

Single Engine Air Tankers

Overview

This module focuses on communicating effectively with single engine air tankers in order to achieve the drop results that you want.

Facilitator Quick Checklist

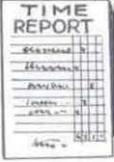
The following are the most important tasks that should be considered before implementing this module:

- ✓ Preview the Single Engine Air Tankers Module on the DVD

Time	Facilitator Tasks	Refer To
1 min	<ul style="list-style-type: none">  Introduce module overview listed above. 	
11 min	<ul style="list-style-type: none">  Play DVD Module 5: <u>Single Engine Air Tankers</u> 	DVD 5
10 min	<ul style="list-style-type: none">  Direct students to their student workbooks and either individually, or as a group and instruct them to complete the SEAT exercise. Give them 10 minutes to complete the exercise. Conduct a class discussion, suggested answers are included below. 	SW 1
	<p align="center">(From Student Workbook)</p> <p><u>Incoming SEAT Briefing Exercise:</u> Using the Incident Pocket Response Guide's, "Directing Retardant and Bucket Drops" reference (located in the blue section); answer the questions below based on the following scenario.</p>	SW 1

Time	Facilitator Tasks	Refer To
	<p>You have responded to a single tree fire which consists of a 60 foot snag that appears to have substantial heat inside, the fire has not spread to the surface fuels. There are some embers and a smoke column coming from the top of the snag. You survey the area and see a uniform open timber stand and several other snags nearby. The main concern is the surface fuels which are thick and continuous grasses.</p> <p>The snag is located mid-slope on one of the more prominent peaks in the area. Due north on the summit of the peak is the forest's Anderson repeater station along with some other radio towers. The snag will fall directly downhill if it goes on its own, but doubt you'll be able to catch any surface fire due to the high spread potential. After sizing up the snag, your falling experience tells you it's too hazardous to fall with a chainsaw and too dangerous to dig handline around it.</p> <p>Dispatch informs you a loaded SEAT is available and airborne in the area. You plan to use retardant to cool the snag while also pre-treating the area where it will fall. You're pretty confident the retardant will work and with no other reasonable options available, you request the SEAT. Dispatch provides you the call sign and the air-to-ground frequency. You locate a place well out of the way of the snag and drop area with a good view.</p> <p>You attempt communication with the SEAT and can faintly hear an aircraft to the north, but the transmission was faint and scratchy. However, dispatch comes in clearly and you just heard them tell the SEAT they were positive on automated flight following (AFF). You know he's familiar with the area, but he doesn't know where your fire is. No GPS is available and dispatch only had a very general location for the fire.</p> <hr/> <p>1) Write a brief description of how to talk the pilot into your location if you establish communication; also, what other options do you have if you cannot establish direct communications with the SEAT?</p> <p>2) Prepare a briefing for the pilot with your intent to achieve the desired/needed results.</p>	

Time	Facilitator Tasks	Refer To
	<p>SEAT Briefing Exercise Possible Solutions/Suggestions:</p> <p>Talking points for briefings:</p> <ul style="list-style-type: none"> • Speak clearly, briefly and to the point. • Begin broad and narrow down the descriptions. Start with large/obvious descriptors (smoke columns, topographical features, etc.) and work down to the details of a location or specific assignment as each benchmark is made and understood. • Avoid making any assumptions. <p>General example:</p> <ul style="list-style-type: none"> • Tanker 111, do you see the column? <ul style="list-style-type: none"> ❖ <i>Got it</i> • OK, do you see where those trees are torching on the left flank? <ul style="list-style-type: none"> ❖ <i>Affirmative, see the trees torching on left flank</i> • Copy that, when you get over that part of the fire I'll (have a panel out, give you a flash, etc.) Let me know when you've got me. <ul style="list-style-type: none"> ❖ <i>OK have the (flash, panel, etc.)</i> • Great, here's what we're trying to do..... <p>1) Write a brief description of how to talk the pilot into your location; what other options do you have if you cannot establish communications with the SEAT? (Student briefing could include):</p> <ul style="list-style-type: none"> • Confirm if the aircraft heard is the SEAT and near the peak with the Anderson repeater and radio towers, if not, direct them to that location. • Describe the location of the fire in reference to the peak (mid-slope, south of peak) with the Anderson repeater and radio towers. • The snag is putting up smoke, clock direction, signal panel, mirror flashes, etc. • Utilize dispatch to relay your general location or use AFF info to talk the SEAT in. <p style="text-align: center;"><i>(Exercise continues on next page)</i></p>	<p>SW 2</p>

Time	Facilitator Tasks	Refer To
 <p><i>Estimate Total Time: 32 min</i></p>	<p>2) Prepare a briefing for the pilot as to your intent to achieve the results you want. (<i>Items the student briefing could include</i>):</p> <ul style="list-style-type: none"> • Overall fire situation and objective to provide the pilot with the big picture (Single snag with fire inside, no surface fire yet, but high spread potential and need to keep fire small). • Inform pilot of the plan to let tree fall on its own with concern of resulting surface fire spread. • Inform the pilot of your request/intent to go direct on tree and to also pre-treat the area where tree is likely to fall • Mention the hazards of numerous other snags nearby. • Ask the pilot about the feasibility of the plan from their perspective; can it be done safely? <p>Confirm and agree upon where the retardant needs to be dropped.</p>	



Want More Information?



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- BLM SEAT Program
 - <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/seat.html>