

Deployments for the two DC-10 air tankers in Chile drawing to a close

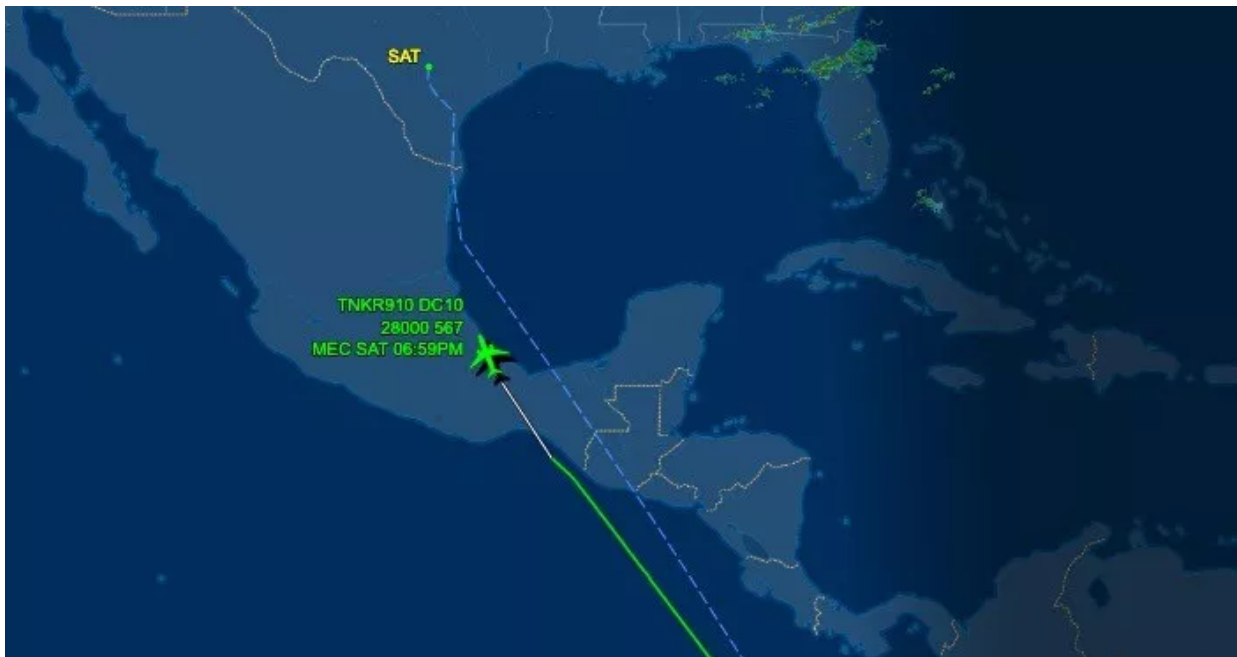
T-910 is en route back to U.S.



Tanker 910 in Chile, 2019. Photo by Diego Cuadra.

One of the two DC-10 Very Large Air Tankers that deployed to Chile is en route back to the United States now that the wildfire activity has slowed and the contract has ended. It is scheduled to land at San Antonio at 6:59 p.m. CST today, March 2, after a stop in Manta, Ecuador. On FlightAware it is operating as TNKR910, N612AX. 10 Tanker Air Carrier's headquarters is at Albuquerque, New Mexico.

[T-910 departed from San Bernardino, California on February 6](#), arrived in Chile the following day, and went to work dropping on wildfires February 8. During its first day on the job in the country [a tread separated on a main landing gear tire](#) and the debris damaged an inboard flap. The crew completed repairs three days later.



Air tanker 910, a DC-10, en route back to the United States. FlightAware.

The second DC-10, Tanker 914, arrived in Chile on February 11. Its contract ends next week and then it will be heading back north.

The two DC-10s have been working out of three airports stretched across 572 miles of the long, narrow country — Santiago, Concepción, and Puerto Montt.

As of March 1, the two aircraft have completed 133 missions dropping a total of 1.2 million gallons, an average of 9,022 gallons per mission, said John Gould, President of 10 Tanker Air Carrier. For the first week or two they were dropping plain water since there is no fire retardant in Chile, but later fire officials requested they use BlazeTamer, a concentrated water enhancer that can be injected into the tank using the existing equipment on the air tankers. The product was used on 33% of the missions.

Tanker 914 dropping in Chile, 2019. Photo by Giovanni Inostroza Umana.



Bill Gabbert / March 2, 2019 / Fixed wing / Chile, DC-10, T-910, T-914