

McDonald Incident

Incident Action Plan

August 01, 2010

0600-2100

Driving

- Drive slowly on fire access roads
- Use a spotter as necessary
- To control dust keep speed down on Juniper Ridge Road

Hydration

- With the wind, heat and low RH maintaining proper hydration is difficult yet VERY important
- Consider drinking water and sports drink at a 2:1 ratio

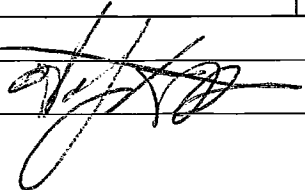
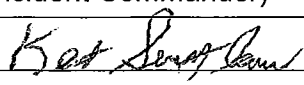
Mop up and Patrol

- Watch for fatigue and complacency
- Take a break and refocus on the task
- Use proper body mechanics to avoid injury
- Maintain LCES and be aware of the light flashy fuels and the wind that effects them

CA-NOD-3688-FNP&/PDFNP8 (1502)

BLM Northern California District

Northern California Incident Management Team 1

INCIDENT OBJECTIVES		1. Incident Name		2. Date Prepared		3. Time Prepared	
ICS 202		McDonald Incident		07/31/2010		2000	
4. Operational Period							
08/01/2010 Day Shift 0600 - 2100							
5. General Control Objectives for the Incident (include alternatives)							
<ol style="list-style-type: none"> 1. Provide for public and firefighter safety through application of the Risk Management Process. 2. Keep fire west of Cold Springs Road. 3. Protect high value wildlife habitat (sage grouse NE of fire, Pronghorn antelope, mule deer) by using direct attack methods where possible. 4. Large islands of sagebrush between fireline and already burned areas should not be burned out. 							
6. Weather Forecast for Period							
See attached spot weather forecast							
7. General Safety Message							
8. Attachments							
x	Organization List-ICS 203	x	Air Ops Plan ICS-220	x	Fire Weather Forecast		
x	Division Assignment List-ICS 204	x	Incident Map	x	Fire Behavior Forecast		
x	Communications Plan-ICS 205		Traffic Plan	x	Unit Log ICS-214		
x	Medical Plan-ICS 206	x	Safety Message		Vicinity Map		
9. Prepared by				10. Approved by (Incident Commander)			
Valery Lambeth 				Kent Swartzlander 			

ORGANIZATION ASSIGNMENT LIST	
1. Incident Name McDonald Incident	
2. Date July 31, 2010	3. Time 2100
4. Operational Period Day August 1, 2010 0600 - 2100	
Position	Name
5. Incident Commander and Staff	
Incident Commander	Kent Swartzlander / Mike Minton (T)
Deputy	Paul Whitcome
Safety Officer	Rich Rubin /Dave Kirste / Michele Tanzi
Information Officer	Yvonne Jones / Phyllis Swanson / Jim Mackensen (T)
Liaison Officer	
6. Agency Representative	
Agency Admin	Nancy Haug
Agency Admin Rep	Alan Uchida
Resource Advisor	Mike Dolan
7. Planning Section	
Chief	Valery Lambeth / Lance Noxon (T)
Deputy	Dave Sinclear
Resources Unit	Rita Mustatia / Lou Ann Charbonnier
Situation Unit	Chris Wilkeen / Melissa Hennessey (T)
Documentation Unit	
Demobilization Unit	Gary Deboi
Technical Specialists	
Human Resources	
Training	Dominic Panno
CTSP	George Steel
GIS	Kyle Felker / Karl Todd/Trisha Bauer (T)
FBAN	Bob Patton
IMET	Jon Bonk
8. Logistics Section	
Chief	Paul Montgomery
Deputy	Mike Jellison / Brett Shurr (T)
Supply Unit / Ordering	Tom Charlton
Facilities Unit	Frank DelCarlo / Jeff Huhtala
Ground Support Unit	Harry Zabel / John Camacho
Communications Unit	Rick Cartoscelli / Phil Shafer
Medical Unit	Josh Ramey
Receiving & Distribution	Ron Pierce / Fred Johnson
Security Unit	Elizabeth Kurpies
Food Unit	Jay Westlake

9. Operations Section	
Operations	Day Night Alec Lane / Robin Wills (T)
Planning OPS	Steve Burns
a. Branch 1 - Division/Groups	
Branch Director	
DAY	
Division/Group A	Greg Moon
Division/Group B/C	Chris Stevens/Tad Hair (T)
Division/Group D	Paul Johnson/Bob Beebe (T)
Division/Group Y	Dave McCandliss/Joe Johnson (T)
Division/Group Z	Ed Merrill/Casey Boespflug
b. Branch 2 - Division/Groups	
Branch Director	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
c. Branch III - Division/Groups	
Branch Director	
Deputy	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
d. Air Operations Branch	
Air Operations Branch Director	Bruce Wicks
Air Attack Supervisor	Dan White / Mike Frederick
Air Support Supervisor	Ken Crawford
Helicopter Coordinator	
Air Tanker Coordinator	
10. Finance Section	
Chief	Lois Charlton
Deputy	
Time Unit	Shannon Ammon
Procurement Unit	
Compensation/Claims Unit	Debbie McIntosh
Cost Unit	Sissy Hoaglen
Prepared by (Resource Unit Leader) L. Charbonnier	

Division Assignment List			1. Branch		2. Division/Group A	
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3. Incident Name MCDONALD (W-23)			4. Operational Period 08/01/10 Sunday Day Shift 0600 - 2100			
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5. Operations Personnel						
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Operations Chief	ALEC LANE; ROBIN WILLS (t)	Division/Group Supervisor	GREG MOON			
Planning Operations Chief	STEVE BURNS	Air Attack Supervisor				
Branch Director		Safety Officer	RICH RUBIN; DAVE KIRSTE; MICHELE TANZI			

6. Resources Assigned this Period						
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Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time
ALMANOR CREW 1	JERICK DOMINGUES	11	N	Per DIVS	Per DIVS
EAGLE LAKE CREW 2 T2IA	ROBERT S BROWN	21	N	Per DIVS	Per DIVS
FUELS CREW 3266/3265	ROBERT PRESTON	22	N	Per DIVS	Per DIVS
HIA ENGINE 9532	WILLIAM CARPENTER	5	N	Per DIVS	Per DIVS
HIA ENGINE 9531	NELS NELSON	5	N	Per DIVS	Per DIVS
SOF2 (A/Y/Z)	MICHELE TANZI	1	N	Per DIVS	Per DIVS
EMTP (A/Z)	CHAD MC CALL	1	N	Per DIVS	Per DIVS
EMTB (A/Z)	MELANIE HORNSBY	1	N	Per DIVS	Per DIVS

7. Control Operations
- Secure line and mop-up 100' in.

8. Special Instructions
- Water-bar handlines.
- Follow fireline repair guidelines
-Backhaul all trash, supplies, and unused equipment.
-1 Crew to fly to H1
-Rehab H1

9. Division/Group Communications Summary							
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Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.0750 N	170.4250 N	3	NIFC	1		
Tactical Div/Group	168.0500 N	168.0500 N		NIFC	5		
Logistics							
Air to Ground	168.5375	168.5375		NIFC	12		

Prepared by (Resource Unit Leader) Rita Mustatia	Approved by (Planning Section Chief) <i>DA Simolea</i>	Date Prepared 07/31/10	Time Prepared 1900
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Division Assignment List	1. Branch	2. Division/Group B/C
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3. Incident Name MCDONALD (W-23)	4. Operational Period 08/01/10 Sunday Day Shift 0600 - 2100
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5. Operations Personnel

Operations Chief	ALEC LANE; ROBIN WILLS (t)	Division/Group Supervisor	CHRIS STEVENS; TAD HAIR (t)
Planning Operations Chief	STEVE BURNS	Air Attack Supervisor	
Branch Director		Safety Officer	RICH RUBIN; DAVE KIRSTE; MICHELE TANZI

6. Resources Assigned this Period

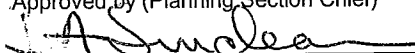
Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time
HAT CREEK CREW 3	CHUCK LUBCHENKO	11	N	Per DIVS	Per DIVS
LNF ENGINE 32	RICHARD DAVIS	5	N	Per DIVS	Per DIVS
LNF ENGINE 83	CHRIS WATKINS	5	N	Per DIVS	Per DIVS
LNF ENGINE 36	RAY DOMBROSKI	5	N	Per DIVS	Per DIVS
LNF ENGINE 16	JEFF ST CLAIR	5	N	Per DIVS	Per DIVS
STCR	JOHN WARD	1	N	Per DIVS	Per DIVS
STCR (t)	JOEL SCHILLING (t)	1	N	Per DIVS	Per DIVS
LNF WT 1	THOMAS MOLINA	5	N	Per DIVS	Per DIVS
ENF WT 5	BRIAN LEVINE	2	N	Per DIVS	Per DIVS
SOFR (B/C/D)	KEN KUMPE	1	N	Per DIVS	Per DIVS
EMTP (C/D BREAK)	MIKE FINCHAN	1	N	Per DIVS	Per DIVS
EMTB (C/D BREAK)	MATT READ	1	N	Per DIVS	Per DIVS

7. Control Operations
 - Secure line and mop-up 100' in.

8. Special Instructions
 - Water-bar handlines.
 - Follow fireline repair guidelines
 -Backhaul all trash, supplies, and unused equipment

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.0750 N	170.4250 N	3	NIFC	1		
Tactical Div/Group	168.6000 N	168.6000 N		NIFC	6		
Logistics							
Air to Ground	168.5375	168.5375		NIFC	12		

Prepared by (Resource Unit Leader) Rita Mustatia	Approved by (Planning Section Chief) 	Date Prepared 07/31/10	Time Prepared 0920
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Division Assignment List			1. Branch		2. Division/Group		
3. Incident Name MCDONALD (W-23)			4. Operational Period 08/01/10 Sunday Day Shift 0600 - 2100				
5. Operations Personnel							
Operations Chief		ALEC LANE; ROBIN WILLS (t)		Division/Group Supervisor		PAUL JOHNSON; BOB BEEBE (t)	
Planning Operations Chief		STEVE BURNS		Air Attack Supervisor			
Branch Director				Safety Officer		RICH RUBIN; DAVE KIRSTE; MICHELE TANZI	
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time		
TRUCKEE IHC	BOBBY HUBBY	21	N	Per DIVS	Per DIVS		
BLUE RIDGE T2IA	BRIAN FRISBY	21	N				
PLEASANT VALLEY T2IA	PAT MOORE	22	N				
NOD ENGINE 3234	JASON HAYS	5	N	Per DIVS	Per DIVS		
NOD ENGINE 3235	TRAVIS WRIGHT	5	N	Per DIVS	Per DIVS		
SRF WT 15	ANTHONY WILLIAMS	2	N				
SOFR (B/C/D)	KEN KUMPE	1	N	Per DIVS	Per DIVS		
EMT-B (C/D BREAK)	READ, MATT	1	N	Per DIVS	Per DIVS		
EMT-P (C/D BREAK)	MIKE FINCHAN	1	N	Per DIVS	Per DIVS		
7. Control Operations - Secure line and mop-up 100' in.							
8. Special Instructions - Water-bar handlines. - Follow fireline repair guidelines -Backhaul all trash, supplies, and unused equipment							
9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.0750 N	170.4250 N	3	NIFC	1		
Tactical Div/Group	166.7750 N	166.7750 N		NIFC	9		
Logistics							
Air to Ground	168.5375	168.5375		NIFC	12		
Prepared by (Resource Unit Leader) Rita Mustatia		Approved by (Planning Section Chief) <i>DA Singlee</i>			Date Prepared 07/31/10		Time Prepared 1930

Division Assignment List	1. Branch	2. Division/Group Y
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3. Incident Name MCDONALD (W-23)	4. Operational Period 08/01/10 Sunday Day Shift 0600 - 2100
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5. Operations Personnel			
Operations Chief	ALEC LANE; ROBIN WILLS (t)	Division/Group Supervisor	DAVE MCCANDLISS; JOE JOHNSTON (t)
Planning Operations Chief	STEVE BURNS	Air Attack Supervisor	
Branch Director		Safety Officer	RICH RUBIN; DAVE KIRSTE;MICHELE TANZI

6. Resources Assigned this Period						
Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time	
DIAMOND MT IHC	DAN VARNEY	19	N	Per DIVS	Per DIVS	
GRANITE MT IHC	ERIC MARSH	19	N	Per DIVS	Per DIVS	
MORMON LAKE IHC	MATT CAOUCETTE	20	N	Per DIVS	Per DIVS	
SWR ENGINE 8430	ANTHONY ARENDT	5	N	Per DIVS	Per DIVS	
STF ENGINE 14	SHAUN CRAIG	5	N	Per DIVS	Per DIVS	
SOF2 (A/Y/Z)	MICHELE TANZI	1	N	Per DIVS	Per DIVS	

7. Control Operations
Secure Line and mop-up 100 feet in.

8. Special Instructions
- Water-bar handlines.
- Follow fireline repair guidelines
-Backhaul all trash, supplies, and unused equipment

9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.0750 N	170.4250 N	3	NIFC	1		
Tactical Div/Group	166.7250 N	166.7250 N		NIFC	8		
Logistics							
Air to Ground	168.5375	168.5375		NIFC	12		

Prepared by (Resource Unit Leader) Rita Mustatia	Approved by (Planning Section Chief) 	Date Prepared 07/31/10	Time Prepared 1930
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Division Assignment List	1. Branch	2. Division/Group Z
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3. Incident Name MCDONALD (W-23)	4. Operational Period 08/01/10 Sunday Day Shift 0600 - 2100
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5. Operations Personnel

Operations Chief	ALEC LANE; ROBIN WILLS (t)	Division/Group Supervisor	ED MERRILL; CASEY BOESPFLUG
Planning Operations Chief	STEVE BURNS	Air Attack Supervisor	
Branch Director		Safety Officer	RICH RUBIN; DAVE KIRSTE; MICHELE TANZI

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time
GLOBE IHC	MARK BABIERACKI	23	N	Per DIVS	Per DIVS
ENGINE S/T - T3 - 1652 C	CHARLIE GLENDENNING	27	N	Per DIVS	Per DIVS
ENF WT 5	BRIAN LEVINE	2	N	Per DIVS	Per DIVS
SOF2 (A/Y/Z)	MICHELE TANZI	1	N	Per DIVS	Per DIVS
EMTP (A/Z BREAK)	CHAD McCALL	1	N	Per DIVS	Per DIVS
EMTB (A/Z BREAK)	MELANIE HORNSBY	1	N	Per DIVS	Per DIVS

7. Control Operations
 - Secure Line and mop-up 100 feet in.

8. Special Instructions
 - Water-bar handlines per fireline repair guidelines.
 - Backhaul all trash, supplies, and unused equipment

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.0750 N	170.4250 N	3	NIFC	1		
Tactical Div/Group	164.1375 N	164.1375 N		NIFC	7		
Logistics							
Air to Ground	168.5375	168.5375		NIFC	12		

Prepared by (Resource Unit Leader) L. Charbonnier	Approved by (Planning Section Chief) 	Date Prepared 07/31/10	Time Prepared 0919
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Fire Weather Forecast

FORECAST NO: 4

NAME OF INCIDENT: McDonald

PREDICTION FOR: Day Shift

UNIT: BLM – Nor Cal District

SHIFT DATE: Sunday 8/1/10

SIGNED: 

TIME AND DATE

FORECAST ISSUED: Saturday 7/31/10 @ 1900

Jon Bonk

Incident Meteorologist

WEATHER DISCUSSION: Decreased winds today, however still somewhat gusty. Otherwise, very little change in temperatures or humidity. Still have potential for evening Northwest downslope winds as atmosphere begins to stabilize after sunset. Shallow nighttime inversion will continue to result in poor humidity recovery for most of the night. Little change in conditions expected through Tuesday.

WEATHER FORECAST TODAY:

WEATHER: Clear.

LAL: 1

CWR: 0%

MAX TEMPERATURE: Valley: 93 Ridge: 86

MIN HUMIDITY: Valley: 10% Ridge: 17%

20 FT WINDS:

Lower/Mid Slopes – Upslope 4 to 10 becoming Southwest 8 to 12 mph with gusts to 22 mph around 1100 then increasing to 12 to 18 mph with gusts to 25 mph after 1500.

Ridges/Upper Slopes – Southwest 8 to 12 mph shifting West 15 to 20 with gusts to 30 mph after 1400.

Max Mixing Height: 14,000 feet ASL

Inversion Breaking: Around 1100

SUNDAY NIGHT FORECAST: Clear. Low temperatures...Valley 47, Mid-slope 60.

Maximum RH...Valley 40-45%, Mid-slope 25-30%. Lower slope winds...West 12 to 18 mph with gusts to 25 becoming drainage 2 to 7 mph after sunset. Ridgetop winds...West 15 to 20 mph with gusts to 25 mph shifting Northwest 10 to 20 mph after 1800 then becoming light after midnight.

Extended Outlook:

Monday: Clear. Highs...88 to 94. Minimum RH...10% to 15%. Afternoon Winds: Valley...West 10 to 15 mph with gusts to 25 mph. Ridge/upper slope winds...West 14 to 18 mph with gusts to 25 mph.

Tuesday: Clear. Highs...90 to 93. Minimum RH...8% to 14%. Afternoon Winds: Valley...West 10 to 15 mph with gusts to 22 mph. Ridge/upper slope winds...Northwest 12 to 16 mph with gusts to 25 mph.

Fire Behavior Forecast #5

Name of Incident:

McDonald

Administrative Unit:

Norcal BLM

Date & Time Issued: 07/31/2010@2000**Operational Period:** Day Shift 08/1/2010**SITL:** Chris Wikeen**Signed:** BOB BERTON

Weather Summary

See attached Weather Forecast.

Fire Behavior Summary

GeneralPredicted BI: 73Predicted ERC:23

Fuels within the McDonald Fire consist of sagebrush, cheat grass, and juniper. Heavy precipitation in the late spring contributed to relatively high live fuel moisture values for this time of year at around 120% in sagebrush. Cheat grass growth is abnormally heavy due to the high precipitation. It is cured in most locations.

Specific Assignments:

Smoke production has decreased significantly in the past twenty-four hours which is a good. Hot material along the perimeter of the fire has either been mopped up or went out. And is looking secure both from the air and the ground. As the remaining fuels continue to burn out, expect isolated tree torching within the fire perimeter. Although fire behavior within the fire perimeter has decreased dramatically, there is always the probability for a slopover, spot, or a new start. With that, expect the rate of spread to be around 0-10+ ch/hr when slope and wind are in alignment depending on the continuity of the fuels. Flame lengths could range from 1-8'. Maximum spotting distances around 500' into a receptive fuel bed. On slopes sheltered from the wind fire behavior should be low to moderate.

All Divisions: The only problem area indentified yesterday was a mahogany patch near the D/Y Break. Southwest-west winds will continue to test control lines here, and on similar lines that are oriented in which the wind could blow embers across them.

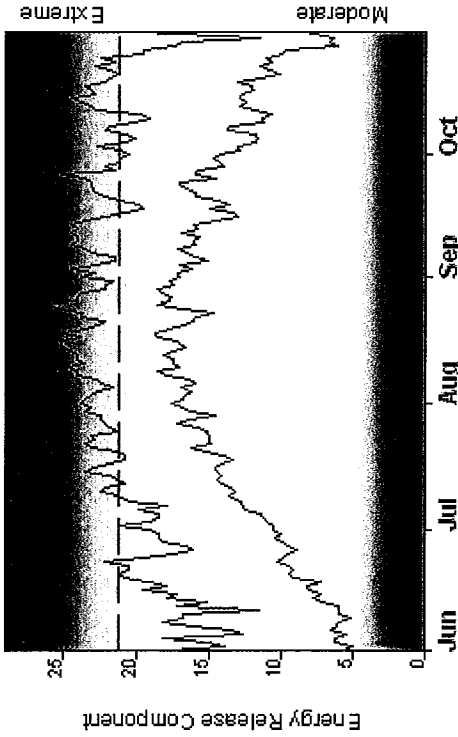
Air Operations: Gusty southwest-west winds could hamper air operations.

Safety

Looking out for our people includes not only those who work for us but also our leaders and peers. Leader influencing others to accomplish tasks that are in the best interest of our organization which often means in above us and leading up. Similarly, we are open to upward leadership – and, in fact, encourage and reward it.

FIRE DANGER -- Norcal Eastside

Maximum, Average, and 90th Percentile, based on 13 years data



Fire Danger Area:

- ◆ FDRAs 268, 260, 265
- ◆ 10x Zones 270, 278, 285, 468
- ◆ Eastside SIG
- * Meets NWCG 10x Station Standards

Fire Danger Interpretation:



EXTREME -- Use extreme caution
 (Caution) -- Watch for change
 Moderate -- Lower Potential, but always be aware

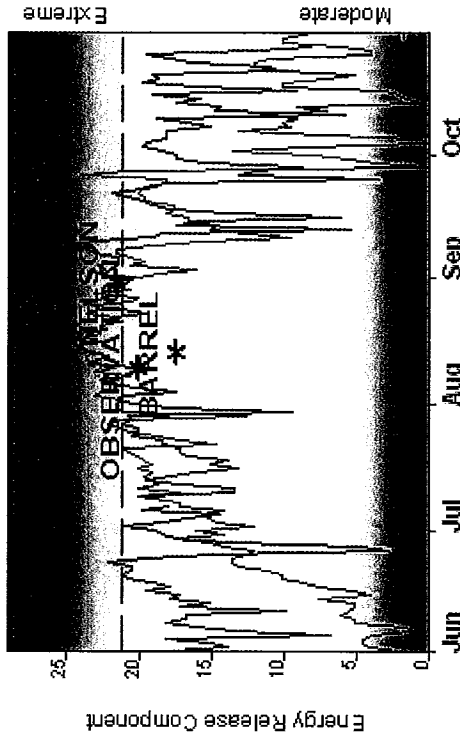
Maximum -- Highest Energy Release Component by day for 1992 - 2004

Average -- shows peak fire season over 13 years (1972 observations) 90th Percentile -- Only 10% of the 1972 days from 1992 - 2004 had an Energy Release Component above 21

Local Thresholds - Watch out:

of any of these factors can greatly increase fire behavior:
 20' Wind Speed over 10 mph, RH less than 25%,
 Temperature over 80

Years to Remember: 1994 2001



Remember what Fire Danger tells you:

- ✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature & rh ranges, and precip duration.
- ✓ Wind is NOT part of ERC calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

Past Experience:

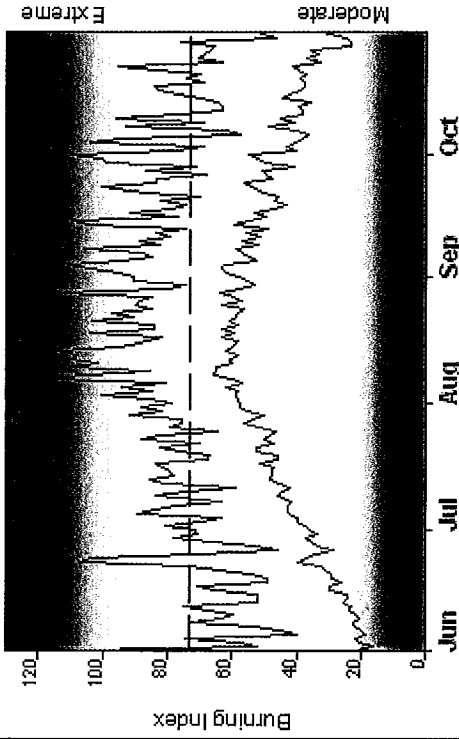
Dry Lightning storms with associated winds equal EXTREME Fire Behavior.
 Low RH's, High Daytime Temps, and Low Live Fuel Moistures equal VERY HIGH to EXTREME Fire Danger.
 Eastside SIG: Ravendale 040714, Juniper Creek 040308, Barrel Springs 260111.

Responsible Agency: BLM Norcal
 FF+3.0.5 07/05/2006-11:26 (C:\sapps\prod\fam\Fire\Family Plus\FPLUS3.mdb)

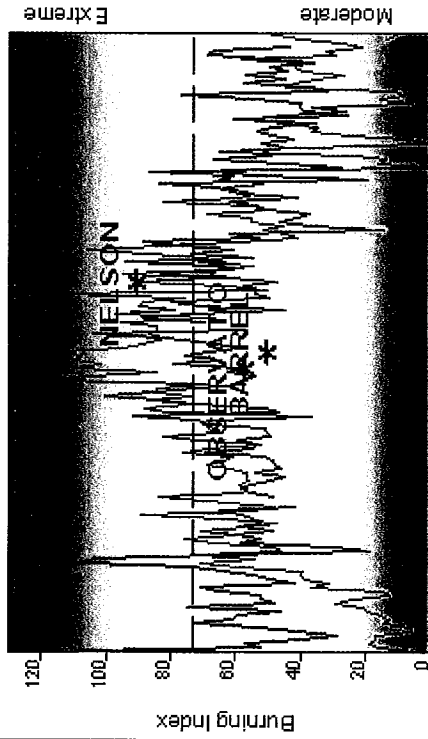
Design by NWCG Fire Danger Working Team

FIRE DANGER -- Norcal Eastside

Maximum, Average, and 90th Percentile, based on 13 years data



Years to Remember: 1994 2001



Fuel Model: T - Sagebrush-Grass

Fire Danger Area:

- FDRAs 258, 260, 265
- Wx Zones 270, 278, 285, 468
- Eastside SIG
- Meets NWCg Wx Station Standards

Fire Danger Interpretation:



- EXTREME** -- Use extreme caution
- Moderate** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

Maximum -- Highest Burning Index by day for 1992 - 2004

Average -- shows peak fire season over 13 years (1972 observations)

90th Percentile -- Only 10% of the 1972 days from 1992 - 2004 had an Burning Index above 73

Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:
20' Wind Speed over 10 mph, RH less than 26%, Temperature over 80

Remember what Fire Danger tells you:

- ✓ Burning Index gives day-to-day fluctuations calculated from 2 pm temperature, humidity, wind, daily temperature & rh ranges, and precip duration.
- ✓ Wind is part of BI calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

Past Experience:

Dry Lightning storms with associated winds equal EXTREME Fire Behavior.

Low RH's, High Daytime Temps, and Low Live Fuel Moistures equal VERY HIGH to EXTREME Fire Danger.

Eastside SIG: Ravendale 040714, Juniper Creek 040308, Barrel Springs 260111.


Responsible Agency: BLM Norcal
 FF+3.0.5 07/05/2006-11-28 (C:\apps\ffs\prod\am\FireFamily Plus\FPPLUS3.mdb)

Design by NWCg Fire Danger Working Team

[Back](#)

INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name MCDONALD INCIDENT		Date/Time Prepared 7/31/2010 2000	Operational Period Date/Time Day Shift 8/01/10, 0600-2100
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Only frequencies listed on this 205 are authorized for use on this incident.									
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N/W	RX Tone	TX Freq N or W	TX Tone	Mode	Remarks
1	COMMAND	NIFC C-3	ALL DIVISIONS	168.0750 N		170.4250 N	131.8	A	MUST USE Tone 3
2	COMMAND	NIFC C-10	UNAVAILABLE/FUTURE USE	170.4125 N		165.9625 N	131.8	A	MUST USE Tone 3
3	NOD ADMIN NET	BLM ADMIN RPT	NOD BLM ADMIN	166.3750 N		166.9750 N	167.9	A	Tone 3 OR 7
4	NOD FIRE NET	BLM FIRE RPT	NOD BLM IA	166.4875 N		167.0750 N	167.9	A	Tone 3 OR 7
5	TACTICAL	NIFC TAC-1	DIVISION A	168.0500 N		168.0500 N		A	
6	TACTICAL	NIFC TAC-3	DIVISION BC	168.6000 N		168.6000 N		A	
7	TACTICAL	NIFC TAC-4	DIVISION Z	164.1375 N		164.1375 N		A	
8	TACTICAL	NIFC TAC-5	DIVISION Y	166.7250 N		166.7250 N		A	
9	TACTICAL	NIFC TAC-6	DIVISION D	166.7750 N		166.7750 N		A	
10	TACTICAL	R5 TAC-5	FIRE REPAIR	167.1125 N		167.1125 N		A	
11	TACTICAL	R5 TAC-6	UNASSIGNED	168.2375 N		168.2375 N		A	
12	A/G TACTICAL	AIR TO GROUND	ALL DIVISIONS	168.5375 N		168.5375 N		A	
13	AIR TO GROUND MEDICAL	CALCORD	ALL DIVISIONS	156.0750 W		156.0750 W		A	
14		AIR GUARD	ALL DIVISIONS	168.6250 N		168.6250 N	110.9	A	TONE 1 USED FOR EMERGENCY OR INITIAL CONTACT WITH AIRCRAFT
15	AIR TO GROUND MEDICAL	CALCORD	ALL DIVISIONS	156.0750 W		156.0750 W		A	
16		AIR GUARD	ALL DIVISIONS	168.6250 N		168.6250 N	110.9	A	TONE 1 USED FOR EMERGENCY OR INITIAL CONTACT WITH AIRCRAFT

5. Prepared by  RICK Cartoscelli Nor Cal Team 1, COML

Incident Location
County State: Lassen CA Fire Latitude N Longitude W

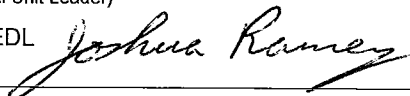
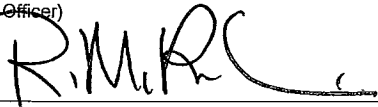
The convention calls for frequency lists to show four digits after the decimal place, followed by either an "N" or a "W" depending on whether the frequency is narrow or wide band

ICS 205 - 2007H

McDonald Incident Phone List

IC/DEPUTY	530-234-2083
INFO/LOST AND FOUND	530-234-2012
PLANS	530-234-1076
PLANNING MEETING ROOM	530-234-1050
OPERATIONS	530-234-2071
SAFETY	530-234-2064
COMMUNICATIONS PRIMARY	530-234-2026
COMMUNICATIONS SECONDARY	530-234-2073
COMM TECHS	530-234-2045
FIRE BEHAVIOR	530-234-1051
MEDICAL	530-277-1213
FINANCE	530-234-2096
COST	530-234-1077
TRAINING	530-234-2086
DEMOB	530-234-2115
CHECK IN	530-234-1039
ORDERING	530-234-2103/2083/1041
GROUND SUPPORT	530-234-2126
FRONT DESK MAIN SCHOOL	530-234-2010

10. TASK/MISSION/ ASSIGNMENT (Type/ function includes: Air Tactical, Retardant, Recon, Personnel Transport, Bucket Operations, SAR, etc.		MISSION START	FLY FROM	FLY TO
TYPE/FUNCTION	NAME OF PERSONNEL OR CARGO (if applicable) or instructions for tactical aircraft			
Air Attack	Maintain coverage as directed by Operations	0800	SVE or 005	Fire
Bucket Support	Bucket support as requested by Ops., Branch, or Division	0830	McDonald HB	Fire
PAX/Cargo	Fly 10 pax to H-1	0800	McDonald HB	Fire
MEDIVAC	Request through ICP Communications & MEDL on Command Repeater. Give location: lat/long if known. Check Medical plan/IAP	As requested	McDonald HB	As directed
Recon/ Mapping		As requested	McDonald HB	Fire
Fixed-wing aerial retardant & Lead plane	Request to Air Attack, (approve thru Ops.) via initial Air/Ground. Give location and ground contact name.	As requested	Various Tanker Bases	Fire
Aerial Ignition				
Initial Attack within TFR	Aircraft to be available for I.A. within TFR. Initial attack missions within TFR are requested through Ops or Air Ops and should be coordinated through Air Attack. Notify SIFC	As requested	McDonald HB	As directed
NOTES:	No retardant closer than 300 ft. from any visible water.			
	NO DIPPING IN MERDIBOURE RESERVOIR			
Other equipment assigned to helibase:				

MEDICAL PLAN	1. Incident Name	2. Date Prepared	3. Time Prepared	4. Operational Period							
	McDonald Fire	07/31/10	1800	8/1/10 0600-2100							
5. Incident Medical Aid Station											
Medical Aid Stations		Location			Paramedics Yes No						
Frontline Medical (cell: 530-258-9155)		McDonald ICP, 855 Grasshopper Rd., Termo, CA N 40° 50.338 / W 120° 30.794			X						
6. Transportation											
AIR Resources											
Name		Address		Phone		Paramedics Yes No					
Mountain Life Flight		710 Ash St. Susanville, CA 96130		911 or 530-251-2844		RN					
Care Flight (Day/Night)		450 Edison, Reno, NV 89502		911 or 800-648-4888		RN					
Enloe FlightCare (Day/Night)		1531 Esplanade, Chico, CA 95926		911 or 530-332-6774		RN					
CHP (hoist with 165' line)		Benton Airfield, Redding, CA		911 or 530-225-2040		X					
Cal Fire-Bieber 202(Short haul)		510 Bridge St., Beiber, CA 96009		911 or 530-294-5251							
BLM 553 (BLS medivac)		Helibase, Ravendale, CA		911 or 530-257-5575							
Ground Ambulance Services											
Name		Location			Paramedics Yes No						
Medic 73 (cell :530-859-3871)		McDonald ICP. (Incident Ambulance)			X						
Semsa Ambulance		Susanville, CA			X						
Modoc Med Center Ambulance		Alturas, CA			X						
7. Hospitals											
Name		Address		Travel Time Air Ground		Phone		Helipad Yes No		Burn Center Yes No	
Banner Lassen Medical Center		1800 Spring Ridge Dr., Susanville N 40°26.16 / W 120°37.40		20 min. 50 min.		530-252-2096 (good for med. control)		X		X	
Modoc Medical Center		228 McDowell, Alturas CA N 41°28.48/ W 120°32.42		20 min. 45 min.		530-233-5131		X		X	
Renown Medical Center. Level II		1155 Mill St.,Reno, NV N39°31.34 / W119°47.45		1 hr. 1:30 min.		775-982-2005		X		X	
UC Davis Level I Trauma/Burn Cntr.		2315 Stockton Blvd. Sacramento N38°33.17 / W 121°27.05		1:45 min. 6 hrs.		916- 734-3636 916- 734-3790		X		X	
8. Medical Emergency Procedures											
<input type="checkbox"/> Contact McDonald Communications and declare a medical emergency on Command, advising your location and situation <input type="checkbox"/> The closest Division Supervisor will respond to the location to take control and direct necessary actions <input type="checkbox"/> The closest Safety Officer and EMTs will respond to the location to assist with patient care <input type="checkbox"/> Use the attached Injury/Incident Communications Worksheet to coordinate appropriate care and transportation <input type="checkbox"/> Secure the scene area and identify witnesses for later investigation – Keep a log											
Prepared by (Medical Unit Leader)						10. Reviewed by (Safety Officer)					
Josh Ramey MEDL 530-277-1213 						Rich Rubin SOF2 					

Injury or Incident Communications Protocol

Location _____

Situation _____

Any special equipment required _____

Number of injured _____ Type of injuries _____

Immediate transport required: Yes No Best method: Ambulance Helicopter Vehicle

Closest pick up point (DP, Helispot) _____

LOC _____ Resp. _____ Pulse _____ BP _____ Weight _____

Injury _____

Medical History/Allergies _____

Air Transportation Triage Contact EMS Helicopters on CALCORD freq.

	Air Ambulance	Transport to Med Unit
Mechanism	Struck by tree Fall of 10' or more Snake bite with pain and swelling Insect bite with shortness of breath Signs of heat stroke (hot, dry, disoriented) Burn Injury greater than 1% body area	Minor dehydration Cut or laceration with bleeding controlled Minor bites and Stings Minor burns
Area Injured	Significant Blunt or Penetrating Trauma to Head, Neck, Chest, Abdomen or pelvis Any Arm or Leg fracture	Minor blunt trauma Minor penetrating trauma Extremity sprains and strains
Symptoms	Disoriented Chest Pain <u>or</u> Shortness of Breath Weak or absent radial pulse Pale, cold and sweating	Alert and oriented No shortness of breath Good pulses

Medivac Sites

DP-2 N 40° 57.31 / W 120° 20.36

H-1 N 40° 56.069 / W 120° 24.575

If air or ground ambulance is DELAYED:

Package and transport patient to rendezvous with Incident Ambulance. Re-route EMS helicopter to rendezvous point as appropriate.

If Declaring an "Incident within the Incident"

The closest DIVS will respond to manage the incident. They are responsible for giving an accurate size up, ensuring scene safety, setting priorities and initiating an appropriate response.

The closest Safety Officer and Line EMS will respond to the scene to assist the Branch Director or DIVS. Secure site and begin initial investigation when situation is stabilized.

McDonald Incident Risk Analysis (215a)

Div.	LCES Analysis of Tactical Applications (Hazardous Actions or Conditions)	LCES Mitigations/Warnings/Remedies
All	Driving Hazards	<ul style="list-style-type: none"> • Fire Access roads require slow speeds and occasional spotters • Drive with your headlights on. Use chock blocks. Keep windshields clean. Look before backing and use backer. • Maintain driving situational awareness. • Observe speed limits • The roads in the area are open to the public
All	Mop Up and Patrol	<ul style="list-style-type: none"> • Use proper body mechanics to avoid injury • Maintain adequate escape routes and safety zones. Advise all personnel if these are compromised or changed. Set trigger points when appropriate. • Maintain LCES and adhere to the 10 standard orders. • Be aware of the light, flashy fuels and the winds that affect them.
All	Hydration	<ul style="list-style-type: none"> • With the heat, wind and poor RH hydration is an issue • Drink water before, during, and after shifts. • Be alert for signs of heat stress in yourself and others • Be sure to eat throughout the shift to better assimilate energy/hydration needs
All	Foot Travel	<ul style="list-style-type: none"> • Watch footing, both in camp and on the line • Minimize fatigue by pacing yourself • Treat "hot spots" on your feet before they become blisters
All	Fatigue and Complacency	<ul style="list-style-type: none"> • Affects judgment, decision making, and performance • Take a break and the re-focus on the task at hand

Date & Time Prepared: July 31, 2010 @ 1800 Operational Period: 08/01/2010 0600-2100
 Prepared By: Dave Kirste/SOF2, Michele Tanzi/SOF1, Rich Rubin/SOF2

CA-NOD-3688
BLM Northern California District
 Northern California Incident Management Team 1



Today's discussion is from the
Miscellaneous Category.

Six Minutes Home Page

DRIVING SAFETY

Driving is one of the most hazardous tasks that we perform when assigned to fires. Because of the fact that we perform the task literally hundreds of times in the course of our daily lives we tend to take it for granted. Based on recent accident trends, vehicle accidents are the source of more deaths and serious injuries to wildland firefighters than any other single cause. Vehicle operators need to recognize their own poor driving habits and strive to develop proper defensive driving techniques.

- A good starting point is attitude. A positive attitude towards improving your defensive driving skills will help you achieve the necessary changes in your driving habits. Most of what you do in operating vehicles is performed from habit. You do not consciously think about every thing you do when you drive. Rather, your subconscious performs most techniques. It's important to remember that a bad habit is as easy to develop as a good one. Take a good, hard look at your driving habits. Are you training yourself to do the right things the right way, like fastening your seat belt, checking your mirrors, and maintaining safe following distances?
- Inattentiveness is a major contributing factor in motor vehicle accidents within the wildland firefighting community. Because driving is such a common component of our lives, it is difficult to realize that it requires 100% of our attention. Since the average adult attention span is 15-20 minutes we must develop techniques that allow us to refocus our attention on the task at hand, operating a motor vehicle safely. There are many forms of inattentive driving; fatigue, telematics, daydreaming, eating, drinking, reading, writing, and talking. Here are some techniques for maintaining your attention while driving.
 - Drive only when you are well rested and alert; avoid driving during the hours of 10:00 PM and 6:00 AM. Take a 10 to 15 minute break after every 2 hours of driving.
 - Practice situational awareness when driving; be aware of what is happening in front, behind, and on both sides of your vehicle. Never drive when taking medications that make you drowsy.
 - Avoid using cell phones, radios, GPS units, CD players or computers while driving. Have a passenger operate them, or pull off the road and park.
 - By constantly moving your vision, checking mirrors and distant road conditions, you can avoid highway hypnosis and daydreaming.
 - Avoid eating or drinking while driving. Take frequent breaks to perform these activities.
 - Do not attempt to read maps or write directions while driving, pull over and park.
 - When talking with passengers, keep your eyes on the road and both hands on the steering wheel. Keep conversations causal and limited to small talk. Avoid conversations of a serious or technical nature. Do not engage in confrontational or argumentative conversations.
 - Do not be in a hurry, be patient. The more impatient you are, the more agitated you can become. Agitation will only magnify other inattentive driving behaviors.

TRAINING SPECIALIST MESSAGE

All Trainees:

If as much work as possible has been completed in the position task book, trainees may close their assignment with the Training Specialist prior to the demob process.

BEAT THE RUSH !

Bring the following to the exit interview

- *A completed and signed Performance Evaluation*
- *Your Task Book, filled in by your trainer*

Forms are available at the Training Unit

Dominic Panno
Training Specialist

McDonald Fire Suppression Repair Guidelines

Hand Firelines

- If needed, install barrier structures, where handlines intercept four-wheel drive roads to avoid vehicle access. These structures could include large rocks or logs.
- Space waterbars based on gradient following guidelines
- Clean out debris and excess dirt from draws or ephemeral channels that were crossed by a fireline.
- Presence of 3” diameter or larger rocks that reduce rainfall impact and dissipate water, or an outsloping line, will drain without the likelihood of concentrated flow or ponding, and won’t require waterbars.
- When fireline runs straight down the hill, alternate the drain direction of waterbars so they drain water off both sides of the line (herringbone pattern).

Litter & Garbage Removal

- Remove litter & garbage from all suppression sites (staging areas, drop points, water source locations, roads, or any other areas used during fire suppression).
- All equipment and supplies will be removed from the firelines and dispersal sites, such as drop points.

Helispots & Drop Zones

- Clean or remove any fuel or oil spills and stabilize any sites that will remain open for future use, as needed.

The 5-D System for Effective Waterbars

When locating and building waterbars, place them the right **distance** apart, at a **diagonal** to the fireline, so that they **divert**, then **discharge**, then **dissipate** the energy of the flowing water. Be sure to make them deep enough so they'll be durable, and that soil does **not block** the water bar outlet.

Recommended spacing for waterbars on firelines.

Fireline slope %	Maximum Distance Apart (feet)
1-5	200
6-20	125
21-40	60
41-60	40
>60	25

Waterbars should be at least 2 pulaski widths wide and 12-24 inches high.

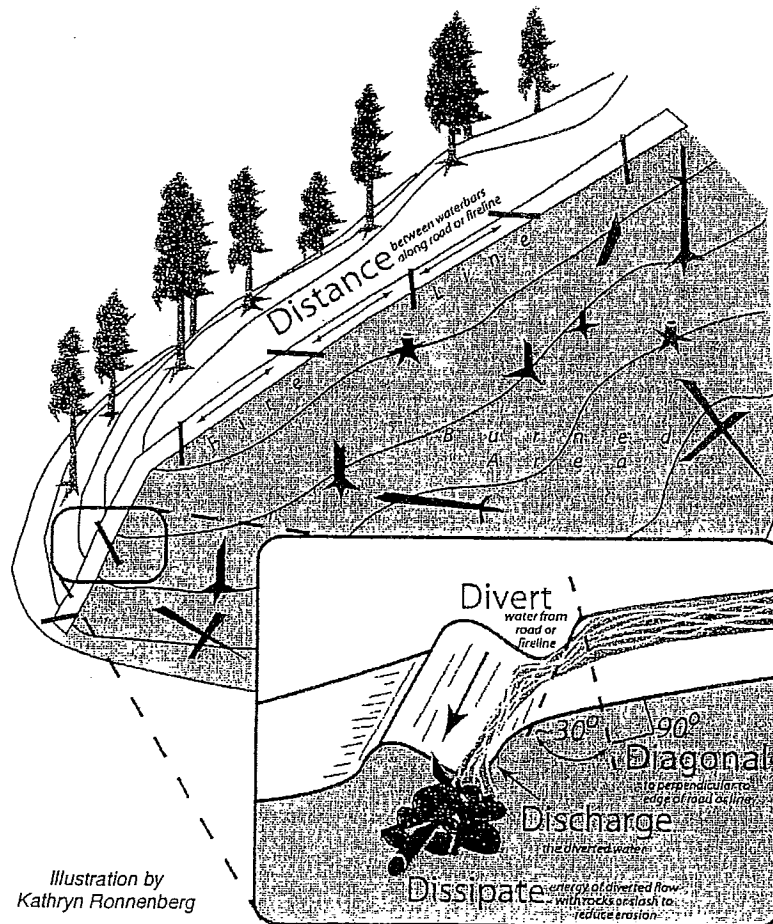


Illustration by
Kathryn Ronnenberg