charter flights flown by Omni Air International to Hawaii.

TACTICAL APPLICATION:

Today's operational objective for this aircraft is to build a retardant buffer between the fire and Big Bear and to protect ground crews, which were flown in this morning by helicopter. The retardant that is going to be dropped by Tanker 910 is intended to buy some time for the ground forces to get in position and get the containment line built.

COST:

Tanker 910 was leased today by CDF at a cost of \$52,000.

Info Web Sites

Sawtooth Complex Incident Information

http://cdfdata.fire.ca.gov/incidents/incidents_details_info?incident_id=94

CDF

www.fire.ca.gov

CDF Aviation

http://www.fire.ca.gov/php/fire_er_airprgm.php

Omni Air

<http://www.omniairintl.com/history.html>