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Firefighting supertanker services

At nowSubscribe newsstands Now a photo courtesy of Global SuperTanker CompassMa have gathered statistics to show you how the Colorado Springs-based global supertanker is helping to extinguish wildfires everywhere from the Amazon to California. By Lily Kapstic • 5280 July 2020 Colorado Springs-based Global Supertanker may be the world's largest firefighting aircraft, but that doesn't mean it's slow. The Boeing 747-400 can travel 575 mph, allowing it to reach anywhere in North America in less than four and a half hours and almost anywhere around the world in less than 20. These aren't the only startling facts related to the jumbo jet, however. As the wildfire season heats up, we've gathered details about every bliss's worst nightmare. The slightly stretch aircraft has a wingspan of 211 feet - about the length of five RTD buses. That's 56 feet longer than the next largest tanker, a DC-10 passenger plane refitted and operated by the U.S. Forest Service. Getting into the Mark A pressing system gives the plane's three crew members precise control over how quickly they can spray water and fuse, allowing them to better target incendiary spots from about 800 feet above the fire. The goal is to make the sublime flames more manageable for firefighters on the ground. Drop It Like It's Hot During a single mission, a massive aircraft that has been designated as a very large U.S. Forest Service airman can release 19,200 gallons of water and a lot of fire retardant. It will take the plane with the next largest classification, the Great Airtanker, seven trips to deliver the same amount. Global SuperTanker has completed 406 missions in four years. This includes 149 trips in 2019 alone to help the Bolivian government control the flames in the Amazon. The plane also made travel to other faraway areas such as Israel, as well as some closer to home in Washington and California. Patience is a virtue It took Cliff Gale 16 years to turn a retired 747-400 into a fire engine. He bought the plane in 2000 while chief pilot of Evergreen International Aviation. Financial problems drove his plans until Global SuperTanker Services, run by fire veterans (including Gale), bought and ended its fixation in 2016. The firm contracts with state and federal governments in support of wildfire suppression. This article originally appeared in the July 2020 issue of 5280. By Denise Mikkelsen Natachi Onwuamaegbu Jeff Van Victoria Carodin Keep Me Informed of the Latest Trends and Events Around Denver. 5280 newsletter for all. Sign up for Denver Mile High Magazine Subscriber Services:1-866-271-5280 5280 Publishing House, Inc. 1675 Larimer St. Suite 675 Denver, CO 80202 Phone: 303-832-5280 Fax: 303-832-0470 2009 FireFighting Aircraft Modification 747 Supertanker Global 747-400 Supertanker, N744ST Role Air Fires U.S. National Origin Manufacturer Boeing Designer Evergreen International Aviation First Flight 2006 2009 Status 1 747-400 Operational (N744ST)[1] Core Users Global Supertanker ServicesBig International Aviation (Former) Number Built 1 Active2 Retired Designed with Boeing 747-400 The (N744ST)Boeing 747-100 (N479EV)Boeing 747-200 (N470EV) Supertanker 747 is one of several aerial firefighting aircraft derived from various Boeing 747 models. The aircraft is estimated to carry up to 19,600 U.S. gallons (74,000 liters) of fire retardant or water. They are the largest aerial firefighting aircraft in the world. [2] Originally developed by Evergreen International Aviation, the first Supertanker was based on the 747-200 (N470EV, tanker/tail No 947), but was never put into service. The second Supertanker (N479EV, tanker/tail No 979) was based on the 747-100 originally produced by Boeing in 1971 for Delta Air Lines. [3] He entered service for the first time in 2009 while battling a fire in Cuenca, Spain, and carried out his first U.S. operation on August 31, 2009, at the Oak Glen fire in California. He's not on duty anymore. [4] [5] The third Supertanker 747 was developed by Global Supertanker Services (which acquired most of Evergreen's assets), which owns and operates the aircraft at present. The Global Supertanker (N744ST, tanker/tail No 944) is a Boeing 747-400, dubbed spirit of John Muir. It was certified for firefighting by the Federal Aviation Administration in September 2016 and fought wildfires in Chile and Israel before being contracted by U.S. officials to fight wildfires in California in 2017. [7] He was also involved in a fire in Bolivia in August 2019. Development began after the 2002 fire season, which saw fatal accidents of two air tankers in the United States. Accidents involving lockheed C-130 Hercules and consolidated PB4Y-2 Privateer prompted the U.S. Department of the Interior to issue a formal request for information about next-generation air travel. [8] Evergreen proposed turning up to four of its Boeing 747-200 Freighters into Supertankers. The first converted Boeing 747 (N470EV) made its maiden flight on February 19, 2004. [8] By June 2006, Evergreen had spent \$40 million on the project and was awaiting both certification from the U.S. Federal Aviation Administration (FAA) and an evaluation contract from the U.S. Forest Service. [9] In October 2006, the FAA issued Evergreen with an additional type certificate to install and remove internal tanks associated with them and a supporting structure for air dissipation of liquids. [10] The 2010 Supertanker 747 design during the 2010 Carmel wildfires in Israel, the Global Supertanker is equipped with a pressure-drop liquid drop system that can disperse a high-pressure fire retardant or drop backwardation at the rate of rain falling. [11] Using a pressing system, the aircraft can deliver a backward fire to the scene during a flight from 400 to 800 feet (120-240 m), at approximately 160 mph (260 mph) is configured as if it is approaching the The Supertanker tank system can be configured for segment droplets, allowing the tank to release contents at multiple intervals during flight. [11] According to the company, the aircraft is capable of tying the fire retardant band 3 miles (4.8 km) long and wide to 150 feet (46 m). A top speed of about 600 mph (970 kph) allows it to be nearly anywhere in the U.S. in about 5 hours. SuperTanker can be almost anywhere in the world within 20 hours. [13] Operation Supertanker can operate from any airport with a runway of 2,400m and appropriate amenities. [11] In late 2009, the aircraft was under a call contract (CWN) with the California Department of Forestry and Fire Protection (Cal Fire) and stationed at Sacramento's McClellan Airport outside Sacramento, California. [12] The rules allow the carrying of five non-crew members in the upper deck. This area can be used to command and control, display, monitor incidents and video/communication operations. In December 2010, Supertanker was deployed to Israel to fight a wildfire on Mount Carmel. This was carried out along with the crew and utilities donated by other international fire agencies. [15] On June 9, 2011, the Supertanker was also deployed to fight the Walloo fire in the US state of Arizona, which was 607 square miles (1,570 km2) burned and inconsistent at the time. Since May 2016, Global SuperTanker has been based in Colorado at Colorado Springs Airport, partly chosen for convenient location for rapid deployment in the western U.S. and the necessary infrastructure for large and heavy aircraft. [17] Just a few weeks later, the company received a one-year contract from neighboring Douglas County to assist in containing wildfires. [18] In November 2016, the new N744ST 747-400 Global Supertanker was deployed to Israel to help fight wildfires raging in the northern port city of Haifa and elsewhere across the country. In January 2017, the Global Supertanker was deployed to Santiago, Chile, to help local authorities fight one of the largest series of wildfires in the country's history. Wildfires in the south of the country, at the time of arrival 747-400, burned more than 494,000 acres (200,000 hectares) of forests and hundreds of homes. The operation of the aircraft was an initiative by philanthropist Lucy Avills and her husband Benjamin Walton, who funded the costs. The Supertanker was contracted to Cal Fire in September 2017. [22] In December 2017, the aircraft was leased to Cal Fire during the wildfire season in late 2017 with most drops over the Thomas fire. In July 2018, the Colorado Division of Fire Protection and Control signed a CWN contract to use the supertanker over U.S. Forest Service lands. [24] This followed media inquiries in early summer about why the supertanker was not contracted to fight fires burning in his home In November 2018, the Global Supertanker was deployed to northern California to assist with the exodus of Camp Fire[28] in Butte County. [29] [30] Evergreen Financial Difficulties on June 14, 2013, Supertanker received a contract from the U.S. Forest Service despite not working. The plane sat without engines at a bone plant and maintenance facility in a Pinal plane outside Marana, Arizona, needing a C check and other maintenance that would cost US\$1 million. Evergreen has postponed maintenance due to financial difficulties, planning to prepare the Supertanker in time for the 2014 fire season. On November 30, 2013, Evergreen effectively shut down. In December 2013, Marana Aerospace Solutions proceeded to sell Supertanker instead of rent and other payments evergreen failed to make. An involuntary bankruptcy case was filed against Evergreen later this month, and then Evergreen itself filed for dissolution under Chapter 7 bankruptcy on December 31, 2013, to freeze the sale. [34] On December 31, 2013, Evergreen International Airlines filed for bankruptcy in Delaware to file a Chapter 7 bankruptcy petition with nearly all assets (including all 747 gliders) that were subsequently sold to a rebirth seller of Jet Midwest Aviation parts. On July 12, 2017, tail No 979 was intentionally destroyed for rescue at Pinal Water Park, in Marana, Arizona. As of August 2015, Global SuperTanker Services (successor to the unidentified Evergreen Supertanker Services), acquired all physical assets and intellectual property associated with the original Evergreen Supertanker (excluding the 747-100 glider itself) from Jet Midwest. They transplanted the existing sprayer system from the 747-100 into a newer Boeing 747-400 (N744ST) glider. [2] [35] [36] Reference to N744ST. In the 1990s, 19 was quoted on December 8, 2016. Retrieved 2014-05-27. 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