

ELK COMPLEX

Incident Action Plan

August 2, 2007

1800 - 2400

*IT'S MOP-UP TIME, DON'T GET COMPLACENT
STAY FULLY ENGAGED AND ALERT!*

DRIVING ISSUES

- Keep Speeds down
- Lights on
- Seat Belts On

HAZARD TREES

- Identify & Flag
- Stay Alert for Uphill
- Be Alert for Traffic on Hwy. 96

ROLLING MATERIAL

RE-BURN POTENTIAL

- Be alert for re-burn in all Divisions
- Establish Escape Routes and Safety Zones
- Have good eyes on the fire at all times

Always do a Risk Analysis Before You Engage in any
Operation

CA-KNF-0003176

KLAMATH NATIONAL FOREST

Northern California Incident Management 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;">08/02/07</p>	<p>3. Time Prepared</p> <p style="text-align: center;">0926</p>															
<p>4. Operational Period</p> <p style="text-align: center;">08/02/07 Thursday Night Shift 1800 - 0001</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 communities of Happy Camp, Elk Creek and outlying private properties. Mitigate impacts to cultural and natural resources. Ensure ground and aviation suppression actions are coordinated and timely.</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 style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><input checked="" type="checkbox"/> Organization List - ICS 203</td> <td style="width: 33%;"><input type="checkbox"/> Incident Map</td> <td style="width: 33%;"><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 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 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 type="checkbox"/> Traffic Map</td> </tr> </table>				<input checked="" type="checkbox"/> Organization List - ICS 203	<input 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 type="checkbox"/> Traffic Plan	<input type="checkbox"/> Phone List	<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input 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 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 08/02/07		3. Time Prepared 0926	Planning Operations PAUL A BANNISTER
4. Operational Period 08/02/07 Thursday Night Shift 1800 - 0001		a. Divisions	
Position		Name	
5. Incident Commander and Staff		ALL DIVISIONS	
Incident Commander	KENT SWARTZLANDER	Division N/O	
Deputy	DAVE SINCLEAR	Division T	
Safety Officer	J. MACKENSEN	Division U	
Information Officer	YVONNE JONES / PHYLLIS SWANSON		
Human Resource Officer	GARY SAMAHA	b. Divisions	
6. Agency Representative		Division A/B	
Agency	Name	Division C	
Agency Administrators	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	JOHN EVANS / 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	CHRIS WIKEEN / BERT BYERS (T)	Division S	
Documentation Unit	LOU ANN CHARBONNIER		
Demobilization Unit	GARY DEBOI		
Fire Behavior Analyst	HUGH SCANLON		
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	PJ VILHAUER
Ground Support Unit	HARRY ZABEL / JOHN CAMACHO	Compensation/Claims Unit	MONA LAKE
Communications Unit	RICK STONE	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: 39

NAME OF FIRE: Elk Complex

PREDICTION FOR: NIGHT SHIFT

UNIT: Klamath NF

SHIFT DATE: August 2-3, 2007

SIGNED:

TIME AND DATE 1000 PST
FORECAST ISSUED: August 2, 2007

Incident Meteorologist
Brett T. Lutz

WEATHER DISCUSSION: Thunderstorms activity will remain east of the Elk Complex tonight as monsoonal moisture aloft exits. Strong upper level High pressure extending over the area from the Great Basin will continue to weaken tonight through Monday. This will allow for an increasingly cooler air mass to filter in from the west through early next week. Relative humidities will also be higher through the period.

THURSDAY NIGHT:

WEATHER: Mostly Clear. Smoke increasing under the inversion beginning 9-10pm.

MIN TEMPERATURES: Lows 59-63 above 2500ft, 55-60 below 2500ft.

Trend: Down 5.

MAX HUMIDITY: 40-55% ridges, 55-70% upper slopes to 2000ft, 70-85% 1000-2000ft, 85-100% below 1000 feet, highest west of Titus ridge. **Trend: Up 10-20%.**

20 foot WINDS:

RIDGETOP/Upper Slopes- NW-W 7-12 mph with gusts 12-16 mph in the evening. Wind diminishing and becoming NE 10mph with gusts to 15 mph after midnight. **Trend: Little change.**

Other Slopes/Valleys- Upslope and up valley 7-11mph, except southwest gusts 12-16mph in the Klamath River Canyon through 8-9pm. Wind then becoming down-slope and down-valley 3-6 mph. **Trend: Little change.**

STABILITY/INVERSION: Inversion remaining near 5500ft MSL.

FRIDAY:

WEATHER: Mostly Sunny. Smoke west of the fire line til 1pm, except 3pm west of active fires.

TEMPERATURES: 96-101 below 1500ft, 86-96 1500-3500ft, 80-85 above 3500 ft.

Trend: Down 4 valleys to Down 7 ridges.

MIN HUMIDITY: 23-33% below 2500 feet, 33-40% 2500-4000 feet. Ridge-tops 23-33%.

Trend: Little Change.

20 foot WINDS:

RIDGETOP- NE 5-10 mph with gusts to 15 mph through 10am then becoming W 7-12 with gusts 12-17 mph. **Trend: No change.**

SLOPE/VALLEY- Down-slope and down-valley 3-6mph through 10am, becoming upslope and up valley 6-10 mph. SW gusts 13-18mph along the Klamath after 3pm.

Trend up valley and up slope a little earlier.

STABILITY/INVERSION: Inversion near 4500 feet MSL, breaking at 1pm, except 3pm west of active fires.

EXTENDED FORECAST: Saturday through Monday. Mostly Clear and cooler. Cooling with generally higher RH each day. Smoke late night-mornings. Highs 92-97 low elevations, 76-92 mid-upper slopes/ridges Saturday and Sunday, and 5 degrees cooler on Monday. Lows in the upper 40s to upper 50s. Min RH 25-40% lower slopes, ridge/upper slopes 40-60%.

WEATHER INFORMATION:

Klamath Canyon (930 ft): Low Thursday A.M. 62, Max Humidity 88% @ 0730
Happy Camp (1500 ft): Low Thursday A.M. 60, Max Humidity 69% @ 0715
Titus FRWS-17 (3700 ft): Low Thursday A.M. 66, Max Humidity 54% @ 0535 and 0135, respectively
Slater Butte (4670 ft): Low Thursday A.M. 68, Max Humidity 31% @ 0745

FIRE BEHAVIOR FORECAST NO. 32

NAME OF FIRE: Elk Complex PREDICTION FOR: Night Shift
AGENCIES: USFS, BLM, BIA, Siskiyou SO, CDF SHIFT DATE: 08/02/07 (Thursday)
TIME AND DATE SIGNED: H. Scanlon, FBAN
FORECAST ISSUED: 08/02/07 1000 Hours

WEATHER SUMMARY: Slight chance of evening dry thunderstorms. Clear, temps from 50° to 60°F on upper slopes, fair humidity recovery with RHs 55 - 85%, and evening winds 7 - 12, westerly becoming NE on ridges 4 - 8 mph, slopes becoming down valley 4 - 8 mph. See attached fire weather forecast issued 8/02/07 at 1000 hours.

FIRE BEHAVIOR GENERAL:

Expect active ground fire activity tonight, slow spread rates with occasional torching, diminishing after midnight, with concentrated burning in fuel jackpots. The topography is very complex, steep, and rugged. Fuels are primarily brush, plantations, and timber, with some rocky areas supporting sparse vegetation. Fire spread is enhanced by short range spotting near burning snags and jackpots. Remain alert for rolling material.

Fire Behavior – Optimal alignment

Fuel Type	ROS (ft./min) Fwd.	ROS Flank	ROS Back	FL (ft.)	Spotting (mi.)	pI
Sh3 Moderate load shrub, Plantations	3 - 5	0 - .4	0 - .2	1 - 3	.15	16
Tl8 Timber litter	1 - 6	0 - .4	0 - .2	1 - 3	.19	16

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. Average BI for late-July: 64.

Observed ERC/BI Oak Knoll 8-01: 64 / 52 Predicted ERC/BI 8-02: 65 / 52

SPECIFIC:

All Divisions: Ground fire with slow spread. Roll out may produce short head runs. Heavy fuel jackpots will burn actively through the evening. Snags may produce short range spotting. Keep some eyes on the green, where undetected heat may become active spot fires. Downslope winds will draw most heat back into the burn, favorable for patrol and holding. Areas recently fired will experience down slope winds, increasing potential for hot embers crossing control lines. Should thunderstorm activity occur over the fire, outflow winds can push active fire in all directions and may lead to extreme fire behavior. Fire activity should diminish after midnight.

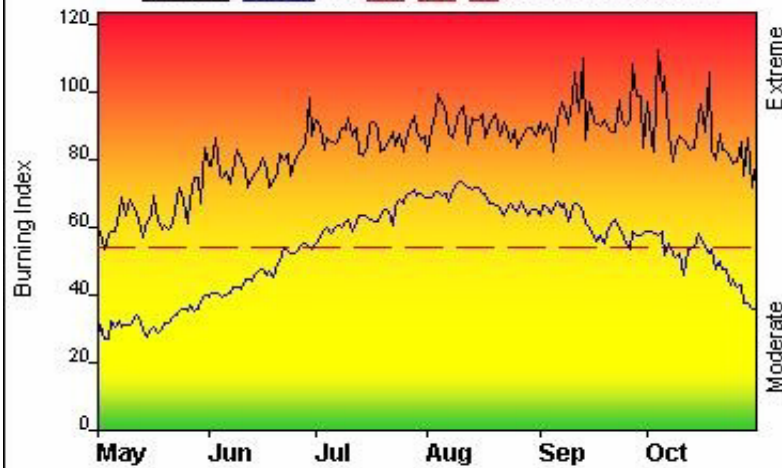
AVIATION OPERATIONS: Air operations should be available until night cutoff.

SAFETY: As the fire moves interior and poses less threat to the lines, don't become complacent. Conditions are hot and dry, and this landscape can prompt rapid changes in the fire dynamics. Don't be surprised by the unexpected, and coordinate efforts to mitigate the hazards.

Sunset: 2029 Sunrise: 0610

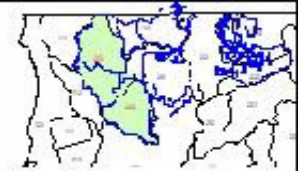
FIRE DANGER -- Western Klamath NF

Maximum, Average, and 42th Percentile, based on 33 years data



Fire Danger Area:

- ◆ FDRAs 200 & 202
- ◆ FWZ CA280
- ◆ 40203 40222 40225 40231
- * Meets NWCG Wx Station Standards



Fire Danger Interpretation:



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

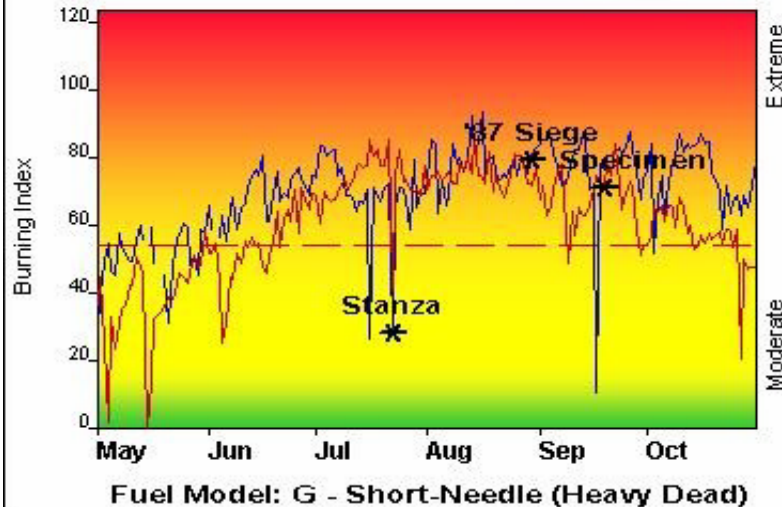
Maximum -- Highest Burning Index by day for 1972 - 2004

Average -- shows peak fire season over 33 years (5481 observations)

42th Percentile -- Only 42% of the 5481 days from 1972 - 2004 had an Burning Index below 54

Local Thresholds - Watch out: Combinations of any of these factors can greatly increase fire behavior:
 20' Wind Speed over 7 mph, RH less than 25%,
 Temperature over 81, Energy Release Component over 45

Years to Remember: 2002 1994



Remember what Fire Danger tells you:

- ✓ Burning Index gives day-to-day fluctuations calculated from 2 pm temperature, humidity, wind, daily temperature & rh ranges, and precip duration.
- ✓ Wind is part of BI calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

Past Experience:

*RAWS data from: Blue Ridge, Sawyers Bar, Slater Butte, Somes Bar. *300 acre fires increase at BIs of 52 and above. *Beware afternoon winds in major canyons. *Multiple lightning ignitions can overwhelm IA resources. *Large fires can and do occur at lower indices.

**NOTE: Local thresholds for Wind, RH and Temp reflect observations from the Sawyers Bar RAWS and represent conditions in the lower river canyons.

Responsible Agency: USFS - Region 5 - Klamath NF

FF+3.0.5 07/24/2005-15:13 (C:\Firestuff\Fire Family Plus305m db\FFP_knf2003am db.m db)

Design by NWCG Fire Danger Working Team

INCIDENT RADIO COMMUNICATIONS PLAN			1. INCIDENT NAME ELK COMPLEX		2. DATE / TIME PREPARED 08/02/07 0830		3. OPERATIONAL PERIOD 08/02/07 1800-2400	
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 UNITS		
			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		Rx					
			Tx					
NIRSC	13	R5 TAC-4	Rx	173.9125 N		MEDICAL EVAC	FOR MEDICAL EVAC USE ONLY	
			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) <i>RICK STONE COM UNIT LEADER (T)</i>						

MEDICAL PLAN	1. INCIDENT NAME Eik	2. DATE PREPARED 08-2-07	3. TIME PREPARED 1000hrs	4. OPERATIONAL PERIOD 8/2/07 1800-2400
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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

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 _____

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	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	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	AREA YOU HAVE NOT SEEN IN DAYLIGHT	<ul style="list-style-type: none"> • All fire environment issues are even more dangerous • Use most experienced drivers • Use your available daylight to get some good SA
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!
8/2/2007 NIGHT		PREPARED: 08/2/2007 at 1000
		Prepared by Jim Mackensen SOF2



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

Scenarios:
Scenario 1

[Six Minutes Home Page](#)

COMMON DENOMINATORS OF FIRE BEHAVIOR ON TRAGEDY FIRES

Five common denominators that contribute to accidents/incidents have been identified through studies of tragedy fires. It is important for firefighters to readily recognize the following common denominators so that future tragedies can be prevented:

- Most incidents happen on smaller fires or on isolated portions of larger fires.
- Most fires are innocent in appearance before unexpected shifts in wind direction and/or speed results in flare-ups or extreme fire behavior. In some cases, tragedies occur in the mopup stage.
- Flare-ups generally occur in deceptively light fuels, such as grass and light brush.
- Fires run uphill surprisingly fast in chimneys, saddles, gullies, and on steep slopes.
- Some suppression tools, such as helicopters or airtankers, can adversely affect fire behavior. The blasts of air from low-flying helicopters and airtankers have been known to cause flare-ups.

References:

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

HUMAN RESOURCE MESSAGE



Hello, my name is Gary Samaha and I am the Human Resource Specialist (HR SP) assigned to this incident.

I am here to help provide a positive work environment, to support cultural diversity and awareness, and to promote civil rights for everyone involved with this incident.

I am available anytime and am willing to listen to any concern or comment you may have, if I am unable to help, I will do my best to find someone who can.

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

**Your Human Resource Specialist,
Gary Samaha**

TRAINING SPECIALIST MESSAGE

All Trainees:

If as much work as possible has been completed in the position task book, trainees may close their assignment with the Training Specialist prior to the demob process.

BEAT THE RUSH!

Bring the following to the exit interview

- *A completed and signed Performance Evaluation*
- *Your Task Book, filled in by your trainer*
- *Your Trainer*

Forms are available at the Training Unit

DOMINIC PANNON
Training Specialist

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
9. Prepared by (Name and Position)				