

ELK COMPLEX

Incident Action Plan

July 30-31, 2007

1800 - 0600

Maintain your Situational Awareness

✓ DRIVING ISSUES

- Drive Slow
- Lights On
- Park Off The Road
- Seat Belts On

✓ MOP-UP ISSUES

- Hazard Trees
 - ✓ Identify & flag
- Evaluate your Work Area
 - ✓ Think before your move
- Rolling Material

Always do a Risk Analysis Before You Engage in any Operation

CA-KNF-0003176

KLAMATH NATIONAL FOREST

Northern California Team 1

<p style="text-align: center;">Incident Objectives</p>	<p>1. Incident Name</p> <p style="text-align: center;">ELK COMPLEX</p>	<p>2. Date Prepared</p> <p style="text-align: center;">07/30/07</p>	<p>3. Time Prepared</p> <p style="text-align: center;">1334</p>															
<p>4. Operational Period</p> <p style="text-align: center;">07/30/07 Monday Night Shift 1800 - 0600</p>																		
<p>5. General Control Objectives for the incident (include alternatives)</p> <p>SAFETY Safety is a CORE VALUE and is to be integrated into all incident activities.</p> <p>CONTROL OBJECTIVES Keep fires: -- West of Grider Ridge -- East of Siskiyou Wilderness -- South of Slater Butte -- North of Pigeons Roost</p> <p>Protect private property. Utilize a direct strategy as weather and opportunities exist; Prepare to implement Contingency Plans as needed.</p> <p>MANAGEMENT OBJECTIVES: Provide for positive Community and Tribal Relations. Mitigate impacts to cultural and natural resources. Mitigate impacts to local economy.</p>																		
<p>6. Weather Forecast for Period</p> <p>See attached spot weather forecast.</p>																		
<p>7. General Safety Message</p> <p>Stay aware of the surrounding environment. Current burning conditions and fire behavior are picking up. Post lookouts, and identify escapes routes. Other hazards to be aware of are steep, rocky terrain, rolling materials, and very hazardous driving conditions.</p>																		
<p>8. Attachments (mark if attached)</p>																		
<table border="0" style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Organization List - ICS 203</td> <td><input checked="" type="checkbox"/> Incident Map</td> <td><input checked="" type="checkbox"/> Fire Behavior Forecast</td> </tr> <tr> <td><input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204</td> <td><input checked="" type="checkbox"/> Safety Message</td> <td><input checked="" type="checkbox"/> Human Resource Message</td> </tr> <tr> <td><input checked="" type="checkbox"/> Communications Plan - ICS205</td> <td><input checked="" type="checkbox"/> Traffic Plan</td> <td><input type="checkbox"/> Phone List</td> </tr> <tr> <td><input checked="" type="checkbox"/> Medical Plan - ICS 206</td> <td><input checked="" type="checkbox"/> Camp Map</td> <td><input checked="" type="checkbox"/> Unit Log</td> </tr> <tr> <td><input type="checkbox"/> Air Operations Summary - ICS 220</td> <td><input checked="" type="checkbox"/> Fire Weather Forecast</td> <td><input checked="" type="checkbox"/> Traffic Map</td> </tr> </table>				<input checked="" type="checkbox"/> Organization List - ICS 203	<input checked="" type="checkbox"/> Incident Map	<input checked="" type="checkbox"/> Fire Behavior Forecast	<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Safety Message	<input checked="" type="checkbox"/> Human Resource Message	<input checked="" type="checkbox"/> Communications Plan - ICS205	<input checked="" type="checkbox"/> Traffic Plan	<input type="checkbox"/> Phone List	<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input checked="" type="checkbox"/> Camp Map	<input checked="" type="checkbox"/> Unit Log	<input type="checkbox"/> Air Operations Summary - ICS 220	<input checked="" type="checkbox"/> Fire Weather Forecast	<input checked="" type="checkbox"/> Traffic Map
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<p>9. Prepared by (Planning Section Chief)</p> <p>Mark Wurdeman, PSC2</p>		<p>10. Approved by (Incident Commander)</p> <p>Kent Swartzlander, IC</p>																

ORGANIZATION ASSIGNMENT LIST		9. Operations Section	
1. Incident Name ELK COMPLEX		Operations	PETE DUNCAN,ALEC LANE (T)
2. Date Prepared 07/30/07		3. Time Prepared 1344	Planning Operations PAUL A BANNISTER
4. Operational Period 07/30/07 Monday Night Shift 1800 - 0600		a. Divisions	
Position		Name	
5. Incident Commander and Staff		ALL DIVISIONS	KEVIN MOORE
Incident Commander	KENT SWARTZLANDER	Division N/O	
Deputy	DAVE SINCLEAR	Division T	
Safety Officer	J. MACKENSEN; M. TANZI, R. VERDIE	Division U	
Information Officer	YVONNE JONES; PHYLLIS SWANSON		
Human Resource Officer	MIKE BAINES	b. Divisions	
6. Agency Representative		Division A/B	
Agency	Name	Division C	
Agency Administrators	ALAN VANDIVER / DON HALL	Division DD	
Resource Advisor	GARR ABBAS		
Karuk Tribe	HAROLD TRIPP / NORM GOODWIN	Firing Group	
Technical Spec	BOB RONSSE		
Cal Fire; Siskiyou Sheriff Office; OES Fire;HCVFD	HERB LOVE / JOHN EVANS/DAN TINNEL / KIRK EDIE		
7. Planning Section		c. Divisions	
Chief	GARY RISLING	Division P	
Deputy	MARK WURDEMAN	Division Q	
Resources Unit	L. CHARBONNIER; R. MUSTATIA (T)	Division R	
Situation Unit		Division S	
Documentation Unit			
Demobilization Unit	GARY DEBOI		
Fire Behavior Analyst			
Meteorologist	BRETT LUTZ	d. Air Operations Branch	
Training Specialist	DOMINIC PANNO	Air Operations Branch Director	ERICH SCHWAB
GIS Specialist	K. FELKER, S. CMEHIL-WARN	Helibase Manager	
Computer Specialist		Air Attack Supervisor	STAN KUBOTA
		Air Support Supervisor	
		Helicopter Coordinator	
		Air Tanker Coordinator	
8. Logistics Section		10. Finance Section	
Chief	P. MONTGOMERY, G. MOON (T)	Chief	LOIS CHARLTON
Deputy	MIKE JELLISON	Deputy	
Supply Unit	TOM J CHARLTON	Time Unit	SISSIE ANZORA
Facilities Unit	FRANK DELCARLO	Procurement Unit	
Ground Support Unit	HARRY ZABEL; JOHN CAMACHO	Compensation/Claims Unit	MONA LAKE
Communications Unit	RICHARD STONE, ; KEN EARLE (t)	Cost Unit	ADELE HENDERSON
Medical Unit	KEN KUMPE	Prepared by (Resource Unit Leader)	
Security Unit	TOM DODD		
Food Unit	JAY WESTLAKE		

Fire Weather Forecast

FORECAST NO: 33

NAME OF FIRE: Elk Complex

PREDICTION FOR: NIGHT SHIFT

UNIT: Klamath NF

SHIFT DATE: July 30-31, 2007

SIGNED:

TIME AND DATE 1000 PST
FORECAST ISSUED: July 30, 2007

Incident Meteorologist
Brett T. Lutz

WEATHER DISCUSSION: High pressure, extending over the area from the Great Basin, will strengthen through Wednesday. Offshore flow tonight through Tuesday morning and again Tuesday night through Wednesday morning will lead to poor RH recoveries at higher elevations. Low pressure developing offshore Wednesday will push limited mid-high level moisture northward, leading to a slight chance of PM T-storms.

MONDAY NIGHT FORECAST

***** Moderate offshore flow with POOR RIDGETOP RECOVERIES *****

WEATHER: Mostly Clear. Smoke gathering below the inversion after 9-10pm.

MIN TEMPERATURES: Lows 52-57 below 2500ft, 57-64 above 2500ft.
Trend: Down 1-2 Valleys to Up 3-5 ridges.

MAX HUMIDITY: 35-45% 3000ft to ridges, 45-70% 3000-1500ft, and 70-80% 1500ft to valleys.
Trend: Down 10-20%, except down 20-40% above 3500 feet.

20 foot WINDS:

RIDGETOP- W-N 8-12mph with gusts 12-18mph through 10pm. Wind then turning from the NE, then E 10-15mph with gusts 15-20mph.
Trend: Up 3-5 after 10pm.

Slopes/Valleys- Upslope 5-12mph, except southwest up-valley 8-12mph with gusts 12-18mph in the Klamath River Canyon through 8-9pm. Wind then becoming down-slope and down-valley 3-8 mph. **Trend: Up 1-2 after midnight .**

HAINES: 3

STABILITY/INVERSION: Inversion reforming near 5000 feet MSL around 10pm.

TUESDAY:

WEATHER: Areas of low clouds and patchy fog early, then mostly sunny.

TEMPERATURES: 96-101 along the River to 2000 ft, 91-96 elevations up to 3500 ft, 86-91 above 3500ft.
Trend: Up 3-5.

MIN HUMIDITY: 15-25% below 2500 feet, 25-35% above 2500 feet.
Trend: Down 7-15%.

20 foot WINDS:

RIDGETOP- East 10-15 mph with gusts 15-20mph, becoming North to Northeast 5-10mph with gusts to 12-18mph in the late afternoon and evening. **Little change.**

SLOPE/VALLEY- Down-slope and down-valley 2-4mph through 10am becoming upslope and up valley 4-8 mph in the afternoon, except 5-10mph with gusts 10-15mph in the Klamath River Canyon in the afternoon. **Little change.**

STABILITY/INVERSION: **Haines=> 2.** Inversion near 5000 feet MSL, breaking around 10am-noon.

EXTENDED FORECAST: Wednesday through Friday. Mostly Clear. A slight chance of T-storms Wed evening and Thu PM. Smoke late night-mornings. Highs 89-99 mid-upper slopes/ridges, 99-104 low to mid-elevations. Lows in the upper 50s to upper 60s. Min RH 15-25% lower slopes, ridge/upper slopes 30-45%.

WEATHER INFORMATION:

Klamath Canyon (930 ft): Low Sunday A.M. 57 Max Humidity 96% @ 0700
Happy Camp (1500 ft): Low Sunday A.M. 57 Max Humidity 100% @ 0645
Titus FRWS-17 (3700 ft): Low Sunday A.M. 57 Max Humidity 84% @ 0635
Slater Butte (4670 ft): Low Sunday A.M. 59 Max Humidity 54% @ 0400 and 0000 respectively

FIRE BEHAVIOR FORECAST NO. 26

NAME OF FIRE: Elk Complex PREDICTION FOR: Night Shift
AGENCIES: USFS, BLM, BIA, Siskiyou SO, CDF SHIFT DATE: 07/30/07 (Monday)
TIME AND DATE SIGNED: D. Felix FBAN A. Reiling BHAV
FORECAST ISSUED: 07/30/07 1000 Hours

WEATHER SUMMARY: Clear skies tonight, with some smoke. RH recovery will be poor on the ridges. Temperatures will be in the mid 50,s in the valley and lower 60,s on the ridges. Normal wind patterns for the valley and slopes. Ridge winds northeast then east 6-11mph with gust to 12-22mph. *See attached fire weather forecast issued 7/30/07 at 1000 hours.*

FIRE BEHAVIOR GENERAL:

Expect surface fire with occasional torching, and short runs where wind, fuel, slope align. Most fuels are receptive to burning on south, west, and east slopes. Young plantations with heavy shrub component are resistant to burning. Rolling material is moving fire down slope. The topography is very complex, steep, and rugged. Fuels are primarily brush, plantations, and timber litter, with some rocky areas supporting sparse vegetation. Live fuel moistures in the mid-80% range.

Fire Behavior – Optimal Alignment

Fuel Type	ROS (ft./min) Fwd.	ROS Flank	ROS Back	FL (ft.)	Spotting (mi.)	pI
Sh3 Mod load shrub, plantations	3-6 early in shift	0 - .4	0 - .2	1-3	.20 down to short range	27
T18 Timber litter	3-7 early in shift	0- .5	0- .3	1-4	.20 down to short range	27

Local Thresholds: These factors in combination with a high ERC may greatly increase fire behavior: 20' wind speed over 7 mph; RH less than 25%; temperature over 81°; ERC over 46. Avg. BI for late-July 64. Observed ERC/BI Oak Knoll 7-29: 58 / 52 Predicted ERC/BI 7-30: 59 / 52

SPECIFIC:

Branch I: Surface fire with slow spread rates, occasional torching in jackpots continues to consume fuels within the burn. Burning should continue through out shift. As observed yesterday hidden spots are still a possibility. Burning is active in heavy fuels. Rolling material will ignite receptive fuels. Holding and mop up operations favorable, where the terrain is workable. Short range spotting more likely than longer range and resistance to control should be favorable.

Branch II: Interior burn out subsiding, remaining mostly in heavy fuels. Fire is still consuming the fuels in the lower drainages. Conditions for holding and mop-up will be favorable near control lines. Material roll out onto roads may pose a hazard.

Branch IV: Surface fire with slow spread rates, occasional torching in jackpots continues to consume fuels within the burn. Burning should continue through out shift. As observed yesterday hidden spots are still a possibility. Burning is active in heavy fuels. Rolling material will ignite receptive fuels. Holding and mop up operations favorable, where the terrain is workable. Short range spotting more likely than longer range and resistance to control should be favorable.

AVIATION OPERATIONS: Air operations should be available until night cutoff.

SAFETY: Fuels continue to dry out. Many heat sources are available to allow these fuels to ignite. Snags, unburned islands, and heavy fuels will continue to lie and wait until the right opportunity presents itself. Maintain situational awareness.

Sunset: 2033

Sunrise: 0607

INCIDENT RADIO COMMUNICATIONS PLAN			1. INCIDENT NAME ELK COMPLEX		2. DATE / TIME PREPARED 07/30/07 2100		3. OPERATIONAL PERIOD 07/30/07 1800-0600	
4. BASIC RADIO CHANNEL UTILIZATION								
SYSTEM / CACHE		CHANNEL	FUNCTION	FREQUENCY		ASSIGNMENT	REMARKS	
NIRSC	1	NIFC C-1	Rx	168.7000 N		COMMAND NORTH		
			Tx	170.9750 N				
NIRSC	2	NIFC C-4	Rx	166.6125 N		COMMAND EAST		
			Tx	168.4000 N				
NIRSC	3	NIFC C-12	Rx	173.0375 N		COMMAND SOUTH		
			Tx	167.3250 N				
NIRSC	4	KNF ORANGE	Rx	168.7750 N		FOREST NET RPT	USE TONE 2, 4, 11	
			Tx	170.5750 N				
NIRSC	5	NIFC TAC-1	Rx	168.0500 N		ALL NIGHT DIVISIONS		
			Tx	168.0500 N				
NIRSC	6	NIFC TAC-3	Rx	168.6000 N				
			Tx	168.6000 N				
NIRSC	7	BLM TAC-1	Rx	166.7250 N				
			Tx	166.7250 N				
NIRSC	8	BLM TAC-2	Rx	166.7750 N				
			Tx	166.7750 N				
NIRSC	9	BLM TAC-3	Rx	168.2500 N				
			Tx	168.2500 N				
NIRSC	10	R5 TAC-6	Rx	173.9875 N				
			Tx	173.9875 N				
NIRSC	11	AIR TO GROUND	Rx	165.6000 N		ALL AREAS A/G		
			Tx	165.6000 N				
NIRSC	12	AIR TO GROUND	Rx	166.3625 N		FIRING GROUP		
			Tx	166.3625 N				
NIRSC	13	R5 TAC-4	Rx	173.9125 N		FIRING GROUP		
			Tx	173.9125 N				
NIRSC	14	AIR GUARD	Rx	168.6250 N		AIR GUARD	EMERGENCY USE ONLY	
			Tx	168.6250 N				
NIRSC	15		Rx					
			Tx					
NIRSC	16	AIR GUARD	Rx	168.6250 N		AIR GUARD	EMERGENCY USE ONLY	
			Tx	168.6250 N				
ICS 205 9/86 NFES 1330		5. PREPARED BY: (COMMUNICATIONS UNIT) RICK STONE COM UNIT LEADER NORCAL TEAM #1						

Injury or Incident Communications Protocol

Notify the Communications Unit (ICP) on Command Channel

Provide the following information - Do not transmit the injured persons name

Location _____

Situation _____

Any special equipment required _____

Number of injured _____ Type of injuries _____

Immediate transport required: Yes No

Best method: Ambulance Helicopter Vehicle

Closest pick up point (DP, Helispot) _____

Radio procedures for Communications Unit at ICP

1. Clear the Command or other appropriate channel for Emergency traffic
2. Communications unit will notify the DIVS, OSC, SOF, Med Unit Leader and IC. IC will notify PSC, LSC and PLAN OPS if declaring "Incident with-in an Incident."
3. Notify Air OPS if air transport is requested

Additional Patient Information:

PATIENT #1

Age _____ Gender _____ Agency/Position _____

LOC _____ Vital Signs _____

Injury _____

Weight _____ Medical History/Allergies _____

PATIENT #2

Age _____ Gender _____ Agency/Position _____

LOC _____ Vital Signs _____

Injury _____

Weight _____ Medical History/Allergies _____

MEDICAL PLAN	1. INCIDENT NAME Eik	2. DATE PREPARED 07-30-07	3. TIME PREPARED 1000hrs	4. OPERATIONAL PERIOD 7/30-31/07 1800-0600
	5. INCIDENT MEDICAL AID STATIONS			

MEDICAL AID STATIONS	LOCATION	PARAMEDICS	
		YES	NO
Frontline Medical	Eik ICP	XX	

6. TRANSPORTATION				
NAME	ADDRESS	PHONE	PARAMEDICS	
			YES	NO
Happy Camp Ambulance Medic 23	Happy Camp	530-493-2643		XX
Mercy Flight	Medford, OR	911/530-842-7066	XX	
CHP H-14, H-16 (Rescue Hoist)	Redding, CA	911/530-842-7066	XX	
REACH	Redding, CA	911/530-842-7066	XX	

7. HOSPITALS								
NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
Fairchild Medical Center	444 Bruce Street, Yreka CA	15 min	1.5 hr	530-842-4121		X		X
Rouge Valley Medical	2525 Barnet, Medford OR	20 min	2.5 hr	541-608-4144	X			X
Shasta Regional Medical Center	1100 Butte, Redding CA	30 min	3 hr	530-243-4042	X			X
UC Davis Burn Center	2315 Stockton Blvd., Sacramento CA	2 hr	6 hr	916-734-3544 or Blue Net 155.340	X		X	
Mercy Med Center Level 2 Trauma	2175 Rosaline Ave, Redding CA	30 min	3 hr	530-225-7201	X			X

****Two EMT Paramedics with USAR qualifications and a complement of rope rescue equipment are assigned to the incident. Request "Elk Rescue Group" through Communications. SOF Mackensen will oversee all technical rope rescue operations of the rescue group****

8. MEDICAL EMERGENCY PROCEDURES

- In the event of a line medical incident, initiate care with available resources and notify Division Supervisor.
- The Division Supervisor and/or Line SOF 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 and or Branch Director shall contact the Communications Unit to advise the nature and location of the incident and request appropriate additional resources.
- The Communications Unit shall limit all non essential traffic on command by declaring a "Medical Emergency" and shall then notify the Medical Unit, Safety Officer, and Operations Section Chief of the incident.
- The Division Supervisor shall coordinate the incident and direct necessary actions.

- √
- Patient 1 of _____
 - Emergency _____ Non Emergency _____
 - Is a helicopter required for transportation?
Yes _____ No _____
 - Location _____
 - Lat _____ Long _____
 - Age _____ Sex _____ Weight _____
 - Severity: Minor _____ Delayed _____
Immediate _____
 - Chief Complaint _____
 - Any additional resources required _____

ICS 206

9. PREPARED BY (MEDICAL UNIT LEADER)
Ken Kumpe MEDL

10. REVIEWED BY (SAFETY OFFICER)
Jim Mackensen SOF2

SAFETY MESSAGE

HAZARD MITIGATION THROUGH RISK MANAGEMENT

“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.

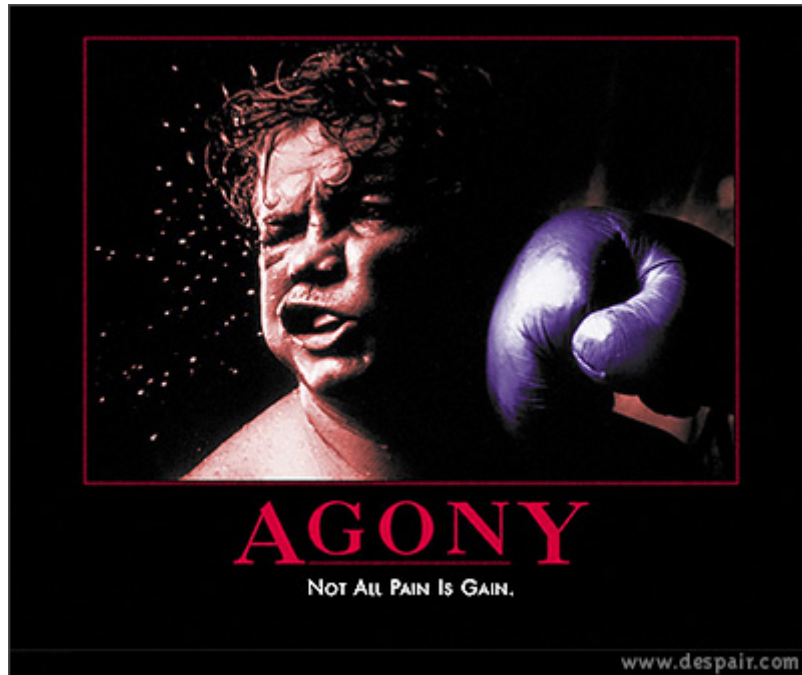
Step 3—Hazard Control:

- 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.

ELK COMPLEX - 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. • Coordinate movement of Day/Night Shift resources with Division Supervisor's • 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. • Watch for Deer/Elk along Hwy. 96 • Maintain Situational Awareness! 	
ALL	FIRING OPERATIONS	<ul style="list-style-type: none"> • A written guideline shall be prepared and approved for major burning ops. • Conduct thorough briefing for all personnel (inside rear cover IRPG). • Qualified personnel for all assignments. Trainees to have qualified trainers. • Utilize Risk Mgmt. Process (IRPG p. 1) for implementing the plan. • Required PPE to be worn by all personnel involved. • Establish LCES prior to implementing burning operations (IRPG p. 6). • Assign an over-all Firing Boss to coordinate ignitions when simultaneous burning operations are planned for multiple locations. 	
ALL	TRANSITION	<ul style="list-style-type: none"> • Know who you are working for! Get acquainted with new supervisors and personnel from incoming team. • Make sure you receive a thorough briefing. If unclear, ask questions! 	
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	FATIGUE	<ul style="list-style-type: none"> • Be alert for signs of fatigue and take breaks as necessary. Maintain 2:1 work/rest ratio. Monitor incoming resources for level of fatigue. 	
ALL	HYDRATION	<ul style="list-style-type: none"> • Encourage drinking water before, during and after shifts, up to 1.5 gal. • Be alert for signs of heat stress in yourself and others. 	
ALL	BEARS	<ul style="list-style-type: none"> • Pick up and remove all trash from fire line. Don't allow food storage in tents. Manage trash in spike camps to avoid attracting bears. 	
ALL	FOOT TRAVEL	<ul style="list-style-type: none"> • When walking through steep, rocky, and possibly wet terrain, watch footing and maintain proper spacing. • Watch for over-head hazards, carry tools downhill side. • Treat "hot spots" on feet before they become blisters.. 	
ALL	POTENTIAL FOR EXTREME FIRE BEHAVIOR	<ul style="list-style-type: none"> • Review "Severe Fire Behavior Potential" (IRPG p.76). • Monitor current weather conditions and forecasts. Make sure all personnel receive thorough briefings every shift. • Maintain adequate escape routes and safety zones. Set trigger points. • Maintain Situational Awareness! 	
07/30-31/2007 NIGHT		PREPARED: 07/30/2007 at 1000	Prepared by Jim Mackensen SOF2

HUMAN RESOURCE MESSAGE



If there is anyway I can assist you, please do not hesitate to contact me.

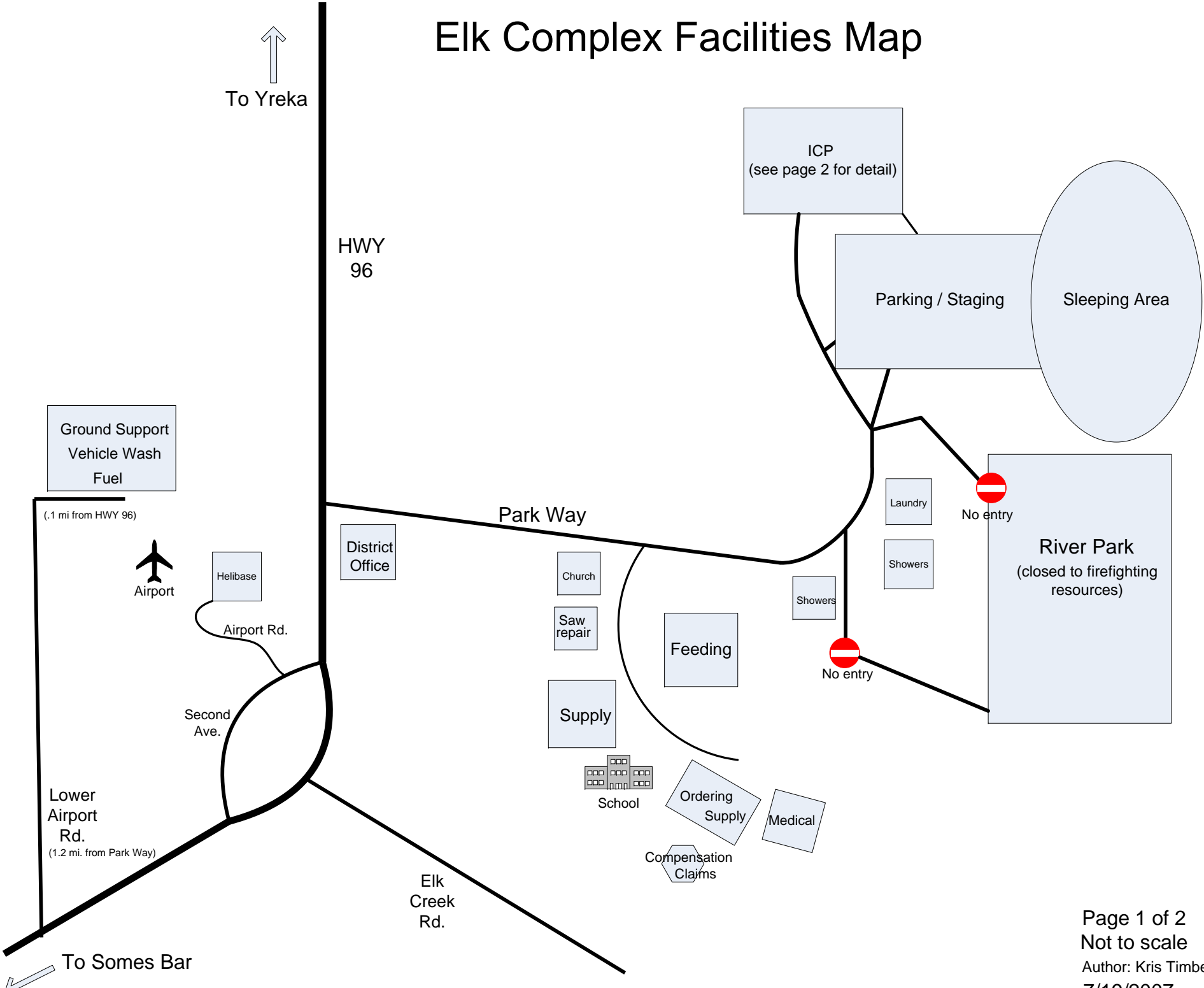


**Your Human Resource Specialist,
Mike Baines**

Elk Complex Facilities Map

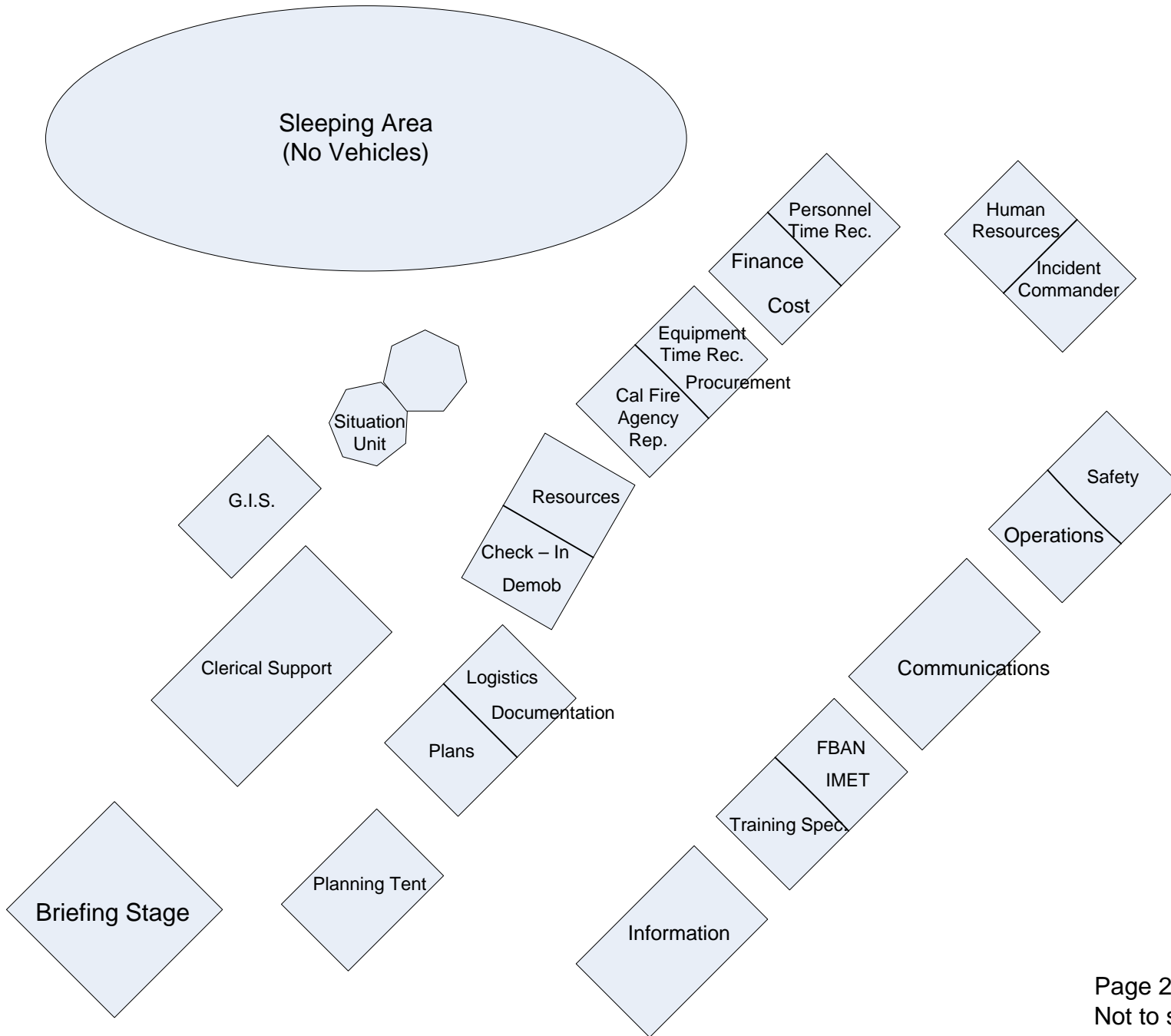


To Yreka
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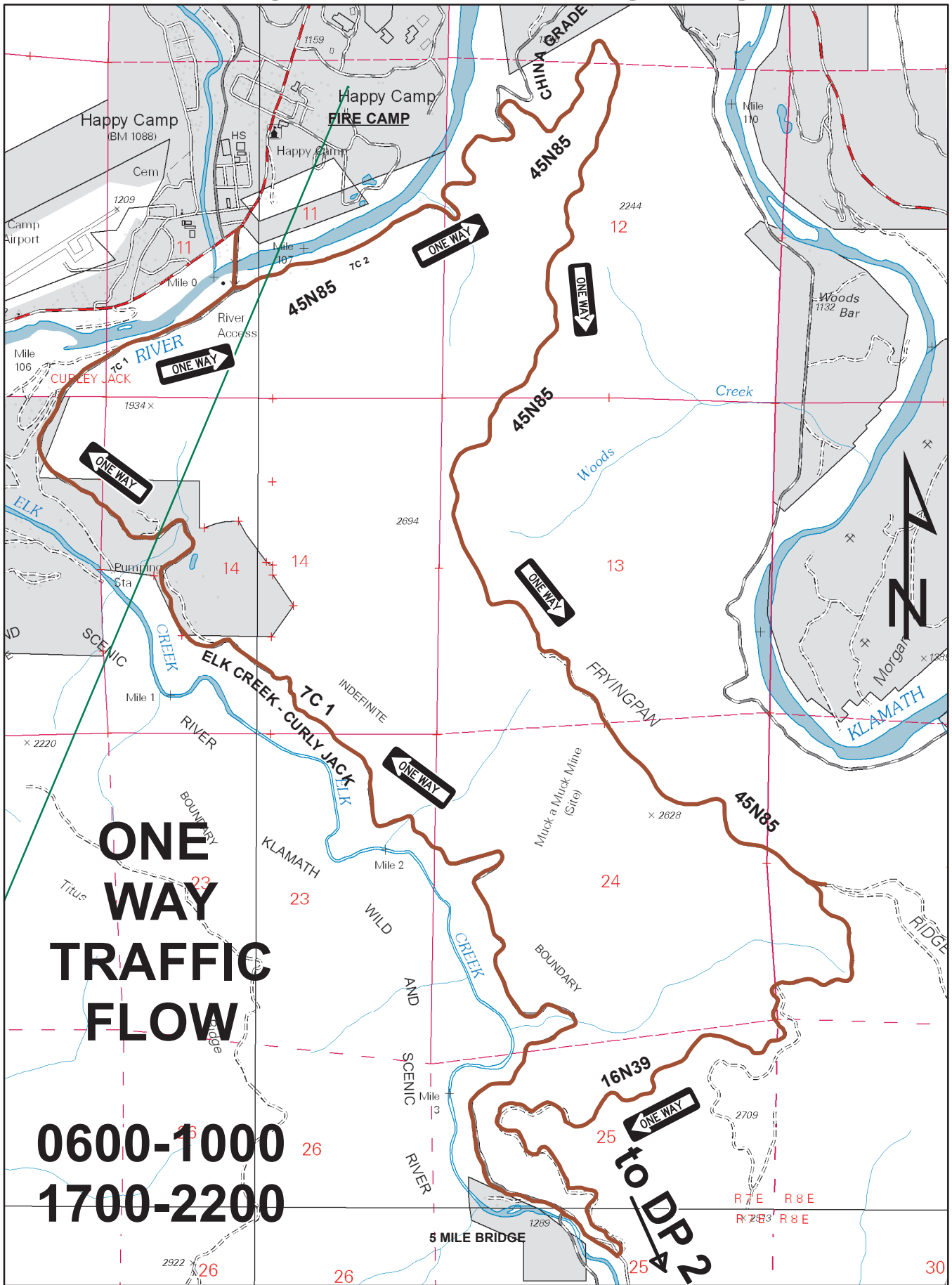


To Somes Bar
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Elk Complex ICP Map



ELK CREEK TRAFFIC FLOW



ONE WAY TRAFFIC FLOW

0600-1000
1700-2200

to DP 2

UNIT LOG	1. Incident Name	2. Date Prepared	3. Time Prepared
4. Unit Name/Designators	5. Unit Leader (Name and Position)		6. Operational Period
7. Personnel Roster Assigned			
Name	ICS Position	Home Base	
8. Activity Log			
Time	Major Events		
9. Prepared by (Name and Position)			