

Coleman Fire

Incident Action Plan 5 Day

07/08-12/2014 Day Shifts



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**

CA-NOD-002798, PDH6V5 1502

Northern California District BLM

INCIDENT OBJECTIVES	1. Incident Name Coleman	2. Date 07/07/2014	3. Time 2000 hrs.
----------------------------	----------------------------------------	----------------------------------	---------------------------------

4. Operational Period
July 08-12, 2014 DAY SHIFT

INCIDENT OBJECTIVES

- 1) Provide for firefighter and public safety through application of the risk management process.
- 2) Implement Suppression Repair Plan.
- 3) Keep the fire within the current containment lines.
- 4) Secure interior unburned islands of fuel where access can safely be achieved.

MANAGEMENT OBJECTIVE

- 1) Avoid negative impacts to sage grouse habitat by minimizing burn out operations and cross country vehicle travel.
- 2) Track and report water usage for suppression purposes.
- 3) Work with incident resource advisors to minimize damage to cultural resources.
- 4) Weed wash incoming vehicles and demobed resources to avoid spread of noxious weeds.

6. Weather Forecast for Period

- See attached weather forecast.

7. General Safety Message

1. Be aware of what the fire is doing at all times.
2. Maintain good communications at all times.
3. Watch footing on steep rocky slopes.
4. Drink plenty of water and watch for dehydration and heat stroke.
5. Maintain a safe operating speed when traveling through the towns of Cedarville, Lake City and Fort Bidwell.
6. Watch for cows and other vehicles along Hyw. 34 (North), Barrel Springs Byway and County Road 1 while driving.

8. Attachments (mark if attached)

- | | | |
|---------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------|
| <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 |

9. Prepared by (Planning Section Chief)
Dave Sinclair *BSP/AMW*

10. Approved by (Incident Commander)
Mike Minton *[Signature]*

ORGANIZATION ASSIGNMENT LIST		Security Unit	
1. Incident Name Coleman Fire		Food Unit	
2. Date July 7, 2014	3. Time 2145	9. Operations Section	
4. Operational Period Day Shift July 8-12, 2014 0700 - 1900		Chief	
Position	Name	Planning Ops	
5. Incident Commander and Staff		a. Branch 1 - Division/Groups	
Incident Commander	Dan Quinones / Richard Parrish (†)	Branch Director	
Deputy		Division/Group	Jake Garate /Duane Knighton(f)
Security		Division/Group	Jonah Gladney /Josh Huchinson (f)
Information Officer		Division/Group	
Safety Officer	Chuck Frank	Division/Group	
6.		b. Branch 2 - Division/Groups	
READ	Gina Mathews	Branch Director	
READ	Joe Svinarich	Deputy	
READ	Bruce Cann	Division/Group	
READ	Jessie Irwin	Division/Group	
		Division/Group	
		Division/Group	
		Division/Group	
		Division/Group	
		Division/Group	
		Division/Group	
		Division/Group	
7. Planning Section		c. Air Operations Branch	
Planning	Alan Uchida	Air Operations Branch Director	
Deputy		Air Attack Supervisor	
Resources Unit		Air Support Supervisor	
Situation Unit		Helicopter Coordinator	
Documentation Unit		Air Tanker Coordinator	
Demobilization Unit		10. Finance Section	
Human Resources		Finance Section Chief	Wendy McCartney
Training		Personnel Time	
		Equipment Time	Nicole Savage
		Procurement Unit	
		Compensation/Claims Unit	
8. Logistics Section		Prepared by (Resource Unit Leader)	
Chief		Rita Mustafia	
Deputy			
Supply Unit / Ordering			
Facilities Unit			
Ground Support Unit			
Communications	Nancy Berghurst		
Medical Unit			
Receiving & Distribution			

DIVISION ASSIGNMENT LIST		1. Branch		2. Division/Group A/B			
3. Incident Name Coleman Fire		4. Operational Period July 8, 2014 Time: 0600-1930 Date: July 9-12, 2014 Time: 0700-1900					
5. Operations Personnel							
Operations Chief		Division/Group Supervisor		Jake Garate / Duane Knighton (t)			
		Air Attack Supervisor No.					
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time		
Diamond MT IHC		20	N	Per DIVS	Per DIVS		
Folsom Lake T2IA	Matt Lynde	18	N	Per DIVS	Per DIVS		
Beckworth T2IA HC	Mike Wintch /Mike Townsend (t)	21	N	Per DIVS	Per DIVS		
S/T 3660 C	Rich Simon	27	N	Per DIVS	Per DIVS		
Vale Engine 3440 T4	Kyle Wilson	3	N	Per DIVS	Per DIVS		
CRD Engine 1613 T6	Matt Holte	3	N	Per DIVS	Per DIVS		
CRD Engine 1644 T6	Shane Pfeiffer	4	N	Per DIVS	Per DIVS		
RSD Engine 1601 T6	Michael Larson	3	N	Per DIVS	Per DIVS		
WBD Engine 3611 T6	Justine Decker	4	N	Per DIVS	Per DIVS		
Wet -N- Wild WT (E-40)	Gary Begrim	1	N	Per DIVS	Per DIVS		
Oilar Dozer (E-20)		2	N	Per DIVS	Per DIVS		
Oilar Dozer (E-5)	James White	2	N	Per DIVS	Per DIVS		
TFLD	Rob Thibault	1	N	Per DIVS	Per DIVS		
TFLD (t)	Glenn Dietz	1	N	Per DIVS	Per DIVS		
Line EMT	Bill Dshaw	1	N	Per DIVS	Per DIVS		
7. Control Operations Hold & Improve existing line. Mop up 300 feet where safe.							
Special Instructions: Implement suppression repair in coordination with READ Be available to assist with IA							
Function	Frequency	Name	Channel	Function	Frequency	Name	Channel
Command	See Communications Plan for all command channels.						
Tactical Div/Group							
Prepared by (Resource Unit Leader) Rita Mustatia		Approved by (Planning Section Chief) <i>Bob Patton PSLZ (t)</i>		Date July 7, 2014		Time 2210	

DIVISION ASSIGNMENT LIST		1. Branch		2. Division/Group C/R			
3. Incident Name Coleman Fire		4. Operational Period July 8, 2014 Time: 0600-1930 Date: July 9-12, 2014 Time: 0700-1900					
5. Operations Personnel							
Operations Chief		Division/Group Supervisor		Jonah Gladney / Josh Hutchinson (t)			
		Air Attack Supervisor No.					
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time		
Oilar WT (E-3)	Phil Lewis	1	N	Per DIVS	Per DIVS		
Oilar WT (E-4)	Doug Oilar	1	N	Per DIVS	Per DIVS		
LNF WT 185	Ben Wheeler	1	N	Per DIVS	Per DIVS		
Holt Excavator (E-61)	Robert Gastelecutto	2	N	Per DIVS	Per DIVS		
Kirack Excavator (E-79)	Mike Kirack	1	N	Per DIVS	Per DIVS		
Hat Creek Grader (E-85)		1	N	Per DIVS	Per DIVS		
Holt Dozer (E-21)	David Zalesny	1	N	Per DIVS	Per DIVS		
Harkness Dozer (E-22)	Randy and Matt Harkness	2	N	Per DIVS	Per DIVS		
HEQB	Dennis Huenergardt	1	N	Per DIVS	Per DIVS		
HEQB (t)	Jason Hays	1	N	Per DIVS	Per DIVS		
HEQB	Jacob Wright	1	N	Per DIVS	Per DIVS		
HEQB (t)	Brad Rafeedy	1	N	Per DIVS	Per DIVS		
TFLD	Brandon Dethlefs	1	N	Per DIVS	Per DIVS		
TFLD (Tt)	Matt Watson	1	N	Per DIVS	Per DIVS		
7. Control Operations							
Special Instructions: Implement suppression repair in coordination with READ. Grade roads as recommended by READ. Be available to assist with IA.							
Function	Frequency	Name	Channel	Function	Frequency	Name	Channel
Command	See Communications Plan for all command channels.						
Tactical Div/Group							
Prepared by (Resource Unit Leader) Rita Mustatia		Approved by (Planning Section Chief) <i>Bob Stanton PSC2LT</i>		Date July 7, 2014		Time 2130	

DIVISION ASSIGNMENT LIST				1. Branch		2. Division/Group Helibase	
3. Incident Name Coleman Fire				4. Operational Period Period July 8, 2014 Date: July 9-12, 2014		Time: 0600-1930 Time: 0700-1900	
5. Operations Personnel							
Operations Chief				Division/Group Supervisor			
Planning Ops				Air Attack Supervisor No.			
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time		
H-510 T 2							
H-9TA T3							
Susanville WT (E-48)	Dustin Shurttiff	1	N	Per DIVS	Per DIVS		
Line Paramedic	Taylor Gardner	1	N	Per DIVS	Per DIVS		
7. Control Operations							
Special Instructions:							
Function	Frequency	Name	Channel	Function	Frequency	Name	Channel
Command	See Communications Plan for all command channels.						
Tactical Div/Group							
Prepared by (Resource Unit Leader) Rita Mustatia		Approved by (Planning Section Chief) <i>Bob Patton PSL267</i>		Date July 7, 2014		Time 2200	

Fire Weather Forecast

FORECAST NO: 8
PREDICTION FOR: DAY SHIFT
SHIFT DATE: July 8, 2014
TIME/DATE ISSUED: July 7, 2014 2000 PDT

NAME OF FIRE: Coleman Canyon
UNIT: CA-NOD
SIGNED: Alex Hoon
Incident Meteorologist



WEATHER DISCUSSION: **...FIRE WEATHER WATCH FOR THUNDERSTORMS AND OUTFLOW WINDS THIS AFTERNOON AND EVENING...**

Moisture continues to push into the region today with isolated thunderstorms possible across the area this afternoon and evening. Confidence is marginal, due to abundant cloud cover that could keep thunderstorms from forming. If storms do develop, they will be a mix of wet and dry with potential for some new lightning starts. Some rainfall may occur, mainly underneath the cores, with chance of wetting rain at 10%. Gusty outflow winds are also possible today with gusts up to 40 mph possible from any storms in the area, including up in Oregon. Storms will be moving from south to north with the most probable outflow winds from the southerly direction. There is a chance that storms will develop on Wednesday as well, but this will mainly be north and east of the fire area. A chance of thunderstorms remains in the forecast through Friday with storms becoming wetter through the week.

WEATHER FORECAST FOR TUESDAY: **...ISOLATED THUNDERSTORMS IN THE AFTERNOON...**

WEATHER: Mostly cloudy. Isolated thunderstorms after 1200. (20% chance) **LAL 3. CWR 10%**

TEMPERATURES: Canyon bottom...86-90°F; Slope/Ridges...82-86°F. **5° COOLER**

HUMIDITY: Canyon bottom... 13-16%; Slope/Ridges... 15-18%. **3% WETTER**

20-FOOT WIND: **GUSTY OUTFLOW WINDS UP TO 40 MPH POSSIBLE NEAR THUNDERSTORMS**
SLOPE/VALLEY - Upslope 4 to 8 mph...then northwest 5 to 10 mph with gusts to 18 mph after 1400.
RIDGETOP- South 7 to 12 mph with gusts to 18 mph...becoming northwest after 1400.

HAINES: 4 (LOW)

TUESDAY NIGHT: **...ISOLATED THUNDERSTORMS IN THE EVENING...**

WEATHER: Mostly cloudy. Isolated thunderstorms through 2300. (20% chance) **LAL 2. CWR 10%**

TEMPERATURES: Canyon bottom...55-60°F; Slope/Ridges...60-65°F. **5° WARMER**

HUMIDITY: Canyon bottom...50-60%; Slope/Ridges...40-45%. **10% WETTER**

20-FOOT WIND: **GUSTY OUTFLOW WINDS UP TO 40 MPH POSSIBLE NEAR THUNDERSTORMS**
SLOPE/VALLEY - Northwest 7 to 12 mph with gusts to 20 mph...then North 5 to 10 after midnight.
RIDGETOP - Northwest 10 to 15 mph with gusts to 25 mph...becoming North after 2100.

EXTENDED FORECAST: **...CHANCES OF THUNDERSTORMS THROUGH FRIDAY...**

WEDNESDAY: Partly cloudy with a chance of afternoon thunderstorms (20% chance). Max temps...86-93°F. Min RH 15-19%. Upslope 4 to 8 mph becoming west 10 to 15 mph with gusts to 25 mph. HAINES 4. **LAL 2.**

THURSDAY: Partly cloudy with a chance of afternoon thunderstorms (20% chance). Max temps...85-92°F. Min RH 11-16%. Winds West 10 to 15 gusts to 25 mph. **LAL 2.**

FRIDAY: Partly cloudy with a chance of afternoon thunderstorms (20% chance). Max temps...82-89°F. Min RH 11-16%. Winds West 10 to 15 with gusts to 25 mph. **LAL 2.**

SATURDAY: Sunny. Max temps...82-89°F. Min RH 11-16%. Winds light upslope 4-8 mph.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 8-12	TYPE OF FIRE: Wildland Fire
FIRE NAME: Coleman	OPERATIONAL PERIOD: 7/8 to 7/12, 0700 to 1900
DATE ISSUED: 7/7/14	TIME ISSUED: 2000
UNIT: Northern California District BLM	SIGNED: /s/ John Wood FBAN

INPUTS

WEATHER SUMMARY: See Fire Weather Forecast for information on Wednesday through Saturday. Moisture continues to push in with isolated thunderstorms possible by the afternoon. Storms will be a mix of wet and dry. Showers will occur underneath the cores, with the chance of wetting rain at 10%. Gusty outflow winds are possible on Tuesday with gusts up to 40 mph possible from storms that develop. Storms will be moving from South to North with the more probable outflow winds from the southerly direction. Expect maximum temperatures Valleys: 86-90 degrees, Ridges: 82-86 degrees. Minimum humidity, Valley: 13-16%, Ridges: 15-18%. Winds (20 ft.) Valleys: Upslope 4-8 mph then Northwest 5-10 with gusts to 18 mph after 1400. Ridges: South 7-12 with gusts to 18 mph becoming Northwest after 1400.

Haines: 4 Fire weather watch for Thunderstorms and outflow winds on Tuesday afternoon

OUTPUTS

GENERAL: Thunderstorms in the forecast highlight the potential for multiple new starts and strong outflow winds associated with the thunderstorms. Recent hot and dry weather combined with the severe drought has live fuel moistures about 5 weeks ahead of normal. No relief from these conditions is expected in the short term outlook. Fine flashy fuels can react quickly to changing environmental conditions like changing wind speed, wind direction and increasing slope. Unseasonably dry fuels are very receptive to potential spotting and with probability of ignition forecast as high as 100 percent it should be expected with viable heat sources or a new start. Expect torching Juniper to throw fire brands and creating potential spotting problems.

SPECIFIC:

Division A/B: Potential spotting remains the concern on the division with the potential strong outflow winds from thunderstorms. Spotting potential could come from concentrated heat West and South of Horse Lake.

Division C/R: No perimeter growth expected.

Initial Attack: New starts from lightning may be accompanied by strong outflow winds or downdrafts. Expect rapid rates of spread under these conditions. Discuss mitigations for working around thunderstorms, see page 21, of your IRPG and brief crews. Steep narrow drainages can channel and strengthen winds. Light flashy fuels will react quickly to a change in wind speed or direction. Expect torching from juniper trees and the resulting numerous embers that are created potentially leading to spots.

Day- Fine fuel moisture 2% Probability of ignition up to 100% Spot distance up to .4 mile
Grass: Rate of spread 7-35 ch/hr, flame lengths 3-7 ft.
Shrub: Rate of spread 3-13 ch/hr, flame lengths 3-8 ft.

Night- Fine fuel moistures 9% Probability of ignition will drop to 40% Spot distance up to .4 mile.
Grass: Rate of spread 6-23 ch/hr, flame lengths 2-5 ft.
Shrub: Rate of spread 1-4 ch/hr, flame lengths 1-2 ft.

AIR OPERATIONS

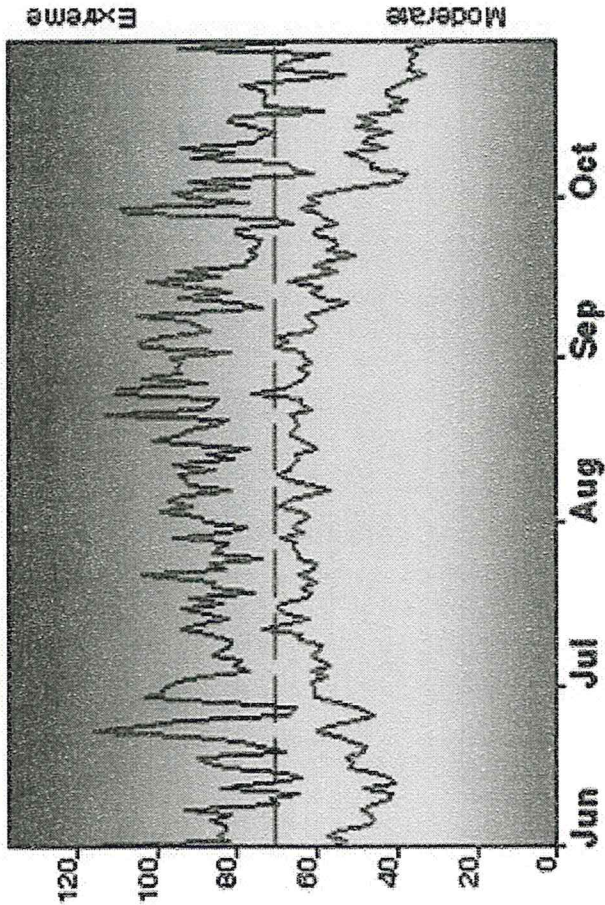
With decreased fire activity smoke is not likely to impact air operations.

Safety Message

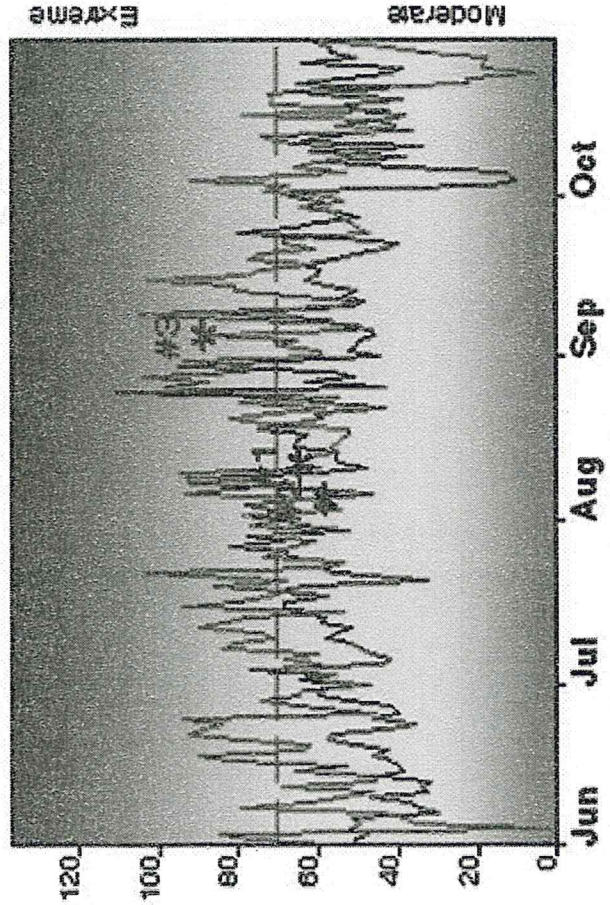
Keep informed on fire weather conditions and forecasts. Know what your fire is doing at all times. Base all actions on current and expected behavior of the fire.

FIRE DANGER -- NE CA - Extreme NWNV

Maximum, Average, and 60th Percentile, based on 13 years data



Years to Remember: 2008 2012

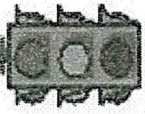


Fuel Model: T - Sagebrush-Grass

Fire Danger Area:

- ◆ FDRA's 259,260,265
- ◆ WX Zones 270,278,285,438
- ◆ SUDR SIG
- ◆ Meets NWCG WX Station Standards

Fire Danger Interpretation:



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

Maximum -- Highest Burning Index by day for 2000 - 2012

Average -- shows peak fire season over 13 years (1973 observations, 60th Percentile -- Only 20% of the 1973 days from 2000 - 2012 had an Burning Index above 70

Local Thresholds - Watch out: Combinations

of any of these factors can greatly increase fire behavior:
 20* Wind Speed over 10 mph, RH less than 19%,
 Temperature over 90

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:

- #1 Rush Fire was lightning started on 8/12/12 and burned 315,578 acres on Eagle Lake Field Office. Fire showed significant growth from thunder cell downdrafts.
- #2 Lost Fire was lightning started on 8/5/12 and burned 61,298 acres on Suprise Field Office. Fire had red flag conditions for hot, dry, and windy conditions with high atmospheric instability.
- #3 Likely Fire was human caused on 9/5/12 and burned 9,838 acres on Alturas Field Office. Fire had a 75 acre spot fire due to high temperatures, low humidity, and high winds.

Responsible Agency: BLM (RIP) (Centrally located RAWS in SIG FF4.1 Beta 03/06/2013-12:03 (U:WOD RAWS))

INCIDENT RADIO COMMUNICATIONS PLAN			Incident Name COLEMAN CA-NOD-002798			Date/Time Prepared 07/07/14 1745		Operational Period Date/Time DAY SHIFT 07-08-12-14	
Only frequencies listed on this 205 are authorized for use on this incident.									
Ch #	Function	Channel Name	Assignment	RX Freq N or W	RX Tone	TX Freq N or W	TX Tone	Model	Remarks
1	COMMAND	NOD ADM	ALL RESOURCES	172.8125N		172.8125N		A	
2	COMMAND RPT	NOD ADMR	ALL RESOURCES	172.8125N		166.3125N	T2, 123.0	A	
3	IA COMMAND	NOD FIR	IA RESPONDERS	171.6250N		171.6250N		A	FOR IA RESPONSE
4	IA COMMAND RPT	NOD FIRR	IA RESPONDERS	171.6250N		164.2500N	T4, 136.5	A	
5	SCENE OF ACTION	SOA	IF DISPATCHED TO IA	168.3000N		168.3000N		A	FOR IA RESPONSE
6	TACTICAL	NIFC T1	AS ASSIGNED BY OPS	168.0500N		168.0500N		A	TACTICAL
7	TACTICAL	NIFC T2	AS ASSIGNED BY OPS	168.2000N		168.2000N		A	
8	COLEMAN A/G	INC A/G	ALL RESOURCES	164.7750N		164.7750N		A	
9	SHELDON REFUGE	SHELDON	IA IN SHELDON REFUGE	169.6250N		169.6250N		A	FOR FIRES IN THE SHELDON REFUGE
10	SHELDON REFUGE REPEATER	SHLDN RP	IA IN SHELDON REFUGE	169.6250N		164.5250N		A	FOR FIRES IN THE SHELDON REFUGE
11	IA A/G PRIMARY	R5 AG-1	IA RESPONDERS	167.6000N		167.6000N		A	
12	MDF NF DIRECT	MOD NF	IA ON MODOC NF	168.7500N		168.7500N		A	
13	MDF NF REPEAT	MODNFRPT	IA ON MODOC NF	168.7500N		170.1750N		A	
14	MODOC CO GOLD	GOLD TAC	IA MODOC COUNTY	155.1450N		155.1450N		A	
15	MODOC CO RPT	MODOFIRE	IA MODOC COUNTY	153.9200N		158.8350N		A	
16	CALCORD	CALCORD	MED HELO CONTACT	156.0750N		156.0750N	T6, 156.7	A	

Incident Location NE OF CEDARVILLE, CA

NOTE: All tones are user selectable. Simply press the number of the tone you require.

Phil Shafer

Prepared by Phil Shafer, COML NorCal IMT 1

S 205 - 2007H

MODE A - ANOLOG, D - DIGITAL

AIR OPERATIONS SUMMARY PREPARED BY: Dustan Mueller PREPARED DATE/TIME: 7/7/14 2100

1. INCIDENT NAME: Coleman	2. OPERATIONAL PERIOD DATE: 7/8-7/12	START TIME: 0600	END TIME: 2200	SUNRISE: 0533	SUNSET: 2037
3. REMARKS (Safety Notes, Hazards, and Air Operations Special Equipment, etc.): Watch for gusty and erratic winds. Maintain Flight Following using Helibase Protocol. No TFR over the Fire so use VFR. Ensure ground personnel are working with aviation assets when conducting bucket drops. Divisions order tactical request directly through Helibase.			4. MEDEVAC A/C: H-9TA		
			5. TFR: None Assigned		

6. PERSONNEL	Phone	7. FREQUENCIES	AM	FM	8. FIXED-WING	# Avail / Type/ Make-Model / FAA N# / Base(s)
HEBM: Brian Rogers Aviation Contact	530 310-3510	AIR/AIR FM:			Airtankers	TBA
		AIR/AIR AM:	120.025		Leadplanes	TBA
		AIR/GROUND:		164.7750	Base FAX #:	
		AIR/GROUND:			ATGS Aircraft	Order through SIFC
		COMMAND 5		Rx:167.1000Tx:169.7500 Use Tone 5 on Both		
		Command 12		Rx:173.0375Tx:167.3250		
		DECK FREQ:		163.100		
		TOLC FREQ:			Other	

9. HELICOPTERS (Use Additional Sheets As Necessary)

FAA N#	TY	MAKE/MODE	BASE	AVAIL	START	REMARKS	FAA N#	TY	MAKE/MODE	BASE	AVAIL	START	REMARKS
H 9TA	3	A star B3	Cedarville	0730	0800	Recon/Med Evac IA/Short Haul			L				
H 510	2	Bell 205++	Cedarville	0730	0800	PSD/Bucket/Cargo Pax/IA							

10. TASK/MISSION/ASSIGNMENT (Type/Function includes: Air Tactical, Retardant, Recon, Personnel Transport, Water Dropping, S&R, etc.)					
TYPE/FUNCTION	NAME OF PERSONNEL OR CARGO (if applic) OR INSTRUCTIONS FOR TACTICAL AIRCRAFT	MISSION START	FLY FROM	FLY TO	FLY TO
Recon	Recon is available	TBA	Helibase	Fire	
Bucket Support	As Needed through Helibase	0800	Helibase	Fire	
Logistical Support	As Needed order through Helibase	0800	Helibase	Fire	
Med Evac	Notify IC and Operations and order through Helibase Yellowstone Short-Haul is available				
Cedarville Helibase O59	N 41 33.22 X W 120 09.94				
Coleman Dipsite	N 41 58.606 X W 119 47.095				
Berry Dipsite	N 41 45.099 X W 119 52.031				
Water Tender Draft	N 41 35.343 X W 119 51.549				

MEDICAL PLAN (ICS 206 WF)

1. Incident/Project Name				2. Operational Period				
Coleman Fire				Date/Time 7/8/14 to 7/12/14				
3. Ambulance Services								
Name	Location	Phone & EMS Frequency	Advanced Life Support (ALS)					
Surprise Vly. Hosp. Ambulance	Cedarville, CA	911 or 530-279-6111	Yes	No	X			
4. Air Ambulance Services								
Name	Phone	Type of Aircraft & Capability						
Emergency Air Lift	911 or 800-804-4911	Air Ambulance - rotor Day, fixed Day/Night - Klamath Falls, OR.						
Mountain LifeFlight	911 or 530-251-2844	Air Ambulance - rotary and fixed – Day/Night – Susanville, CA						
CHP	911 or 530-225-2040	Air Hoist – Redding, CA						
Yellowstone 9TA	Contact helibase	Incident medivac / short-haul ship – Helibase, Cedarville, CA						
5. Hospitals								
Name & Level	GPS Datum – WGS 84 Degrees Decimal Minutes		Travel Time		Phone	Helipad		Address
	Lat:	Long:	Air	Gnd		Yes	No	
Surprise Valley Hospital	Lat:			5 min	530-279-6111		X	741 N. Main St. Cedarville, CA
	Long:							
	VHF:							
.Modoc Medical Center	Lat:	N41°28.48	10 min	30 min	530-233-5131	X		228 McDowell, Alturas, CA
	Long:	W120°32.42						
	VHF:							
Renown Medical Center Level II	Lat:	N39°31.34	1 hr	4 hr	775-982-2005	X		1155 Mill St. Reno, NV
	Long:	W119°47.45						
	VHF:	123.05 MHZ						
UC Davis Level I Trauma/Burn Center	Lat:	N38°33.17	1:45 min	7 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								
Cedarville Fairgrounds (night only) N41°31.461 W120°10.550	Point of Contact:		Taylor Gardner (Helibase during day, in camp at night)					
	EMS Responders & Capability:		Advanced Life Support					
	Equipment Available on Site:		Medical supplies					
	Ambulance ETA :		Air - 1 hr. Ground - 5 min. BLS, 30 min. ALS					
	Point of Contact:							
	EMS Responders & Capability:							
	Equipment Available on Site:							
	Ambulance ETA :							
8. Prepared By (Medical Unit Leader)			9. Date/Time		10. Reviewed By (Safety Officer)		11. Date/Time	
Josh Ramey			7/7/14 2000		Michele Tanzi		7/7/14 2000	

MEDICAL PLAN (ICS 206 WF)

Medical Incident Report

Use items one through nine to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS, DECLARE: "MEDICAL EMERGENCY" OR "NON-EMERGENCY MEDICAL TRANSPORT"

Ex: "Communications, Div. Alpha. Stand-by for a medical emergency on Div. Alpha" (If life threatening request designated frequency be cleared for emergency traffic.)

2. INCIDENT STATUS: *Provide incident summary and command structure.*

- **Nature of Injury/Illness** *Describe the injury (Ex: Broken leg with bleeding)* _____
- **Incident Name** *Geographic Name + "Medical" (Ex: Trout Meadow Medical)* _____
- **Incident Commander** *Name of IC* _____
- **Patient Care** *Name of Care Provider (Ex: EMT Smith)* _____

3. INITIAL PATIENT ASSESSMENT: *Complete this section for each pt. This is only a brief, initial assessment. Provide additional pt. info after completing this report.*

- **Number of Patients:** _____ - **Male / Female:** _____ - **Age:** _____ - **Weight:** _____
- **Conscious?** **YES** **NO = MEDEVAC!** - **Breathing?** **YES** **NO = MEDEVAC!**
- **Mechanism of Injury** *What caused the injury?* _____
- **Location, Lat/Long** (Datum WGS84) *Ex: N 40° 42.45' x W 123° 03.24'* _____

4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY

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 Not a life threatening injury or illness. <i>Ex: Sprains, strains, minor heat-related illness.</i>	Non-Emergency. Evacuation considered Routine of Convenience.

5. TRANSPORT PLAN:

Air Transport: (Agency Aircraft Preferred)

- Helispot
- Short-haul/Hoist
- Life Flight
- Other

Ground Transport:

- Self-Extract
- Carry-Out
- Ambulance
- Other

6. ADDITIONAL RESOURCE/EQUIPMENT NEEDS:

- Paramedic/EMT(s)
- SKED/Backboard/C-Collar
- Crew(s)
- Burn Supplies
- Oxygen
- Trauma Bag
- Medication(s)
- IV/Fluid(s)
- Cardiac Monitor/AED
- Other (i.e. splints, rope rescue, wheeled litter)

7. COMMUNICATIONS:

- Run Medical Emergency on COMMAND
- Coordinate with air ambulance on CALCORD tone 6

8. EVACUATION LOCATION:

- **Lat/Long** (Datum WGS84) *EX: N 40 42.45' x W 123 03.24'* _____
- **Patient's ETA to Evacuation Location:** _____
- **Helispot/Extraction Size and Hazards:** _____

9. CONTINGENCY: *If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead...*

REMEMBER:

- Confirm ETA's of resources ordered
- Act according to your level of training
- If air or ground ambulance is **DELAYED:** Package and transport patient to rendezvous with incoming Ambulance.
Re-route EMS helicopter to rendezvous point as appropriate.

INCIDENT RISK ANALYSIS
Coleman
(ICS 215A) Day Shift

DIV	HAZARDOUS ACTIONS / CONDITIONS	MITIGATIONS / WARNINGS / REMEDIES
ALL	Communications	<ul style="list-style-type: none"> • 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. • Refer to the 5 communication responsibilities listed on page ix in the 2014 IRPG
ALL	Driving Hazards	<ul style="list-style-type: none"> • <u>Reduce your speeds! Stay on your side of the road! Do not cut corners! Slow down for oncoming traffic</u> • This is open range. Both livestock and wildlife are abundant in the Fire area. Dawn & Dusk have a noticeably higher frequency of potential wildlife encounters. • Reduce speed in Developed Areas. Be watchful of local traffic. • Drive defensively! Expect the unexpected around every curve. • Drive with your headlights on. Look before backing and use backers. • Maintain driving situational awareness. • Washboard conditions are common on most of the native surface roads, along with dust...Maintain adequate following distances. • 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. • Drive Defensively! Expect the unexpected around every curve. • Don't drive when fatigued. Adhere to agency driving regulations and guidelines. • Pedestrians in town, Keep speeds down
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; (¼ of canteen) • Drink water & Electrolyte drinks before, during, and after shifts. (2 waters to 1 electrolyte 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. • Mental confusion may develop. This is a serious trigger point for the potential onset of Heat Stroke. • Refer to Medical Plan for additional EMS care and Evacuation
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	Heavy Equipment Dozers/Excavators	<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).
ALL	Aircraft Operations	<ul style="list-style-type: none"> • Ensure resources are clear of "Target Area" during bucket or retardant use. • Ground resources use Air-to-Ground Tactical 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.

INCIDENT RISK ANALYSIS Cont.

Coleman

(ICS 215A) Day Shift

ALL	Thunderstorms & Lightning	<ul style="list-style-type: none"> • Possible over fire area throughout this week due to monsoonal moisture approaching from the south • Review & brief crew with page 21 in the IRPG (2014).
ALL	Fire Behavior	<ul style="list-style-type: none"> • High rates of spread (ROS) in light, flashy fuels 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" • Be aware of Low RH's affecting all fuels. POI back to 100% with high temps.
ALL	Ash Pits	<ul style="list-style-type: none"> • Juniper trees are especially prone to create deep ash that holds heat for long periods of time. <ul style="list-style-type: none"> • Indicators are: White ash that may give off the smell of incomplete combustion or of creosote burning • Look for small, nearly translucent smokes that dissipate quickly above ground. • Insects hovering over white ash • Identification of the high risk landscape is your first step. • Identify & Communicate to resources all known hazards
ALL	Initial Attack	<ul style="list-style-type: none"> • Ensure risk management has been reviewed & the 10 Standards are in place before taking action on a new start. • Review Page 1 in 2014 IRPG before committing resources • Know IA frequencies...
ALL	Complacency	<ul style="list-style-type: none"> • Don't let your operations fall into the "routine" category. • Maintain situational awareness in all activities.
ALL	Mop-Up	<ul style="list-style-type: none"> • Re-evaluate the need to mop-up in steep, rocky terrain. • Follow Mop-up operational objectives listed on your ICS-204 to eliminate unnecessary risk exposure to personnel • Ensure footing is solid in rocky ground • Wear proper PPE
INCIDENT NAME Coleman Fire ICS 215a		DATE PREPARED: <p style="text-align: center;">July 07, 2014</p>
		TIME PREPARED: 1800 HOURS
		OPERATIONAL PERIOD Day Shift (5 Day) 07/08-12/2014, 0600-2000 Prepared by: Tanzi, Frederick



TRANSFER OF COMMAND

Fireline Safety Category

Risks to fireline personnel increase significantly during transfer of command periods regardless of the size or complexity of the incident. There is a high potential for fatalities, serious injuries, or incidents with potential during transfer of command periods (some have occurred in the past). Be proactive in mitigating the risks by proper implementation of LCES—Lookout, Communications, Escape Routes, and Safety Zones.

- Factors for increased risks to fireline personnel during transition periods include:
 - No, or poor, briefing of incoming personnel
 - Lack of fire weather and behavior information, both forecast and observed
 - Communications; face-to-face briefings may not be possible and radio frequencies may be overextended and/or changing due to the increased demands on the system.
 - Initial attack resources may not have checked-in and the Incident Commander may not be aware of the number, type and location of all resources.
 - Location of safety zones and escape routes may not be known and communicated to all resources.
 - Not all Resources know who is in command.

- Mitigation actions to take:
 - Lookouts: Post and maintain your own lookouts.
 - Communications: Maintain existing communications with your own and adjacent resources, as well as your original supervisor, while you are developing communications with incoming adjacent resources and your new supervisor.
 - Escape routes and safety zones: Identify escape routes and assure incoming resources are aware of their locations; be aware that your original escape routes and safety zones may no longer be accessible due to changing fire behavior or your increased distance from them.
 - Transition at the morning briefing
 - Utilize the Incident Response Pocket Guide transition checklist

References:

[Interagency Standards for Fire and Fire Aviation Operations](#)
[Incident Response Pocket Guide](#)

Have an idea? Have feedback? Share it.

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

6 Minutes Home



Today's discussion is from the Environmental Factors Category.

THUNDERSTORM SAFETY

Thunderstorms cause significant hazards for wildland firefighters, including downbursts that can cause extreme fire behavior and lightning. When thunderstorm development is likely, lookouts should be posted and aware of signs of a developing storm. A sudden reversal in wind direction, a noticeable rise in wind speed, and a sharp drop in temperature may note the mature stage of a storm. Heavy rain, hail and lightning occur only in the mature stage of a thunderstorm. During a storm, use the following guidelines:

- Do not lie down.
 - The best position is sitting on the pack or crouching with feet close together.
 - Avoid sitting directly on the ground, if possible; but, if necessary, keep feet and butt close together.
 - Avoid grouping together. Keep a minimum of 15 feet between people when possible.
 - Removing caulk boots will not provide safety if stocking covered or bare feet are then in contact with the ground--don't bother!

- "Stay out of dry creek beds" is correct for flash floods, but has nothing to do with lightning.

- Handheld radios (with short rubber antennas) or cell phones are safe to use. Communication is vital to crew safety. Do not use land line radios or radios with elevated antennas.

- Wide, open spaces are better than trees or clumps of trees in the vicinity. Ridge tops, etc., should be avoided.

- If you feel the hair on your arms or head "stand up," there is a high probability of a strike in the vicinity. Crouch or sit on a pack.

- Put down all tools.

- Take shelter in vehicles if possible.

References:

[Incident Response Pocket Guide](#)

[Interagency Standards for Fire and Fire Aviation Operations](#)

Have an idea? Have feedback? Share it.

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

6 Minutes Home



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](#)



**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.



Fatigue/Stress

First Aid/Health Category

Accumulated (Chronic) Fatigue is defined as fatigue from which normal rest does not produce recovery. Accumulated fatigue is often caused by extended periods of stress with inadequate recovery periods, which results in decreased productivity, compromised immune function, and reduced alertness. Fatigued workers perform poorly, behave carelessly, tolerate greater errors and become inattentive. Chronic fatigue often results in increased stress, which may present itself through certain behavioral and physiological indicators, such as those described below:

● Behavioral indicators

- Decreased motivation and low morale
- Increased irritability and depression

● Physiological indicators

- Confused, poor problem solving
- Poor abstract thinking
- poor attention/decisions
- poor concentration/memory
- extreme emotional responses
- social/behavioral changes

● Recommendations for chronic fatigue/stress are:

- Take longer periods of rest/recovery
- Ensure that workers are adequately rested before they begin work shifts
- Provide periodic rest breaks to allow physical and mental recovery
- Alternate between heavy and light tasks
- Eat well-balanced meals regularly, with energy supplements during periods of high exertion
- Maintain hydration
- Ensure workers maintain good personal hygiene
- Maintain high standards of physical fitness and work capacity
- In extreme cases, personnel may need to be relieved of their duties

References:

Wildland Firefighter Health & Safety Report, Missoula Technology & Development Center

1)Spring 2004

2)Fall 2000

3)Fatigue Awareness PowerPoint

CISM Information Pamphlet, International Critical Incident Stress Foundation, www.icisf.org

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

Appendix A

Effective Waterbars

When locating and building waterbars, place them the right **distance** apart, at a **diagonal** to the fire line, so 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)	<i>Waterbars should be at least 2 pulaski (4-6 inches) widths wide and 12-24 inches high.</i>
1 – 5	200	
6 – 20	125	
21 – 40	60	
41 – 60	40	
>60	25	

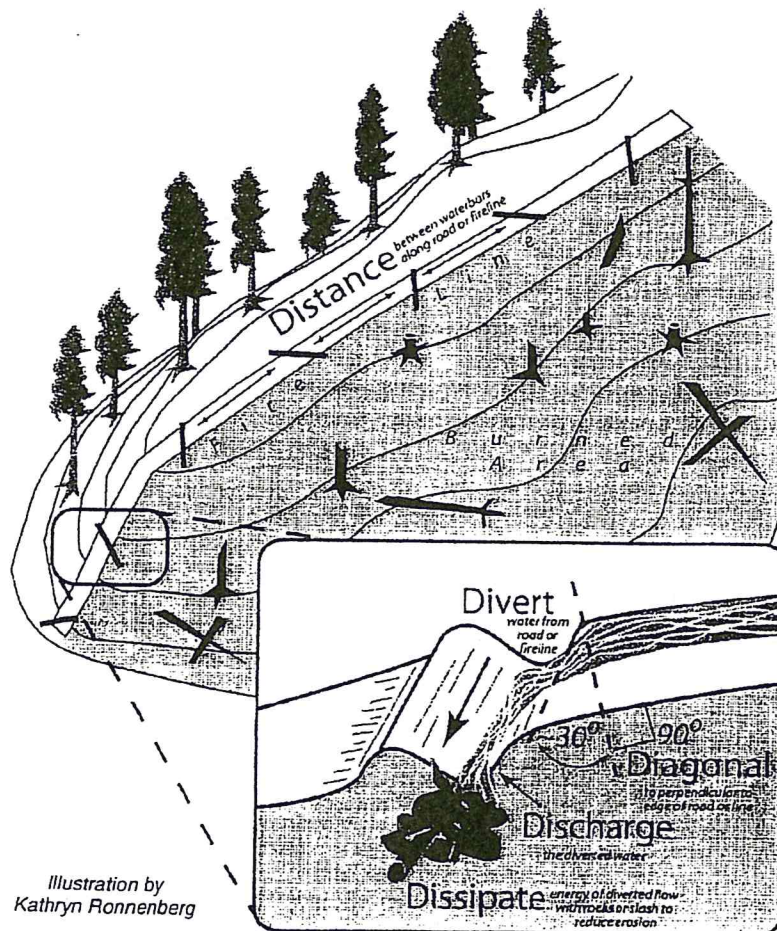


Illustration by
Kathryn Ronnenberg

