

# INCIDENT ACTION PLAN

## AMERICAN INCIDENT

CA-TNF-001562  
P5HU11 (0517)


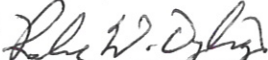


**Sunday - Monday**

**OPERATIONAL PERIOD**

**September 1 - 2, 2013**

**Day / Night 0600 - 0600 Hours**

<b>INCIDENT OBJECTIVES</b>	1. Incident Name <b>AMERICAN</b>	2. Date Prepared <b>08/31/2013</b>	3. Time Prepared <b>2030</b>
4. Operational Period <b>09/01 - 09/02/2013 0600 - 0600 HOURS</b>			
5. Objectives for the Incident (include alternatives) <b>Management Objectives:</b> <ol style="list-style-type: none"> <li>1. Ensure firefighter, aviation and public safety through clear, concise direction and prioritization of work assignments.</li> <li>2. Maintain a high level of collaboration with local communities, neighboring and cooperating agencies.</li> <li>3. Provide timely and accurate fire information updates to the public, partners, and the community.</li> <li>4. Minimize resource loss, impact, and damage to the greatest extent possible on private lands and sensitive areas.</li> <li>5. Protect public and private infrastructure and other resources under special use permit or contract.</li> <li>6. Continue suppression repair action where possible per specifications and direction from the Resource Advisor.</li> </ol> <b>Control Objectives:</b> <ul style="list-style-type: none"> <li>• Keep the fire within current containment lines</li> <li>• Secure containment lines by eliminating heat sources that pose a threat to containment</li> </ul>			
6. Weather Forecast for Period  <b>WEATHER DISCUSSION:</b>  Cooler with higher humidity and increasing cloud cover today. Moisture increases further on Monday for a slight chance of showers over the incident. Slow warming and drying Tuesday through Friday.			
6. General Safety and Risk Management Message  <b>Debriefings:</b> A thorough and concise debriefing at the end of a shift or after a significant event is a good idea. Determine the causal factors that led up to the event, what worked well and what did not work. How would you have done things differently? A good debriefing will improve efficiency and <b>SAFETY</b> .			
8. Attachments (mark if attached)			
<input checked="" type="checkbox"/> Organization List - ICS 203	<input checked="" type="checkbox"/> Communication Plan - ICS 205	<input checked="" type="checkbox"/> Medical Plan - ICS 206	
<input checked="" type="checkbox"/> Weather Forecast	<input checked="" type="checkbox"/> Safety Message	<input checked="" type="checkbox"/> ICS 214	
<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Incident Risk Analysis - ICS 215A	<input checked="" type="checkbox"/> Transportation Maps	
9. Prepared by (Planning Section Chief) SIG PALM / MITCH DIEHL (t) 	10. Approved by (Incident Commander) ROCKY W. OPLIGER  ICTI		

ORGANIZATION ASSIGNMENT LIST	
1. Incident Name	
<b>AMERICAN</b>	
2. Date	3. Time
8/30/2013	1400
4. Operational Period	
09/01 – 09/02/2013 0600 - 0600 HOURS	
Position	Name
5. Incident Commander and Staff	
Incident Commander	ROCKY W. OPLIGER
Deputy	SCOTT VAIL
Safety Officer	S. WILBANKS / D. SNOW
Information Officer	FRANK MOSBACHER / TRICIA MAKI / SEAN COLLINS
Liaison Officer	DANA SIMPSON
Human Resources	DIANE SIMPSON / THOMAS NICHOLS (t)
6. Agency Representative	
Agency	Name
USFS	TOM QUINN
Agency Admin Rep	ELI ILANO
Placer Co. OES	ROD RODRIGUEZ
Placer Co. SO	KURT WALKER
Resource Advisor	VICTOR LYON
Calif Conservation Corps	NICK HOWE
7. Planning Section	
Chief	SIG PALM / MITCH DIEHL (t)
Resources Unit	MIKE VETTI / GINA BALD (t) DAN FUHRMAN
Situation Unit	LYLE KOEGLER / GLEN MAKI / MIKE HOOSE / THOMAS MARCHANT (T)
GISS	CHRIS CLERVI / MATT EISTER/ CHRIS BARRETT
DPRO	TRAVIS CALKA (t)
Demobilization Unit	DAVE GERBOTH / DEE KING RAUB (t)
Documentation Unit	DEE KING RAUB
Fire Behavioral Analyst	BRENDAN RIPLEY
Training Specialist	TOM REAVES
CTSP	CAROLYN HIGGINS / JAMES WHITESIDE
IMET	STEFANIE SULLIVAN
8. Logistics Section	
Chief	ROSS PECKINPAH / ROB GRIFFITH (t)
Deputy	X KELLOGG / DAVE TAYLOR
Supply Unit	CHERYL RAINES
Facilities Unit	MARK RATEKIN
Ground Support Unit	TOM O'CONNELL / KERMIT JOHANSSON


Communications Unit	BRIAN DIEMER / SAL BONILLA
Medical Unit	JOHN VAN MANNEKES / ERIC WILLIAMS
Security Unit	STEVE ANDERSON
Food Unit	TONY MARTINEZ
9. Day Operations Section	
Chief	KIT BAILEY
Planning Ops	PAT TITUS
A. Branch I	
Branch Director	STEVE MURPHY
Division B / F / H	SCOTT HOWES
Suppression Repair	LARRY PEABODY / JAMES PRINCE (t)
B. Branch II	
Branch Director	NEIL METCALF
Division R	VINNIE PLUMMER
Division T / A / Z	BELINDA McCANDLISS
10. Night Operations Section	
Division B / F / H	UNSTAFFED
Suppression Repair	UNSTAFFED
Division R	UNSTAFFED
Division T / A / Z	UNSTAFFED
C.	
D. Air Operations Branch	
Air Operations Branch Director	DENISE BLANKENSHIP
Air Attack Supervisor	
Air Support Supervisor	
Helicopter Coordinator	PETE KOERBER
Air Tanker Coordinator	
11. Finance Section	
Chief	SHERRIE BENNETT
Deputy	
Time Unit	LONI HOLT / SHEILA MINER
Procurement Unit	DON TINSLEY
Compensation/Claims Unit	SCOTT PARSONS
Cost Unit	KIM PARSONS
Prepared by (Resource Unit Leader)	
Mike Vetti	







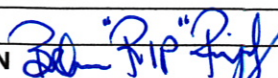


<b>Division Assignment List</b>			1. Branch <b>II</b>		2. Division/Group <b>T / A / Z</b>		
3. Incident Name <b>AMERICAN</b>			4. Operational Period <b>09/01/13 Sunday Day Shift 0600 - 1800</b>				
5. Operations Personnel							
Operations Chief		KIT BAILEY			Division/Group Supervisor		BELINDA McCANDLISS
Operations Chief					Air Attack Supervisor		
Branch Director		NEIL METCALF			Safety Officer		SAM WILBANKS / DAN SNOW
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
CRW TNF AMERICAN RIVER IHC C-85 9/7		ADAM LEYBA		20	N	CAMP @ 0600	1800
CRW T2 OR ORS PACIFIC OASIS C-72 9/7		WES DODDS		20	N	CAMP @ 0600	1800
CRW T2IA SHF GFP15A CCRW C-33 9/3		JASON CAMPBELL		20	N	CAMP @ 0600	DMOB @ 1600
CRW T2IA SHF GFP 15B C-34 9/3		GENE FLEMMING		20	N	CAMP @ 0600	DMOB @ 1630
<b>T/F AMERICAN 3</b>		JP LINGLEY / J. JOHNSON (t)		2	N	CAMP @ 0600	1800
ENG T3 GROOM CK FD E-41 E-347 9/6		JOSEPH HERNANDEZ		4	N	CAMP @ 0600	1800
ENG T3 TRI CITY FD E-106 E-348 9/7		FRANK ZUPANCIC		6	N	CAMP @ 0600	1800
ENG T3 LAKESIDE FD E212 E-349 9/7		JASON J TODORA		3	N	CAMP @ 0600	1800
ENG T3 SHOLOW FD #7213 E-350 9/7		CHRISTOPHER FRANCIS		3	N	CAMP @ 0600	1800
ENG T6X AZ-WHM - E-821 E-351 9/7		MARK TESSAY		2	N	CAMP @ 0600	1800
WT T2 AWB E-10 9/10		JEFF PECKA		1	N	CAMP @ 0600	1800
WT T2 HERTZIG E-140 9/13		GENE HERTZIG		1	N	CAMP @ 0600	1800
WT T2 STATEWIDE E-170 9/12		ROBB HOAG		1	N	CAMP @ 0600	1800
WT T2 CATTANEO E-197 9/1		BRIAN HUGHES		1	N	CAMP @ 0600	1800
STCR O-544 9/7		ALEX DONALDSON (t)		1	N	CAMP @ 0600	1800
SOFR O-401 9/1		JOHN MORLOCK		1	N	CAMP @ 0600	1800
FEMP O-282 9/4		JOEL PLATTER		1	N	CAMP @ 0600	1800
FEMP O-81 9/4		SAMMY FEBRES		1	N	CAMP @ 0600	1800
7. Control Operations							
Mop up 300 feet in where safe to do so. Continue to scout for latent spot fires.							
SOFR Morlock is assigned to all divisions.							
8. Special Instructions							
Backhaul any excess equipment to Base Camp.							
BAER specialists will check into/ out of each division as they move around the burned area.							
DMOB resources are to report to DMOB at scheduled times as shown above.							
9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	170.0125	165.2500		CMD 9	2		
Tactical	168.6000	168.6000		NIFC T3	5		
Logistics							
Air to Ground	166.9375	166.9375		A/G TAC	12		
Prepared by (Resource Unit Leader) Mike Vetti			Approved by (Planning Section Chief) Sig Palm / Mitch Diehl (t) 			Date Prepared 08/31/13	Time Prepared 1804





# FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 031	TYPE OF FIRE: Wildland
FIRE NAME: American	OPERATIONAL PERIOD: Day Shift 9/1/2013
DATE ISSUED: 08/31/2013	TIME ISSUED: 2030
UNIT: Tahoe National Forest CA-TNF-001562	SIGNED: Brendan "Rip" Ripley, FBAN 

## INPUTS

### WEATHER SUMMARY

**DAY:** Partly Cloudy with a high between 72° and 88°. Morning inversion may hold the smoke in the effected canyons breaking between 1100-1200hrs. Relative humidity 22-32%.

Winds associated with the fire area will be down-canyon/slope SE 5-10 mph... becoming up-slope / canyon 5-10 G15 in the late morning early afternoon. Expect ridge top winds to be SW 5-10mph G 15-20 mph.

**Probability Of Ignitions: 60 – 80%**

\*\*\*\*\*See attached weather forecast for more detailed weather\*\*\*\*\*

<b>IRAWS INFO</b>	0002 Michigan Bluff...(Div-B)	0003 Cuckoo Ridge...(Div-Z)
<b>TX/RX FREQ</b> 163.350 CSQ	0019 Beauty Mine.....(Div-R)	0020 Cavanah Ridge.(Div-T)

## OUTPUTS

### FIRE BEHAVIOR:

**GENERAL:** Fire will continue to move through the unburned interior surface fuels at slow to moderate rate of spread. Heavy surface fuels can promote single tree torching. Short surface runs may be possible where fuels, topography and winds align (greater potential in the afternoon). Observed spotting has been up to 1/3 mile with transport winds in excess of 25mph. Receptive fuels are a key factor in spotting. Another feature that is holding heat is dozer berms and piles. A number of crews are reporting that the dozer berms and piles are holding heat well after visible fire activity has subsided. Due to the recent warm and dry conditions, areas that have been deemed cold may produce some smokes. Keep watch!!

### SPECIFIC:

#### BRANCH I

**Div-B&F: Day-** Fire behavior limited to limited interior isolated heat in larger fuels.

**Div-H: Day-**This Division is very receptive to increased ridge-top winds. Fire behavior should remain interior as larger fuels are consumed. Crews are still finding heat in the dozer berms. Look for additional smokes in the afternoon.

#### BRANCH II

**Div-R: Day-** Fire behavior limited to interior isolated heat in available fuels. Expect daytime fire activity to increase with the solar heating in the afternoon.

**Div-T Day-** The fire continues in burn in Deep Canyon and is consuming available fuel. Expect daytime fire activity to increase with solar heating in the afternoon.

**Div-Z: Day-**This division has the last remaining stands of unburned fuel. Fire will continue to burn in the surface fuels in the bottom portion of Deep Canyon and Bear Trap Canyon. Expect fire activity to diminish as the last available fuels are consumed. Single tree torching may be possible where heavier surface fuels are present.

**Div-A: Day-** Fire behavior limited to interior isolated heat in larger fuels. Expect daytime fire activity to increase with solar heating in the afternoon.

### AIR OPERATIONS:

Daily inversion may inhibit air operations through the morning and early afternoon.

## SAFETY


All areas within the burn perimeter are subject to falling snags and ash pits. Maintain good situational awareness. Look up – Look Down – Look Around for hazards.



# INCIDENT Weather Forecast



**FORECAST NO:** 30  
**PREDICTION FOR:** Day/Night Shift  
**SHIFT DATE:** 9/1-2/13 (0600-0600)  
**TIME AND DATE FORECAST ISSUED:** 8/31/13 @ 2030

**NAME OF FIRE:** American  
**UNIT:** USFS (TNF)  
**SIGNED:**   
 Stefanie Sullivan  
**Incident Meteorologist**

**WEATHER DISCUSSION:** Cooler with higher humidity and increasing cloud cover today. Moisture increases further on Monday for a slight chance of showers over the incident. Slow warming and drying Tuesday through Friday.

### Weather Forecast for Today:

**WEATHER:** Partly cloudy.  
**MAX TEMPERATURES:** 72-80 above 5500 feet...80-88 below 5500 feet.  
**MIN HUMIDITY:** 22-32%.  
**20 FT WINDS:**  
**RIDGETOP –** 0600-1100: Southeast 5-10 MPH. Gusts around 15 MPH along higher peaks of Divisions H and R.  
 1100-1800: Southwest 5-10 MPH with gusts 15 MPH. Gusts around 20 MPH higher peaks of Divisions H and R.  
**SLOPE/VALLEY–** 0600-1000: Upslope 3-6 MPH.  
 1000-1800: Upvalley/Upslope 5-10 MPH with gusts to 15 MPH.  
**INVERSION:** 500 feet AGL...breaking around 1100-1200.

IRAWS INFO	
0002 Michigan Bluff.....	(Div-B)
0003 Cuckoo Ridge.....	(Div-Z)
0019 Beauty Mine.....	(Div-R)
0020 Cavanah Ridge.....	(Div-T)
TX/RX FREQ	
163.350 CSQ	

**Weather for Tonight:** Partly cloudy...becoming mostly cloudy.  
**MIN TEMPERATURES:** 53-58 above 5500 feet...58-62 below 5500 feet.  
**MAX HUMIDITY:** 60-70%.  
**20 FT WINDS:**  
**RIDGETOP –** 1800-2100: Southwest 5-8 MPH with gusts 12 MPH. Gusts around 18 MPH higher peaks of Divisions H and R.  
 2100-0600: Southeast 4-7 MPH. Gusts around 15 MPH higher peaks of Divisions H and R.  
**SLOPE/VALLEY–** 1800-2100: Upvalley 5-10 MPH.  
 2100-0600: Downslope/downvalley 3-6 MPH.  
**INVERSION:** Inversion developing around 500 feet AGL.

Nearby  
 RAWs  
 Observations



### Extended Forecast:

**Sunday/Monday...** Increasing cloud cover through the day. Cooler with higher humidity as a trough and subtropical moisture move into the area. SW ridge winds will increase slightly each day. There is a slight chance of showers over the incident late Sunday night into Monday.  
**Tuesday-Wednesday...** Less cloud cover with continued cool conditions and moderate humidity. Little change in winds.

*Denise Blankenship*  
 PREPARED BY: Denise Blankenship, AOB

**AIR OPERATIONS SUMMARY (ICS-220)**

PREPARED DATE/TIME: 08/31/13 2000

<b>1. INCIDENT NAME:</b> American CA-TNF-001562 P5HU11 (0517)		<b>2. OPERATIONAL PERIOD DATE:</b> September 1, 2013		<b>START TIME:</b> 0600 <b>END TIME:</b> 1800		<b>SUNRISE:</b> 0633 <b>SUNSET:</b> 1936	
<b>3. REMARKS</b> <b>PILOTS:</b> <ul style="list-style-type: none"> <li>Hazards – power lines, towers, MTRs and MOAs</li> <li>Fly all missions with landing lights on.</li> <li>Make sure you have positive air to ground contact before dropping water.</li> <li>Be alert to high winds, and turbulence and outflow winds.</li> <li>Maintain clear communications with both air and ground forces.</li> </ul> <b>CREWS:</b> <ul style="list-style-type: none"> <li>CAUTION: Both live and dead trees are unstable and fall in high winds and water drops. For safety, monitor air to ground and stay clear from drops zones, and aircraft approaches and departures</li> </ul>		<b>4. MEDEVAC A/C:</b>  Refer to ICS206 Medical Plan for specifics		<b>5.</b> TFR – CANCELLED 8/30/2013 NOTAM – CANCELLED 8/30/2013  BLUE CANYON AIRPORT OPEN TO GENERAL AVIATION AS OF AUGUST 31, 2013			
<b>6. PERSONNEL</b> ATGS: Todd White		<b>7. FREQUENCIES</b> Command Repeat		<b>8. FIXED-WING</b> Airtankers/Leadplanes ATB FAX #:		<b># AVAIL/TYPE/MAKE-MODEL/ FAA N# /BASES</b> Order through Grass Valley Dispatch	
Church HS: Brian Bates		AM See Communication Plan		Air Attack 17 (A-151)		Todd White AC690 (Grass Valley) DEMOB Todd White from fire number Sunday Sept. 1, 2013	
167.1500 (A-58)		168.6250 TX Tone 1					
Air Guard: Ground to Air Emergency Only							
HELIBASE EQUIPMENT - None							

**ASSIGNED HELICOPTERS**

IDENTIFIER	TYPE	MODEL	BASE	START	AVAIL	MANAGER	IDENTIFIER	TYPE	MODEL	BASE	START	AVAIL	MANAGER
N383SH (A-36)	3	Bell L3	Church	0800	0830	Brian Bates 530-355-7314	H-516 N490SA (A-193)	2	Bell 205	White Cloud	0800	0830	Darrin Yost 530-306-0963

**MISSIONS**

TYPE/FUNCTION	NAME OF PERSONNEL OR CARGO OR INSTRUCTIONS FOR TACTICAL AIRCRAFT		MISSION START	FLY FROM	FLY TO
Air Tactical	ATGS to provide coverage over the incident as needed. ATGS coordinate rotor and fixed wing A/C use and flight following over the fire. Monitor all divisions. Support Divisions with HLCO as needed.		INTERMITTENT	Grass Valley ATB	Fire
Retardant Drops: Air Tankers	FW air tankers as ordered by DIVS/OPS to ATGS. Support operations as necessary.		As requested	MCC/GV ATB	Fire
Recon	Order through OPSC.			Church	Fire

# American – Safety Message

INCIDENT: # CA-TNF-001562

DATE: 09/01-09/02 2013

TIME: 0600 – 0600 Day/ Night

# Keep Your Guard Up!

- *Maintaining situational awareness takes effort!*
- *Continue planning to provide for safety then engage in your mission!*
- *Watch for complacency in others, and help them stay sharp.*
- *Weather is getting hotter and drier!*
- *Be methodical and meticulous in your tactics to get the job done safely!*

# Keep Your Head in the Game!

## Driving

- When driving keep speed at or below the posted speed limit and your headlights on.
- **Stay as far to the right of the road as is safely possible.**
- Stay alert for oncoming traffic that may “cheat” into your lane.
- Schools back in session, watch for school busses and children at bus stops.
- Always fasten your seat belt before the vehicle is set into motion.
- Don't tail gate.
- Slow down, slow down, slow down.

There are three main types of distracted driving: **Visual**-taking your eyes off the road; **Manual**-taking your hands off the wheel; **Cognitive**-taking your mind away from the task at hand. Don't drive distracted!

## Hazard Trees/Stump Holes

**Situational Awareness:** Survey your work area for hazard trees (green or black), and stump holes early in the shift. The longer an area has been burned, increases probability for undermined trees.

**Flag, Avoid and Notify:** Flag any identified hazard trees and notify your supervisor and any potentially impacted fire personnel.

**Be alert for changing conditions:** High wind increases the hazard. Avoid working under burned trees if winds increase appreciably.

**Make a plan:** Make your plan to reposition to a more secure area if wind conditions dictate **PRIOR** to the need arising. Don't wait until the last minute to prepare and execute the plan.

**Identify stump holes** and ash pits to all personnel. Work with extreme caution in the area. Wear and use all approved PPE properly. Use the Risk Management Process (IRPG p. 1) to engage.

## INCIDENT RISK ANALYSIS (ICS 215a)

DIV	HAZARDOUS ACTIONS / CONDITIONS	MITIGATIONS / WARNINGS / REMEDIES
A, B, F, H, R, T, Z	<b>HAZARD TREES</b>	<ul style="list-style-type: none"> <li>• Follow Hazard Tree Safety Guidelines (IRPG p.20).</li> <li>• Limit number of personnel around snags and their exposure time; fallers must be qualified for trees being fallen.</li> <li>• Be especially alert around snags and burned trees during wind events.</li> <li>• Night time complicates hazard tree identification</li> </ul>
A, B, F, H, R, T, Z	<p style="text-align: center;"><b>DRIVING HAZARDS</b></p> <p>Forest is opening roads for Labor Day Weekend. Drive Defensively!</p>	<ul style="list-style-type: none"> <li>• Drive defensively! Expect the unexpected around every curve.</li> <li>• Drive with headlights on; use chock blocks, keep windshields clean; look before backing; and use backers whenever available.</li> <li>• Watch for debris on the roads.</li> <li>• Increase following distances on dusty roads. Slow down when you meet opposing traffic or encounter washboard surfaces.</li> <li>• Monitor drivers fatigue due to long driving distances..</li> <li>• Speeds vary, monitor posted speed limits.</li> </ul>
A, B, F, Z	<b>REBURN POTENTIAL</b>	<ul style="list-style-type: none"> <li>• Potential for line construction in response to re-burn.</li> <li>• Monitor current weather conditions and forecasts. Make sure all personnel receive thorough briefings every shift.</li> <li>• Adhere to 10 Standards Orders, mitigate 18 situations.</li> <li>• Maintain Situational Awareness. LCES in place always.</li> </ul>
A, B, F, H, R, T, Z	<b>FATIGUE</b>	<ul style="list-style-type: none"> <li>• Be alert for signs of fatigue and take breaks as necessary.</li> <li>• Maintain 2:1 work/rest ratio or better.</li> <li>• Monitor incoming resources for level of fatigue.</li> </ul>
A, B, F, H, R, T, Z	<b>HYDRATION</b>	<ul style="list-style-type: none"> <li>• Drinking water before, during and after shifts, up to 1.5 gal. per shift.</li> <li>• Be alert for signs of heat stress in yourself and others.</li> </ul>
A, B, F, H, R, T, Z	<b>AIRCRAFT OPERATIONS</b>	<ul style="list-style-type: none"> <li>• Keep personnel out of drop zones.</li> <li>• Use air-to-ground frequency to communicate with aircraft.</li> <li>• Use clear, concise statements when directing aircraft. Use clock directions from pilot's perspective.</li> <li>• Don't engage in "heli-mopping". Eliminate unnecessary pilot exposure.</li> </ul>
A, B, F, H, R, T, Z	<b>HOLDING &amp; MOP UP</b>	<ul style="list-style-type: none"> <li>• Conduct thorough briefing for all personnel (inside rear cover IRPG).</li> <li>• Evaluate areas for hazard trees and locate stump holes for avoidance.</li> <li>• Monitor fatigue, shorten shifts to increase rest where appropriate.</li> <li>• Provide motivation to workers to maintain situational awareness and avoid complacency.</li> <li>• Evaluate mop up distances against what is safe and necessary.</li> <li>• Follow "Look Up, Look Down, Look Around" procedures (IRPG p. 2-3).</li> <li>• Utilize Risk Management Process (IRPG p.1).</li> </ul>
A, B, F, H, R, T, Z	<b>SUPPRESSION REPAIR</b>	<ul style="list-style-type: none"> <li>• Ensure personnel accountability and good communications.</li> <li>• Assess experience level of all assigned personnel, and adjust assignment and level of supervision accordingly.</li> <li>• Conduct thorough briefing for all operators and work crews using or working around heavy equipment.</li> <li>• When working with heavy equipment, follow mitigation guidelines identified in the IRPG (p. 90)</li> <li>• Brief crews with Job Hazard Analysis (JHA) provided by Safety prior to beginning work with brush chippers.</li> <li>• All workers involved in the operation must initial JHA after tailgate briefing.</li> <li>• Ensure only qualified chipper operators run the equipment.</li> <li>• Adhere to all abatement actions identified in JHA</li> <li>• Turn in initialed JHA to Safety.</li> <li>• Document Safety "Tailgate" session in ICS 214 Unit Log</li> </ul>

A, B, F, H, R, T, Z	INITIAL ATTACK	<ul style="list-style-type: none"> <li>• Do the Risk Management process prior to any engagement</li> <li>• LCES will be in place during any operation.</li> <li>• This country requires you to LOOK UP, LOOK DOWN AND AROUND.</li> <li>• The weather can change instantly, always be observant.</li> <li>• Base all actions on current and expected fire behavior</li> </ul>	
A, B, F, H, R, T, Z	SMOKE INHALATION	<ul style="list-style-type: none"> <li>• Avoid prolonged exposure to heavy smoke.</li> <li>• Where necessary to work in heavy smoke, give workers frequent breaks in clearer areas, by rotating line resources.</li> <li>• If possible alternate resources into Divisions of clearer air frequently.</li> <li>• Increase focus on hydration to assist in recovery from exposure.</li> </ul>	
A, B, F, H, R, T, Z	MINE SHAFTS	<ul style="list-style-type: none"> <li>• Conduct thorough briefing for all personnel (inside rear cover IRPG).</li> <li>• Avoid all mine shafts and adits</li> <li>• Three Stripes You're Out: <b>3 Stripes of flagging tape means STAY OUT!</b></li> </ul>	
INCIDENT NAME:  <h1>American</h1>		OPERATIONAL PERIOD <b>Day/Night Shift</b> September 1, 2013 September 2, 2013	DATE PREPARED: 08/31/13  Prepared by CIIMT4 Safety Team
ICS 215		TIME PREPARED: 1900 hours	

<b>MEDICAL PLAN</b>	1. INCIDENT NAME: AMERICAN	2. DATE PREPARED: 08/31/13	3. TIME PREPARED: 1930	4. OPERATIONAL PERIOD 9/1/13 0600-1800
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5. INCIDENT MEDICAL AID STATIONS				
MEDICAL AID STATIONS	LOCATION			PARAMEDICS
				YES NO
Medical Unit (24 Hours)	American ICP			X

6. TRANSPORTATION				
A. GROUND AMBULANCE				
NAME	LOCATION	PHONE	PARAMEDICS	
			YES	NO
Foresthill Medic 89	Robinson Flat (0600-1800) Foresthill Fire Station 88 (1800-0600)	530-906-3803 or 911	X	
B. MEDIVAC				
NAME	LOCATION	PHONE	PARAMEDICS	
			YES	NO
Placer County Sheriff (Hoist and Night Vision)	Auburn Airport	530-308-0638 or 530-886-5375		X
CHP (Hoist and Night Vision)	Auburn Airport	530-823-4535		X
CalStar (Night Vision)	Auburn Airport	911	X	

7. HOSPITALS										
NAME	ADDRESS	TRAVEL TIME		PHONE	TRAUMA		HELIPAD		BURN CENTER	
		AIR	GRND		Yes	No	YES	NO	YES	NO
Sutter Auburn Faith Hospital	11815 Education St. Auburn, CA	N/A	30 min	530-823-5860 (ER)		X		X		X
Sutter Roseville Medical Center	1 Medical Plaza, Roseville, CA N38°45.9084', W121°14.9874'	10 min	45 min	916-786-3033 (ER)	X		X			X
UC Davis Medical Center	2315 Stockton Bl. Sacramento, CA N38°33.2907', W121°27.3771'	20 min	60 min	916-734-3890 (ER)	X		X		X	
Sierra Nevada Medical Hospital	155 Glasson Way Grass Valley CA N39°13.6853' W121°2.8323'	20 min	60 min	530-274-6000		X	X			X

**8. MEDICAL EMERGENCY PROCEDURES**

<p align="center"><b><u>LINE EMERGENCY</u></b></p> <p>Crew Supervisor to contact Division Supervisor with complaint and location. If possible, with a Lat. and Long.</p> <ul style="list-style-type: none"> <li>• Division Supervisor contacts American Communications and Line EMT/Medic (if available)</li> <li>• American Communication will activate the EMS system.</li> <li>• American Communication will notify the IC, Operations, Safety, and the Medical Unit Leader.</li> <li>• <b>Do not give name over Radio Communications.</b></li> </ul>	<p align="center"><b><u>CAMP EMERGENCY</u></b></p> <p>Notify American Communications of Camp Emergency</p> <ul style="list-style-type: none"> <li>• American Communications contacts Medical Unit with patient complaint/condition and location.</li> <li>• American Communication will activate the EMS system.</li> <li>• American Communication will notify the IC and Safety.</li> <li>• <b>Do not give name over Radio Communications</b></li> </ul>	<p align="center"><b><u>1<sup>ST</sup>. PRIORITY – DISPATCH APPROPRIATE RESOURCE</u></b></p> <p>NATURE OF INJURY _____</p> <p>LOCATION OF PATIENT _____</p> <p>TRANSPORTATION REQUEST BY: AIR _____ GROUND _____</p> <p align="center"><b><u>AFTER RESOURCE IS DISPATCHED!</u></b></p> <p>POINT OF PICK UP _____</p> <p>LAT _____ LONG _____</p> <p>PATIENT UNIT ID _____</p> <p>IS EMT WITH PATIENT: YES _____ NO _____</p> <p>AGE: _____ SEX: MALE _____ FEMALE _____</p> <p>HISTORY: _____</p> <p>MEDICATION: _____</p> <p>ALLERGIES: _____</p> <p>VITALS AND OTHER INFORMATION _____</p>
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9. PREPARED BY (MEDICAL UNIT LEADER) John Van Mannekes / Eric Williams (MEDL)	10. REVIEWED BY (SAFETY OFFICER - SOF1)
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**ICS 206 – Block 8, Emergency Medical Procedures (cont'd)**

**In the event of a medical emergency provide the following information to the Communications Unit**

1. Declare the nature of the emergency.
  - a. Medical injury/illness? If injury/illness is it Life Threatening?
2. If Life Threatening, then request that the designated frequency be cleared for emergency traffic.
3. Identify the on-scene Point of Contact (POC) by Resource and Last name (i.e. POC is TFLD Smith).
4. Identify nature of incident, number injured, patient assessments and location (geographic and GPS coordinates).
5. Identify on-scene medical personnel by position and name (i.e. EMT Jones).
6. Identify preferred method of patient transport.
7. Request any additional resources and/or equipment needed.
8. Document all information received and transmitted on the radio or phone.
9. Identify any changes in the on-scene Point of Contact or medical personnel as they occur.

**Selecting an On-Scene LZ**

First, determine if the area is large enough to land. The landing surface should be flat, firm, and free of debris that could blow into the rotor system.

The touchdown area for the helicopter should be 125' x 125'.

The landing site should be clear of people, vehicles, trees, poles, wires, posts, stumps, brush, and large rocks.

Consider the wind direction. Helicopters land and take off into the wind.

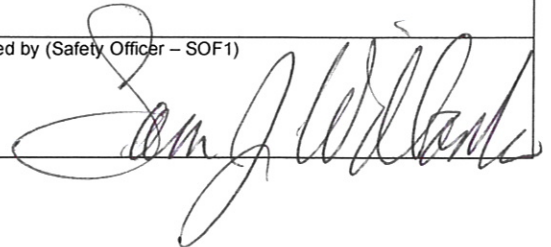
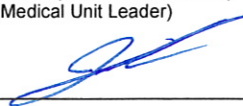
Touchdown area should be marked, (an X to mark the center and one indicating wind direction).

If possible, wet landing area down to minimize blowing dust.


**Radio Terminology**

**“Medivac” is for life threatening injuries only.**

**“Medical Transport” is for non-life threatening injuries.**



INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name <b>AMERICAN INCIDENT</b>		Date/Time Prepared <b>8/31/13 - 1900 HRS.</b>		Operational Period Date/Time <b>Sept 1/2013 0600-1800</b>			
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N or W	RX Tone/NAC	TX Freq N or W	Tx Tone/NAC	Mode	Remarks
1	COMMAND	CMD 2	ALL BRANCHES	168.1000 N		170.4500 N		A	DUNCAN LOOKOUT/LINKED
2	COMMAND	CMD 9	ALL BRANCHES	170.0125 N		165.2500 N		A	DEADWOOD RD./LINKED
3	COMMAND	CMD 50	ALL BRANCHES	166.3250 N		172.1125 N		A	FOREST HILL CITY/LINKED
4	COMMAND	CMD 52	ALL BRANCHES	164.1375 N		172.1375 N		A	BIG VALLEY BLUFF /LINKED
5	TACTICAL	NIFC T3	DIVISION T/ A/ Z,	168.6000 N		168.6000 N		A	
6	TACTICAL	NIFC T5		166.7250 N		166.7250 N		A	
7	TACTICAL	NIFC T6	DIVISION B/ F / H	166.7750 N		166.7750 N		A	
8	TACTICAL	NIFC T7	DIVISION R	168.2500 N		168.2500 N		A	
9	TACTICAL	VTAC12		154.4525 N		154.4525 N		A	
10	TACTICAL	VFIRE25		154.2875 N		154.2875 N		A	
11	TACTICAL	VFIRE26	Suppression Repair Group	154.3025 N		154.3025 N		A	
12	AIR TO GROUND	A/G Tactical	ALL DIVISIONS	166.9375 N		166.9375 N		A	
13	AIR TO GROUND	A/G CMD	Divisions & Above	167.1500 N		167.1500 N		A	Div Sup & Above
14	CONTINGENCY CMD	TNF-F4	ALL DIVISIONS	168.1750 N		170.6000 N		A	ZONE 2,4,5,8
15	CALCORD	Medical	CALCORD	156.0750 N		156.0750 N	156.7	A	A/G MEDICAL EMERGENCIES ZONE 6
16	Air Guard	Guard	ALL DIVISIONS	168.6250 N		168.6250 N	110.9	A	Ground to Air EMERGENCY ONLY TONE 1

5. Prepared by (Communications Unit)  
 SAL BONILLA JR./ BRIAN DIEMER CIIMT # 4 COME   
 Incident Location County Placer State CA Latitude Longitude W  
**Last Clone 8/20/2013**  
 ICS 205-Draft 041106

**TENTATIVE DEMOBILIZATION LIST  
AMERICAN FIRE CA-TNF-001562  
SEPTEMBER 1, 2013**

**PLEASE REPORT TO DEMOB AT THE SCHEDULED APPOINTMENT TIME. THANK YOU!**

**OVERHEAD**

O-432	0700 HOURS	(TFLD)	WEER, JACKSON WALTER
O-401	NO APPOINTMENT NEEDED	(SOFR)	MORLOCK, JOHN
O-451	NO APPOINTMENT NEEDED	(HEB1)	NELSON, BRAD M
O-528	NO APPOINTMENT NEEDED	(SOFR)	FETHERSTON, ERIC J
O-320	NO APPOINTMENT NEEDED	(SEC1)	PHILLIPS, DEVIN D
O-156	NO APPOINTMENT NEEDED	(EMTB)	BARRETT, JASON
O-164	NO APPOINTMENT NEEDED	(BCMG)	HEHR, KEN
O-347	NO APPOINTMENT NEEDED	(PIOF)	ERNST-ULRICH, GWEN
O-457	NO APPOINTMENT NEEDED	(RADO)	VAN DYKE III, TRUMAN
O-348.64	NO APPOINTMENT NEEDED	(SCKN)	PEBLEY, DEBBIE A
O-143	NO APPOINTMENT NEEDED	(SEC2)	SEGAR, JAMES C
O-376	1800 HOURS	(HEQB)	JOY, TIM

**CREWS**

C-58	0700 HOURS	(HC2)	CRW T2IA MDF LOST RIVER
C-124	0800 HOURS	(HC2)	CRW T2 EL CARISO CREW 2
C-33	1600 HOURS	(HC2)	CRW T2IA SHF GFP 15A
C-34	1630 HOURS	(HC2)	CRW T2IA SHF GFP 15B

**EQUIPMENT**

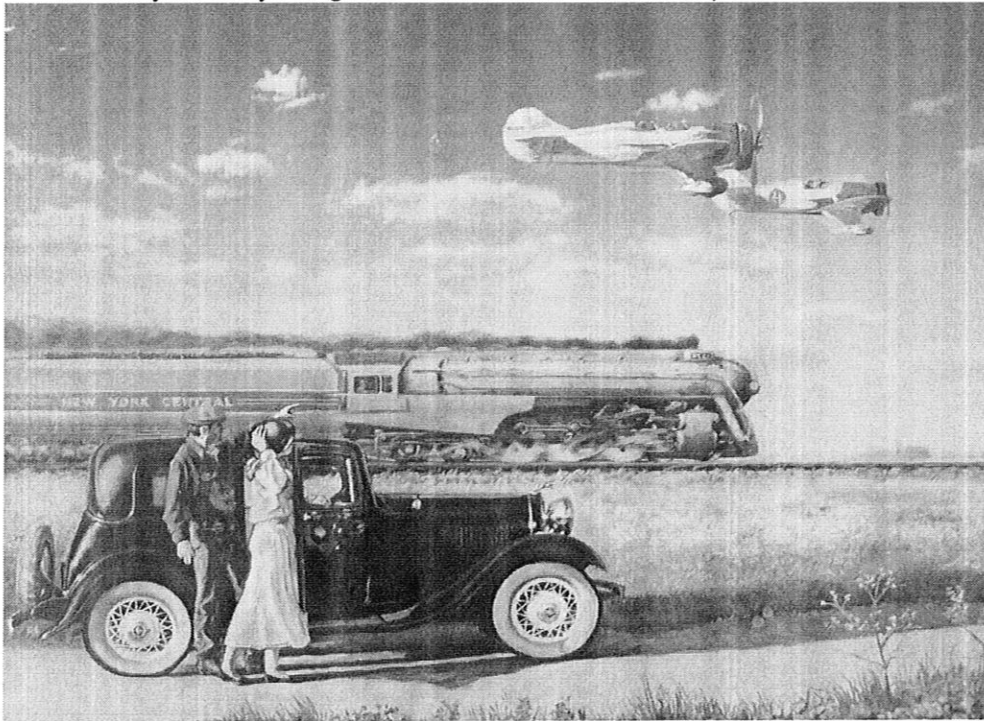
E-39	0600 HOURS	(FAC)	CAMP IN THE BOX
E-150	0700 HOURS	(COMU)	COMU T1 CROSS
E-225	0700 HOURS	(LNDY)	LNDY EXCEPTIONAL
E-301	1700 HOURS	(ENG6)	ENG T6 OREGON WOODS 50
E-304	1700 HOURS	(ENG4)	ENG T4 SUMMITT FORESTS E47
E-305	1700 HOURS	(ENG4)	ENG T4 BIG BEAR E08
E-303	1730 HOURS	(ENG6)	ENG T6 TURNBULL WR 01
E-302	1730HOURS	(ENG6)	ENG T6 863 UMATILLA



## Human Resource Message American Fire

### Moving On

No matter if you're going home by plane, train, or car, have a safe trip home.  
Thank you for your great effort, hard work and positive attitude.



For those still on the fire or just coming aboard, we wish you good luck and stay safe.

If you have issues, report them to your supervisor. If you need additional help, contact:

HUMAN RESOURCES SPECIALIST (HRS):                      DIANE SIMPSON (618) 534-2111  
TOM NICHOLS (TRAINEE) (916) 878-8165

UNION REPRESENTATIVE (via phone):                      RANDY MEYER, (530) 503-5964

1 September 2013

## Waterbar Guidelines

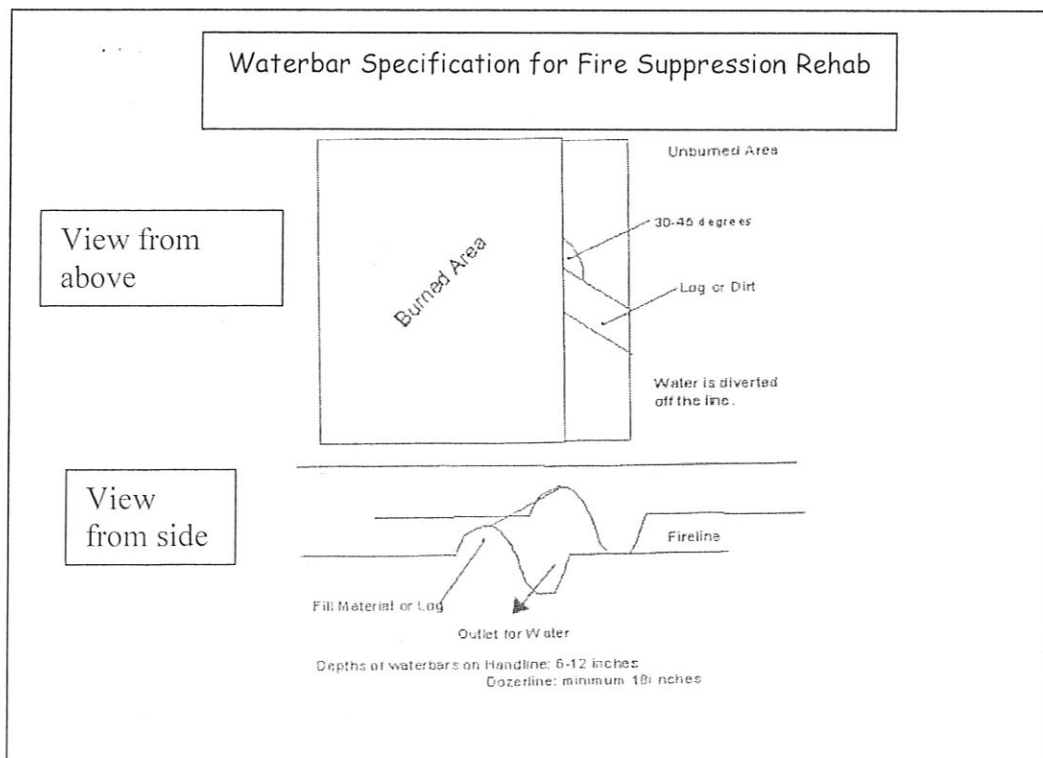
Recommended Maximum Spacing for Waterbars on Firelines (dozer and handlines):

Road, Trail, or Fireline Gradient	Waterbar Spacing (Feet)	
	Federal Property	Private Property
1-6%	300	150
7-9%	200	150
10-14%	150	100
15-20%	90	100
21-40	50	75
41-60%	25	50

Waterbars should be angled 30-45 degrees down slope and outside the fireline into existing vegetation, rocks, down logs or slash were possible. Use natural drainage where possible.

If the fire is on both sides of the dozer line, drain waterbars on alternating sides of the road. If the dozer line is unburned on either side, water bars should drain according to natural drainage patterns.

These are general guidelines and must be adapted to site topography, soils and vegetation characteristics. For example, areas that are rocky or well armored with rock do not need water bars.



# American Fir

CA-TNF-001562  
Aug 22, 2013

Transportation Map



- Legend**
- Fire Perimeter
  - Roads
  - Camp
  - Drop Point
  - Helispot
  - Lookout
  - MediVac Site
  - Staging Area
  - Water Source

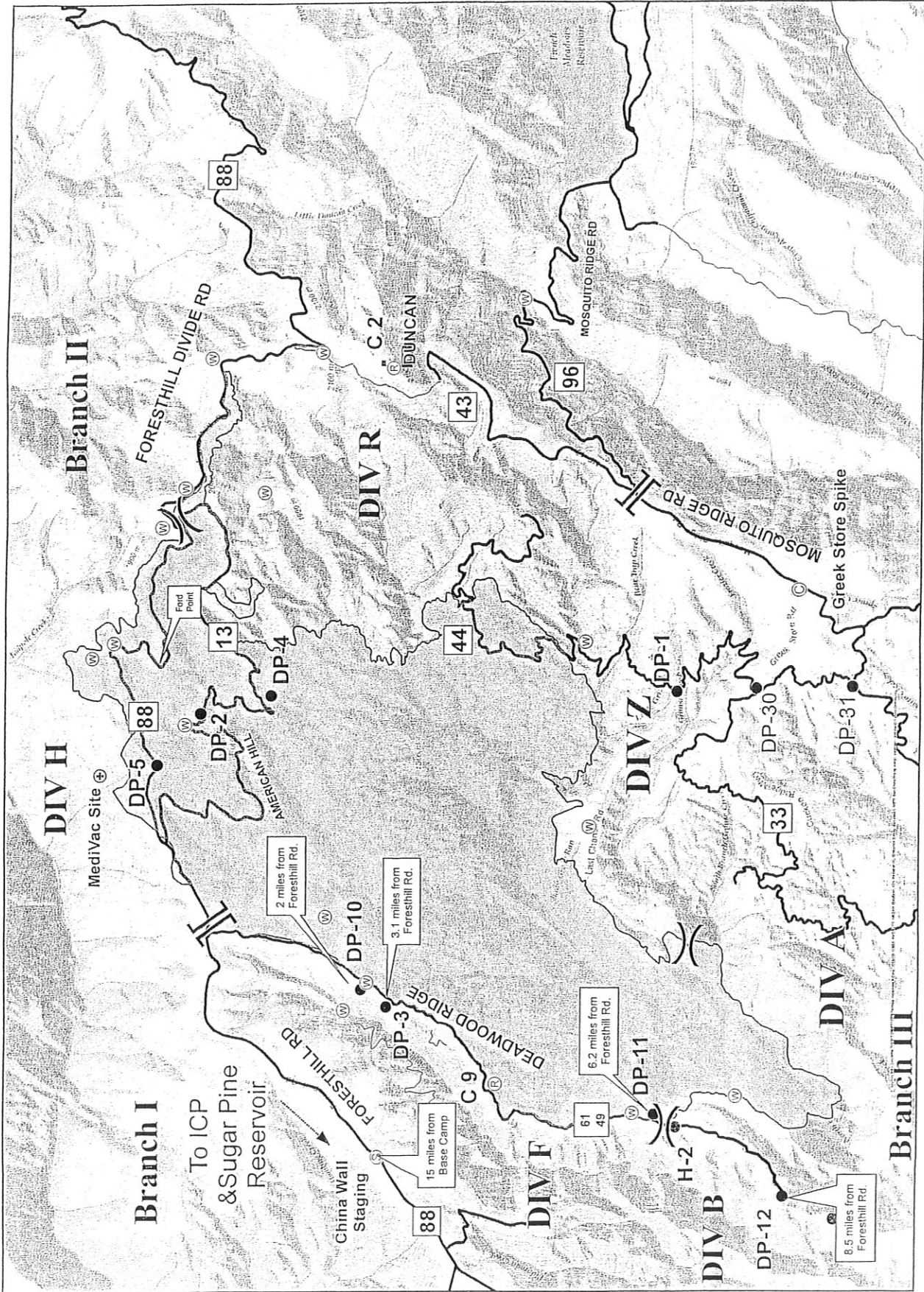


0 0.75 1.5 Miles

1:66,000

N83 UTM ZONE 10N

R. Cockerham  
Aug 22, 2013  
12:00 Hours





VFW

Veteran's Hall

NO Engine Or Crew Parking

Kids

Crew Parking

playground

porta potty

porta potty

porta potty

Pool

CCC Sleeping

BCMG Sleeping

Crew Sleeping

County Water Bldg

County Water Bldg

Shower

Tennis Courts

Sleeping

Sleeping

Baseball Field

Parking

Crew & Engine Back in this side ONLY!

porta potty

No Parking

Baseball Field

Pick ups Only (Back in @ 45° Angles)  
This side

Church street

Harrison Street

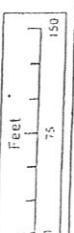
Parallel Parking Only  
Engines & Water Tenders

Parallel park

- \*Signs\*
- No Entry
- 2 way traffic
- No Parking
- Crew & Engine Parking
- Crew Sleeping Area

Pickup Only

Parallel Park



To ICP

To Base Camp

Foreshill road

ICP American Fire  
Effective 8-31-13

