

SASEB Meeting Notes
Seattle, WA. 11/13/02

Attendees:

Pat Wilson	Steve Dickenson
Greg Anderson	Jim Olson
Pat Norbury	Ben Hinkle
John Piekarski	Eldon Askelson
Marc Anderson	Jon Curd
Joe Bussard	Dalen Romero
Ron Barrett (morning session)	Gordon Harris

Review of Planned Activities for 2002:

- **Complete ISPOG and publish.** Done. Still need signatures from FS but for the most part they adopted it and are using it.
- **Request MTDC redo accessory drawings for Dornier, including the door edge protector (boot).** Pat Wilson is close to completing this. Some cleanup and revision is necessary. Pat also said the door boot design for the Dornier is close to being done. Ongoing.
- **Continuing the preliminary study of DHC-8.** Steve Dickinson is now the lead on this and will continue with the work that Doug Houston started. This work is ongoing and has become a priority issue. Hinkle and others from FS Aviation to assist.
- **Update the professional smokejumper pilot video.** Pat Wilson said this should be done next year and available on DVD. Ongoing
- **Continue requesting FAA approval for additional simula seats for more and different aircraft.** Wilson felt that the chances for approval for other aircraft is slim to none, decision was made to drop it.
- **Request MTDC design standard camera mount for filming smokejumper exits.** Ongoing. Piekarski will check on some sources for pen-sized camera's that are already approved commercially.
- **Seek approval from Cessna Aircraft to operate the C208 without the large spoiler when the MTDC "plug" is in place.** Ongoing. Pat will follow up on this.
- **Begin study into viability of using a "pinch hitter" type course for smokejumper spotters.** Ongoing. Pike and Ben will work with Rusty Warbis on it.
- **Continue study of PC 12.** Done. Ben Hinkle forwarded the preliminary study to the SASEB chairperson.

Other issues reviewed from last year:

The Caravan letters to AOOT with regards to night, IFR, and cargo dropping below 500' need to be sent back out for approval from the FS. It is already approved for the BLM. Piekarski is on it.

Eldon will follow up with Corporate Air in regards to the bulkhead installation for the C208.

Discussion of handrails, cables, and door boot for TDC3 aircraft. Pat Wilson has all the drawings at MTDC. Needs to add a drawing for the overhead handrail and amend the STC. Ongoing. Hopes to have it all completed by December.

Paracargo density was identified as a smokejumper training issue. Dalen and Steve have insured that correct data and training procedures are in their respective agencies' training systems, directives or manuals.

Eldon will follow-up with Barry Hicks in R-1 about the issue of TDC-3s and DHC-6s flying with both doors removed. SASEB feels this is a safety issue and should not be done. Ongoing.

The TCAS requirement for all national smj contracts is complete.

Greg Anderson agreed to assume the responsibility to send smj bases a reminder to update their lists of approved single pilot smj spotters with Kasey Groom in Washington DC

Gross weight increase for the DHC-6s with Dash-34 engines. Ongoing. FS is considering.

Spotters using a push-to-talk instead of the switch on the yoke for the right front seat were again discussed. The newest BLM contract requires the spotter to use a PTT in the right seat. This was put into the contract to align with FS contracts. FS doesn't use a PTT. Hinkle will look at all contracts to see what is needed to get it out.

With discussion of old business concluded. SASEB expressed thanks and appreciation to Eldon Askelson as the chairperson and Marc Anderson as an advisory member and scribe for SASEB. Their service and contributions have been invaluable to this committee.

John Piekarski was welcomed as the new chairperson of SASEB.

SASEB voted to reduce the number of Advisory members to 2. The thought being that a smaller committee may be easier to gather, conference, and get work done. Realizing there would continue to be a need to pull in people with expertise on various issues to help. The measure was passed with a unanimous vote. Steve Dickenson, and Marc Anderson are no longer advisory members. Jon Curd and Pat Norbury will not be voted on to become new advisory members.

The SASEB Committee now consists of:

John Piekarski	Chairperson
Dalen Romero	Voting Member (BLM)
Ben Hinkle	Voting Member (BLM)
Greg Anderson	Voting Member (USFS)
Gordon Harris	Voting Member (USFS)
(Replaced Jon Rollens)	
Joe Bussard	Voting Member (OAS)
Vice Piekarski	Voting Member (OAS)
Pat Wilson	Advisory Member (MTDC)
Jim Olson	Advisory Member (MTDC)
Dennis Terry	Scribe

Discussion of who would assume Piekarski's position as the voting member for OAS. Ongoing.

Eldon Askelson proposed removing ISPOG from residing with SASEB and placing it with an ISPOG Steering Committee. This was voted on and approved. Members of the ISPOG Steering Committee will be:

1. Ben Hinkle (BLM) Flight Standards Transport Category
2. Pat Norbury (FS) National Fixed-Wing Standardization Pilot
3. Gordon Harris (FS) National Smokejumper Program Manager

*John Piekarski (OAS) will act as an advisory member with this committee.

*Pat Norbury will write a proposal to AOOT.

Eldon Askelson will speak with Region 5 to see where they are with a possible purchase of a TDC-3 and to ascertain if they have considered a DHC-8.

SASEB is recommending the formation of a Futuring Committee. The outcome of which will be 2,5,10, and 20-year plans for future smokejumper aircraft. The DHC-8 and the PC-12 are the beginning. Template for the plan will be developed by Boise member/advisors: Piekarski, Hinkle, Harris, and Norbury and presented to voting members in the next couple of months.

In-flight doors were discussed. SASEB believes this to be a safety issue with ongoing concern for inadvertent deployment of a reserve parachute in-flight. Also, in light of Sept. 11th, a lockable door is preferred. Such a door is already in use in the sport parachuting world for DHC-6s. They are apparently very lightweight and relatively cheap. Eldon Askelson will research doors for DHC-6s, TDC-3s, and Caravans. May even look into a lighter door for Dorniers and Casas.

SASEB will also recommend that all smokejumper aircraft have an approved/certificated satellite flight following system on board.

SASEB will continue to extend an invitation to both agencies' safety officers to the yearly meeting.

Eldon Askelson gave out information on the DHC-8. He mentioned we would probably be looking at used Dash 8s (200 Series) for about 2.5 million. The engineering is already done on an in-flight door, the dimensions of which are 40"W X 50"H. Cruising speed with a load of jumpers would be about 290 knots. An in-flight door would cost about 300 to 325K. SASEB will approach AOOT for financial support for the door.

Eldon will speak with R-5 to see where they are with the purchase of a TDC-3 and to ask if they have considered a DHC-8.

Flight crew inspection of SASEB required equipment was discussed. This is pertaining to smokejumper specific equipment within the aircraft, i.e.: cable mounting and tension, simula seats, cargo restraint pts., etc. The group agreed that pilots should only inspect equipment. Only maintenance personnel should do any corrective action. Pat Norbury agreed to be the lead on this and research where and when the training should take place.

A recommendation was also made that SASEB attend NBAA in Orlando this year. The committee felt that a jumper and pilot should both attend.

The board agreed that next year's meeting would take place in Boise during the week of Nov. 10, 2003.