

Leadplane Training Lesson Plan

Leadplane Mission Emergency Procedures

07-05-N9065-HO

Objective:

To familiarize the student with simulated emergency procedures (Phase 1).

To develop the student's proficiency with managing simulated emergency procedures (Phase 2).

Content:

Overruns

In the event of an overrun of the leadplane by the airtanker, the airtanker crew will attempt to communicate the overrun and utilize the following standard overrun procedures unless otherwise briefed:

1. Straight out flight paths: Pass the leadplane on the right.
2. Left or right turn flight paths: Pass the leadplane outside the turn.
3. Terrain or visibility limitations: When terrain or visibility prevents utilizing 1 or 2, pass above the leadplane.

An over run should not happen without the call out "pick it up" from the airtanker first. The call out "pick it up" should be interpreted as a precursor to an emergency situation by the leadplane. The leadplane will lower the nose of the aircraft and add power to accelerate away from the tanker. The tanker will communicate to the leadplane when a normal airspeed can be resumed.

In the event of an overrun, the leadplane will accelerate and descend if terrain allows. The leadplane and the tanker will communicate their location and altitude when able.

Leadplane Engine Failure

During a run with an aircraft in tow, if the leadplane has an engine failure, follow the aircraft's emergency procedures. As soon as practical, communicate the situation to the aircraft in tow because the closure rate of the two aircraft could be rapid. Fly the briefed exit route.

Due to the high-density altitude environments firefighting takes place in, the leadplane pilot should expect poor performance in a single engine situation. Due to the low AGL

altitudes that the leadplane operates in, proper single engine emergency procedures are paramount. Planning runs so they are flown downhill and down canyon will give pilots more time to address the engine failure.

The leadplane pilots should also expect some difficulty in directional control if there is a single engine situation. This is especially true during the exit maneuver. During the exit maneuver the aircraft is at lower airspeeds and higher power settings which may make directional control more difficult. If the exit requires a turn, it may be more difficult to execute the turn if the out-board engine has failed, yawing and banking the aircraft away from the required turn.

Tanker or Other Aircraft Emergency

In the event of another aircraft with an emergency, assist the other aircraft as needed. The emergency aircraft has priority over other aircraft. If it is a tanker, transmit the phrase "consider the load" to remind the pilot to jettison the load if need be. Give the pilot of the emergency aircraft time to run the necessary checklists and then ask if they need any assistance. Consider the need for aerial supervision over the fire before leaving the fire to assist the aircraft in distress. Discontinue flight operations over the fire if need be. Notify dispatch of the situation so appropriate emergency procedures can be initiated. Be careful not to transmit sensitive information over the radio.

Incident Within an Incident (IWI)

An incident within an incident is any accident or medical emergency during an incident directly involving Incident Management Team personnel or assigned resources. There can be a wide range to the level of severity associated with an IWI. The level of attention that must be given to the IWI by the leadplane pilot will depend on their ability to affect the outcome of the IWI and whether the leadplane is directed to engage in the IWI. An IWI can distract crews from their primary task over the incident. The safety of the primary task resources must be managed, and resources may possibly be disengaged depending on the severity of the IWI. If priority is to be given to the IWI, primary task resources must be given direction for disengaging from the primary task or direction in their reassignment to the IWI. Changing priorities can cause confusing situations and can increase the possibility of miscommunications. The pace of operations should be slowed down to a pace where the aerial supervisors' tasks can be managed safely.

Completion Standards:

The lesson is complete when the student can demonstrate the management of simulated emergency procedures in a training environment for Phase 1 and in a fire environment for Phase 2. Safety will never be in question and the procedures will be accomplished without the reliance on the evaluator.