

Bald Hill #3

Incident Action Plan

Monday, September 15th, 2014

Day Shift 0600 - 2000

This five step process provides firefighters with a simple, universal, and consistent way to practice risk management.

- Establish situational awareness
 - Identify hazards and assess the risk
 - Control or eliminate hazards
 - Make decisions based on acceptability of remaining risk
 - Evaluate the effectiveness of hazard controls and continuously re-evaluate the situation
-
- Complacency- The first step to an accident involves the false belief that experience makes you invulnerable.
 - School Traffic on Highway 96 between the hours of 0830 – 1800. Drive with CAUTION!



**KEEP A HIGH LEVEL OF
SITUATIONAL AWARENESS**

Bald Hill #3: CA-HIA-014-211

PAJD9U, (1502)

Hoop Valley Tribe

Northern California Incident Management Team 1

INCIDENT OBJECTIVES	1. Incident Name	2. Date	3. Time									
	Bald Hill #3	09/14/2014	2000									
4. Operational Period September 15, 2014 DAY SHIFT												
<u>CONTROL OBJECTIVES</u> <ol style="list-style-type: none"> 1) Provide for firefighter and public safety by utilizing the risk management process. 2) Keep the Bald Hill #3 Fire within established containment lines. <u>MANAGEMENT OBJECTIVES</u> <ol style="list-style-type: none"> 1) Plan and execute strategies and tactics with safety as the highest priority for incident personnel and the public. 2) Minimize loss and damage to priority viewsheds, spotted owl habitat, cultural resources, and timberlands. 3) Utilizing a full suppression strategy, minimize costs while balancing protection of economic values at risk. 4) Provide timely information to the public and coordinate press releases through the Hoopa Valley Tribe. 												
6. Weather Forecast for Period <ul style="list-style-type: none"> • See attached weather forecast. 												
7. General Safety Message <ul style="list-style-type: none"> • See attached safety messages. 												
8. Attachments (mark if attached)												
<table border="0" style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Organization List - ICS 203</td> <td><input checked="" type="checkbox"/> Medical Plan - ICS 206</td> <td><input checked="" type="checkbox"/> Weather</td> </tr> <tr> <td><input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204</td> <td><input checked="" type="checkbox"/> Incident Map</td> <td><input checked="" type="checkbox"/> ICS215a</td> </tr> <tr> <td><input checked="" type="checkbox"/> Communications Plan - ICS 205</td> <td><input checked="" type="checkbox"/> ICS 220</td> <td><input type="checkbox"/> Rehab Considerations</td> </tr> </table>				<input checked="" type="checkbox"/> Organization List - ICS 203	<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input checked="" type="checkbox"/> Weather	<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Incident Map	<input checked="" type="checkbox"/> ICS215a	<input checked="" type="checkbox"/> Communications Plan - ICS 205	<input checked="" type="checkbox"/> ICS 220	<input type="checkbox"/> Rehab Considerations
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<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Incident Map	<input checked="" type="checkbox"/> ICS215a										
<input checked="" type="checkbox"/> Communications Plan - ICS 205	<input checked="" type="checkbox"/> ICS 220	<input type="checkbox"/> Rehab Considerations										
9. Prepared by (Planning Section Chief) Valery Lambeth 		10. Approved by (Incident Commander) Mike Minton 										



Bald Hill 3 Fire Weather Forecast



FORECAST NO: 1 D
 PREDICTION FOR: Monday Day Shift
 SHIFT DATE: September 15, 2014
 FORECAST ISSUED: 1900 September 14, 2014

NAME OF FIRE: Bald Hill 3
 UNIT: Hoopa BIA
 Incident Meteorologist: Jeff Tonkin

WEATHER DISCUSSION: High pressure will give way today to an approaching trough and weak front. Cooler temperatures will be observed today with about a 5% increase in min rh. Winds will generally be out of the south over the next three days and may get a little gusty on Wednesday. At this time maximum rainfall amounts look to be around 0.10 inches between Wednesday and Thursday. On Friday high pressure returns with the likelihood of moderate offshore flow.

WEATHER FORECAST FOR TODAY (MONDAY DAY SHIFT):

WEATHER: Some high clouds...and slightly cooler.
MAX TEMP (2500 FT) : 82 – 86
MIN HUMIDITY (2500 FT): 22 – 26%
WINDS (EYE LEVEL 2500 FT): West and Southwest 4 to 8 mph...gusts to 14 in the afternoon.
LAL: 1 CWR: 0% HAINES: 3-4
STABILITY / INVERSION: Inversion should break by 1100.
SMOKE TRANSPORT: South 5-10 mph.

WEATHER FORECAST FOR TONIGHT (MONDAY NIGHT SHIFT):

WEATHER: Partly Cloudy...better rh recovery after midnight.
MIN TEMPERATURES (2500 FT): 58 – 61 F
MAX HUMIDITY (2500 FT): 55-60%
WINDS (EYE LEVEL 2500 FT): Southeast 3 to 6 mph.
LAL: 1 CWR: 0% HAINES: 3
STABILITY / INVERSION: Weak to moderate inversion overnight.
SMOKE TRANSPORT: South 5-10 mph.

OUTLOOK FOR TUESDAY (2500 FT): Partly to Mostly cloudy...cooler with stronger marine influence. Max Temps: 78 to 82. Min RH: 25 - 35%. Wind: South 3 – 6 mph gusts 10 mph. LAL 1. CWR 0%. Haines 3.

THREE DAY EXTENDED DAYTIME (WEDNESDAY – FRIDAY 4500 FT)

	<u>Max T</u>	<u>Min RH</u>	<u>Max RH</u>	<u>Ridge Winds</u>	<u>LAL</u>	<u>WX</u>
WED	81 – 85	30%	70%	S/SW 7 - 10 G 15 mph	1	
THU	77 – 82	35%	80%	NW 4 - 6 G 10 mph	1	
FRI	85 – 89	25%	50%	NE 4 – 6 mph	1	

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 4

TYPE OF FIRE: Wildland Fire

FIRE NAME: Bald Hill 3

OPERATIONAL PERIOD: 9/15 0600 to 2000

DATE ISSUED: 9/14/14

TIME ISSUED: 2000

UNIT: Hoopa-HIA

SIGNED: /s/ John Wood FBAN

INPUTS

WEATHER SUMMARY: High pressure will give way today to an approaching trough and weak front. Cooler temperatures will be observed today with about a 5% increase in min. RH. Winds main impacts to the fire will be a slight increase in Southerly winds along upper slopes and ridges and perhaps some very light rainfall toward the middle of the week. At this time maximum rainfall amounts look to remain below .1 inches between Wednesday and Thursday. On Friday high pressure returns with the likelihood of moderate off shore flow. Maximum temperatures up to 77-82. Minimum relative humidity down to around 28-38 percent. Winds: Southwest winds 4-6 mph with gusts to 10 to 14 mph.

Haines: 3-4

ERC: 82

OUTPUTS

GENERAL:

Conditions remain that would allow fire to spread actively where it is uncontained by control lines. Fire spread would continue to be northerly and upslope along the ridge that Bloody Camp road follows. Fuels will burn out throughout the shift and duff and heavy fuels will need to be worked to effectively put them out. Rates of spread in timber fuels up to 4-9 ch/hr and 5-7 foot flame lengths where wind and slope align. These fuels will need a combination of wind and slope to spread at the higher forecast levels. Anticipate spread rates on average to range from 1-2 ch/hr.

SPECIFIC:

Fuel moisture: **1hr 4% 1000 hr 10% Live 90%** Prob. of ign. **50-75%** Spot distance up to **.2 of a mile.**

Div A: Heavy fuels will continue to burn down as well as duff and surface fuels. Burn down and smoldering times are likely to be reduced because of the dryness of the fuels as they consume. Areas of heat will persist in heavy fuels and unburned islands will carry fire until fuels are removed or burn out. Spotting will be possible.

Div T: Unburned fuels within control lines will continue to carry fire and large areas will show active spread. Fire activity will be limited and is not likely to be problematic. Spotting should continue to be a concern while abundant heat sources remain on the division.


Div Z: No significant fire spread is expected on this division.


AIR OPERATIONS


Smoke should not be a factor for air operations. There may be some smoke pooled in drainages in the morning but it should be limited and mix out early.

Safety Message

Be aware of ash pits. Look for signs that may indicate ash pits like: white ash, shimmering appearance as heat rises from the ground, areas that appear to have sunken inside the burn and large area of ash

DIVISION ASSIGNMENT LIST			1. Branch		2. Division/Group A		
3. Incident Name Bald Hill #3			4. Operational Period DAY OPERATIONS Date: September 15, 2014 Time: 0600 - 2000				
5. Operations Personnel							
Operations Chief		Kent Swartzlander, Dustan Mueller (t)			Division Supervisor		Jesse Knox, Ray Dombowski (t)
Branch Director					Air Support		Brian Rogers (t)
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Last Shift	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time	
HC1 Flathead IHC	Tyler Anderson		21	N	0700	1900	
HC2IA Boise Crew 3	Wade Clark		21	N	0700	1900	
Smokeyjumpers	Greg Fashano		17	N	0700	1900	
S/T 3615C	Dave Grossman		25	N	0700	1900	
WT2 Roger Brown (E-6)			1	N	0700	1900	
WT2 HCTV Roads Dept (E-7)			1	N	0700	1900	
WT2 Six Rivers Const. (E- 27)			2	N	0700	1900	
WT2 SRF 35	Kirby Bennett		1	N	0700	1900	
DOZ2 SRF 4	Jay Dillon		2	N	0700	1900	
FALC	Emil Marshall		1	N	0700	1900	
FELB	Borg		1	N	0700	1900	
SOF2 (Divisions A & Z)	Bob Kafka		1	N	0700	1900	
7. Control Operations							
<ul style="list-style-type: none"> Complete mop up to 300 feet where safe to do so. Initiate suppression repair of control lines. Fall hazard trees within work areas. 							
8. Special Instructions							
<ul style="list-style-type: none"> Backhaul all trash and unnecessary equipment. 							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
NIFC CMD 3	RX 168.0750N TX 170.4250N	CMD 3	1 Tone 3 (131.8)				
Tactical Division/Group	RX 168.0500N TX 168.0500N	NIFC TAC 1	2				
				Air to Ground	RX 166.5000 TX 166.5000	Bald A/G	6
Prepared by (Resource Unit Leader) L. Charbonnier			Approved by (Planning Section Chief) 			Date 9/14/2014	Time 20:53

DIVISION ASSIGNMENT LIST		1. Branch		2. Division/Group T			
3. Incident Name Bald Hill #3		4. Operational Period DAY OPERATIONS Date: September 15, 2014 Time: 0600 - 2000					
5. Operations Personnel							
Operations Chief	Kent Swartzlander, Dustan Mueller (t)			Division Supervisor	Kurt Lindstrand		
Branch Director				Air Support	Brian Rogers (t)		
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Last Shift	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time	
HC1 Wyoming IHC	Matt Prentiss		20	N	0700	1900	
ENG3 KNF 46	Brian Fabbri		5	N	0700	1900	
ENG3 SRF 33	Bryan Lanning		5	N	0700	1900	
ENG6 YAI 661	Clyde Trimble		3	N	0700	1900	
WT V&P	Burt King		1	N	0700	1900	
SOF2 (Divisions T & Z)	Dave Provencio		1	N	0700	1900	
7. Control Operations							
<ul style="list-style-type: none"> Complete mop up to 300 feet where safe to do so. Initiate suppression repair of control lines. Fell hazard trees within work areas. 							
8. Special Instructions							
<ul style="list-style-type: none"> Backhaul all trash and unnecessary equipment. 							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
NIFC CMD 3	RX 168.0750N TX 170.4250N	CMD 3	1 Tone 3 (131.8)				
Tactical Division/Group	RX 168.6000N TX 168.6000N	NIFC TAC 3	3				
				Air to Ground	RX 166.5000N TX 166.5000N	Bald A/G	6
Prepared by (Resource Unit Leader) L. Charbonnier		Approved by (Planning Section Chief) 			Date 9/14/2014	Time 20:53	

DIVISION ASSIGNMENT LIST			1. Branch		2. Division/Group Z		
3. Incident Name Bald Hill #3			4. Operational Period DAY OPERATIONS Date: September 15, 2014 Time: 0600 - 2000				
5. Operations Personnel							
Operations Chief		Kent Swartzlander, Dustan Mueller (t)			Division Supervisor		Randy Jennings
Branch Director					Air Support		Brian Rogers (t)
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Last Shift	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time	
HC2IA Boise 5	Aaron Bell		21	N	0700	1900	
Helitack 510	Josh Hutchinsen		8	N	0700	1900	
S/T 3675C	Shannon Prather		26	N	0700	1900	
ENG3 KNF 76	Ben Molitor		5	N	0700	1900	
ENG3 KNF 78	Ed Willy		5	N	0700	1900	
WT2 Morton 1	Morton		1	N	0700	1900	
WT2 Horn (E-9)	Chris Wilson		1	N	0700	1900	
FALC	Roy Ammon		1	N	0700	1900	
FELB	Richardson		1	N	0700	1900	
Hoopla Chipper			7	N	0700	1900	
SOF2 (Divisions T & Z)	Dave Provencio			N	0700	1900	
SOF2 (Divisions A & Z)	Bob Kafka			N	0700	1900	
7. Control Operations							
<ul style="list-style-type: none"> Complete mop-up to 300 feet where safe to do so. Initiate suppression repair of control lines. Fall all hazard trees within work areas. 							
8. Special Instructions							
<ul style="list-style-type: none"> Backhaul all trash and unnecessary equipment. 							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
NIFC CMD 3	RX 168.0750N TX 170.4250N	CMD 3	1 Tone 3 (131.8)				
Tactical Division/Group	RX 166.7250N TX 166.7250N	NIFC TAC 5	4	Air to Ground	RX 166.5000N TX 166.5000N	Bald A/G	6
Prepared by (Resource Unit Leader) L. Charbonnier			Approved By (Planning Section Chief) 			Date 9/14/2014	Time 21:02

INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name Bald 3 CA-HIA-0014211		Date/Time Prepared 09/14/14 2030		Operational Period Date/Time DAY SHIFT 09-15-14, 0600-2000			
Only frequencies listed on this 205 are authorized for use on this incident.				Hand programmers accept all responsibility for the use of unauthorized frequencies.					
Ch #	Function	Channel Name	Assignment	RX Freq N or W	RX Tone	TX Freq N or W	TX Tone	Mode	Remarks
1	NIFC CMD 3	CMD 3	ALL DIVISIONS	168.0750N		170.4250N	T3,131.8	A	
2	TACTICAL	NIFC T-1	DIVISION A	168.0500N		168.0500N		A	
3	TACTICAL	NIFC T-3	DIVISION T	168.6000N		168.6000N		A	
4	TACTICAL	NIFC T-5	DIVISION Z	166.7250N		166.7250N		A	
5	TACTICAL	NIFC T-6	Unassigned for expansion	166.7750N		166.7750N		A	
6	BALD A/G	BALD A/G	ALL DIVISIONS	166.5000N		166.5000N		A	
7	HIA IA DISPATCH	HIA RPT	LOCAL IA	155.3850N		150.8050N	T6,156.7	A	IA OR IF BALD CMD FAILS COMPLETELY
8	HIA IA TACTICAL	HIA TAC4	LOCAL IA	155.8200N		155.8200N		A	
9	SRF/HIA A/G	FS AG 43	LOCAL/SRF A/G	167.6000N		167.6000N		A	
10	HUU LOCAL	HUU RPT	HUMBOLT UNIT DISPATCH	151.2500N		159.4050N	T13,141.3	A	
11	HUU IA TACTICAL	CDF T3	CALFIRE IA TAC	151.1750N		151.1750N	T16,192.8	A	
12	HUU IA A/G	CDF A/G	CALFIRE IA A/G	151.2200N		151.2200N	T1,110.9	A	
13	SRF DISPATCH	SRF RPT	SRF IA	168.7250N		170.1250N		A	TONES 10(107.2) OR 11(114.8)
14	FS IA TACTICAL	NIFC T2	SRF IA	168.2000N		168.2000N		A	
15	CALCORD	CALCORD	MED HELO CONTACT	156.0750N		156.0750N	T6,156.7	A	
16	URGENT AIR CONTACT	AIR GUARD	ALL DIVISIONS	168.6250N		168.6250N	T1, 110.9	A	USE ONLY FOR URGENT AIRCRAFT CONTACT IF HAND PROGRAMMING USE TONE 1
Prepared by				Incident Location					
Phil Shafer, COML NorCal IMT 1				HOOPA, CA					

AIR OPERATIONS SUMMARY

Prepared By: B. Rogers

Prepared Date: 9/14/2014

Prepared Time: 2000

1. INCIDENT NAME: Bald Hill 3 CA-HIA-14211	2. OPS PERIOD DATE: 9/15/2014	START TIME: 0800	END TIME: 2100	SUNRISE: 0654	SUNSET: 1925
3. REMARKS (Safety Notes, Hazards, Air Operations, Special Equipment, etc.): Watch for wires in river canyons, perform high level recon before flying low. Beware of rapidly changing VFR conditions due to smoke. Practice good communication and airspace coordination. Practice good communication with ground resources, ensure line is clear before dropping.		4. READY ALERT AIRCRAFT MEDEVAC: H-408 (Weed, 24 hr Hoist) H-8MC H-510 I.A.: H-8MC			
5. TFR #: 4/4902 Center: N 41° 07.166' W 123° 42.750' Radius: 5 nm Ceiling: 6000' MSL Frequency: 124.925					

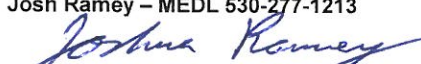
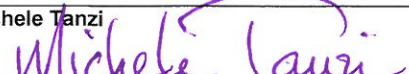
6. PERSONNEL	NAME	PHONE #	7. FREQUENCIES	AM	FM	8. FIXED-WING- Type/ Make-Model/ N#/ Base
AOBD						AIRTANKERS- Ordered by ATGS
ASGS	Brian Rogers	530-521-1843	AIR/ AIR RW (TFR Freq)	124.925		LEAD PLANES- Ordered by ATGS
ATGS	Curtis Coots	530-524-5818	AIR/ AIR RW- FF		166.8250	AA-112 (C. Coots-RDD) 530-524-5818
HLCO			Air to Ground		168.5000	
HEB2	Mike Yearwood	530-375-7071	COMMAND	Rx	168.0750	Fortuna ECC Aircraft Dispatcher 707-726-1266
HEB2(T)				Tx	170.4250	OTHER FW AIRCRAFT-
				Tn	T3, 131.8	
Air Ops (ICP)			DECK		163.1000	

9. HELICOPTERS (Use Additional Sheets as Necessary)

FAA N#	T Y	MAKE/ MODEL	BASE	AVAIL	START	REMARKS	FAA N#	T Y	MAKE/ MODEL	BASE	AVAIL	START	REMARKS	
H-8MC	3	Astar B3	Hoopla ICP	0830	0900	Medevac, PAX, Recon, Bucket			Other Equipment Assigned					
H-510	2	Bell 205 A1++	O21	0830	0900	Medevac, PAX, Bucket, PSD	Water Tender	2	Type 2	O21			E-34	
H-7BH	1	S-70	O21	0830	0900	Bucket								

10. TASK/ MISSION/ ASSIGNMENT (Type/ function includes: Air Tactical, Retardant, Recon, Personnel Transport, Bucket Operations, SAR, etc.)	NAME OF PERSONNEL OR CARGO (if applicable) or instructions for tactical aircraft	MISSION START	FLY FROM	FLY TO
Water Dropping		As Needed		
Recon		As Needed		

MEDICAL PLAN (ICS 206 WF)

1. Incident/Project Name				2. Operational Period											
Bald Hill #3				Date/Time 9/15/14 Day											
3. Ambulance Services															
Name		Location		Phone & EMS Frequency		Advanced Life Support (ALS) Yes No									
Hoopa Ambulance		Hoopa & Willow Creek, CA		911 or 530-625-4180		X									
4. Air Ambulance Services															
Name		Phone		Type of Aircraft & Capability											
REACH 45 min eta		911 or 800-338-4045		Air Ambulance – Redding, CA - Day/Night											
PHI / Mercy Air 45 min eta		911 or 800-597-9571		Air Ambulance – Redding, CA - Day/Night											
Calfire H-102 22 min eta		911 or 707-726-1280		Hoist Rescue – Kneeland, CA											
Kern H-408 45 min eta		911		Hoist Rescue – Weed, CA – Day/Night											
H-8MC or H-510 5 min eta		Contact Helibase		Incident medi-vac ships - BLS											
5. Hospitals															
Name & Level		GPS Datum – WGS 84 Degrees Decimal Minutes		Travel Time Air Gnd		Phone		Helipad Yes No		Address					
K'ima:w Medical Clinic		Lat:	N40°02.49		5 min	35 min	530-625-4261	X		Airport Rd. Hoopa, CA					
		Long:	W123°40.07												
		VHF:													
Mad River Community Hospital		Lat:	N40°53.45		25 min	1:15 hrs	707-826-8264	X		3800 Janes Rd. Arcata, CA 95521					
		Long:	W124°05.25												
		VHF:													
Shasta Regional Medical Center		Lat:	N40°35.08		40 min	2:30 hrs	530-244-5353	X		1100 Butte, Redding, CA					
		Long:	W122°23.25												
		VHF:													
UC Davis Level I Trauma/Burn Center		Lat:	N38°33.17		1.5 hrs	5 hrs	916-734-3636 916-734-3790	X		2315 Stockton Blvd. Sacramento, CA					
		Long:	W121°27.05												
		VHF:													
6. Division / Crew Pre-plan Update and discuss with assigned resources daily															
Crew EMTs & Equipment															
Fireline EMTs & Location Adv. Life Support?															
Air Hoist site: Lat: / Long:															
Helispot: Lat: / Long:															
Alternate no-fly plan:															
7. Remote Aid Stations															
Bald Medical Unit– ICP Hoopa Community Center N 41°02.83 W 123°40.39				Point of Contact:				MEDL – Josh Ramey (Cell: 530-277-1213)							
				EMS Responders & Capability:				Basic Life Support							
				Equipment Available on Site:				Medical supplies							
				Ambulance ETA :				Air – 40 min. Ground – 5 min.							
8. Prepared By (Medical Unit Leader)				9. Date/Time				10. Reviewed By (Safety Officer)				11. Date/Time			
Josh Ramey – MEDL 530-277-1213 				9/14/14 1930				Michele Tanzi 				8/14/14 1930			

MEDICAL PLAN (ICS 206 WF)

Medical Incident Report									
<p style="text-align: center;">Use items one through nine to communicate situation to communications/dispatch.</p>									
<p>1. CONTACT COMMUNICATIONS, DECLARE: "MEDICAL EMERGENCY" OR "NON-EMERGENCY MEDICAL TRANSPORT" <i>Ex: "Communications, Div. Alpha. Stand-by for a medical emergency on Div. Alpha" (If life threatening request designated frequency be cleared for emergency traffic.)</i></p>									
<p>2. INCIDENT STATUS: <i>Provide incident summary and command structure.</i></p> <p>- Nature of Injury/Illness <i>Describe the injury (Ex: Broken leg with bleeding)</i> _____</p> <p>- Incident Name <i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i> _____</p> <p>- Incident Commander <i>Name of IC</i> _____</p> <p>- Patient Care <i>Name of Care Provider (Ex: EMT Smith)</i> _____</p>									
<p>3. INITIAL PATIENT ASSESSMENT: <i>Complete this section for each pt. This is only a brief, initial assessment. Provide additional pt. info after completing this report.</i></p> <p>- Number of Patients: _____ - Male / Female: _____ - Age: _____ - Weight: _____</p> <p>- Conscious? <input type="checkbox"/> YES <input type="checkbox"/> NO = MEDEVAC! - Breathing? <input type="checkbox"/> YES <input type="checkbox"/> NO = MEDEVAC!</p> <p>- Mechanism of Injury <i>What caused the injury?</i> _____</p> <p>- Location, Lat/Long <i>(Datum WGS84) Ex: N 40° 42.45' x W 123° 03.24'</i> _____</p>									
<p>4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center; padding: 2px;">SEVERITY</th> <th style="width: 50%; text-align: center; padding: 2px;">TRANSPORT PRIORITY</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;"> <input type="checkbox"/> URGENT-RED <i>Life threatening injury or illness.</i> <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.</i> </td> <td style="padding: 2px;"> Ambulance or MEDEVAC helicopter. Evacuation need is IMMEDIATE. </td> </tr> <tr> <td style="padding: 2px;"> <input type="checkbox"/> PRIORITY-YELLOW <i>Serious Injury or illness.</i> <i>Ex: Significant trauma, not able to walk, 2° – 3° burns not more than 1-2 palm sizes.</i> </td> <td style="padding: 2px;"> Ambulance or consider air transport if at remote location. Evacuation may be DELAYED. </td> </tr> <tr> <td style="padding: 2px;"> <input type="checkbox"/> ROUTINE-GREEN <i>Not a life threatening injury or illness. Ex: Sprains, strains, minor heat-related illness.</i> </td> <td style="padding: 2px;"> Non-Emergency. Evacuation considered Routine of Convenience. </td> </tr> </tbody> </table>		SEVERITY	TRANSPORT PRIORITY	<input type="checkbox"/> URGENT-RED <i>Life threatening injury or illness.</i> <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.</i>	Ambulance or MEDEVAC helicopter. Evacuation need is IMMEDIATE.	<input type="checkbox"/> PRIORITY-YELLOW <i>Serious Injury or illness.</i> <i>Ex: Significant trauma, not able to walk, 2° – 3° burns not more than 1-2 palm sizes.</i>	Ambulance or consider air transport if at remote location. Evacuation may be DELAYED.	<input type="checkbox"/> ROUTINE-GREEN <i>Not a life threatening injury or illness. Ex: Sprains, strains, minor heat-related illness.</i>	Non-Emergency. Evacuation considered Routine of Convenience.
SEVERITY	TRANSPORT PRIORITY								
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<p>5. TRANSPORT PLAN:</p> <p>Air Transport: <i>(Agency Aircraft Preferred)</i></p> <p style="padding-left: 20px;"> <input type="checkbox"/> Helispot <input type="checkbox"/> Short-haul/Hoist <input type="checkbox"/> Life Flight <input type="checkbox"/> Other </p> <p>Ground Transport:</p> <p style="padding-left: 20px;"> <input type="checkbox"/> Self-Extract <input type="checkbox"/> Carry-Out <input type="checkbox"/> Ambulance <input type="checkbox"/> Other </p>									
<p>6. ADDITIONAL RESOURCE/EQUIPMENT NEEDS:</p> <p style="padding-left: 20px;"> <input type="checkbox"/> Paramedic/EMT(s) <input type="checkbox"/> SKED/Backboard/C-Collar <input type="checkbox"/> Crew(s) <input type="checkbox"/> Burn Supplies <input type="checkbox"/> Oxygen <input type="checkbox"/> Trauma Bag <input type="checkbox"/> Medication(s) <input type="checkbox"/> IV/Fluid(s) <input type="checkbox"/> Cardiac Monitor/AED <input type="checkbox"/> Other (i.e. splints, rope rescue, wheeled litter) </p>									
<p>7. COMMUNICATIONS:</p> <p style="padding-left: 20px;"> - Run Medical Emergency on COMMAND - Coordinate with air ambulance on CALCORD tone 6 </p>									
<p>8. EVACUATION LOCATION:</p> <p style="padding-left: 20px;"> - Lat/Long <i>(Datum WGS84) EX: N 40 42.45' x W 123 03.24'</i> _____ - Patient's ETA to Evacuation Location: _____ - Helispot/Extraction Size and Hazards: _____ </p>									
<p>9. CONTINGENCY: <i>If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead...</i></p> <p>_____</p> <p>_____</p>									
<p>REMEMBER: -Confirm ETA's of resources ordered -Act according to your level of training - <u>If air or ground ambulance is DELAYED:</u> Package and transport patient to rendezvous with incoming Ambulance. Re-route EMS helicopter to rendezvous point as appropriate.</p>									

INCIDENT RISK ANALYSIS

Bald Hill # 3

(ICS 215A) Monday, September 15, 2014 Day Shift 0600-2000

DIV	HAZARDOUS ACTIONS / CONDITIONS	MITIGATIONS / WARNINGS / REMEDIES
ALL	Danger Trees & Procedural Felling Operations	<ul style="list-style-type: none"> • Identify, communicate and flag all high-risk DANGER TREES. • Keep personnel out of the high-risk areas until the hazards have been removed. • Establish Lookouts when engaged in falling operations. • Scout work area for overhead hazards to ensure safe work areas. • Mitigate using qualified personnel only. • Re-assess the need to eliminate the hazard by felling if it is feasible to keep personnel away • If unable to mitigate hazard, Flag Off area, communicate the location & keep personnel away. • Review and brief your crews using pages 22, 23 & 79 in 2014 IRPG
ALL	Medical Emergencies	<ul style="list-style-type: none"> • Review and understand Medical Plan in IAP. Call incident information into Bald Communications • Base ALL operational activities on these three questions: <ul style="list-style-type: none"> ○ What are we going to do if someone gets hurt? ○ How will we get them out of here? ○ How long will it take to get them to a hospital? • If the answers are insufficient, stop, re-assess and consider alternate strategies and tactics! • Review and brief your crews using page 2 in the IRPG. • If Air Transportation is requested, monitor CALCORD on Channel 15
ALL	Hydration & Heat Illness	<ul style="list-style-type: none"> • Pre-hydrate, Re-hydrate! Dehydration is preventable.....Drink a <u>minimum</u> of 250ml/hour; (% of canteen) • Drink water & Electrolyte drinks before, during, and after shifts. (2 waters to 1 sports drink). • Do NOT mix with water or dilute electrolyte drink. It must be consumed as is for the body to absorb properly. • Low volumes of dark, concentrated urine or painful urination indicate a serious need for rehydration, & medical attention. • Ensure your crews take an adequate water/electrolyte supply out to assignment and order more as needed. Take frequent snack breaks to keep blood sugar levels up. • Pace work to avoid heat injuries • Heat exhaustion is characterized by: Weakness, Extreme Fatigue, Nausea, Dizziness & Headaches, clammy skin, persistent muscle cramps, decreased urine output. <ul style="list-style-type: none"> ○ Cool patient as quickly as possible! ○ Move patient to a cooler location and provide cold water and sports drink. ○ Actively reduce core temperature through evaporation by fanning patient. ○ Cover head and neck with wet cloth, increase air movement. ○ Heat exhaustion is characterized by: Weakness, Extreme Fatigue, Nausea, Dizziness Headaches, clammy skin, persistent muscle cramps, decreased urine output. ○ Remove Patient from fireline and seek medical attention. • <u>Mental confusion may develop</u> This is a serious trigger point for the potential onset of Heat Stroke. • Refer to Medical Plan for additional EMS care and Evacuation
ALL	Communications	<ul style="list-style-type: none"> • Bald Communications is staffed 24 hrs • Ensure you have received the most current communications plan, and your radios have been cloned to it before heading out to your work area. • TEST your radio before you leave camp to ensure you have comms, and then TEST again when you arrive at your work area. • Use human repeaters in areas with sketchy comms. Let Comm Unit know of "Dead Zones" • Refer to the 5 communication responsibilities listed on page ix in the 2014 IRPG
ALL	Driving Hazards	<ul style="list-style-type: none"> • School hours are between 0830 – 1800. Use extra caution when driving in school zones. Go SLOW! • Wildlife is abundant on the roadways during dawn and dusk hours. Expect the unexpected. • Roads within the burned areas have MANY hazards. Scout prior to committing travel through these areas. Mitigate if capable OR close road entirely until hazards have been mitigated. • Washboard conditions are common on most of the native surface roads. Maintain adequate following distances & keep speeds commensurate to the road conditions to control your vehicle. • Reduce speed in Developed Areas. Be watchful of local traffic. • Drive with your headlights on. Look before backing and/or use backlers. • Maintain driving situational awareness. • SEAT BELTS ON...LIGHTS ON...BEFORE wheels turn! • Reduce driving speeds to allow for reaction time lag. • On dusty/smoky roads, don't follow too closely behind traffic. Allow time for dust/smoke to clear. • Don't drive when fatigued. Adhere to agency driving regulations and guidelines.
Bloody Camp Rd	Chipping	<ul style="list-style-type: none"> • Brief crews with the Chipper JHA prior to use/operation. • Only trained personnel will be engaged in Chipper Operation • Ensure towing vehicle is properly outfitted with equipment to ensure safe travel. • Use of Road control measures are in place when Chipper is in operation. • JHA must be reviewed and signed by ALL new users as the crews change out.

INCIDENT RISK ANALYSIS

Bald Hill # 3

(ICS 215A) Monday, September 15, 2014 Day Shift 0600-2000

ALL	Fire Behavior	<ul style="list-style-type: none"> • High rates of spread (ROS) when aligned with wind & topography. • Ensure a solid anchor point and flank. • Use experienced LOOKOUTS under these conditions. • Monitor weather conditions. Be aware of visual indicators (clouds, WX obs., cold front passage) • Maintain adequate escape routes and safety zones. Set trigger points when appropriate. Communicate any changes. • Spotting Potential still exists. "Eyes to the green". .2/10th's mile spotting distance, POI around 75% 	
ALL	Aircraft Operations	<ul style="list-style-type: none"> • Ensure resources are clear of "Target Area" during bucket or retardant use. • Use air-to-ground frequency to communicate with aircraft. • Use clear, concise statements when directing aircraft. Use clock directions from pilot's perspective and mirror flashes. • Consider risk vs gain • Ensure use of trained personnel when involved with longline operations. • Keep non-essential personnel away from dip sites (natural and/or man made) • Ensure personnel receive a passenger briefing prior to flight. 	
ALL	Heavy Equipment/ Excavator's	<ul style="list-style-type: none"> • Stay 100' in front and 50' behind the equipment. Maintain safe working distances. • If working in Timber increase these distances to 2.5 times the canopy height. • Make eye contact with operator and ensure all implements have been grounded before approaching equipment. • Only the operator is authorized on the equipment. • Avoid working below equipment • Operators utilize appropriate PPE and equipment safety mechanisms. • Utilize observer or spotter. • Ensure the use of communication with operator (radio, hand signals). • Refer to and brief your crews using page 80 in the 2014 IRPG for further precautions for working around heavy equipment. 	
ALL	Mop Up	<ul style="list-style-type: none"> • Ensure you follow the guidelines specified in the Control Objectives listed on the ICS 204. • Utilize the Risk Management Process in determining depth of mop up to secure the line. • Conduct thorough briefing for all personnel (inside the rear cover of IRPG) • Use all required PPE, including eye protection • Maintain proper spacing and overhead clearance • Be alert for danger trees, stump holes, and ash pits • Scout work areas prior to engagement to identify hazards, communicate to all personnel and flag off till mitigation measures have been utilized. • Minimize exposure to smoke and rotate personnel into clean air when practical • Evaluate unburned islands and increase situational awareness 	
ALL	Biting, Stinging Insects (Rattle Snakes, Scorpions, Bees, Mosquitoes, Ticks, etc)	<ul style="list-style-type: none"> • If allergic to bee stings, let your DIVS & EMT's know. • Leave the snakes alone! • Shake out boots and or sleeping bags prior to use • Use bug spray to minimize mosquito bites. • Check yourself daily for tick bites. 	
ALL	Complacency and Fatigue	<ul style="list-style-type: none"> • Don't let your operations fall into the "routine" category. • Maintain situational awareness in all activities. • Be alert for signs of fatigue and take breaks as necessary • Maintain 2:1 work/rest ratio • Monitor incoming resources for level of fatigue 	
INCIDENT NAME Bald Hill # 3 ICS 215a		DATE PREPARED: September 14, 2014	OPERATIONAL PERIOD Day Shift 9/15/2014, 0600-2000 Prepared by: M.Tanzi, SOF2
		TIME PREPARED: 2100 HOURS	



MY SAFETY

Miscellaneous Category

An important aspect of safety is individual responsibility for one's own health & safety. Even with the best supervision, each individual firefighter will occasionally be required to make personal decisions concerning their safety. It is important that individual responsibility be taught as the basis for a viable safety program. Some of those individual responsibilities are:

- Fitness for duty. Begin each work shift both mentally and physically prepared for the rigors of wildland firefighting. Getting adequate sleep, maintaining a healthy diet, and proactively participating in physical training are the foundation of "My Safety".
- Utilization of personal protective equipment. Wear your PPE without being told. Each individual is responsible for performing their own risk assessments. If a hazard is identified that can be mitigated by wearing a particular PPE component it should be utilized. Fireline supervisors have more important duties to focus on other than performing glove patrol.
- Following safe work practices. Using a spotter when backing up vehicles is the prudent and professional course of action. If you are unsure of how to perform a job task safely, ask your supervisor or experienced coworker.
- Using the correct reference materials is an important aspect of safety. You should have a working knowledge of the Red Book, FLHB, IRPG, and your local operating guidelines.
- Ensure instructions are clearly understood. Communication is a basic responsibility for all fire personnel. Ask appropriate questions to clarify uncertain issues. Speak up when you observe hazards that may place yourself or others at risk.
- Maintain situational awareness at all times. Awareness is a vital component of "My Safety". Pay attention to what is happening around your area of operations. Always display an awareness of what is happening around you by asking questions or making comments.

Summary: Do not expect someone else to be responsible for your safety. Take it upon yourself to make "My Safety" your number one priority.

Discussions points:

1. Talk about ways you can improve on your safety.
2. Have your supervisor talk about their expectations for individual safety.

References: IRPG, Fireline HB, Health & Safety Code

Have an idea? Have feedback? Share it.

ONLINE | MAIL: 6 Minutes For Safety Subcommittee • 3833 S. Development Ave • Boise, ID 83705 | FAX: 208-387-5250

6 Minutes Home

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.

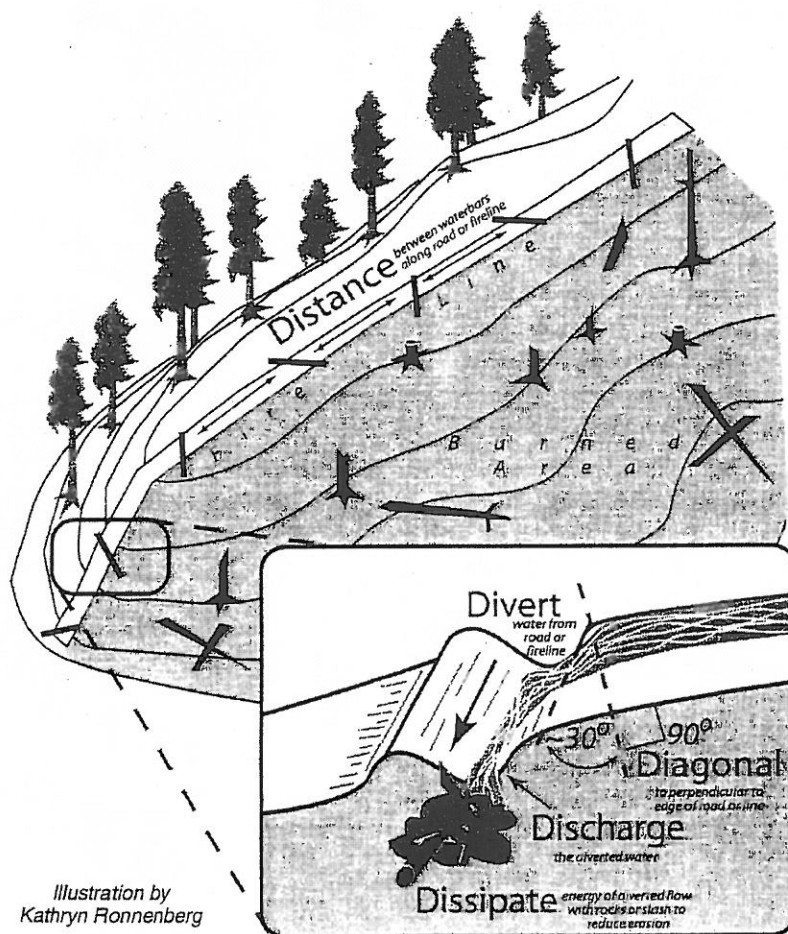


Illustration by
Kathryn Ronnenberg

Nor Cal #1

Expectations for Operational Periods and Shift Length

- The expectations of the I.C. and the team are that all operational resources will proceed directly to their shift assignments at the conclusion of the operational briefing / division break-out. Individuals attending the briefing should attend dressed fire-ready (nomex pants and boots).
- ICS 204 Division Assignment Lists will display anticipated shift duration. The assigned Division Supervisor has the authority to modify these time frames as the situation dictates.
- A minimum of 1 meal break should be taken each day when the fire situation permits. When meals are not recorded, rationale is needed on the CTR. Non fireline assigned resources should plan for a 30 minute break every 6 hours when the situation permits. Command and General Staff will manage workloads to allow for breaks when appropriate.
- Individuals shall only drive if they have had at least 8 consecutive hours off duty before beginning a shift. *Example: if it becomes essential to work until 2300 hours, the individual should not return to duty before 0700 the following day.* Exceptions to this policy should only be to accomplish immediate and critical suppression objectives or critical firefighter / public safety missions as approved by the I.C.
- The Incident Management Organization is committed to a “zero tolerance” policy against inappropriate behavior during incident operations. We expect an attitude of mutual respect for all incident personnel and the public we serve. Any form of harassment, discriminatory practices, or disrespectful behavior will not be tolerated and will be dealt with appropriately. Illegal drug use or other illegal activities will not be tolerated and will be turned over to local law enforcement authorities. Alcohol is strictly prohibited from the fire camp and all other incident locations. Violation of these standards of conduct can result in prompt dismissal from the incident. Individuals who are aware of any inappropriate behavior of incident personnel should tell their supervisor or contact the Human Resource Specialist.

Date & Time Order was placed:		Order #	Location & Time for Delivery (DIV,LZ,DP,Lat Long)		Mode of delivery
		(DIVS+#)			(Driven/Helo/DIVS to Pick up)
			Lat:		
			Long:		
Order received in Communications by (Name):					Time:
Order shipped to line by (Name): (Send this sheet to the line with the order)					Time:
#	Item				
1	1,000 Foot Hose Lay includes the following: Amount _____				
	10, 100'x1½" Rolls Hose; 10, 100'x1" Rolls Hose; 10, 1½" Gated Wyes; 10, 1½" to 1" reducers; 10, 1" nozzles				
2	2,000 Foot Hose Lay includes the following: Amount _____				
	20, 100'x1½" Rolls Hose; 20, 100'x1" Rolls Hose; 20, 1½" Gated Wyes; 20, 1½" to 1" reducers; 20, 1" nozzles				
3	3,000 Foot Hose Lay includes the following: Amount _____				
	30, 100'x1½" Rolls Hose; 30, 100'x1" Rolls Hose; 30, 1½" Gated Wyes; 30, 1½" to 1" reducers; 30, 1" nozzles				
#	Item	Amount	#	Item	Amount
4	Hose (50') garden, 3/4"		30	Gas Unleaded (Gallons)	
5	Hose (100'), 1"		31	Oil 2 cycle, (Pints)	
6	Hose (100'), 1½"		32	Bar Oil (Qts)	
7	Nozzle, Garden, 3/4"		33	Drip Torch ea	
8	Nozzle, Forester, 1"		34	Drip torch mix 3.5:1.5 (gallon)	
9	Nozzle, KK Type, 1"		35	Fusees (Boxes or cases)???	
10	Nozzle, KK Type, 1½"		36	Flare Gun Rounds (12/BX)	
11	Wye, Gated, 3/4"		37	Cartridge #6 purple (box)	
12	Wye, Gated, 1"		38	Batteries "AA" PKGs(24/PKG)/BX	
13	Wye, Gated, 1½"		39	Ribbon, Flagging (Specify Color)*	
14	Inline-Tee, 1x1x3/4"		40	Water, Cubies	
15	Inline-Tee, 1x1x1"		41	Water, Bottled, Cases	
16	Inline-Tee (1½" X 1")		42	Gatorade	
17	Reducer, 1" X 3/4"		43	MRE's (12/BX)	
18	Reducer, 1½" X 1"		44	Heavy Mill Plastic	
19	Increaser, 3/4" X 1"		45	Washcloth, waterless, cleansing	
20	Increaser, 1" X 1½"		46	Wrap, Structure 54"x300'	
21	Foam 5 gal		47	Sprinkler Kit	
22	Foam 4 oz (For Backpack Pump)		48	Mark 3 Pump	
23	Backpack Pump		49	Mark 3 Pump Kit- w/10 gal mixed fuel	
24	Pumpkin (Gallons?)		50	Chainsaw Kit	
25	Porta-Tank (Gallons?)		51	Mop-Up Kit, 3-Wand	
26	Shovel		52	Pump Kit, Lightweight, 2 Cycle	
27	Pulaski		53	Gas, Raw and 2 qts 2-cycle oil, ea	
28	Combi Tool		54	Lightweight Pump Kit-Cache w/5gal fuel	
29	McCloud		55	Gas, raw (gal) and 1 qt 2-cycle oil, ea.	
Notes:			Notes:		

