



Leadplane Training Course



Leadplane Training Course

Communications

Linking your communications to the pattern.



Leadplane Training Course

Communications

Learn to be predictable with your communications by linking them to the leadplane pattern.

Develop consistent verbiage patterns to minimize workload.

Develop consistent verbiage patterns to minimize omission of information.



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Initial Briefing (Initial call)

“Tanker 65, 12 miles.”

“Tanker 65,
29.92,
Cleared in 6500,
Airattack at 7500,
2 helicopters 4000 and below,
Power lines east of the fire.”





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Outbound for the join up

Location and Altitude.

“Tanker 65,
11 o’clock,
6000.”

(500 foot minimum separation.)





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Location and Action.

“Tanker 65,
11 o’clock,
Here is a wing and smoke.”

The join up at 2 miles





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Inbound to the downwind.



Give objective for the drop.

“Working direct, left shoulder, tagging and extending existing retardant.”





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Inbound to the downwind.



Give special instructions.

“We will be in a right hand pattern.”





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Entering the downwind.

Start the Tactical Briefing





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Tactical Briefing

Orientation,
Specific Hazards,
Objectives,
Target Description,

Coverage level, Portion of load, Exit Instructions,

Clearance to Maneuver

Clearance to Drop





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Tactical Briefing

“Tanker 65, do you have the structure on the Left flank? Caution power lines along the road, Objective is structure protection, V the structure, Coverage level 8, Split load, Exit left at or below 3000 feet, Helicopters on the right.”





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Tactical Briefing



The tactical briefing should be tied to each leg of the pattern during a show me. Doing this gives the student an association (legs of the pattern) with each communication (tactical briefing script). Information is less likely to be missed and the tanker pilot will have a visual reference to associate with tactical briefing information.



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Objective Examples

Direct or Indirect.

Left or Right, Heel, Flank or Shoulder.

V the Heel or V the Head.

Tag and Extend.

Box the fire in.

Starting a new retardant line.





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Downwind

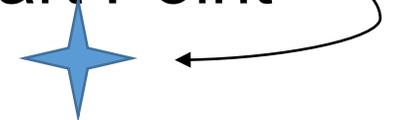
Call out "abeam."



Location, profile, drop heading, drop altitude, speed request.

"Downwind for a show me, drop heading 180, drop altitude 5000."

Start Point





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Base

After establishing the downwind leg communicate your intentions.

“Turning base for a show me.”

Start point, “Tag and Extend.”





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Start Point Examples

Tag and extend.

Tag and extend, bend it left 10 degrees.

Start at the white rock, keep it on the ridge.

Start at the buck skin snag.

Start at the timber grass break.

Anchor to the scree.





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Final for a Show Me



“Turning final for a show me.”

“This is the line, Start here.”





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The Exit



“On the exit I’ll be up and left, you are straight out,
plan a load and return.”

“If you keep me insight I’ll meet you at 6000
speeds would you like?”



what



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"Abeam."



"Downwind."

"Starting a turn to base."

Downwind for a Live Run





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Base for a Live Run



“Starting my turn to final.”



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Final for a Live Run

“On final, This is the line, Start here.”





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Departure Briefing

Drop Evaluation

Start

Line

End

Instructions

Load and return or hold

Location





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Departure Briefing



“Tanker 65, depart to the west, maintain 3000 until
Clear of the FTA, Load and return.”



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The Drop Evaluation



Evaluate the start point and the line location.

“Quarter of a load late, good line.”





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Summary

Being predictable is the key to being an efficient leadplane pilot.

Link your communications to the legs of the pattern.

Formulate consistent verbiage patterns. This will lower your workload for other tasks.

