

Paul Marshall

To: scapa.membership@gmail.com
Subject: SCAPA DART Mobilization - Thank you, accomplishments, and pictures

SCAPA members, DART mobilization participants, and other friends:

The 2015 edition of the SCAPA DART mobilization was a nice step forward for our team. Despite a lingering storm that obscured local mountains, impaired ceilings and threw up an icing barrier in the Sierras for our Carson City participants, we still mobilized our team, signed in our volunteers, set up our base of operations, kept the planes on the ground that needed to for safety reasons, and launched 7 planes on a variety of missions that gave further clarity over what we could accomplish in a real disaster. A heart-felt thank you goes out to all who participated in and otherwise supported the exercise. See the mobilization story below in time line and pictures.

We could use more pictures, so participants, please send them to me if you can and haven't already done so. Also, participants, if you have the time and inclination and haven't already done so, please send your written comments back to me on what you thought worked well, and what we could perhaps improve in the future.

Thank you,

Paul Marshall, Co-Chair
SCAPA DART (South County Airport Pilots Association Disaster Airlift Response Team)
408 838 3307 mobile



7:30AM mock earthquake occurs
7:36 AM DART management team communications begin
7:42 AM initial inquiries are sent out to local agencies who are likely to observe the need for disaster airlift response services
7:50 AM 5 members of the DART management team have communicated and formed an incident response team
8:05 AM FRS/GMRS radio call in – didn't happen. Was double scheduled on a single person who could only do one thing at a time.
8:06 AM Gilroy Emergency Operations Center requests SCAPA DART assistance in responding to and recovering from the incident
8:20 AM Pilot Dick Filson of Stockton gets the call that the planned DART plane is grounded in San Martin due to weather issues, and can he scramble and pick up a Cal Trans Dept of Aeronautics employee from McClellan. He responds yes.
8:25 AM City of Palo Alto Office of Emergency Services sends in email request from 4G LTE DROID device advising that Palo Alto City Employees stuck in Gilroy may go to the San Martin airport and request transport to Palo Alto Airport.
8:30 AM Gilroy and Morgan Hill CERT and Morgan Hill OES arrive at the airport volunteering to help the operation
8:40 AM DART hangar is opened to allow the DART to go set up the DART working area. Set up begins.





Matériel Manager Pat Belanger and Medical Transport Manager Mike Gericke start setting up the operations tent



Phil Willis and Jim Petersen tow the portable generator over to the operations area.



SCAPA President and Ramp Manager Jim Petersen, Donations Manager Phil Willis, and Flight Operations Manager Mark van Wyk set up the communications antennas for amateur radio and an aviation base station.



9:31 The Zerweck family Cessna is pulled out on the taxiway and ready to go at San Jose International GA hangars.



9:32 AM Volunteer Pilot Ralph Zerweck prepares to climb aboard his Cessna to make the short hop to San Martin.



9:43 The Zerwecks taxi for a departure at 30 Left at San Jose International while a landing airliner has just crossed the threshold.



9:45 AM Radio Communications Manager Terry Cummings establishes communications links with Gilroy and Morgan Hill Emergency Operations Centers. He can't quite reach the Palo Alto mobile ground unit. One radio communicates to local air traffic on the CTAF, and the other unit communicates on the VHF frequencies used by regional emergency services for inter agency communication.



9:44AM The Zerwecks hold short of runway 30L at San Jose International awaiting departure clearance from the tower.



The Cornwall Chuch study group bands together with the manager of their local Fred Meyers grocery store to make a food donation to the St Joseph's Family Center in Gilroy that is benefitting from all the food transported and collected during the SCAPA DART mobilization exercise



They transported their food in a member's car to the Bellingham airport where...



Bette and Michael Gardner had volunteered to fly a food donation down to South County airport to support the DART mobilization.



9:52 AM Pilot Bette and husband Michael Gardner take off from Bellingham Washington with their load of food for the SCAPA DART disaster mobilization.



9:59 AM: The Zerwecks and Vikas Kapur on a right downwind midfield for landing runway 32 at South County San Martin airport. The operations tent is the white speck at the edge of the ramp next to the leftmost access road. The airport is conveniently situated next to the highway 101 one of California's main north-south transportation arteries.



10:06 AM Vikas Kapur and Ralph Zerweck of the Santa Clara County Airman's association walking toward the DART Operations tent with food donations for check in and assignment.



10:17 AM The operations center has been erected, all managers have their stations set up, a secure perimeter has been established, and Operations Director Paul Marshall conducts a final management readiness check prior to opening the airport gate to the non-flying public to provide emergency transportation service and to take on additional non-airport DART volunteers.



10:30 AM Volunteers are being signed in for duty at the volunteer sign in desk. The local CERT (Community Emergency Response Teams) from Morgan Hill and Gilroy participated both as volunteers to man the duty stations, as donors of food, and as passengers to be flown in missions simulating ambulatory medical transport and evacuation. Although we did not simulate it during the exercise, CERT also stood ready to help the local population get to the airport, and to deliver goods and people from the airport to places where they were needed in the community.



11:04 AM Phil Willis checks in volunteers' food donations into the shipping log. Each item is weighed and logged so that the flight operations manager can assign it to a flight and utilize the available payload of the volunteer's plane.



A label is placed on each item so that the ramp crew can use the Aircraft load sheet to identify which items from the pile go into which airplanes for transport. The ramp crew will assign the Load # from the load sheet that will be prepared later.



11:07 AM. Flight Operations Manager Mark van Wyk introduces City of Palo Alto employees Beth Minter and Chris Carvalho to pilot Ralph Zerweck and his wife Susan. Beth and Chris are Gilroy residents who might need a flight ride to Palo Alto airport in order to go to work during a disaster which impairs regional surface transportation. In this exercise, they will fly to the airport, check in with the Emergency services staff there, and then turn around and fly home.



11:36 AM Roy Shackel of Gilroy Fire and the Gilroy Office of Emergency Services observes the action. Gilroy provided support by activating the Emergency Operation Center and establishing radio communications with the DART Operations Center, and also provided a mock request to bring in 20 emergency workers which was not fulfilled.



11:36 AM Marjorie Bachman, one of three members of the WEACT (Watsonville Emergency Airlift Command Team) who were providing mutual support in the SCAPA DART operations tent, assists Flight Operations Manager Mark van Wyk (out of picture to left) in giving a pilot briefing to Mike O'Leary (seated) and Bob Tucknott of the Alameda County Sheriff's Air Squadron, who were also providing mutual aid to SCAPA that day. Bob and Larry were tasked with flying an ambulatory medical patient to the Stanford Hospital, via the Palo Alto Airport and surface transportation provided by the City of Palo Alto Emergency Services staff. Marjorie is also an ATP and one of the first women graduates of the Air Force Academy. Bob is also the president of the Western States Association of Sheriff's Air Squadrons.



11:36 AM Mark van Wyk, Flight Operations Manager, and Marjorie Bachman fill out the Aircraft Load Sheet for the Stanford Hospital flight. They reference the Pilot and Aircraft Information Sheet which tells them how much weight the plane can carry and what kind of credentials the pilot has. They also reference the passenger sign in log to learn more about the weight of the passengers and other information.



11:38 AM Materiel Manager Pat Belanger has just about completed logging in all the materiel to be flown in missions for the day. Today the materiel is principally food donations which will be given to the St Joseph's Family Center in Gilroy. The many separate donations allow us to practice logging in materiel, weighing it, labeling it, storing it on the ramp, matching it to aircraft via the Aircraft Load Sheet, and loading it on the plane with the Ramp Crew using the Aircraft Load Sheet as a picking guide to know which items to put into the plane. We kept separate shipping and receiving logs for materiel shipped out on planes, and received from planes.



11:41 AM Colette Armao, seated at left in black, a planner with the California Department of Transportation Aeronautics Division, signs in at the Volunteer Sign-in Desk. She is checked in by Recruitment Manager Mike Brogley and assistant Terri Pharis. Rod Pharis, the author of the DARP (Disaster Airlift Response Plan) and DART Co-Chair, and External Agencies Liaison Manager, looks on standing at right.



11:45 AM We used flat bed wagons with 2" raised edges to ferry cargo around the ramp. These ones are of rather low quality, with only 2 out of 3 units making it through a full day of light duty.



12:04 PM Larry Timmer (right) and Kristen Gregory (facing away) of the Napa County Sheriff's Air Squadron speak with Daniel Bloecher, WEACTION Materiel Manager, during a quiet moment of the day. Larry and Kristen flew food loads, and Daniel helped at the Materiel desk.



12:47 PM Jim Petersen and CERT member Larry help load Larry Timmers plane with a couple hundred pounds of food for a local round trip mission.



12:51 PM The Palo Alto Emergency Services command center looks right at home in the Stanford Hospital Emergency Room parking lot. Overall, it took us about 1.5 hours from check-in to delivery to get this ambulatory patient to the emergency room, with ground transportation and pilot and hospital staff all pre-cleared to accept and support the operation.



1:40 PM The St Joseph's Family Center van showed up to take delivery of the food donations brought in during the day. Totals were relatively modest, about 498 pounds for this exercise. GA aircraft were said to have transported about one half million pounds of food into the Watsonville Airport to feed the cities of Watsonville and Santa Cruz in the emergency airlift following the Loma Prieta earthquake.



1:45 PM SCAPA Pilot Bette Gardner showed up with her load of food from Bellingham Washington, personally handing the first donation to Vicky Martin, director of distribution for the St Joseph's Family Center Food Pantry program. Vicky's operation distributes about 50,000 lbs of food per week to Gilroy area families in need. Bette is also a long-time member of the SCAPA Board of Directors.



1:52 PM Gilroy CERT leader Colin Tanner (head under sign) looks on as Mike Brogley and Pat Belanger sign in the Washington food donation in the receiving log before it is loaded onto the St Joseph's truck. Colin has been instrumental in encouraging the SCAPA DART to reach out to its surrounding community and build the partnerships that will make for an effective service in the event of an emergency which disrupts regional surface transportation.



2:03 PM We started wrapping up the day with a group meeting. Here Colette Armao a planner with the California Department of Transportation Aeronautical Division discusses work she is doing to get the Transportation Research Board to initiate a research project which will provide a handbook that will tell pilot groups from around the country how to start and organize their own Disaster Airlift Response Team. Peter Plinck, in the straw hat behind her to her right, is a Co-Chair of WEACT and observed the mobilization while assisting on the Ramp Crew.