

MONUMENT HELITACK

2006 End of Year Report



2006 Overview:

The exclusive use contract on the Pike National Forest began early this year due to extreme fire danger and severity conditions existing across the area. The contract started a three week extension on April 22nd and officially entered normal contract period on May 17th. With drought conditions persisting across the region the contract was again extended from September 13th until September 30th.

The 2006 Monument Helitack crew was comprised of 8 firefighters who kept the helicopter staffed and available 7 days a week, 9 plus hours a day. All required training was completed to retain status as a rappel crew for a second year. Monument continues to be the only operational rappel base in Region 2. However, it is hopeful that the continued success and safety of this program on the Pike National Forest will become a role model and a stepping stone for program development and growth throughout the region.

Crew:

The 2006 season brought new faces to a crew that had seen the entire staff returning over the past four years. An influx of new ideas and perspectives as well as a renewed focus on training for the individuals benefited the crew in the long run. All permanent employees and one seasonal employee returned, while three new seasonals were welcomed to the crew. Hiring an additional seasonal firefighter brought the crew up in number from seven in previous years.

MONUMENT HELITACK 2006

Helitack Supervisor	Jim Lawson
Assistant Helitack Supervisor	-Vacant-
Lead Crewmember	Kris Paxson
Lead Crewmember	Steve Mosier
Senior Firefighter	-Vacant-
Crewmembers	Scott Bogges
	Lisa Gowe
	Adrian Leyva
	John Sylvester
	Mike Bentley
Pilot	Bill Lovitt/ Charlie Reid
Mechanic	Frank Hubbard
Fuel Truck Driver	Kelly McClatchey

The crew's commitment to safety and overall safety awareness resulted in only one minor burn injury that required a brief emergency room visit at the beginning of the year. No lost time was incurred during an extended and very busy season.

Aircraft/Contractor:

2006 was the final year of a three-year contract with Evergreen Helicopters Inc. out of McMinnville, Oregon. The contracted helicopter is an AS 350-B3 A-Star. The aircraft is a type three light helicopter, has rappel capability and can carry up to five passengers.

The contract also included the automated flight following (AFF) which is now mandatory equipment. This system allows flight tracking via satellite by automatically transmitting position information every two minutes. Information updates provided include latitude and longitude, altitude, heading and ground speed. The information can be accessed by dispatch centers and other aircraft bases with proper authority. For the third year this system proved to be a valuable asset in tracking resources from the helibase.



The A-Star B3's high altitude capability and high airspeed continue to make this a very cost effective and safe aircraft, on both initial attack fires and cross country flights. In addition to the helicopter, the company supplied a pilot, mechanic, driver and fuel truck to support operations. There were no major mechanical or contractual problems with the aircraft during the contract period. Several service bulletins were issued for the A-Star B3 during the summer and the aircraft remained in full compliance with these directives.

Evergreen Helicopters provided outstanding service and maintained a clean safety record over the three years they have held the contract at Monument. The contract will be resolicited for the 2007 season due to the three-year limitation.

Training:

April saw the crew busy with pre-season training while continuing to staff the early extension of the helicopter. During the first week the crew put on S-271 Interagency Helicopter Operations and A-219 Helicopter Transport of External Cargo. Six people completed these two courses which were required training for three of the new seasonals. The mandatory 24-hour firefighter refresher, which is usually completed in conjunction with the Pike Hotshots, had to be completed separately this year due to the earlier start for the helitack crew. Topics covered included Standards for Survival, Aviation Transport of Hazardous Materials, LCES and field exercises on shelter deployment. Monument Helitack also completed the mandatory 8-hour refresher in helicopter operations for the crew and members of the Pike Hotshots.



Amongst all the other required training the crew managed to travel to the rappel training tower in Prescott, AZ to complete their annual recertification and begin initial rappel training for the rookie rappellers. The crew returned home to complete recertifications and pilot check rides and remained busy over the next few weeks completing initial rappel training for the rookies.

Training continued into the year with crewmembers completing trainee assignments in varying positions. In addition to three rappel certifications there were two Helicopter Crewmember (HECM) taskbooks completed, one firefighter completed their Incident Commander Type IV (ICT5) and two became Take-off & Landing Coordinator (TOLC) qualified. One other crewmember was accepted onto Pete Blume's Rocky Mountain Type II Incident Command Team as an Air Support Group Supervisor (ASGS) trainee. They supported the team on two assignments over the season.



The crew also provided an instructor for the regional Helicopter Managers course hosted in the winter.

Position	Designator	Number Completed
Helicopter Crewmember	HECM	4
Helicopter Rappeller	HRAP	3
Takeoff and Landing Coordinator	TOLC	2
Incident Commander Type V	ICT5	1

Monument Helitack worked with two trainees from the Black Hills National Forest during a two week period in South Dakota and Wyoming. One individual was able to complete their Helicopter Crewmember taskbook while the other received experience on several large incidents as a Helicopter Manager. Monument hosted one detailer for thirty days that had attended the S-271 training in the spring. During that time the individual was able to successfully complete their Helicopter Crewmember taskbook and participated in over 15 initial attacks and several large fires.

Future plans are to continue supporting the region by hosting aviation training and providing experience through detailer positions. Currently the crew is planning on offering a S-270 Basic Air Operations and a S-271 Interagency Helicopter Operations course in the spring of 2007. Monument will also be hosting the Regional Helicopter Manager's Workshop in Colorado Springs this year.

Operational Summary:

- Total Flight Hours: 236.6
- Passengers Delivered: 747
- Cargo Delivered (lbs.): 73,739
- Water Delivered (gal.): 51,524
- Fire Responses: 52
 - Initial Attack- 44
 - Medivac/SAR- 1
 - Large Fire Support- 6
 - Wildland Fire Use- 2

This year's busy season began at home on the Pike National Forest with the crew responding to a heavy initial attack load, while continuing to support those incidents which surpassed the initial attack phase. At the beginning of July a monsoonal flow began to move over the area bringing heavy rains and relief from the persistent drought conditions. Although things slowed down for the Pike NF, the monsoonal moisture did not stretch north into other parts of the region and the crew was soon assisting the Black Hills NF with initial attack out of Spearfish, SD.



On July 22nd the crew was moved from the Black Hills to support the suppression of the Little Venus fire, formerly being managed as wildland fire use. For 12 days the crew supported the fire both at the helibase and on the line. Members of the crew spent several days engaged in wrapping historical cabins with fire-resistant material. Later on, the crew provided firefighters to work on securing sections of line. In addition to continually staffing the helicopter,

Monument also supplied personnel to fill the positions of Air Support Group Supervisor (ASGS), Helicopter Coordinator (HLCO), Aircraft Base Radio Operator (ABRO) and Take-off and Landing Coordinator (TOLC).

During August the crew helped transport equipment to several repeater sites on the Routt National Forest and then pre-positioned in Craig for fire response. Being the only remaining helicopter in the area, the next several weeks saw the crew busy responding to initial and extended attacks around the state. Support was provided on 13 incidents in Northwest Colorado, Arapaho Roosevelt NF, Pike NF and Garfield County.



The rest of the summer was spent out of region, supporting large fire incident in Utah, Idaho and

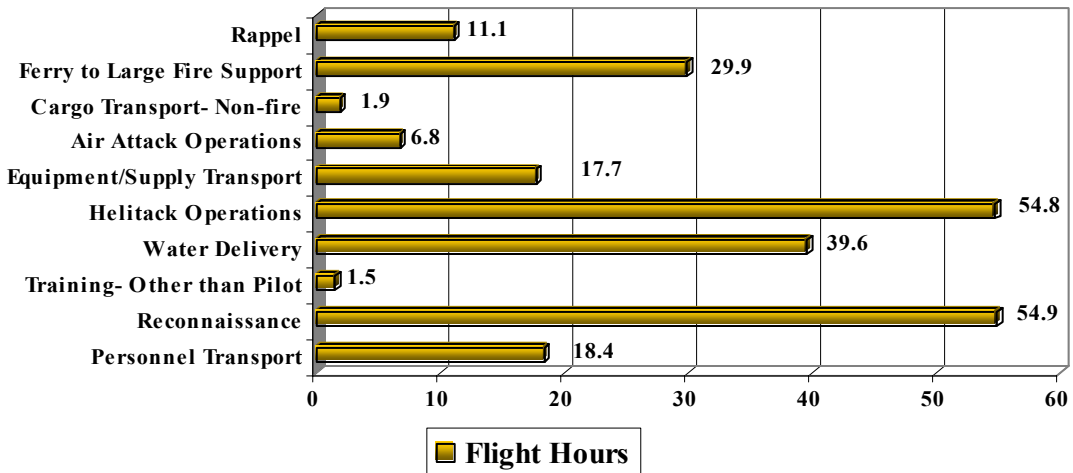


Northern California. The crew continued to fill helibase positions as needed to include: Helibase Manager Type I & II (HEB1/ HEB2), Aircraft Base Radio Operator (ABRO) and Take-off and Landing Coordinator (TOLC). Trainee assignments were also completed by other crewmembers in the aforementioned positions and Deck Coordinator (DECK). On several

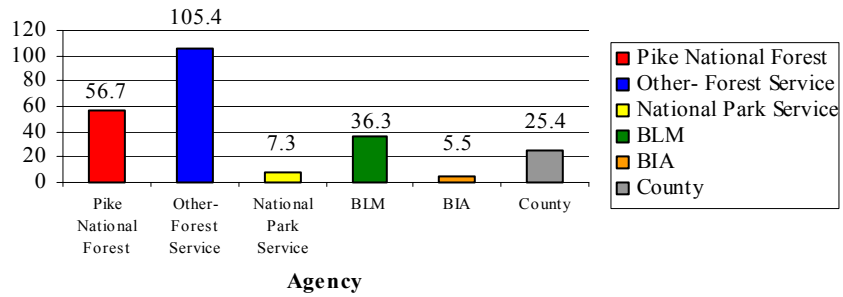
occasions crewmembers spent the night out on the fireline serving as Helispot Managers (HESM) and monitoring remote portions of the fire. In all the crew spent 73 days on off-forest assignments.



Flight Hours by Mission Type



Flight Hours by Agency/ Home Unit

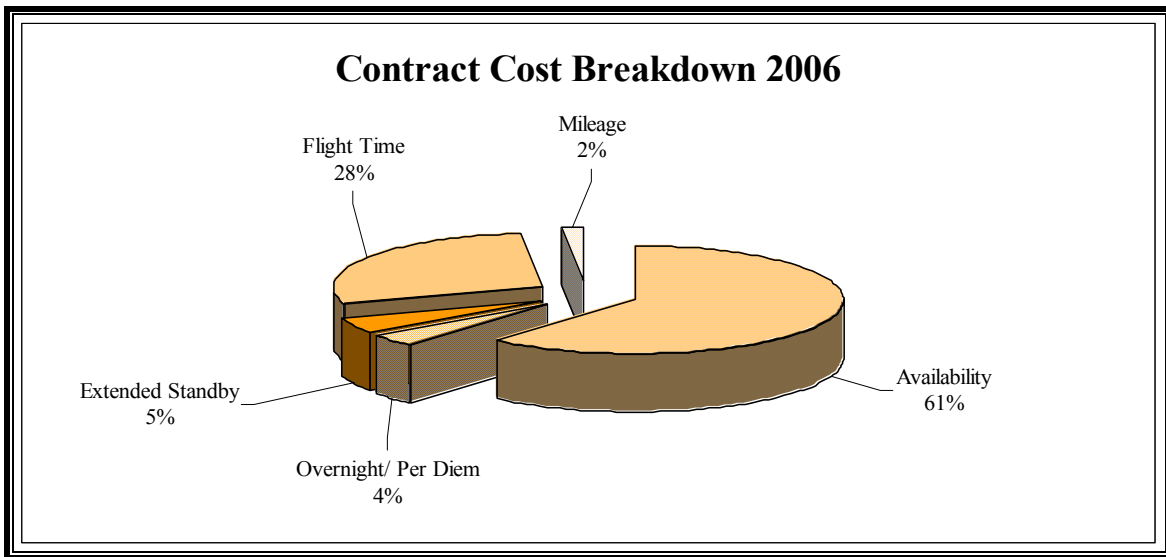


Cost Summary:

	Total Hours/Days/Miles	Cost Per Hour/Day	Total Cost
Availability	160.75	\$2688.00	\$430,752.00
Extended	828	\$39.00	\$32,292.00
Flight Time	236.6	\$829/842.00	\$198,954.60
Mileage	8725	\$1.40	\$12,215.00
Overnight	232	-variable-	\$27,404.00
Misc. Travel			\$0.00

Total Contract Expenses:

\$701,617.60



Fire Summary:

Fire	Acres	Type	Days	Rappelled	Incident Commander
Orchette	1.5	IV	1		
Skull Rock	.3	IV	1		
Grouse	106	III	2		
Long Hollow	<.1	V	1		
Long Hollow 2	<.1	V	1		
Stanley Canyon	<.1	V	1		Bentley
St. Charles	.25	V	1		
Stanley 2	.25	V	1		Leyva
Fern Creek	.2	V	1	2	Paxson/ Bogges (t)
Pine Valley	101	III	2		
Jenny Gulch	.5	V	2	2	Lawson/ Gowe (t)
Teller 112	8.5	IV	1		

Hydro Axe	<.1	V	1		
Helen	.1	V	1		
Green Mountain	.1	V	3	2	Leyva
Chimney Rock	.1	V	1		
Perry Park	.75	IV	3	4	Paxson
Cascade	.1	V	1		
Ralston Creek	60	III	1		
Scraggy Daddy	2.5	IV	1		
Wright	45	III	2		
Hardscrabble	4	IV	1		
Haystack	.1	V	2	2	Boethin/ Sylvester (t)
Boundary	.1	V	2	2	Schmidt/ Bogges (t)
Lost Prairie	.1	V	1	2	Bentley
Farrish	.1	V	1		
Cat Gulch	<.1	V	1		Leyva
Samelius	.25	V	1		
Springs Creek	.25	V	1		Leyva
Stuart	.3	V	1		Leyva
Sand Creek	1	V	1		Bentley
Road Creek	15	III	1		
Thorne Divide	14,873	II	1		
Standing Rock	20,073	II	2		
Little Venus	34,581	II	12		
Roult Repeaters			3		
Irish 2	<.1	V	2		Bentley/ Bogges (t)
Wild Mountain WFU	1	IV	2		
Spruce Gulch	.1	III	2		
Jug Gulch	19	III	3		
Cedar Creek	5	III	3		
Buster WFU	37	IV	1		
Slater Creek	40	IV	2		Lawson
Puckett Draw	.1	V	2	2	Bentley
Quarry	<.1	V	1		Kitchens/ Sylvester (t)
Porcupine	1	V	1		
Doggy	2	V	2		Gowe/ Paxson
Tom Branch	5	IV	1		
Red Apple	829	III	5		
Patmos	.1	V	3		
Range Creek	10	III	4		
Cuddy Complex	1200	II	4		
Uncles Complex	23,187	II	18		

The crew responded to 52 fires during the season. Of those, 44 were initial attack responses and members of the crew served as incident commanders on 18 of those incidents. 18 rappellers were deployed onto eight initial attack fires.

Rappel Summary:

The rappel program continued for the second season at Monument. With this capability we were able to staff eight fires that otherwise would have taken a number of hours to hike to over rough terrain. Eighteen operational rappels were accomplished this year with out incident, thus saving time and money. Of particular note was a high-altitude rappel executed at 10,400'. 160 total rappels were completed at the base, bringing the total number since the inception of the program to 383 total rappels, of which 34 have been operational.



During the training phase the crew again traveled to the rappel tower in Prescott, AZ. There two full days were spent learning and reviewing basic rappel and emergency procedures from the tower. The final phase of the training was completed at Monument Helibase with live helicopter rappels. Three crewmembers completed the initial rappel training while four rappellers completed recurrent training. Dallas VanGorden of Tucson Helitack continued to provide outstanding oversight for the program as a check spotter, and was present at the tower training in Prescott.

With initial attack getting even heavier as the season progressed, the crew called upon John Day's Rappel Crew off the Malheur NF in Oregon for additional support. Their crew provided four booster rappellers for two weeks that did an outstanding job responding along with the crew to eight fires, four of which were rappelled. John Day's type II national rappel aircraft also arrived to support the forest with an additional rappel capable helicopter not long after their boosters arrived in Monument. They deployed rappellers on several fires across the forest and were based out of Fremont County Airport during their stay.



Having a rappel capable module available locally is a tool that has continued to be of value to the forest and most certainly will for the rest of the region in future fire seasons. The crew logged its first off-forest operational

rappel in August with a response on BLM land in the NW Colorado Fire Management Unit.

Continued support and funding are needed in order to complete the program by constructing a rappel tower at the Monument Fire Center. In the meantime, plans for next year involve pursuing the possibility of completing the tower training with Sandia Helitack on the Cibola NF in New Mexico in order to reduce the travel time and cost to Prescott, AZ. Jim Lawson will also continue the crew's involvement on the national level by serving a third year as a member on the Rappel Equipment Committee.

Note: Each individual rappeller counts as one rappel.

Medivac/SAR Summary:

With three qualified EMTB's the crew offered medical support and medivac capability throughout the season. The aircraft was equipped with a litter kit that could be easily assembled inside the helicopter. The kit allows for proper handling and care of patients who may have sustained serious injury. Although medivac is not a primary mission, incidents do arise where helitack is called upon to provide emergency medical care in the field. Fortunately this season the aircraft did not have to perform any such missions. Besides minor injuries, the crew only provided an EMT to another aircraft on one occasion for an emergency transport.

2007 Outlook:

With the 2006 season still barely behind them the crew is already preparing for what could be a very busy fire season ahead. Plans are to fill both vacant positions, bringing the total number up to ten crewmembers. This will aid in maintaining staffing for the aircraft during busy seasons and allow for increased support nationally through call-when-needed module assignments, etc. Training is scheduled for all crewmembers according to career needs throughout the winter in order to further strengthen crew and individual knowledge and skills. Crewmembers will be supporting various fuels projects throughout the forest and are available for national assignments as needed.