SASES Annual Meeting Notes  
At Coeur d’ Alene, Idaho on November 28

Attendees:
- Roger Staats, USFS (Chair)
- John Nelson, USFS (Primary Member)
- Earl Palmer, OAS (Primary Member)
- Mel Tenneson, BLM (Primary Member)
- Tom Kubichek, BLM (Primary Member)
- John Kovalicky, USFS/MTDC (Advisory)

Dave Parsons, OAS (Primary Member) was unable to attend due to prior commitment. Nate Hesse, MTDC and Bill Cramer, BLM were in attendance to observe.

NWCG Web Page
The group discussed the information on the SASES link under the NWCG web page. All agree to take a look and let Roger know if there is anything else to add. It was also noted that Mel Tenneson had updated the information regarding to the sub-committee.

ISPOG/Pilot Workshop
Discussion on ISPOG rewrite:
- Roger informed the group that the Forest Service will be using a 1.2% climb gradient for smokejumper aircraft. BLM/OAS members of the sub-committee said that DOI is not looking to change the climb gradient for their aircraft. Everyone is unsure of what the affect will be to interoperability between the USFS and BLM/OAS.

A big concern is the Twin Otter aircraft since the BLM/OAS use performance charts. There is also concern with single engine aircraft since there are some approved for smokejumper operations. May have to consider removing single engine aircraft from the approved list or seek an exemption. Could this affect other SASES approved aircraft?

An idea surfaced about using engine reliance instead of climb gradient to ensure engine reliability during takeoff.

The sub-committee would like to provide a couple of SME’s to the ISPOG rewrite. Boise BLM would like their pilot to attend, and Roger will work on a USFS SME. Roger will also meet with Tom Ricks (USFS STANS Pilot) to find out time and location.

- The sub-committee asked if the dates and location have been determined for the Pilot/Spotter Workshop. The date is not firm but looking at the last week of March in Boise, Idaho. The group would like to include a paracargo workshop like last year.'
Door Boot Issues
John Kovalicky asked the group if they have had any door boot issues. A door boot can crack if not properly installed. John will be working on a door boot prototype this year that uses a recessed screws to secure.

- John will send AK a new door boot. He can customize if needed. AK sends their door boots with the aircraft to Bighorn.
- No issues with door boots in Boise.
- No issues with door boots in the USFS.

Current Charter to Operations Plan
Now that SASES is a sub-committee to NIAC and falls under NWCG guidance, we need to combine the Charter and Intent into an Operations Plan. Roger will work with Earl Palmer to prepare a draft Ops Plan for the sub-committee to review. Once approved Roger will get it posted on the NWCG website.

SD3-60 Sherpa Program & Bighorn CN-235 Aircraft Consideration
- Roger and John Nelson gave an update on the progress for the SD3-60 Sherpa’s: most have gone through minor maintenance at AMARG; four aircraft have received the FAA Civilian Certificate and thorough maintenance; seven have been painted; and one aircraft is in avionics. The first SD3-60 is anticipated to arrive in June, 2017.

Performance testing for the SD3-60 will most likely be in Redding, CA late February/early March. 161Z will be used for the performance testing. The smokejumper/paracargo evaluation will not occur until the fall of 2017, possibly in the winter.

- Bighorn was considering the purchase of a CASA-235 Aircraft, but declined due to an outward opening door. BLM Alaska has continued interest in a CASA-235.

Sherpa Accessory Design/STC Package
The drawings for smokejumper specific components are near completion. Brett Turning (USFS) has been working with Aeronautica on this project. Next phase is developing prototypes.

Simula Seat Refurb/Maintenance
The USFS has been refurbishing and maintaining Simula Seats utilizing a contract with Neptune Aviation. All USFS aircraft should have the upgraded seats for 2017, and work will continue on the remaining seats. John Kovalicky has a seat with him that he will bring to the Base Managers meeting for all to see.

The BLM is interested in using Neptune to repair/maintain their Simula Seats. Roger and John Nelson will send them the task order and ICA, plus any drawings that John Kovalicky has updated/completed.
SASES Membership Discussion
At the last SASES meeting (November, 2015) Roger was tasked with discussing with the USFS about sub-committee membership and voting members. Roger reported that the USFS desires to add two additional members a pilot and smokejumper spotter. The group voted unanimously to approve the addition of the two positons. Roger will seek individuals to fill the two positions. This will bring the sub-committee to 4 DOI and 4 USFS voting members. Each will have a current smokejumper spotter, inspector pilot, airworthiness inspector, and an individual of their choice.

Bin Items
• John Kovalicky shared an idea developed at MTDC that utilizes “ring adapters” for smokejumper aircraft that can save wear & tear on Simula seats, floor trucks, and cargo attachments. The group is interested to see a prototype and begin testing.

• MTDC has been working with the manufacturer of the wireless headsets to disable the VOX control. Alaska BLM has switched to the wireless headset and likes them. The USFS is also looking at the wireless headsets with mixed feedback. The issue is frequently changing out the batteries. The BLM added a step in the aircraft spotter check to change the batteries on a daily basis.

• John Nelson is looking at adding the capability to use wireless personal electronic devices aboard USFS aircraft.