

BALD FIRE

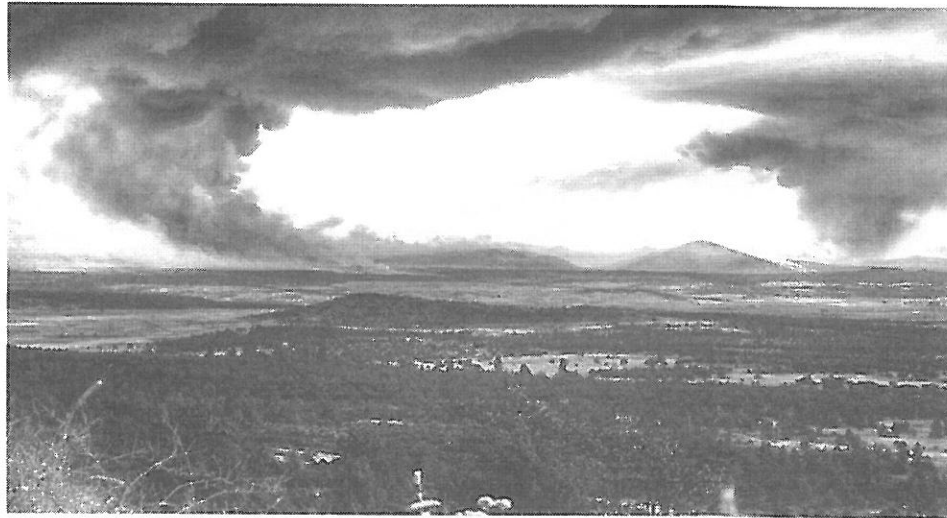
Incident Action Plan

August 11th-15th, 2014 Day Shift

0700-2000

Transition-

- Ensure a clear understanding of the chain of command
- Ensure communications are in place and test before engagement
- Check weather forecasts and monitor conditions
- Make sure mission objectives are clear and communicated to all resources



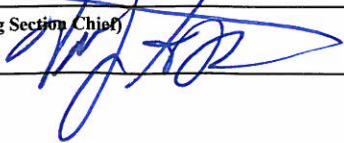
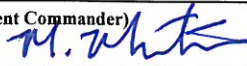
Heat Related Injuries (HRI) and Exertional Heat Injuries (EHI)

- Pace work and take breaks every hour
- Drink water and sports drinks in a 2 to 1 ratio
- Drink sports drinks undiluted for best effect
- Know the signs of HRI/EHI and look for them in yourself and others (confusion, stumbling, stopped sweating etc)
- Immediately cool anyone suspected of HRI/EHI by removing outer garments, wet towels on head and neck, and submersing forearms in cold water if available

**KEEP A HIGH LEVEL OF
SITUATIONAL AWARENESS**

Bald: CA-LNF-003479 P5H94L (0506)

Lassen National Forest, Hat Creek Ranger District

INCIDENT OBJECTIVES	1. Incident Name Bald	2. Date Prepared 08/10/2014	3. Time 1900									
4. Operational Period August 11-15, 2014 DAY SHIFT												
<u>INCIDENT OBJECTIVES</u> 1) Provide for firefighter and public safety. 2) Keep the Bald Fire within the current containment lines. <u>MANAGEMENT OBJECTIVE</u> 1) Be mindful of cost efficiency.												
6. Weather Forecast for Period <ul style="list-style-type: none"> • See attached weather forecast. 												
7. General Safety Message See attached safety messages.												
8. Attachments (mark if attached)												
<table border="0"> <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"/> 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 										

ORGANIZATION ASSIGNMENT LIST		Ground Support Unit	
1. Incident Name		Communications Unit	
Bald		Medical Unit	
2. Date Prepared	3. Time	Receiving & Distribution	
August 10, 2014	1900	Security Manager	
4. Operational Period		Food Unit	
Day Shift August 11-15, 2014		9. Operations Section	
Position	Name	Operations	
5. Incident Commander and Staff		Planning Ops	
Incident Commander	Dale Newby	a. Division/Groups	
Deputy	Jim Miguel (t)		
Safety Officer		Division/Group A	
Information Officer		Division/Group B	
Liaison Officer		Division/Group C	
6. Agency Representative		Division/Group D	
Agency Admin Rep – CALFIRE	Troy Mckinny	Division/Group L	
Agency Admin Rep- BLM		Division/Group M	
Shasta Co. Sheriff's Office		Division/Group Repair	
Lassen Co. Sheriff's Office		b. Division/Groups	
Lassen Co. OES			
Lead Field Resource Advisor		Division/Group	
Lead Resource Advisor		Division/Group	
OES AREP		Division/Group	
Suppression Repair Specialist – Cal Fire		Division/Group	
7. Planning Section		c. Air Operations Branch	
Chief		Air Operations Branch Director	
Deputy		Air Attack Supervisor	
Resources / Demob Units		Air Support Supervisor	
Documentation Unit		Helicopter Coordinator	
Situation Unit		Air Tanker Coordinator	
Training		10. Finance Section	
CTSP		Chief	Wendy McCartney
GIS		Time Unit	Barbara Johnson
FBAN		PTRC	Robert Keel
IMET		Compensation/Claims Unit	
		Equipment Time	
		Cost Apportionment Team	
8. Logistics Section		Prepared by (Resource Unit Leader)	
Chief		Greg Hicks	
Deputy			
Supply Unit			
Ordering			

Fire Weather Forecast

FORECAST NO: 13
PREDICTION FOR: 5 DAYS

NAME OF FIRE: Bald CA-LNF 3479
UNIT: Lassen NF

SHIFT DATE: 11 – 15 August 2014

SIGNED: 

TIME AND DATE
FORECAST ISSUED: 1900 / 10 Aug

Incident Meteorologist

WEATHER DISCUSSION: A coastal low will continue to move moist and unstable air into extreme northern California, but on Tuesday the low will move through the area, bringing the final round of showers and thunderstorms. Dry northwesterly flow developing Wednesday will produce a warming and drying through at least Friday.

TODAY: **RED FLAG WARNING FOR LIGHTNING CONTINUES.** Mostly cloudy, by 1300 becoming partly sunny. A chance of showers and thunderstorms. Thunderstorms will be a mixture of dry and wet. Gusts up to 50 mph near thunderstorms. Precipitation 0.01 to 0.20 inch. Highs: Ridges 80 to 86. Valleys 84 to 92. Minimum humidity: Ridges 24 to 30 percent. Valleys 18 to 28 percent. Ridge wind southwest 2 to 6 mph, by 1200 becoming northwest 4 to 9 mph gusts to 16 mph. Valley wind down valley/downslope 1 to 6 mph becoming upslope/up valley 2 to 9 mph gusts to 16 mph. Chance of Wetting Rain: 20 percent. Haines Index: 4 Low. LAL: 3.

TONIGHT: **RED FLAG WARNING FOR LIGHTNING CONTINUES.** Partly cloudy, by midnight becoming mostly cloudy. A chance of showers and thunderstorms, after midnight becoming showers likely with a slight chance of thunderstorms. Thunderstorms continue as a mixture of dry and wet. Gusts to 50 mph near thunderstorms. Precipitation 0.05 to 0.40 inch. Lows: Ridges 46 to 52. Valleys 48 to 56. Humidity recovery 65 to 80 percent. Ridge wind west 2 to 8 mph, by 0400 becoming variable up to 5 mph. Normal slope-valley wind for lower elevations.

TUESDAY/TUESDAY NIGHT: **RED FLAG WARNING THROUGH 1100.** Partly cloudy with showers likely and a chance of thunderstorms, by 1000 becoming mostly cloudy with a chance of showers and a slight chance of thunderstorms. After midnight, becoming partly cloudy with a slight chance of showers. Gusts to 55 mph near thunderstorms. Highs: Ridges 76 to 84. Valleys 80 to 88. Lows 46 to 56. Minimum humidity 24 to 34 percent. Excellent humidity recovery. Ridge wind variable up to 5 mph, by 1000 becoming south 3 to 8 mph gusts to 14 mph. By 1300, ridge wind becoming southwest 10 to 18 mph gusts to 34 mph. Valley winds down valley/downslope 1 to 6 mph, by 1400 becoming southwest 8 to 14 mph gusts to 26 mph.

WEDNESDAY/WEDNESDAY NIGHT: Mostly clear. Highs 74 to 84. Lows 46 to 56. Minimum humidity 20 to 30 percent. Excellent humidity recovery. Ridge wind northwest 6 to 14 mph gusts to 26 mph. Normal slope-valley wind.

THURSDAY/THURSDAY NIGHT: Mostly clear. Highs 76 to 86. Lows 45 to 55. Minimum humidity 18 to 28 percent. Fair humidity recovery. Ridge wind northwest 4 to 10 mph gusts to 18 mph. Normal slope-valley wind.

FRIDAY/FRIDAY NIGHT: Partly cloudy. Highs 80 to 92. Lows 46 to 56. Minimum humidity 14 to 24 percent. Fair humidity recovery. Ridge wind southwest 2 to 6 mph. Normal slope-valley wind.

*****INCIDENT LEADERSHIP NEEDS TO REQUEST A NEW SPOT FORECAST EVERY 24 HOURS OR IF THE FORECAST IS NO LONGER REPRESENTATIVE, WHICHEVER COMES FIRST. CONTACT YOUR LOCAL INTERAGENCY DISPATCH CENTER OR NATIONAL WEATHER SERVICE SACRAMENTO AT 1-916-979-3047.*****

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 15-19	TYPE OF FIRE: Wildland Fire
FIRE NAME: Bald	OPERATIONAL PERIOD: 8/11 to 8/15 0600 to 2000
DATE ISSUED: 8/10/14	TIME ISSUED: 2000
UNIT: Lassen N.F.	SIGNED: /s/ John Wood FBAN

INPUTS

WEATHER SUMMARY: A costal low will continue to move moist, unstable air into Northern California but on Tuesday the low will move through the area, bringing the final round of showers and thunderstorms. Dry Northwesterly flow developing Wednesday will produce a warming and drying trend through at least Friday. Maximum temperatures Ridges 80-86 degrees Valleys 84-92 degrees. Minimum relative humidity Ridges 24-30 percent. Valleys 18-28 percent. Winds: Ridges Southwest 2-6 mph, by 1200 becoming Northwest 4-9 mph gusts to 16 mph. Valleys down valley/downslope 1-6 mph by 1200 becoming Upslope/up valley 2-9 mph gusts to 16. **See fire weather forecast for specific information for 8-12 to 8-15.**

Haines: 3 Red Flag Warning until 1100 Tuesday 8-12

OUTPUTS

GENERAL: The low bringing the chance of thunderstorms will help moderate fire behavior with slightly cooler and potentially much wetter weather. In areas where forecast shower activity occurs expect 1-2 days of moderated fire behavior before fuels recover. Without precipitation, expect moderate to high fire behavior generating flame lengths that are likely to lead to torching and group torching. With torching activity expect fire brands to be created and raising the concern for spots. Winds increase on Tuesday and may lead to higher rates of spread and will increase the spotting distance to around .5 miles. Outflow winds have the potential to cause increased rates of spread and high to extreme fire behavior. In grass fuels rates of spread 3-20 ch/hr with flame lengths 1-5 ft. In shrub fuels, rates of spread 10-50 ch/hr, with flame lengths around 6-15 feet and in the timber fuels, rates of spread 4-10 ch/hr with flame lengths 4-8 feet.

SPECIFIC:

Fuel moisture: **1hr 3-6% 1000 hr 8% Live 76 -108%** Prob. of ign. up to **60-77%** Spot distance **.3 to .5 of a mile.**

Division A, B and C: Minimal fire behavior is expected as heavy fuels continue to burn down.

Division D, L and M: Minimal fire behavior is expected as heavy fuels continue to burn down.

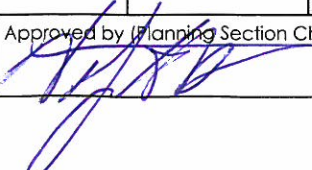
Initial Attack: New starts will initiate quickly and spread at rapid rates. Expect to encounter flame lengths that may not allow successful attack on head fire or in fuel concentrations where flame lengths may exceed 5 feet and burn with high intensity. Successful operations may require equipment for direct attack of the fire. Torching and group torching will be common where tree canopies are less than feet from the ground or where tree canopy spacing is close. Embers produced from torching trees combined with a high probability of ignition at 85% will make spotting a concern. If thunderstorms are in the area, outflow winds could cause a sudden increase in fire behavior and very rapid rates of spread.

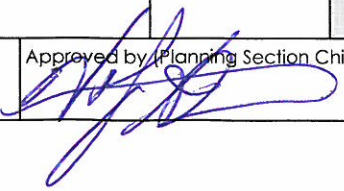
AIR OPERATIONS

Smoke should not be an issue for air operations.

Safety Message

All fire fighters have 5 communication responsibilities: Brief others as needed, Debrief your actions, Communicate hazards to others, Acknowledge messages and Ask if you don't know. Take some time and explain these responsibilities with your crews and practice them yourself.

DIVISION ASSIGNMENT LIST			1. Branch		2. Division/Group Bald Page 1																										
3. Incident Name Bald Fire			4. Operational Period Date: August 11-15, 2014 Time: 0700- 2000																												
5. Operations Personnel																															
Operations Chief				Division/Group Supervisor																											
				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																								
HC T2IA Firestorm 5 (8/11)		Stanley Hankins		20	N	0700	2000																								
HC T2 Folsom Lake (8/11)		Matt Lynde		20	N	0700	2000																								
HC T2 Eagle Lake (8/12)		Antonio Jiminez		20	N	0700	2000																								
HC T2 Ukiah #1 (8/16)		Byron Treas/James Scott(t)		24	N	0700	2000																								
HC T2 OC-37 (8/18)		Spencer Griscom		21	N	0700	2000																								
S/T Arizona C (8/11)		Dennis Stern		21	N	0700	2000																								
ENG T3 Firestorm 9908 (8/11)		Daniel Kelleher		5	N	0700	2000																								
ENG T6 Firestorm 9902 (8/12)		Ken Newitt		3	N	0700	2000																								
ENG T3 LNF 83 (8/13)		Chris Walkins		5	N	0700	2000																								
ENG T3 Firestorm 9907 (8/15)		James Derr		5	N	0700	2000																								
ENG T3 Lone Peak 1668 (8/15)		Brad Chandler		5	N	0700	2000																								
ENG T3 AZ-E72 (8/19)		Robert Russo		5	N	0700	2000																								
DOZ T2 PNF 3 (8/13)		Justin Berry		1	N	0700	2000																								
Excavator (E-257) (8/19)		Tim Holt		1	N	0700	2000																								
Excavator (E-258) (8/19)		Michael Kirack		1	N	0700	2000																								
Excavator (E-261) (8/20)		Tony Ewing		1	N	0700	2000																								
7. Control Operations Hold and patrol existing lines.																															
Special Instructions: Red and white flagging designates a do not disturb sensitive area. Continue Suppression Repair stage 1. Coordinate any suppression repair needs on the Peterson Ranch and Moon Spring with Bald IC.																															
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Command	See Communications Plan																														
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Prepared by (Resource Unit Leader) Rita Mustafia			Approved by (Planning Section Chief) 			Date August 10, 2014		Time 2115																							

DIVISION ASSIGNMENT LIST			1. Branch		2. Division/Group Bald Page 2																										
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5. Operations Personnel																															
Operations Chief				Division/Group Supervisor																											
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6. Resources Assigned this Period																															
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time																								
Excavator (E264) (8/21)		Gromey Spencer		1	N	0700	2000																								
WT Oilar (E-93) (8/15)		Katy Oilar		1	N	0700	2000																								
TFLD (8/17)		Ron Miller		1	N	0700	2000																								
HEQB (8/16)		Don Smith		1	N	0700	2000																								
HEQB (8/16)		Jake Botts		1	N	0700	2000																								
FEMP (8/16)		Ryan Schlieger		1	N	0700	2000																								
THSP		Jackie Stimach		1	N	0700	2000																								
READ		Greg Mayer		1	N	0700	2000																								
READ		Paul White		1	N	0700	2000																								
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INCIDENT RADIO COMMUNICATIONS PLAN

Incident Name

Bold Fire CA-LNF-003479

Date/Time Prepared

08/10/14 2000

Operational Period Date/Time

5 DAY 08-11-16-14

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	COMMAND	LNFIRE	AS NEEDED	172.2250N		172.2250N		A	
2	COMMAND	LNF RPT	AS NEEDED	172.2250N		171.4750N	123.0 131.8	A	TONE 2 OR 3
3	COMMAND	LNF SVC	AS NEEDED	164.8000N		164.1000N	T1, 110.9	A	
4	COMMAND	LNFADM	AS NEEDED	169.9500N		164.9125N	123.0 131.8	A	TONE 2 OR 3
5	AIR TO GROUND	AG 8	AS NEEDED	166.8750N		166.8750N		A	
6	PROJECT	PROJECT	AS NEEDED	168.6625N		168.6625N		A	
7	TACTICAL	NIFC T2	AS NEEDED	168.2000N		168.2000N		A	
8	LNF A/G 43	AG 43	AS NEEDED	167.6000N		167.6000N		A	
9	CDF A/G	CDF A/G	AS NEEDED	151.2200N		151.2200N		A	
10								A	Not authorized for use
11	LMU LOCAL	CDFLMU	AS NEEDED	151.2500N		159.4050N	T5, 146.2	A	Use Tone 5
12	CALCORD	CALCORD	AS NEEDED	156.0750N		156.0750N	T6, 156.7	A	Use Tone 6
13	SHU LOCAL	CDFSHU	AS NEEDED	151.1600N		151.1600N	T4, 136.5	A	Use Tone 4
14	SHASTA COUNTY	SCOFIRE	AS NEEDED	154.4300N		154.4300N	T4, 136.5	A	Use Tone 4
15	SHU RPT	SHU RPT	AS NEEDED	151.1600N		159.2700N	T5, 146.2	A	Use Tone 5
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 Shaffer, COM1 NorCalHMT1

Rick Cartoscelli, COM1



40 54 03, -121 22 06, CA

S 205 - 2007H

MODE A - ANOLOG, D - DIGITAL

AIR OPERATIONS SUMMARY

PREPARED BY: Glenn Dietz
 PREPARED DATE/TIME: August 10, 2014, 2000 hrs

1. INCIDENT NAME: **Bald**
 (CA-LNF-003479)

OPERATIONAL PERIOD:

(Sunset times at Chester)

DATE: 8/12/14 SUNRISE: 0612 SUNSET: 2007
 DATE: 8/12/14 SUNRISE: 0613 SUNSET: 2006
 DATE: 8/13/14 SUNRISE: 0614 SUNSET: 2005
 DATE: 8/14/14 SUNRISE: 0615 SUNSET: 2003
 DATE: 8/15/14 SUNRISE: 0616 SUNSET: 2002

2. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment, etc.):

Wire rich environment. Terrain influenced wind turbulence. Get a Thorough Briefing. Study Flight Hazard Map. General Aviation, See & Avoid. Thunderstorm safety precautions. Be on the lookout for paraglider activity over Lava Beds, West of the Hat Creek Rim.

Helibase at Rogers Field, Chester (O05): N 41° 16.94' x W 121° 14.47'
 Chester Helibase: (530) 258-5135
 Chester Fixed-Wing Base: (530) 258-5150

4. MEDEVAC A/C:

* H-202 at Bieber
 * Guard-826 Available at RDD

5. TFR:

No TFR

* CALCORD 156.0750
 Tone 6 (156.7)

6. PERSONNEL	Phone	7. FREQUENCIES	AM	FM	8. FIXED-WING	# Avail / Type/ Make-Model / FAA # / Base(s)
AOBD:		AIR/AIR FW:		167.7000	Air tankers	Order as needed
ATGS: Walter Bunt	530-310-3506	AIR/AIR RW:	128.250		Lead planes	Order as needed
ASGS:		AIR/GROUND (All Divisions)		167.6000	Base FAX #:	
HLCO:		COMMAND: LNF Repeat			ATGS Aircraft	AA-06
		North End: Tone 2 (123.0)			HLCO	
		South End: Tone 3 (131.8)				
HEBM: Bjorn Burgeson	970-217-2209					
DECK:		DECK FREQ:		163.1000		
		TOLC FREQ (O05):	122.8			

9. HELICOPTERS (Use Additional Sheets As Necessary)

FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS	FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS
H-2HX (A-61)	3	Bell 407	O05	0830	0900	Bucket, Pax Transport, I/A							
H-510 (A-135)	2	Bell 205 A1++	O05	0830	0900	Bucket, Pax Transport, I/A							

MEDICAL PLAN (ICS 206 WF)

1. Incident/Project Name				2. Operational Period					
Bald				Date/Time 08/11/14 to 08/16/14					
3. Ambulance Services									
Name	Location			Phone & EMS Frequency		Advanced Life Support (ALS) Yes No			
Mayers Memorial Ambulance	Fall River Mills, CA			911		X			
Burney Fire Ambulance	Burney, CA			911		X			
4. Air Ambulance Services									
Name	Phone			Type of Aircraft & Capability					
REACH	911 or 800-338-4045			Air Ambulance – Day/Night					
PHI / Mercy Air	911 or 800-597-9571			Air Ambulance – Day/Night					
CHP	911 or 530-225-2041			Hoist Rescue – Redding, CA					
Cal-Fire H-202	911			Hoist Rescue - Bieber, CA					
CANG 826	911 - Suzanville			Hoist Rescue – Day/Night - Redding, CA					
5. Hospitals									
Name & Level	GPS Datum – WGS 84 Degrees Decimal Minutes		Travel Time Air Gnd		Phone		Helipad Yes No	Address	
Mayer's Memorial Hospital	Lat:	N41°01.47	1 min	5 min	530-336-5511	X		43563 Hwy 299E, Fall River Mills, CA	
	Long:	W121°25.43							
	VHF:								
Mercy Medical Level 2 Trauma Center	Lat:	N40°34.29	20 min	1.5 hrs	530-225-6000 800-597-9571	X		2175 Rosaline Ave, Redding	
	Long:	W122°23.67							
	VHF:								
Shasta Regional Medical Center	Lat:	N40°35.08	20 min	1.5 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	3.75 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									
Point of Contact:									
EMS Responders & Capability:									
Equipment Available on Site:									
Ambulance ETA : Air – 20 min. Ground – 5 min.									
8. Prepared By (Medical Unit Leader)									
9. Date/Time									
10. Reviewed By (Safety Officer)									
11. Date/Time									
Ryan Reginato – MEDL (T) 530-925-1309				08/10/14 2000		Michele Tanzi		08/10/14 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 Life threatening injury or illness. <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 Serious Injury or illness. <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.

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
Bald Fire
(ICS 215A) August 11th-15th, 2014 Day Shift 0700-2000

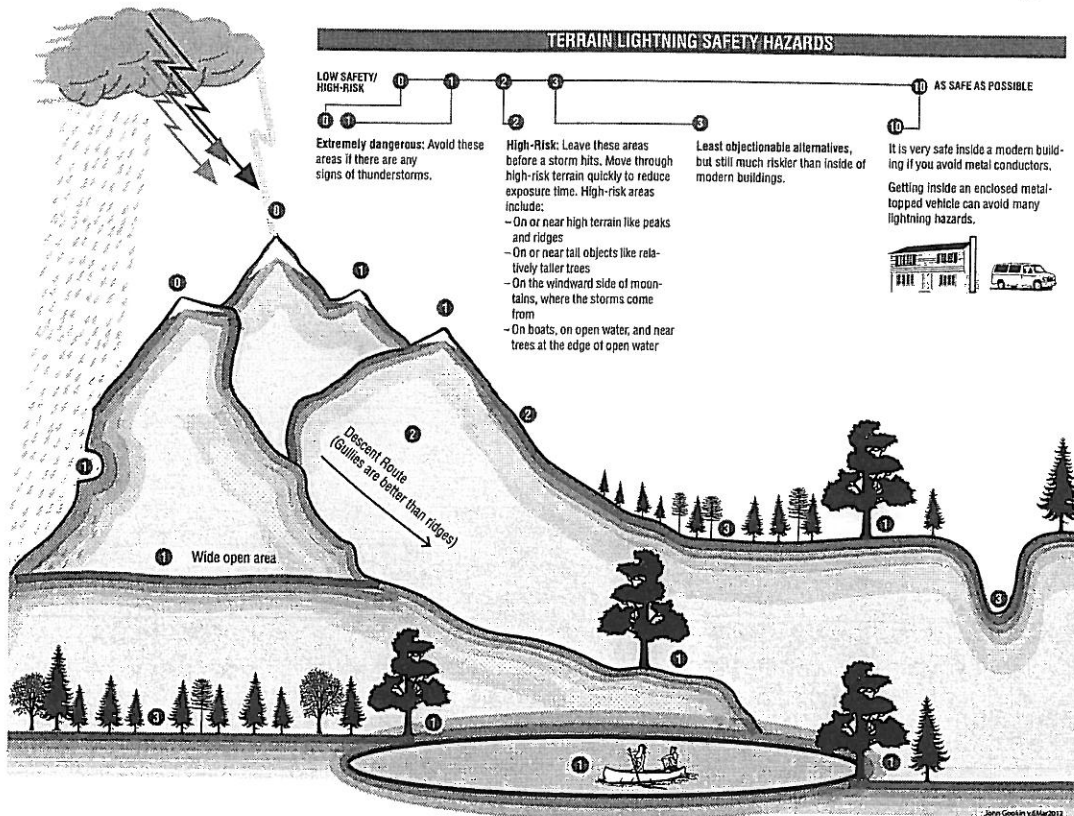
DIV	HAZARDOUS ACTIONS / CONDITIONS	MITIGATIONS / WARNINGS / REMEDIES
ALL	Transfer of Command	<ul style="list-style-type: none"> • Make sure instructions are given and understood. • Establish leadership and stay within Span of Control.
ALL	Communications	<ul style="list-style-type: none"> • Ensure you 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	Thunderstorms / Lightning	<ul style="list-style-type: none"> • Monitor changing weather condition, Post Lookouts. • Observe 30/30 rule. • Pre-Plan "Shelter Up" area. • Move down before roads become wet and slick. • Review & brief your resources from page 21 in the 2014 IRPG
ALL	Driving Hazards	<ul style="list-style-type: none"> • Washboard conditions are common on most of the native surface roads. Maintain adequate following distances. Reduce speed in Developed Areas. Be watchful of local traffic. • Both livestock and wildlife are abundant in the fire area. • Drive defensively! Expect the unexpected around every curve. • Drive with your headlights on. Look before backing and use backers. • 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. • Establish one-way traffic or coordinate traffic flow if necessary. • 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 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. <ul style="list-style-type: none"> ○ 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 or hyponatremia. • 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, do not stick hands in holes or crevices • Use bug spray to minimize mosquito bites. • Check yourself daily for tick bites.
ALL	Heavy Equipment/Dozers	<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 page 80 in the 2014 IRPG for further precautions for working around heavy equipment.

INCIDENT RISK ANALYSIS
Bald Fire
(ICS 215A) August 11th-15th, 2014 Day Shift 0700-2000

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	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. New starts will react erratically • 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	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 • Ensure footing is solid in rocky ground • Wear proper PPE 	
INCIDENT NAME Bald Fire ICS 215a		DATE PREPARED: <p style="text-align: center;">August 10, 2014</p>	OPERATIONAL PERIOD Day Shift Multi-Day 8/11-15/2014 0700-2000 Prepared by: Tanzi, Barnhart, Frederick
		TIME PREPARED: 2000 HOURS	

BACKCOUNTRY LIGHTNING RISK MANAGEMENT

No place outdoors is safe from lightning. Lightning is an objective hazard. Your behavior can reduce the risk of that hazard harming you.



TERRAIN LIGHTNING SAFETY HAZARDS

- 1** **Extremely dangerous:** Avoid these areas if there are any signs of thunderstorms.
 - On or near high terrain like peaks and ridges
 - On or near tall objects like relatively taller trees
 - On the windward side of mountains, where the storms come from
 - On boats, on open water, and near trees at the edge of open water
- 2** **High-Risk:** Leave these areas before a storm hits. Move through high-risk terrain quickly to reduce exposure time. High-risk areas include:
 - On or near high terrain like peaks and ridges
 - On or near tall objects like relatively taller trees
 - On the windward side of mountains, where the storms come from
 - On boats, on open water, and near trees at the edge of open water
- 3** **Least objectionable alternatives,** but still much riskier than inside of modern buildings.
 - On or near high terrain like peaks and ridges
 - On or near tall objects like relatively taller trees
 - On the windward side of mountains, where the storms come from
 - On boats, on open water, and near trees at the edge of open water
- 10** **AS SAFE AS POSSIBLE**
 - It is very safe inside a modern building if you avoid metal conductors.
 - Getting inside an enclosed metal-topped vehicle can avoid many lightning hazards.

REDUCING LIGHTNING RISK IN THE BACKCOUNTRY

Backcountry settings are at least a 30-minute walk from the nearest vehicles or modern buildings, where you can easily find safe shelter. There are four actions that can reduce your lightning risk in the backcountry, but none of them can make you as safe as getting in a modern building or a metal-topped vehicle. These behaviors are listed in order, and each is roughly twice as important as the next.

1. TIME YOUR VISITS TO HIGH-RISK AREAS WITH LOCAL WEATHER PATTERNS.

Timing activities with safe weather requires knowledge of both typical and recent local weather patterns. There is no such thing as a *surprise* or *freak* storm. You must set turnaround times that will get you off of exposed terrain before storms arrive. You need to observe the changing weather and discuss its status with your group. If you have logistical delays, you may need to change your plan rather than summiting a peak or crossing open ground during a thunderstorm. Begin your turnaround if you hear thunder (which means lightning is less than 10 miles away).

2. FIND SAFER TERRAIN IF YOU HEAR THUNDER.

safer terrain in the backcountry can decrease your chances of being struck. Lightning tends to hit high points and the surrounding terrain. Avoid peaks, ridges, and significantly higher ground during an electrical storm. If you have a choice, descend a mountain on the side that has no clouds over it, since strikes tend to be less frequent on that side until the clouds move over it. Once you get down to low, rolling terrain, strikes are so random you shouldn't worry about terrain as much. Move to safer terrain as soon as you hear thunder, not when the storm is upon you.

Select tent sites that may reduce your chances of being struck or affected by ground current. If you are in a tent in "safer terrain" and you hear thunder, you at least need to be in the lightning position. Lying flat increases the risk of injury by ground current.

If your tent is in a more dangerous location, such as on a ridge, in a broad open area, or near a tall tree, you must exit the tent and get to safer terrain before the storm arrives, and stay there until it has passed.

In gently rolling hills, lower flat areas are not safer than the higher flat areas because none of the gentle terrain attracts leaders. Strikes are random in this terrain. Look for a dry ravine or other significant depression to reduce risk.

The flash-bang ranging system measures how far away a thunderstorm is, but sometimes it is impossible to tell which flash is associated with which bang. The flash of light travels fast enough that it is virtually instantaneous. The sound travels a mile every five seconds (1km/3 sec) so ideally you just count the number of seconds between the obvious flash and the obvious bang, and divide by five to determine how many miles away the storm is. Divide the time by three to see how many kilometers distant the storm is. Do not stake your life on the reliability of this ranging system.

3. AVOID TREES AND LONG CONDUCTORS ONCE LIGHTNING GETS CLOSE.

Wide open ground offers high exposure to lightning. Avoid trees and bushes that rise above others, since the highest objects tend to generate upward leaders. Your best bet is to look for an obvious ravine or depression before the storm hits, then spread out your group at 20 foot (7m) intervals to reduce the risk of multiple injuries. Assume the lightning position.

Cavers (Fig. 3) should avoid cave entrances during thunderstorms. Small overhangs can allow arcs to cross the gap. Natural caves that go far into the ground can be struck, either via the entrance or through the ground. People have been shocked standing in water half a mile inside caves. If you are caving near an entrance during electrical activity, don't stand in water, avoid metal conductors like ladders, cables, and railings, and avoid bridging the gap between ceiling and floor.

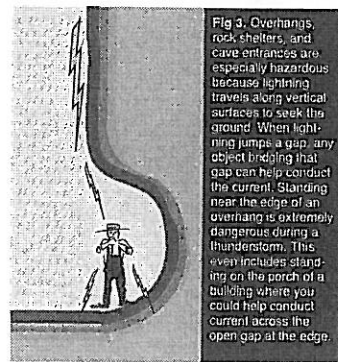


Fig. 3. Overhangs, rock shelters, and cave entrances are especially hazardous because lightning travels along vertical surfaces to seek the ground. When lightning jumps a gap, any object bridging that gap can help conduct the current. Standing near the edge of an overhang is extremely dangerous during a thunderstorm. This even includes standing on the porch of a building where you could help conduct current across the open gap at the edge.

Boaters need to start getting off the water long before a storm arrives. Avoid tall trees near the edge of the water.

4. GET IN THE LIGHTNING POSITION IF LIGHTNING IS STRIKING NEARBY AND YOU CAN'T GET TO SAFER TERRAIN.

The lightning position (Fig. 4) is for waiting out storms in stationary situations when it is impractical to move to a safer location. It is important to reduce your overall footprint on the ground (Fig. 1).



Fig. 4. Lightning positions: Put your feet together to significantly reduce the effects of ground current. If you have a foam pad to stand on or a pack to sit on, get on it. Crouch or sit to slightly reduce the effects of side flash and upward leaders.



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.

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DRIVING SAFETY

Vehicles/Roads Category

Driving is one of the most hazardous things we do because we literally perform the task 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.

- To be a safe driver you have to *want* to be 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. Since the average adult attention span is 15-20 minutes we must develop techniques that allow us to refocus our attention on our driving.
- Many things can lure our attention away from our driving such as: fatigue, eating and drinking, reading directions and maps, writing, cell phone and radio use, conversation within the vehicle and music.
 - ✓ Drive only when you are well rested and alert and avoid driving during the hours of 10:00 PM and 6:00 AM. Take a 10 to 15 minute break after every 2 hours.
 - ✓ Practice situational awareness; 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.
 - ✓ Delegate navigation and communication to a passenger or pull over.
 - ✓ By constantly moving your vision, checking mirrors and distant road conditions, you can avoid highway hypnosis and daydreaming.
 - ✓ Avoid eating or drinking while driving.
 - ✓ When talking with passengers, keep your eyes on the road and both hands on the steering wheel. Avoid serious or argumentative conversations.
 - ✓ Do not be in a hurry, be patient.
- Safe driving starts with a safe vehicle. Something as simple as under-inflated tires can have serious consequences. Before operating any vehicle, do a walk-around to look for potential problems, make sure the lights and blinkers work, and adjust your seat and mirrors. If it is the first time you have driven the vehicle, make yourself aware of where everything is.

Additional Resources: [Video: Firefighter Remember This Series - Firefighter: Remember This - Engine Rollover: Why This Accident Started Months Ago](#)

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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

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HAZARD MITIGATION THROUGH RISK MANAGEMENT

Miscellaneous Category

"Risk Management doesn't get in the way of doing the mission – *it is the way we do the mission.*" The Risk Management Process assists in ensuring that critical factors and risks of the fireline work environment are considered during decision making. Good risk management utilizes a five-step process:

- Step 1—Situational Awareness:
 - Obtain information.
 - Scout the fire.
 - Identify hazards—those likely to result in a negative impact.
 - Consider all aspects of current and future situations.
 - Consider known historical problem areas (Apply information from the Fire Danger Pocket Card.).
 - Recognize the need for action.
 - Demonstrate ongoing awareness of fire assignment status.
 - Note deviations.
 - Attempt to determine why discrepancies exist with information before proceeding.
- Step 2—Hazard Assessment:
 - Assess hazards to determine risks (e.g., fire behavior, snags, unburned fuels, work/rest).
 - Use the Look Up, Down, and Around; and the Tactical Watch Outs (both located in the Incident Response Pocket Guide) to identify high-risk tactical hazards.
 - Assess the impact of each hazard in terms of potential loss, cost, and mission/operational degradation based on probability and severity (probability—how likely an event will occur; severity—consequences if the event occurs). Keep in mind that increased exposure time increases probability.
- Step 3—Hazard Control:
 - Determine the best approach to mitigate or control the risk from the hazards assessed.
 - Establish controls (e.g., anchor point, LCES, utilize downhill checklist, limit exposure time).
 - As control measures are developed, reevaluate each risk until it is reduced to a level where benefits outweigh potential costs.

- Step 4—Decision Point (decision to accept or not accept the risk(s) associated with an action):
 - Consider whether controls are in place for identified hazards, whether selected tactics are based on expected fire behavior and if instructions have been given and understood.
 - Make certain the decision is made at the appropriate level; if not, then elevate to a higher level.
 - Reject the action if the risk is unacceptable.

- Step 5—Evaluation:
 - Ensure controls are implemented and accomplished to standards.
 - Supervise/evaluate effectiveness of controls and decisions. Stay on top of the situation and adjust risk controls as necessary.
 - Anticipate consequences of decisions; if controls do not work, determine problem and derive a better solution.
 - Adjust actions as the situation changes; maintain situational awareness at all times.
 - Maintain feedback line.

References:

Incident Response Pocket Guide page 1

NWCG Human Factors on the Fireline Training (L-180)

Safety and Occupational Health Manual Handbook, BLM-1112-1

Division Supervisor Course Guide—S-339, NWCG

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LEAD Time

Leadership Environment

Leadership Category

Leadership is defined as the act of influencing people in order to achieve a result. The leadership environment is made up of critical elements that a successful leader must consider in planning for effective action. Those critical elements are:

- **YOU** - the leader, who is ultimately responsible for all action and results.
- **YOUR PEOPLE** - those that you are responsible for.
- **SITUATION** - comprised of the many unique variables that influence a leader's decision such as objectives, conditions, resources available, organizational influences, and others affected by the action.
- **CONSEQUENCES** - the short and long-term effects of your actions.

Leaders constantly assess the elements of the leadership environment and adapt accordingly. Successful leaders understand the interplay of these variables and demonstrate flexibility in selecting appropriate leadership tools and techniques as a situation changes.

Discussion Points

- **Each mission has a different level risk. Discuss how the 4 leadership environment elements affect perceived risk in a changing environment.**
- **Each situation is unique and changes over time. Discuss what changes you might predict in your environment today.**
- **Discuss what leadership tools might be appropriate for those predicted changes today.**

References:

[Wildland Fire Leadership Development Program](#)
[Leading In the Wildland Fire Service](#)

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Crew Risk Assessment Guide

Crew Name: _____

Mission assessed for: _____

Crew Boss: _____

Risk Assessment

Review dimensions and rate according to information currently available. As a crew, consider the factors listed, **and use your best judgment towards the risk anticipated.**

FIRE ENVIRONMENT: (Current/Predicted Weather, Current/Predicted Fire Behavior, Fuels, Topography, ERC/BI, Fire Weather Watches & Warning, (etc.)

Write in comments: _____

Predictions known and understood, no weather watches/warnings, low fire behavior conditions	Predictions known, moderate fire behavior	Predictions not current or unavailable, warnings/watches in effect, extreme conditions
X X X X X X X	X X X	X X

PHYSICAL ENVIRONMENT (Hazards): , Steep Terrain, Rocks, Overhead Hazards, Electrical, Adverse Weather (etc.)

Write in comments: _____

Flat, open terrain, good visibility, few hazards	Moderate terrain, timber, some urban interface	Steep, rocky terrain, heavy timber, wildland urban interface setting
X X X X X X X	X X X	X X

CREW CAPABILITIES: Crew Strength, Leadership, Capabilities for Mission, Special Qualification, Organizational Strength,

Write in comments: _____

Crew all current/qual'd in type, Type 1 or Type 2 IA Crew	Qualifications unknown, Type 2 Crew, mediocre leadership	One or more crew members not qual'd in type, weak Type 2 Crew, Pick-up Crew
X X X X X X X	X X X	X X

CREW DYNAMICS: Crew Cohesion, Emotional/Physical Condition, Fatigue Factors, (ect.) .

Write in comments: _____

Fresh/Well-rested crew, normally works together, physically fit	Pick-up crew, fresh, reasonably fit	Pick-up crew, fatigued, variable fitness levels
X X X X X X X	X X X	X X

ANTICIPATED OPS: For the mission, what operations are expected of your crew? Leaders Intent, Night/Day Shift, Travel, Communications, Feedback Channels, Manuever/Positioning, Shift Length, Ability to accomplish mission, Adjoining Forces, Write in comments: _____

Day shift, clear leader's intent, normal ops		Night shift, unclear leader's intent, complex ops
X X X X X X X	X X X	X X

DISCUSS AS A CREW & CIRCLE THE OVERALL SPECTRUM FOR ANTICIPATED MISSION		
X X X X X X X	X X X	X X

I certify that this ORM assessment was completed in the presence of the entire crew assigned to this mission, with consideration given to the concerns of all. For missions of medium risk or greater, OPS shall be notified.

Date: _____

Line _____

Overhead: _____

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	<i>Waterbars should be at least 2 pulaski widths wide and 12-24 inches high.</i>
6-20	125	
21-40	60	
41-60	40	
>60	25	

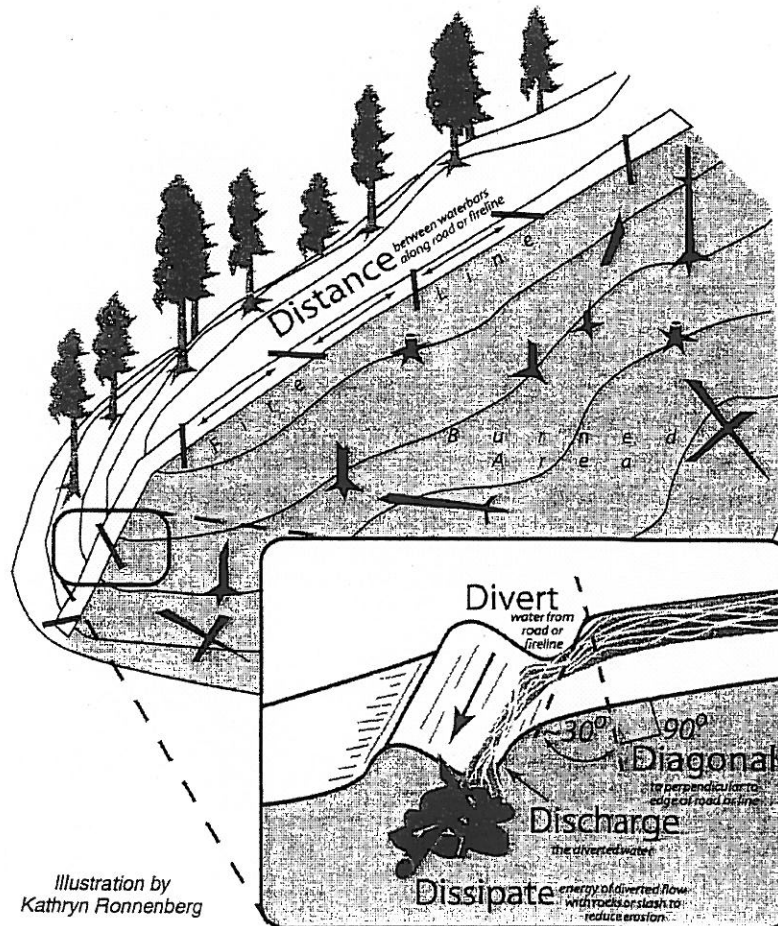


Illustration by
Kathryn Ronnenberg

