



COLBY FIRE

Incident Action Plan

0600 to 1800 August 14-18, 2007

**MAINTAIN YOUR
SITUATIONAL AWARENESS**

Beware of Traffic on Highway 32

Use Extreme Caution in the Cliff Areas

**Watch out for soft shoulders on the
27N06 road**

Stay Alert for Hazard Trees and Rolling Material

Northern California Incident Management

Team 1

CA-LNF-003801

LASSEN NATIONAL FOREST

Incident Objectives	1. Incident Name	2. Date Prepared	3. Time Prepared
	COLBY	08/13/07	1200

4. Operational Period
 8/14-8/18/07 Day Shift 0600-1800

5. General Control Objectives for the incident (include alternatives)

1. Provide for firefighter and public safety by adhering to the Risk Management Process.
2. Keep fire south and east of Deer Creek.
3. Keep fire south and west of Rattlesnake Creek.
4. Keep fire north and west of Road 27N02 and 27N06.

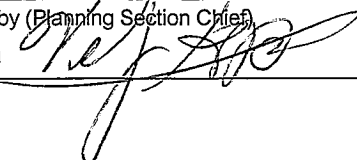
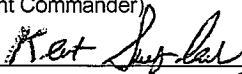
6. Weather Forecast for Period
 See attached spot weather forecast.

7. General Safety Message

Be on the look-out for;

- Hazard trees
- Rolling material
- Rattlesnakes

8. Attachments (mark if attached)		
<input checked="" type="checkbox"/> Organization List - ICS 203	<input type="checkbox"/> Incident Map	<input type="checkbox"/>
<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input type="checkbox"/> Safety Message	<input type="checkbox"/>
<input checked="" type="checkbox"/> Communications Plan - ICS205	<input type="checkbox"/> Traffic Plan	<input type="checkbox"/>
<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Air Operations Summary - ICS 220	<input type="checkbox"/>	<input type="checkbox"/>

9. Prepared by (Planning Section Chief) V. Lambeth 	10. Approved by (Incident Commander) Kent Swartzlander 
---	---

ORGANIZATION ASSIGNMENT LIST		9. Operations Section	
1. Incident Name COLBY		Day	
2. Date Prepared 08/13/07		Night	
3. Time Prepared 1200		a. Branch I - Division/Groups	
4. Operational Period 08/14/07 Tuesday Day Shift 0600 - 1800		Branch Director	
Position		Deputy	
Name		Division/Group A/B/Z	Aaron Schuh (ICT4)
5. Incident Commander and Staff		Division/Group	
Incident Commander	Aaron Schuh, Zack Rich (t)	Division/Group	
Deputy		Division/Group	
Safety Officer		Division/Group	
Information Officer		Division/Group	
Liaison Officer		b. Branch II - Division/Groups	
6. Agency Representative		Branch Director	
Agency	Name	Deputy	
District Ranger	Al Vasquez	Division/Group	
District FMO	Ken Larson	Division/Group	
District ADFMO	Scott Dixon	Division/Group	
Resource Advisor	Ryan Foote	Division/Group	
Cal Trans	Luke Mason	Division/Group	
7. Planning Section		c. Branch III - Division/Groups	
Chief		Branch Director	
Deputy		Deputy	
Resources Unit		Division/Group	
Situation Unit		Division/Group	
Documentation Unit		Division/Group	
Demobilization Unit		Division/Group	
Fire Behavior Analyst		Division/Group	
Human Resource Specialist		d. Air Operations Branch	
Training Specialist		Air Operations Branch Director	
GIS Specialist		Helibase Manager	
Computer Specialist		Air Attack Supervisor	
		Air Support Supervisor	
		Helicopter Coordinator	
		Air Tanker Coordinator	
8. Logistics Section		10. Finance Section	
Chief		Chief	
Deputy		Deputy	
Supply Unit		Time Unit	
Facilities Unit		Procurement Unit	
Ground Support Unit		Compensation/Claims Unit	
Communications Unit		Cost Unit	
Medical Unit		Prepared by (Resource Unit Leader)	
Security Unit		Melissa Hennessey	
Food Unit			

Fire Weather Forecast

FORECAST NO: 2

NAME OF FIRE: Colby Fire

UNIT: Lassen NF

PREDICTION FOR: Tuesday-Saturday

SHIFT DATE: Aug 14-18 2007

SIGNED: Mike Smith

TIME AND DATE

Incident Meteorologist

FORECAST ISSUED: 1200 08/13/07

WEATHER DISCUSSION: *An upper level low pressure system is forecast to remain in place off the northern California coast for the next couple of days bringing stable southwest flow to the region. Temperatures may climb a bit Tuesday and Wednesday but moisture being brought up by the southerly flow will actually bring daytime humidity up a bit. The low is forecast to shift into the Pacific Northwest on Thursday which will bring a little cooling and slightly higher ridgetop winds. High pressure building back over the west coast will bring warming on Friday and Saturday with lowering humidity but also lighter winds.*

WEATHER FORECAST:

TUESDAY: Sunny skies under moderately stable conditions. High temperatures 81-86. Minimum humidity 16% lower slopes to 23% highest elevations. Ridge winds picking up after about 1000 out of the south 2-4 mph gusts to 15 mph. Upcanyon winds picking up after about 1200 2-4 gusts to 10 mph.

WEDNESDAY: Sunny skies, continuing moderately stable. High temperatures 80-85. Min humidity 15% lower slopes to 22% highest elevations. Winds increasing after 1000 to 1100 mainly southwest 2-4 gusts to 15 mph on the ridges and upcanyon 2-4 gusts to 10 mph on the lower to mid slopes. Early morning conditions... low temperatures in the 30s canyon bottoms to lower 50s ridgetops. Humidity recovery 45-55% ridgetops to 60-70% canyon bottoms with light downcanyon winds lower and mid slopes and light south winds on the ridges.

THURSDAY: Mostly sunny skies but slightly less stable. High temperatures 77-82. Minimum humidity 15-22% lowest to highest elevations. Winds increasing between about 0900 and 1000 to mainly southwest 2-5 gusts to 15 mph with an occasional gust to 20 mph on the ridgetops and upcanyon 2-5 gusts to 12 mph lower and mid slopes. Morning conditions... Minimum temperatures in the 30s canyon bottoms to around 50 ridgetops. Humidity recovery 45-55% ridges to 60-70% canyon bottoms. Light downcanyon winds lower and mid slopes and light south winds on the ridges.

FRIDAY: Mostly sunny skies under moderately stable conditions. High temperatures 80-85. Minimum humidity 13-20% lowest to highest elevations. Winds increasing between about 1000 and 1100 to mainly south to southwest 2-5 gusts to 15 mph ridgetops and upcanyon 2-5 gusts to 10 mph lower and mid slopes. Morning conditions... Minimum temperatures in the 30s canyon bottoms to around 50 ridgetops. Humidity recovery 45-55% ridges to around 65% canyon bottoms. Light downcanyon winds lower and mid slopes and light south winds on the ridges.

SATURDAY: Mostly sunny skies under moderately stable conditions. High temperatures 81-86. Minimum humidity 12-18% lowest to highest elevations. Winds increasing between about 1000 and 1100 to mainly south to southwest 2-4 gusts to 15 mph ridgetops and upcanyon 2-4 gusts to 10 mph lower and mid slopes. Morning conditions... Minimum temperatures in the 30s canyon bottoms to around 53 ridgetops. Humidity recovery 40-50% ridges to around 60% canyon bottoms. Light downcanyon winds lower and mid slopes and light south winds on the ridges.

For subsequent weather forecast information:

NWS Sacramento fire weather page and to request spot forecasts:

<http://www.wrh.noaa.gov/sto/fire.php>

NWS Sacramento fire weather phone: (916) 979-3047

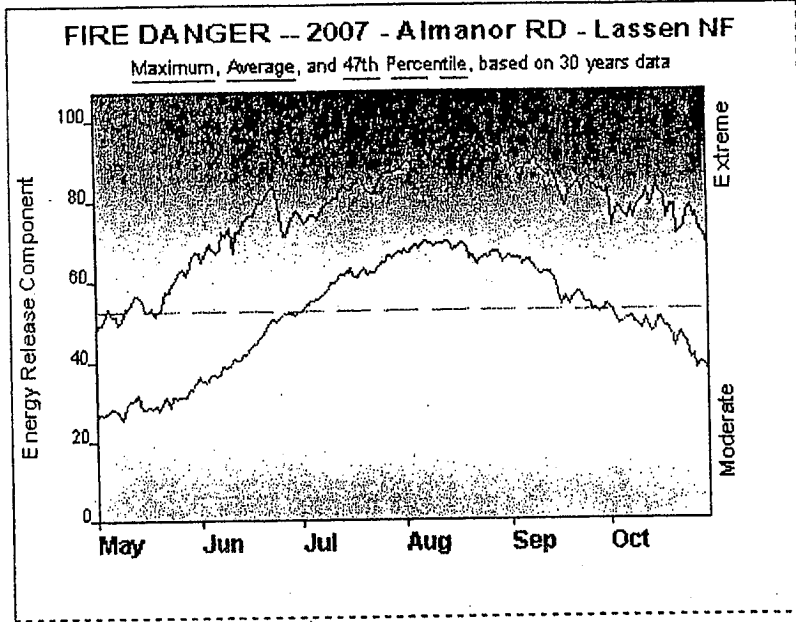
California North Zone

Lassen National Forest, Almanor RD

Fuel Model G

Prepared by Thomas Garcia, Lassen NF

8/11 Actual ERC Chester RAW = 85



Fire Danger Area:

- Almanor Ranger Dist.
- Northern Sierras PSA
- Chester RAWs
- * Meets NWCG Wx Station Standards

Fire Danger Interpretation:

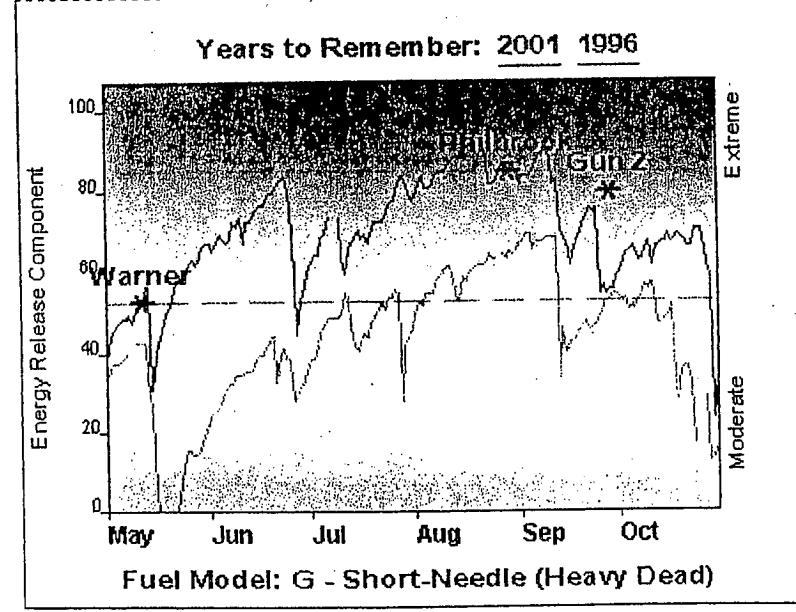


- EXTREME -- Use extreme caution
- Watch for change
- MODERATE -- Lower Potential, but always b

Maximum -- Highest Energy Release Component by day for 1977 - 2006

Average -- shows peak fire season over 30 years (501-47th Percentile -- Only 47% of the 5014 days from 1977 had an Energy Release Component below 50)

Local Thresholds - Watch out: Comb of any of these factors can greatly increase fire risk: 20' Wind Speed over 10 mph, RH less than 40%, Temperature over 80, Woody Fuel Moisture less than 100%



Remember what Fire Danger tells you:

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

Past Experience:

- * Front Country = low elevation, light flashy fuels, steep topography, lower RH & fuel moistures, higher temperatures = historic high fire activity
- * ERC's and BI's above 50 are common dominators of fire activity
- * North/East foehn wind pattern = very high to extreme fire activity
- * Alignment of wind, topography and aspect have increased fire activity
- * Dry lightning storms (esp. monsoonal) with associated doomsday behavior.

Responsible Agency: Lassen NF, Almanor RD, by T Garcia
FF-3.0.5 04/20/2007-11:15 (C:\apps\vsprod\yam\Fire Family 1)

Design by NWCG Fir

Back

Posted April 25, 2007

To print the card, right click inside the card. Select Save As or Save Image As and save the image to the local PC. The cards can be printed using any graphics program.

MEDICAL PLAN	1. INCIDENT NAME	2. DATE PREPARED	3. TIME PREPARED	4. OPERATIONAL PERIOD
	Colby Fire	08-13-07	1000hrs	8/14-18-/07 0600-1800

5. INCIDENT MEDICAL AID STATIONS			
MEDICAL AID STATIONS	LOCATION	PARAMEDICS	
		YES	NO

6. TRANSPORTATION				
NAME	ADDRESS	PHONE	PARAMEDICS	
			YES	NO
Chester Fire Department	Chester, CA	911/258-3456	XX	
Mountain Life Flight	Susanville, CA	911/530-257-2444	XX	
Enloe FlightCare	Chico, CA	911/800-344-1863	XX	
CHP H-14, H-16 (Rescue Hoist)	Redding, CA	911/530-842-7066	XX	

7. HOSPITALS								
NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
Seneca Hospital	199 Reynolds Rd. Chester, CA	10 min	20 min	530-258-2151		X		X
Enloe Hospital	Chico, CA	22 min	1.5 hr		X			X
Renown Medical Center	235 West 6th, Reno, NV	40 min	2 hr	530-243-4042	X			X
UC Davis Burn Center	2315 Stockton Blvd., Sacramento CA	1 hr 10 min	3.5 hr	916-734-3544 or Blue Net 155.340	X		X	

8. MEDICAL EMERGENCY PROCEDURES

<ul style="list-style-type: none"> • In the event of a line medical incident, initiate care with available resources and notify Division Supervisor. • The Division Supervisor shall determine if the injury can be handled with available resources and recommend the most appropriate method of transportation (Air/Ground). • For serious or life threatening injuries, the Division Supervisor shall contact the Susanville ECC to advise the nature and location of the incident and request appropriate additional resources. • The Division Supervisor shall coordinate the incident and direct necessary actions. 	<p>√</p> <p><input type="checkbox"/> Patient 1 of _____</p> <p><input type="checkbox"/> Emergency _____ Non Emergency _____</p> <p><input type="checkbox"/> Is a helicopter required for transportation? Yes _____ No _____</p> <p><input type="checkbox"/> Location _____ Lat _____ Long _____</p> <p><input type="checkbox"/> Age _____ Sex _____ Weight _____</p> <p><input type="checkbox"/> Severity: Minor _____ Delayed _____ Immediate _____</p> <p><input type="checkbox"/> Chief Complaint _____</p> <p><input type="checkbox"/> Any additional resources required _____</p>
---	--

ICS 206	9. PREPARED BY (MEDICAL UNIT LEADER)	10. REVIEWED BY (SAFETY OFFICER)
	Ken Kumpe MEDL	Tanzi & Mackensen, SOF2

COLBY FIRE - INCIDENT RISK ANALYSIS (215a)

DIV	HAZARDS / ISSUES	MITIGATIONS / WARNINGS / REMEDIES
ALL	SNAG HAZARDS	<ul style="list-style-type: none"> • Follow Hazard Tree Safety Guidelines (IRPG p. 80). • Limit number of personnel around snags and their exposure time; fallers must be qualified for trees being fallen. • Be especially alert around snags during wind events and after dark. • Check overhead for dead branches in sleeping areas. • Maintain Situational Awareness!
ALL	DRIVING HAZARDS	<ul style="list-style-type: none"> • Drive defensively at all times, drive w/headlights on, use chock blocks, use backers. • Exercise caution when driving on "out-sloped" roads. • Be alert for wildlife; slow down on washboard surfaces. • Increase following distances on dusty roads. Slow down when you meet opposing traffic. Be able to stop within one half of the visible distance on blind curves. Water as needed • Stay away from the outside shoulders of the 27N06 Road • Hwy. 32 is opened with no traffic control • Maintain Situational Awareness!
ALL	ROLLING MATERIAL	<ul style="list-style-type: none"> • Beware of rolling material • Plan Escape Routes • Post Lookouts as needed • Have secure communications with anyone working above or below you
B	CLIFFS	<ul style="list-style-type: none"> • Watch your footing • Use extreme caution when working in cliff areas • Identify potentially dangerous areas • Post a lookout if working under the cliff faces
A	UNDERSLUNG LINE	<ul style="list-style-type: none"> • Watch out for rollout and spots below the line • Post a lookout to keep eyes in the green
ALL	AIRCRAFT OPERATIONS	<ul style="list-style-type: none"> • Use risk analysis to determine if any given flight is necessary. • Keep personnel out of drop zones. • Use air-to-ground freq. to communicate with aircraft. • Use concise statements & clock directions when directing aircraft. • Maintain good separation between ground forces & aerial ignition. • Avoid "heli-mopping". Eliminate unnecessary pilot exposure.
ALL	RATTLESNAKES	<ul style="list-style-type: none"> • Watch out for Rattlesnakes • Watch where you are putting your feet & hands • Maintain Situational Awareness!
08/14-18/2007 DAY 0600-1800		PREPARED: 08/13/2007 at 1000 Prepared by Tanzi & Mackensen, SOF2



**Today's discussion is from the
Fireline Safety Category.**

Scenarios:
Scenario 1

Six Minutes Home Page

TRANSFER OF COMMAND

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.

● 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.

References:

Fireline Handbook--PMS410-1, NFES0065, NWCG



Today's discussion is from the Environmental Factors Category.

Scenarios:

Scenario 1

Six Minutes Home Page

FALLING SNAGS

Falling snags (dead, standing trees without leaves or needles in the crowns) present a significant hazard to wildland firefighters. Snags typically have much lower fuel moistures than live, green trees; and they burn more readily. In the process, they often throw spot fires far in advance of the main fire and often burn through more quickly than green trees, falling with little or no warning.

- The risk of injuries from falling snags increases during the night operational period when visibility is greatly reduced.
- While the cooler, nighttime period is generally a more effective time to gain control of wildfires, the increased risk from unseen falling snags may limit the widespread use of crews at night in areas of dead and dying timber.
- Environmental conditions that increase risk from falling snags:
 - Strong winds
 - Night operations
 - Steep slopes
 - Diseased or bug-killed areas
- Things to consider when assessing the potential hazards of both snags and green trees:
 - Trees have been burning for an extended period.
 - High-risk tree species (those that are known for rot and shallow root systems) are in the area.
 - Numerous downed trees
 - Dead or broken tips and limbs overhead
 - Accumulation of downed limbs
 - Absence of needles, bark or limbs
 - Leaning or hung-up trees
- Mitigation measures to take:
 - Identify and flag all high-risk snags and green trees.
 - Keep personnel out of the high-risk areas until the hazard has been removed.
 - Establish lookouts.

References:

Fireline Handbook--PMS410-1, NFES0065, NWCG

Warning: set_error_handler() expects argument 1, 'errorHandler', to be a valid callback in /web/ext/doc/nifc/doc/sixminutes/inc_db.php on line 20



**Today's discussion is from the
Fireline Safety Category.**

Six Minutes Home Page

Standard Fire Orders

The NWCG approved a revision of the Standard Fire Orders, in accordance with their original arrangements. The orders are arranged according to their importance and grouped in logical sequence. Review and consider Standard Fire Orders as a part of every shift.

- Did you receive or request adequate weather briefing, current and predicted fire behavior, wind direction, predicted humidity, fuel moisture, local factor?
- Do you have map of the fire? Is topography, type of fuels, direction of the spread defined?
- Fire behavior group deals with what the firefighter will encounter - weather, fire status, fire behavior.
 1. Keep informed on fire weather conditions and forecasts.
 2. Know what your fire is doing at all times.
 3. Base all actions on current and expected behavior of the fire.
- Are you familiar with direction, distance, location, size of escape routes and safety zones?
- Discuss the need for lookout, such as extreme fire behavior, fire located out of line-of-sight.
- Discuss importance of the situational awareness.
- Fireline safety group emphasizes personal safety.
 4. Identify escape routes and safety zones and make them known.
 5. Post lookouts when there is possible danger.
 6. Be alert. Keep calm. Think clearly. Act decisively.
- Review importance and means of passing tactical decisions and resource movement.
- Review other factors influencing potential changes in tactics, which could affect control of your forces.
- Organizational Control group is centered around tactical decisions.
 7. Maintain prompt communications with your forces, your supervisor and adjoining forces.
 8. Give clear instructions and insure they are understood.
 9. Maintain control of your forces at all time.
- After you have considered, discussed and acted on the previous nine orders:
 10. Fight fire aggressively, having provided for safety first.

References:

Warning: set_error_handler() expects argument 1, 'errorHandler', to be a valid callback in /web/ext/doc/nifc/doc/sixminutes/inc_db.php on line 20



**Today's discussion is from the
Fireline Safety Category.**

Six Minutes Home Page

TERRAIN AND FUELS MAKE ESCAPE TO SAFETY ZONES DIFFICULT

When fighting wildland fires, it is often easy to get committed to areas that put you in Watchout Situation #17. As firefighters progress along the fireline, it is imperative to constantly keep the following considerations in mind:

- Does the crew's condition allow for fast travel? Discuss physical and mental conditions that could interfere with a crew's ability to travel quickly.
- Will you get adequate warning to make it to your safety zone? Who will you rely on to warn you? How will you ensure that everyone gets the word?
- Can escape routes be improved to make travel to safety zones faster? Are escape routes marked? Review what you have done on past fires to locate, mark, and improve escape routes.
- Will posting more lookouts give adequate warning? Talk about situations where there was more than one firefighter assigned to be lookout.
- To reduce the risks:
 - Consider other tactics that will allow you to be in a safer location. Review fires where you have had to change tactics because escape to safety zones was not adequate.

References:

Standards for Fire and Aviation Operations, BLM, www.fire.blm.gov/Standards/redbook.htm

Warning: set_error_handler() expects argument 1, 'errorHandler', to be a valid callback in /web/ext/doc/nifc/doc/sixminutes/inc_db.php on line 20



**Today's discussion is from the
Fireline Safety Category.**

Six Minutes Home Page

INSTRUCTIONS AND ASSIGNMENTS NOT CLEAR

Every firefighter will give and receive briefings at some point on the job. Briefings are an effective way to disseminate information that can make the firefighter's job safer and easier. When giving a briefing, it is important to keep the following questions in mind and remain perceptive to how the audience is receiving the information:

- Did they ask questions? Talk about what it is like giving a briefing. Do you get empty stares? What feedback are you looking for to ensure they understand you?
- Did they take notes? What kind of information would you like to see people write down?
- Did they repeat information back? What other ways can you identify that your briefing is registering?
- Did you give all the necessary information? How will you ensure that you covered everything necessary?
 - Task
 - Location
 - Communications
 - Hazards
 - Who, when, etc.
- It is also important for the firefighter who is receiving instructions to be mindful of the following during the briefing:
 - Did you really listen? What do you do to make yourself pay attention to everything being said?
 - Did you understand the assignment, location, and the nature and location of hazards? Do you expect to figure it out for yourself when you get out there or do you step forward and ask questions?
- To reduce the risks, take the time and get it right!
- You must know the location of the assignment and:
 - What is to be done.
 - Who you are to report to and how often to report.
 - When you are expected to complete the assignment.
 - Hazards.
 - Communication plan frequencies.
 - Weather and fire behavior.
 - Status of adjoining forces.

References:

Standards for Fire and Aviation Operations, BLM, www.fire.blm.gov/Standards/redbook.htm

