



Module – Paracargo: A Tool for Resupply

Overview

Students will explore the feasibility of using paracargo for resupply.

Exercise

In small groups, students will select a scenario and refer to “Paracargo Guidelines for the Wildland Firefighter” to determine the best course of action and execute a plan for resupply.

Scenario 1: Division resupply on the Mustang Fire, Salmon Challis National Forest, Idaho

Type 1 Incident

It is August 4th, you are on a remote division of the Mustang Fire and in need of resupply for 30 firefighters. You are 3 hours from the nearest town and on narrow roads. Flight time for paracargo is approximately 30 minutes. There are three helicopters that will be available at 0930; one Type I heavy and two Type II medium helicopters; however the priority is to use them for bucket work.

Use the paracargo guidelines provided, to direct your decision making and mission execution.





Student Workbook

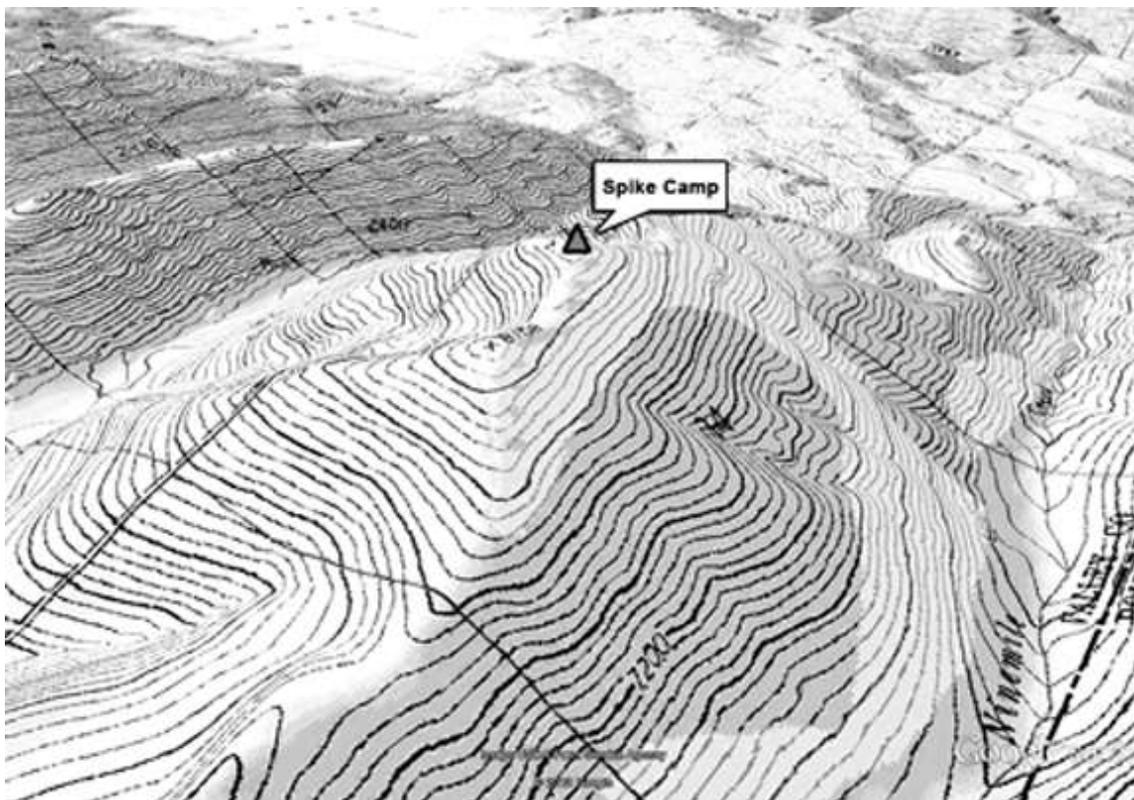


Scenario 2: The Trail Creek Fire resupply, Boise National Forest, Idaho

Type 3 Incident

It is September 11th and you are the Incident Commander on the remote, Trail Creek Fire. You are in need of a three day resupply. Incident personnel include three 20 person crews, 7 Helitack, and 8 smokejumpers. Pack trains are 2-3 days out and can carry enough to feed the group for 3 days. Local helicopters are committed for suppression work and would need to reconfigure for cargo, multiple loads would be necessary. A fresh food paracargo drop can be made within 24 hours.

Use the paracargo guidelines provided to direct your decision making and mission execution.





Student Workbook



Scenario 3: The Butte Creek Fire resupply, Bridger Teton National Forest, Wyoming

Type 5 Incident

It is August 24th; you are deep in the wilderness and are in need of resupply for a 3 person IA module, for three days. Local helicopters are currently committed, a pack train will take 2 days to reach the incident, and a paracargo drop can be made the next day. If you selected paracargo what makes this method the optimal resupply solution? Consider time, payload, cost, risk, operational commitments, and availability of resources. Given the location of your spike camp, select a drop zone on the map. Why would you select this spot for your drop zone and how would you mark it for the jump plane? What indicators will you use to help the pilot and spotter locate your drop point?

Use the paracargo guidelines provided to direct your decision making and mission execution.





Student Workbook



PARACARGO GUIDELINES FOR THE WILDLAND FIREFIGHTER

Things to consider before initiating your paracargo order.

- **What type of cargo do you want?** Equipment? Food? Or Both?

Not all smokejumper bases provide “fresh food” However, all bases can provide Standard National Cache items; i.e. pumps, hose, batteries, MRE’s, etc.

- **Time?** In general, 24hrs is usually enough.
- **Is your drop zone/cargo spot adequate?** drop zones should be around 1 acre with few or no prominent trees. Helispots, ridge tops and meadows all work well.
- **Steepness of slope** Flatter is better. If you put your line gear down and it rolls, then it’s too steep.
- **Frequencies** A local air to ground is preferred. Smokejumper air to ground is not.
- **An accurate Lat. and Long.** and a **description of the area** is important.
- **Are jumpers on your incident?** They may assist cargo operations. Note* Jumper(s) can be ordered specifically for managing cargo spots.

Place your order through normal dispatch channels; however a follow up call (cell or sat phone) directly to the supporting jump base will ensure clarity for the operation.

What we need to know before we start/process your paracargo order

- **Name and Type of Incident** Wildland fire? Type 1, 2, 3, 4 or 5?
- **Who placed the order?**
- **Where is the P/C going?** Division? Spike camp?.. **Elevation**
- **Who’s receiving the order? / Ground contact?** Crews, Engines, Division? Etc.

During the Mission

- **Communicate Hazards, Ground Wind other Aircraft in area.**
- **Clear the drop zone.** Refer to paracargo in the IRPG.
- **Do not contact the plane while on final approach to drop, unless imminent danger!**
- **Communicate immediate feedback** to the jump plane, post drop.

After the Mission

- ***Be sure all bundles are accounted for before the jump ship leaves the area.***
- ***Detailed Feedback to the jump ship and supporting jump base is greatly appreciated.***



Student Workbook



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