



A DIRECT ATTACK SOLUTION
AERIAL WATER ENHANCER

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THE MOST EFFECTIVE & ECONOMICAL SOLUTION IN AERIAL FIREFIGHTING

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BLAZETAMER380™ AERIAL FIRE SUPPRESSANT

Advancements in technology have provided additives to enhance the effectiveness of water for fire suppression. In addition to foam and long-term retardants, water enhancers, including the polymeric elastomer BLAZETAMER380™, represent the future for direct attack of wildland fires.

BLAZETAMER380™ is an effective and valuable fire suppressant for direct attack of fires during initial or extended attack operations. It can be used in tanks on engines and all-terrain vehicles, delivered to the fireline in slingable bags, and mixed in large tanks used for helicopter bucket operations. It can be easily ground-loaded into SEATs and land-based, multi-engine airtankers.

BLAZETAMER380™ is especially valuable when combined with on-board injection/blending systems in helicopters with buckets or fixed tanks and when used in single-engine or multi-engine fixed wing water-scooping airtankers, LAT's and VLAT's.

When BLAZETAMER380™ is injected into water it binds water molecules together, much the same as links in a chain, without changing its weight. It is not designed to adhere to vertical fuels, but rather after making contact, it coats the surfaces as it works its way through the canopy to reach ground fuels.

BLAZETAMER380™ is a non-coloured liquid concentrate water enhancer that is non-toxic, non-corrosive and environmentally safe. It is proven harmless to humans, animals and vegetation, complies with Work Health Safety Regulations for firefighters, and is approved for use by state and federal agencies. It is listed on the United States Forest Service Qualified Products List (QPL) and is environmentally safe enough to be aerially applied in Long Term Retardant Exclusion Zones if allowed by land management agency policy.

Several factors allow BLAZETAMER380™ to out-perform other fire suppressants:

- Drop Characteristics
- Less Evaporative Loss
- Canopy Penetration
- Full Use of Tank Capacities
- Endothermic Properties.
- Coverage Levels
- Mix Ratios
- Reduces Re-ignition

BLAZETAMER380™ INCREASES DIRECT ATTACK LINE-BUILDING PRODUCTION

DROP CHARACTERISTICS:

When BLAZETAMER380™ is aerially delivered the effect of the linear chains of water causes drop characteristics that differ from water, retardant, foam or gels. Drop patterns are denser, provide more uniform coverage and have less drift, as proven in tests and studies conducted in the United States and Canada.

CANOPY PENETRATION:

BLAZETAMER380™ penetrates a canopy better than retardant or gels. After a drop, long “strings” of water may be seen hanging from vegetation. These strings absorb thermal energy as they enter the thermal zone above a fire and their viscosity decreases after making initial contact with a canopy. Its ability to penetrate vegetation is similar to foam mixed at low concentrations. If fuels are torching or crowning, a mix ratio of 0.65% may reach and remain effective on ground fuels.

COVERAGE LEVELS:

Fire suppression aircrafts have doors located on the belly of the aircraft that are standardised to aid in efficient and effective use of retardant and to promote effective communication between air attack officers and pilots. The amount of suppressant or retardant that is released is expressed with the term “Coverage Level”.

Coverage Level is defined as the amount of retardant that is dropped on an area that is 10' x 10' (100 square feet). Pilots fighting fire in a grassy fuel type would likely use Coverage Level 2, (2 gallons/100 sq'), while a fuel type that has a canopy of trees would likely receive Coverage Level 6 or 8. Production tables are available to estimate the amount of line that is treated with various tank sizes and coverage levels, assuming standard drop heights and airspeed.

The following example is used for illustration purposes:

While a load of retardant at Coverage Level 4 may be appropriate for fires in a brush fuel type, a load of BLAZETAMER380™ at Coverage Level 2 or 3 on the same fuel type may have the desired effect on fires. This advantage could increase line production by up to 2½ times.

Mix Ratios: For non-federal agencies, BLAZETAMER380™ is applied at mix ratios that vary from 0.1%-0.65%. Standard mix ratios of 0.1%-0.2% in engines, 0.2%-0.32% in helicopters and 0.32%-0.4% in SEATs may be increased to meet specific fuel type and suppression needs. A mix ratio of up to 0.65% may be used in any fire suppression aircraft for fires that are torching or crowning. Federal agencies must follow the approved mix ratio listed on the QPL, currently 0.65%.

LESS EVAPORATIVE LOSS:

Evaporative loss occurs when a product mix enters the airstream after leaving the aircraft and again as it moves through the thermal zone above a fire. The amount of loss varies with each product type, i.e., up to 35% of water and foam never reaches the intended target. The properties of BLAZETAMER380™ allow a significant increase of product reaching the intended target due to reduced evaporative loss and less drift.

ENDOTHERMIC PROPERTIES:

BLAZETAMER380™ has unique fire suppression characteristics that, when applied to fire, rapidly reduces temperature to below the flash point of the fuels. This is most noticeable after it is applied since the reduction in heat causes less combustion and is visible through the reduction in smoke. In field tests BLAZETAMER380™ has extinguished liquid fuel fires, such as cooking oil, gas and diesel fuel due to its endothermic properties.



GROUND OR AERIAL RESOURCES

Historically, up to 90+% of wildland fires have been fought with ground equipment only. This varies by agency and by season, but lately there has been an increase in the percentage of fires that utilise aerial resources. Aggressive initial attack of fires that incorporate both ground and aerial resources has been very effective to keep fires small. This is especially important as weather patterns create conditions that lead to more devastating fires and there is increased threat to life and property in the urban interface. Aircraft combined with BLAZETAMER380™ are especially effective in reducing values threatened by fire while increasing firefighter safety.

"In the past we would have had 2-3 Incident Management Teams deployed with fire conditions like we had in 2018, We didn't have any teams deployed in Minnesota in 2018 and we believe that is due in large part to aggressive initial attack with the FireBoss and BlazeTamer". BIA Fire Manager

Hessel Fire – Michigan, 2018 - low ground with spruce and marsh grass with lots of rock and some aspen on the upland. "We couldn't get wheeled vehicles into the fire and tractor plows were having a difficult time since the fire was spotting over the tractor plows. We called for suppression aircraft, including a FireBoss with BLAZETAMER380, and it knocked down the head and saved a lot of acres plus the town of Hessell since the fire would have gotten there by the next burning period". Michigan DNR

DIRECT OR INDIRECT STRATEGIES

Up to 90+% of the time the preferred and safest strategy when aircraft are used for initial attack is direct attack. Most times an anchor is established so firefighters have a safe zone in the adjacent blackline as they work on the flanks and eventually turn the corner on the headfire. Sometimes aircraft take action directly on the head or a "hot flank" to save property or to keep the fire from reaching priority areas. When direct attack is not an option due to fuels, access, terrain, firefighter safety or resources, indirect attack using retardant may be the best option.

COLOUR VS. NON-COLOUR

The primary purpose of adding a colourant to aerial fire suppressants or retardant is to allow aerial firefighters, Air Attack Officers and pilots, to locate previous drops so they can remain oriented, tag on or roll up to them while building an indirect or parallel line. When using BLAZETAMER380™ for direct attack colourants are not necessary since, unless other priorities dictate, drops are made sequentially on a fire. After an anchor is established the subsequent drops begin where the heat and smoke begins. This is normally evident from an aerial view and can be enhanced using infrared cameras in suppression aircraft. Colourant adds cost to the per gallon price of the suppressant. Although not approved in the QPL, some agencies are successfully adding a blue colorant to BLAZETAMER380™.

One SEAT pilot was adamant that colourant be used but, after returning from his first fire stated that,*"We don't need colorant, I could see my previous drop because the ground was black and shiny and my next drop went where the smoke started".*



OPTIONS FOR ON-BOARD INJECTION / BLENDING OPERATIONS

There are several on-board injection / blending systems available for helicopters and fixed wing water scoopers. The key to effective on-board systems is the capability for the equipment to properly inject and blend water enhancers in a timely manner, so the product is ready to be dropped within minutes after water is loaded from a remote water source.

FireBoss - BLAZETAMER380™ concentrate can be injected with an approved on-board injection / blending system that has from 48 to 78-gallon capacity and can provide enough concentrate for 16-20+ loads, depending on the mix ratio and desired fuel load and payload. Modifications can be made to convert standard equipment on aircraft to a system that is compatible with BLAZETAMER380

CL-215 / CL-215T / CL-415 - Currently approved for ground-loading only of BLAZETAMER380™ by the aircraft manufacturer, Viking Air, in the CL-215 / CL-215T / CL-415 fleet. Test drops in Canada have proven that BLAZETAMER380™ will be a viable alternative to foam in these aircraft since it is more environmentally friendly, efficient and effective. Viking Air is waiting for user agencies to request the current foam system is redesigned to accommodate liquid concentrate water enhancers, such as BLAZETAMER380™, before they commit to engineering a system. We are confident that a system similar to the one available in the FireBoss will work extremely well.

HELICOPTERS with Fixed Tanks - BLAZETAMER380™ is approved for use in Simplex, Isolair and Helitak tank systems. Concentrate reservoirs are sized to provide a fuel cycle of 20+ loads at a mix rate of 0.2% - 0.32%. BLAZETAMER380™ was used in both Type I and Type II helicopters on fires in the Northern Rockies in the summer of 2017 with great results. Agitation can be provided when loading the aircraft through the snorkel unit.

HELICOPTERS with Buckets - BLAZETAMER380™ is approved for use in the SEI Sacksafoam system for Bambi Buckets. Concentrate tanks can also be installed inside the aircraft with concentrate injected through a hose to the bucket.



OPTIONS FOR GROUND-BASED OPERATIONS

SEATS – BLAZETAMER380™ concentrate can be:

- Injected into the supply line with equipment provided by the manufacturer, as SEATs are loaded on the ramp at a SEAT Base
- Batch-mixed in SEAT service truck tanks or tanks at a tankerbase and pumped into aircraft.
- Injected into the aircraft tank from a concentrate reservoir on the aircraft or poured directly into the tank, then loaded with water from a SEAT Base or other airport/airstrip that has a water source (fire department or hydrant). The action within the tank as it is filled with water provides adequate agitation for mixing.
 - Concentrate in the 18-gallon tank (standard on AT-802) will provide enough concentrate for 3-7 loads, depending on mix ratio
 - Poured directly into the aircraft tank at a rate of 2-5 gallons per load, depending on tank size and desired mix ratio

Multi-Engine Airtankers - BLAZETAMER380™ concentrate can be injected into supply lines at a Tanker Base. Some large airtankers carry concentrate on-board so they can be quickly operational at bases that do not have a supply of BLAZETAMER380™.

HELICOPTERS – Dip Tank Operations - BLAZETAMER380™ can be pre-mixed and available in dip tanks for helicopters that are configured with either a fixed tank or buckets. Dip tanks, pumps, equipment and operators are usually supplied by the agency.

ENGINES / ALL TERRAIN VEHICLES – Special equipment is **not** needed for BLAZETAMER380™ in a fire suppression engine or all-terrain unit. Simply pour the desired amount of concentrate into the tank, add water and recirculate through the pump for a few minutes. If agency policy allows, a mix ratio of 0.1% - 0.2% is effective when applying BLAZETAMER380™ from ground equipment. Quart or gallon containers can be filled from the larger containers so they can be distributed and stored throughout your fleet.

SLINGABLE BAGS or DIP TANKS - BLAZETAMER380™ can be mixed in slingable bags at a helibase and flown to the fireline for use by ground crews for mop-up. Larger dip tanks could also be set up in remote locations when larger volumes of water are required and concentrate can be added on site and blended with a recirculation pump. These are great options for making water more effective in remote areas that are not accessible with hose lays from a natural water source.



SEAT in North Carolina



CV-580 in Alaska



Chinook with on-board injection with BLAZETAMER380™



BLAZETAMER380™ AIRCRAFT LOADING EQUIPMENT

The FastFiller is a designed, fit for purpose piece of equipment. Polymeric technologies in general, have specific and quite unique application requirements, hence the birth of the FastFiller.

FastFiller-15 - The FastFiller (FF-15) is used for injecting concentrate into a supply hose, normally used for filling SEATs, helicopters with fixed tanks or dip tanks. The unit is positioned between the water supply and the pump. Simply fill the hopper with the desired amount of concentrate and start the flow of water through the induction tube, open the ball valve and the concentrate is drawn into the water stream as it loads any type of aircraft or firefighting engine. This unit is perfect for remote operations since it is designed with a battery with solar panel and is very easy to use.



FastFiller-15

FF-PIU - The FastFiller Portable Injection Unit (FF-PIU) is used to pre-load concentrate into aircraft supply lines. It is lightweight and can be transferred to remote or temporary locations in a pickup truck or small aircraft, along with a few 5-gallon containers of concentrate and one operator. This unit is proven effective for agencies who depend on basing short-term bases close to fires to minimize ferry time to a permanent reload base.



FastFiller - Portable Injection Unit (FF-PIU)

BANJO INDUCTOR - This unit is recommended for loading LATS / VLATS or Helicopter Dip Tanks. It uses hydraulic venturi action to inject concentrate into the water stream as aircraft are loaded. Simply plumb into a 3" supply hose and either pour concentrate directly into a funnel on the inductor or pre-load a calibrated cone-shaped concentrate tank. Concentrate tank size is customized to fit your application, 10-gallon for SEATs or up to 35-gallon for LATS/VLATS.



Banjo Inductor



BLAZETAMER380™ SUPPRESSANT VS. RETARDANT

Until now, when firefighters needed more than water on their fires for direct attack, their primary option was retardant. Retardant is most effective when using indirect methods of firefighting. Chemical concentrates are mixed with water at a rate of 85% water and 15% chemical agents. After the water evaporates the residual chemicals alter fuels, making them fire resistant since they will not support combustion, retarding a fire's spread. Blended BLAZETAMER380™ weighs 8.3 pounds per gallon while retardant weighs about 9.1 pounds per gallon when mixed, effectively decreasing the volume that can be aerially delivered per load. Retardant is effective as a direct attack tool, but is inefficient because of the added weight and cost per gallon.

The following scenario focuses on aircraft load capacity when comparing use of retardant and BLAZETAMER380™ as a direct attack tool. It does not consider the evaporative loss, wind shear nor endothermic benefits of BLAZETAMER380™. If the payload of a SEAT is 6,640 pounds it could deliver 800 gallons of BLAZETAMER380™ but could only carry 730 gallons of retardant. This 10% reduction of volume is only valuable when using retardant as a tool for indirect attack, but using retardant is not an efficient use of aircraft when direct attack strategies are employed.

Given the same density altitude and fuel load for Direct Attack missions:

SEAT with 800-Gallon Tank

- BLAZETAMER380
800 gallons (6,640 lbs.) of mixed product, 800 gallons of effective product
- Retardant
730 gallons (6,643 lbs.) of mixed product, at 85% equates to 620 gallons of effective product

Helicopter or Airtanker with 2,000-Gallon Tank

- BLAZETAMER380™
2,000 gallons (16,600 lbs.) of mixed product, 2,000 gallons of effective product
- Retardant
1,825 gallons (16,608 lbs.) of mixed product, at 85% equates to 1,550 gallons of effective product

Summary - Get 25% more effective suppressant per drop with BLAZETAMER380™

Type I Helicopter with On-Board Injection / Blending System – When picking water in a nearby water source rather than returning to a portable retardant plant.

GALLONS					COSTS			
CH-47D	Loads per fuel cycle	Minutes per turn	Average gallons per load	Total effective gallons	Product total & cost per mixed gallon	2 hours of flight time	Total delivered product cost	Per effective mixed gallon delivered
BT380	20	6	2,000	40,000	\$15,200 \$0.38/gal	\$15,200	\$30,400	\$0.75
Retardant	9	13	1,825	13,950	\$49,275 \$3.00/gal	\$15,200	\$64,475	\$3.93



BLAZETAMER380™ VS. CLASS A FOAM

Class A Foam is a surfactant used to reduce film thickness and penetrate fuels by reducing the surface tension of water. If applied at high concentrations it can create a foam blanket that surrounds fuels, creating a barrier between the fuel and the fire. It is used in a decreasing amount in aerial operations due to concerns of corrosiveness and modern technology has made more desirable products, such as BLAZETAMER380, available.

BLAZETAMER380™ DOUBLES THE PRODUCTION OF A FIREBOSS



BLAZETAMER380™ VS. GELS

Gels do not bind water molecules together. They may be liquid concentrates or powders that, when added to water, absorb water molecules to increase molecule size to increase film thickness, slow water evaporation and improve the ability to cling to vertical surfaces. Gels absorb heat energy and create a thermal protective coating on fuels and are especially effective on vertical fuels since they adhere to them. Flight tests have shown that loads of Gel (larger individual molecules) are less dense and are more prone to drift. Not all water molecules in a load are absorbed, thus some may be available to penetrate a canopy but are also prone to drift and evaporative loss.

Gels contain a crystalline product called Polyacrylic Polymers. The required mix ratio for Gels varies, depending on water quality and salinity. Increases in water salinity dramatically decreases the ability of the crystals to absorb water. Fresh water has varying levels of pH and minerals, so unless the mix ratio is customized for each water source, there is little consistency in the Gel suppressant when it is delivered to the fire. To achieve the proper mix ratio for Gels, it must be customized for each water source. This takes valuable time and specialized mixing equipment, but if not done, may result in different degrees of suppression capabilities.

BLAZETAMER380™ COMPARISONS

Comparison with Foam and BLAZETAMER380™ in a FireBoss with 750-gallon load

Suppressant	Cost/Gallon	Gals/Load	Cost/Load	Evaporative Loss	Effective Gallons	BT380 Fire Properties*
Foam	\$20	1.5 (.2%)	\$30.00	-35%	488	
BT380 .33%	\$119	2.5 (.33%)	\$297.50	-15%	638	x 2 = 1,276

Example - Fire requiring 20,000 gallons of Suppressant @ 0.1 flight hours/load (\$4,500/hour)

Suppressant	Number of Loads	Total Flight Time	Flight Cost	Suppressant Cost	Total Cost
Foam	41	4.1	\$18,450	\$1,230	\$19,680
BT380 .33%	16	1.6	\$7,200	\$4,760	\$11,960

Comparison with Foam and BLAZETAMER380™ in a CL-415 with 1,500-gallons

Suppressant	Cost/Gallon	Gals/Load	Cost/Load	Evaporative Loss	Effective Gallons	BT380 Fire Properties*
Foam	\$20	3.2 (.2%)	\$64.00	-35%	975	
BT380 .31%	\$119	5.0 (.33%)	\$595.00	-15%	1,275	x 2 = 2,550

Fire that requires 20,000 gallons of Suppressant @ 0.1 flight hours/load (\$12,000/hour)

Suppressant	Number of Loads	Total Flight Time	Flight Cost	Suppressant Cost	Total Cost
Foam	20	2.0	\$25,200	\$1,344	\$26,544
BT380 .31%	8	0.8	\$9,600	\$4,760	\$14,360

RESULT – CUT FLIGHT TIME IN HALF!





BENEFITS OF BLAZETAMER380™

BLAZETAMER380™ links all water molecules in a load together, is less prone to drift and it is not affected by water quality or salinity so mix ratios remain constant, whatever the water source. Airtankers can effectively alternate loads of retardant and BLAZETAMER380™ without requiring the tank to be rinsed since the salt contained in any residual retardant does not affect the performance of BLAZETAMER380™.

LOWER COSTS

BLAZETAMER380™ is less expensive per mixed gallon than any other water enhancer listed on the USFS QPL.

- Flight rates range from \$2,500-\$9,000+ per hour. A reduction in flight hours significantly reduces overall costs for all air operations and savings more than pay for costs for BLAZETAMER380.

BETTER VALUE

THE VALUE OF USING BLAZETAMER380™ CANNOT BE COMPUTED BY SIMPLY FACTORING THE PRODUCT COST SINCE ADDITIONAL FACTORS INCLUDE:

- **Line production per drop is increased significantly with BLAZETAMER380™**
 - More suppressant reaches the intended target due to less evaporative loss
 - Drop characteristics include more length, less drift, better consistency and density
 - Endothermic properties that aid in fire suppression
 - Effectiveness does not require multiple drops in same area
- **Reduction in Flight Time**
 - Less time spent ferrying to/from a tanker base or roadside helibase allows more time per fuel cycle for delivering suppressant to ground firefighters.
 - Less pilot fatigue
 - Less wear and tear on aircraft mechanical components
 - Decreases risk to pilots working in a low level, smoky environment that often includes multiple aircraft in a congested airspace.

MAXIMIZE HELICOPTER EFFICIENCY WITH BLAZETAMER380™



Type I - 1,000 gallons
\$4,500/hour

+



=



Type I - 2,000+ gallons water
\$7,600/hour

ENHANCES SAFETY

Firefighters must always wear proper PPE and use care when working on fires, especially on portions of the line where fire suppressants or retardant has been applied to avoid slips, trips and falls.

Wildland Firefighting is Hazardous. The wildland fire environment exposes firefighters to many hazards, such as; extreme heat, flames, snags, unsure footing, uneven ground and other factors within the wildland urban interface, to include; powerlines, smoke across roads, vehicle traffic and fuel sources such as propane. The goal for fire managers is to identify hazards and mitigate them as best they can to provide the safest environment for firefighters, both on the ground and in the air.

Safety Factors

- **LINE PRODUCTION** per drop is increased significantly with BLAZETAMER380™.
- **FEWER ACRES BURNED = LESS EXPOSURE** to firefighters from environmental hazards.
- **REDUCED FLIGHT TIME** - decreases the chances for incidents or accidents
- **LESS STRESS** on the aircraft sub-frame due to the reduction in load requirements



Improved Aviation Safety - a reduction in flight time decreases risk to pilots working in a low level, smoky environment that often includes multiple aircraft in a congested airspace.

Advantages of using BLAZETAMER380™ include:

- Quicker extinguishment of fires that results in less acres burned
- Fewer chains or miles of fireline that need to be constructed or controlled
- Decreased threat to lives, property and resources
- Fewer hours of flight time required with suppression aircraft that keeps pilots safer

HAZARDS x EXPOSURE = PROBABILITY
PROBABILITY x EXPOSURE = RISK

Risk to firefighters is reduced by decreasing probability and limiting exposure.



TRAINING / EDUCATION / BEST PRACTICES

Historically the efficiency of aerial fire suppression resources was determined by the type of aircraft, fixed or rotary wing, the payload or tank capacity and air speed. All aircraft were capable of delivering water and retardant and some could deliver foam.

BLAZETAMER380™ is approved and available. It should be considered when evaluating the overall effectiveness of fire suppression aircraft. A load of BLAZETAMER380™ is more than twice as effective than the same volume of water, due to drop characteristics, evaporative loss, endothermic properties, weight/volume, canopy penetration and line production. Additional efficiency is also gained with onboard injection systems that reduce ferry time, allowing aircraft to deliver multiple loads of BLAZETAMER380™ without returning to a base for suppressant or retardant.

For example, an airtanker with a 3,000-gallon tank can deliver that amount of retardant in an hour. A FireBoss with a 750-gallon load with an onboard injection system may be able to deliver 4,500 gallons or more in the same timeframe. If the water delivered from the FireBoss is injected with BLAZETAMER380™ it will be at least twice as effective.

IF YOUR AGENCY PROVIDES YOU WITH BLAZETAMER380, YOUR ABILITY TO MAXIMIZE EFFICIENCY AND EFFECTIVENESS, WILL DEPEND ON INDIVIDUAL FIREFIGHTERS.

Firefighters must be aware of capabilities and limitations of aircraft, what types of water enhancers are available to them, when to use them and how to properly mix and apply them.

Incident Commanders and Air Tactical Group Supervisors (ATGS) must request the proper suppressant for their given situation and tactics. When building Situational Awareness (SA) for any given day, in addition to determining what aircraft are available, they must also determine what products are available at individual aviation bases and how to properly request them.

- Retardant for indirect attack
- **BLAZETAMER380™ for direct attack.**
 - **BLAZETAMER380™ is more effective and cost effective than retardant**
 - **Save over \$1,000 per 700-gallon load**

ATGS / Air Attack Officers must also:

- Be aware of the different products and characteristics of each so proper tactics are employed.
- Make recommendations to IC's.
- Brief and direct airtanker and helicopter pilots to ensure products are applied appropriately.

A DIRECT ATTACK SOLUTION AERIAL WATER ENHANCER





W W W . B L A Z E T A M E R . C O M

*Note – all data has been engineered for the U.S. market. For further sales and consultations, please contact your local distributor.



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