

# Leadplane Training Lesson Plan

## Altitude Control

07-01-N9065-HO

### Objective:

To familiarize the student with factors affecting altitude control during the leadplane profile (Phase 1).

To develop the students proficiency in altitude control in a training environment (Phase 2).

### Content:

Altitude control is important with regards to maintaining a constant altitude and proper target altitudes during the profile descent.

Altitude control is critical due to the close proximity of other aircraft in the fire traffic area. Altitude separation between aircraft in the FTA is generally 500 to 1000 feet. There is not much room for error considering possible deviations due to turbulence, pilot work load and distractions.

When determining a leadplane profile it is important to start from the planned altitude to minimize corrections during the maneuver. Poor pilot technique in maintaining altitude or the descent will affect the final altitude of the aircraft when over the start point for the retardant drop.

Maintaining a proper drop altitude is important for aircraft separation from the fuels. Proper drop altitude also allows for a uniform coverage level of the retardant on the fuels.

Turbulence can affect changes in altitude. The pilot must determine the importance of maintaining altitude while maneuvering in the FTA in turbulence. At times it may be prudent to accept deviations in altitude due to environmental factors. Altitude deviations due to outside influences like winds and turbulence are normal. The leadplane pilot needs to maintain positive aircraft control and continuously adjust for these deviations.

Omitting the altimeter from the pilots scan is a common error leading to poor altitude control.

Pilots should manage work load and distractions so they do not adversely affect altitude control.

**Completion Standards:**

The lesson is complete when the student can demonstrate altitude control, within the phase altitude limitations.

For Phase I (training environment): Altitude control of  $\pm 200$  feet during FTA orbit,  $+200/-0$  feet during the leadplane profile.

For Phase II (fire environment): Altitude control of  $\pm 100$  feet during FTA orbit,  $+100/-0$  feet during the leadplane profile.

Safety will never be in question and altitude control will be accomplished without the reliance on the evaluator.