

Incident Action Plan

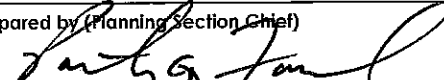
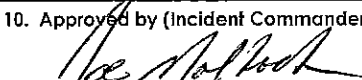
Wallow Fire


CA-SHF-001882

P5DYU1



NIGHT SHIFT
Saturday, Sept. 1/Sunday, Sept. 2, 2007
1800-0600

| | | | |
|--|----------------------------|--|-----------------|
| INCIDENT OBJECTIVES | 1. Incident Name WALLOW | 2. Date SEPTEMBER 1, 2007 | 3. Time 1200 |
| 4. Operational Period • SEPTEMBER 1-2, 2007 1800-0600 | | | |
| 5. General Control Objectives for the Incident (Include alternatives) MANAGEMENT OBJECTIVES <ul style="list-style-type: none"> • The primary objective is to provide for firefighter and public safety throughout all incident operations. • Without compromising safety, minimize suppression impacts to private property, riparian areas, South Fork Trinity River, and Late Successional Reserves (LSR). • Adhere to the 2:1 work rest cycle. • Address suppression cost accountability by keeping fire expenditures commensurate with public and private values at risk. • Maintain clear and prompt information exchange with Forest, local communities and cooperators. • Assume Initial Attack responsibilities within the Temporary Flight Restriction (TFR). • Initiate Demobilization Plan. OPERATIONAL OBJECTIVES <ul style="list-style-type: none"> • South of 2N16 Road. • East of Jims Creek. • North of Naufus Creek. • West of 2N07 Road. | | | |
| 6. Weather Forecast for Period See Spot Weather Forecast | | | |
| 7. General Safety Message Stay alert to changing weather conditions and its potential to affect fire behavior. Drink plenty of fluids and use extra caution while traversing steep slopes. Some access roads are dusty and can be very hazardous. Watch out for oncoming traffic and livestock. Always maintain a safe driving speed. | | | |
| 8. Attachments (mark if attached) | | | |
| <input checked="" type="checkbox"/> Organization List - ICS 203 <input checked="" type="checkbox"/> Medical Plan - ICS 206 <input checked="" type="checkbox"/> Weather <input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204 <input type="checkbox"/> Incident Map <input checked="" type="checkbox"/> Safety Message <input checked="" type="checkbox"/> Communications Plan - ICS 205 <input type="checkbox"/> Traffic Plan <input type="checkbox"/> LCES Worksheet | | | |
| 9. Prepared by (Planning Section Chief)  | | 10. Approved by (Incident Commander)  | |

| ORGANIZATION ASSIGNMENT LIST | | 9. Operations Section | |
|--|---------------------------------------|--|-----------------|
| 1. Incident Name Wallow Fire | | Day Ops Chief | Steve Raymer |
| 2. Date 09/01/07 | | Night Ops Chief | Mike Beckett |
| 3. Time 1000 | | Planning Ops | Frank Davis (T) |
| 4. Operational Period 09/01-02/2007 Night Shift 1800-0600 | | a. Branch I - Division/Groups | |
| Position | Name | Division/Group A/Z | John Fell |
| | | Division/Group G | Jeff Barnhardt |
| 5. Incident Commander and Staff | | Division/Group O | Mike Sandoval |
| Incident Commander | Bill Kaage | Division/Group | |
| Deputy | Joe Molhoek/Tim Fike (T) | Division/Group | |
| Safety Officer | Terry O'Connell, Aaron Lowe(T) | Division/Group | |
| Information Officer | Cathleen Thompson/Jennifer Chapman(T) | Division/Group | |
| Liaison Officer | | b. Branch II - Division/Groups | |
| 6. Agency Representative | | Branch Director | |
| Agency | Name | Deputy | |
| CALFIRE Agency Rep | Kelly Dreesmann | Division/Group | |
| Line Officer Rep | Donna Harmon | Division/Group | |
| Resource Advisor | Mark Arnold, Mark Goldsmith | Division/Group | |
| Trinity County OES Coord. | Richard Smith | Division/Group | |
| | | c. Branch III - Division/Groups | |
| | | Branch Director | |
| | | Deputy | |
| 7. Planning Section | | Division/Group | |
| Chief | Pat Farrell | Division/Group | |
| Deputy | | Division/Group | |
| Resources Unit | Dean Lutz, Barb Frazier(T) | d. Air Operations Branch | |
| Situation Unit | Phyllis Banducci, John Staveley(T) | Air Operations Branch Director | Walter Bunt |
| Documentation Unit | | Air Attack Supervisor | |
| Demobilization Unit | Dean Lutz | Air Support Group Supervisor | Russ Gorden |
| Fire Behavior Analyst | Gene Rogers | 10. Finance Section | |
| Incident Meteorologist | | Chief | Beth Lopez |
| Human Resources | | Deputy | |
| Training Specialist | Brad Smith | Time Unit | Penny Portlock |
| GISS | David Hays, Kim Vieira, | Equipment Time Unit | Juanita Cortez |
| | David Benitez (T) | Compensation/Claims Unit | |
| 8. Logistics Section | | Cost Unit | Rich Andersen |
| Chief | Jack Costello | Prepared by (Resource Unit Leader)  | |
| Deputy | Jack Knight | | |
| Supply Unit | Tracey Valentine(T) | | |
| Facilities Unit | Hank Hennessy, Kevin Browning(T) | | |
| Ground Support Unit | Mike Heckendorn, Greg Connick(T) | | |
| Communications Unit | Don Stoner | | |
| Medical Unit | Karen Brose | | |
| Security Unit | | | |
| Food Unit | Dawn Pedersen | | |

Spot Forecast for Wallow Fire

National Weather Service Eureka

834 AM PDT Sat Sep 1 2007

IF CONDITIONS BECOME UNREPRESENTATIVE,
CONTACT THE NATIONAL WEATHER SERVICE.

SPOT FORECAST FOR WALLOW...USFS
NATIONAL WEATHER SERVICE EUREKA CA
834 AM PDT SAT SEP 1 2007

FORECAST IS BASED ON REQUEST TIME OF 0806 PDT ON SEPTEMBER 01.
IF CONDITIONS BECOME UNREPRESENTATIVE...CONTACT THE NATIONAL WEATHER
SERVICE IN EUREKA AT (707) 443-6484.

.DISCUSSION...

LIGHT WINDS AND CLEAR SKIES WILL ALLOW FOR ONLY FAIR RH RECOVERIES
OVER THE WALLOW BURN SITE. NIGHT TIME LOW TEMPERATURES WILL BE SLIGHTLY
COOLER THAN PREVIOUS NIGHTS...BUT DAYTIME HUMIDITY WILL BE TRENDING LOWER
THROUGH SUNDAY WITH DRY AIR WARMING QUICKLY IN THE LATE MORNING HOURS.

THE SITE WILL GET A CHANCE FOR GOOD TO EXCELLENT RH RECOVERY ON
MONDAY EVENING AND TUESDAY WITH A TROUGH OF LOW PRESSURE MOVING INTO THE
PACIFIC NORTHWEST. AHEAD OF THE TROUGH...THERE WILL BE A SLIGHT INCREASE
IN SOUTHWEST WIND...FOLLOWED BY AN INCREASE IN DAYTIME HUMIDITY FOR
TUESDAY. THE BULK OF THE RAINFALL ASSOCIATED WITH THE TROUGH WILL REMAIN
ALONG THE COAST AND COASTAL RANGES. THE WALLOW FIRE WILL SEE SOME
CLOUDINESS FROM THIS TROUGH...BUT A WETTING RAIN APPEARS UNLIKELY.

.TONIGHT...

SKY/WEATHER.....MOSTLY CLEAR.
MIN TEMPERATURE.....AROUND 54.
MAX HUMIDITY.....49-57 PERCENT.
EYE LEVEL WINDS.....WEST WINDS AROUND 6 MPH IN THE EVENING BECOMING
LIGHT DOWNSLOPE.
SURROUNDING RIDGE...
WIND (20 FT).....WEST WINDS AROUND 6 MPH IN THE EVENING BECOMING
LIGHT.

.SUNDAY...

SKY/WEATHER.....SUNNY.
MAX TEMPERATURE.....AROUND 91.
MIN HUMIDITY.....17-23 PERCENT.
EYE LEVEL WINDS.....LIGHT WINDS BECOMING WEST TO SOUTHWEST AROUND 5
MPH IN THE
AFTERNOON.
SURROUNDING RIDGE...
WIND (20 FT).....LIGHT WINDS BECOMING WEST AROUND 5 MPH IN THE
AFTERNOON.

FIRE BEHAVIOR FORECAST NO. 5

NAME OF FIRE: WALLOW
LOCATION: SHASTA-TRINITY NF
TIME AND DATE

PREDICTION FOR: NIGHT SHIFT
SHIFT DATE: 9/01-02/07

FORECAST ISSUED 09:30 9/01/07

PREPARED BY: Gene Rogers
GENE ROGERS, FIRE BEHAVIOR ANALYST

WEATHER SUMMARY:

See attached Spot Weather Forecast from Eureka Fire Weather Office

FIRE BEHAVIOR

GENERAL:

Low fine fuel moisture (4%) has contributed to fire spread and spotting. Fair overnight humidity recovery is expected. The fire will remain active through the night where fuels allow spread. All dead fuel size classes will burn and consume. Expect backing fire spread and upslope movement in draws. Winds will be more calm than last night.

SPECIFIC:

Forecasted conditions will allow one hour fuels to recover to about 9% at best. The fire will be active all night, particularly in the large dead fuels. Local fuel samples in manzanita leaves were 80%, thus the foliage of brush can contribute to fire spread.

Although fire behavior within containment lines will be much less, these predictions are for free burning fire. Fuel Model 2 (grass) could exhibit 3 - 8 chains per hour with 2-3 foot flame lengths on slopes up to 40 percent. Pockets of brush, fuel model 6 are capable of exhibiting upslope runs of up to 17 chains per hour with flame lengths over 4 feet. Fuel model 10 (forest litter with heavy dead/down) could exhibit up to 2-5 chains per hour with 3-4 foot flame lengths on slopes up to 40 percent. Fire behavior will be fuel and slope influenced.

AIR OPERATIONS:

Good visibility and flight conditions until dark.

SAFETY:

Many snags are in the fire area, watch for embers and falling limbs and chunks. Fire has weakened snags and live trees, beware of them falling.

**Feather River IHC wins the night shift fire weather observations
recognition award for first observations turned in to the FBAN!!**

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|--|----------------------------|--|----------------|-------------------------------|----------------------------|------------------|---------|
| DIVISION ASSIGNMENT LIST | | 1. Branch | | 2. Division/Group A | | | |
| 3. Incident Name WALLOW FIRE | | 4. Operational Period NIGHT OPERATIONS Date: 09/01-02/2007 Time: 1800-0600 | | | | | |
| 5. Operations Personnel | | | | | | | |
| Operations Chief | | Mike Beckett | | Division/Group Supervisor | | John Fell | |
| Branch Director | | | | Air Attack Supervisor | | | |
| 6. Resources Assigned this Period | | | | | | | |
| Strike Team/Task Force/ Resource Designator | Leader | Last Shift | Number Persons | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | |
| STEN XTR-3275C (O-104) | Dave Murphy | 9/12 | 1 | N | DP3/1900 | TBD | |
| ENG3 ST XTR-3275C (E-58) | | 9/12 | 15 | N | DP3/1900 | TBD | |
| WT Martha H2O (E-9) | John Jones | 9/11 | 1 | N | DP3/1900 | TBD | |
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| 7. Control Operations | | | | | | | |
| <ul style="list-style-type: none"> Continue patrol and mop-up 500 feet. | | | | | | | |
| 8. Special Instructions | | | | | | | |
| 9. Division/Group Communication Summary | | | | | | | |
| Function | Frequency | System | Channel | Function | Frequency | System | Channel |
| Command | Rx 162.9625 Tx 171.7875 | KING | 8 | | | | |
| Tactical Div/Group | Rx 166.7250 Tx 166.7250 | KING | 1 | Air to Ground | Rx 165.6000 Tx 165.6000 | KING | 13 |
| Prepared by (Resource Unit Leader) | | Approved by (Planning Section Chief) | | Date | | Time | |
| <i>Burt Fry</i> | | <i>John S. Fell</i> | | 9/01/2007 | | 1045 | |

| DIVISION ASSIGNMENT LIST | | | 1. Branch | | 2. Division/Group G | | |
|--|----------------------------|--|--|---------------------------|-------------------------------|------------------|---------|
| 3. Incident Name WALLOW FIRE | | | 4. Operational Period NIGHT OPERATIONS Date: 09/01-02/2007 Time: 1800-0600 | | | | |
| 5. Operations Personnel | | | | | | | |
| Operations Chief | | Mike Beckett | | Division/Group Supervisor | | Jeff Barnhardt | |
| Branch Director | | | | Air Attack Supervisor | | | |
| 6. Resources Assigned this Period | | | | | | | |
| Strike Team/Task Force/ Resource Designator | Leader | Last Shift | Number Persons | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | |
| HC1 ST 9122G (C-15) | David Ordonez | 9/11 | 36 | N | DP1/1900 | TBD | |
| HC2 Shasta 21 | Shawn Fry | 9/08 | 18 | N | DP1/1900 | TBD | |
| WT Rochlitz (E-30) | John Rector | | 1 | N | DP1/1900 | TBD | |
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| 7. Control Operations <ul style="list-style-type: none"> Continue patrol and mop-up 500 feet. | | | | | | | |
| 8. Special Instructions <ul style="list-style-type: none"> Be prepared to respond to Initial Attack in the TFR if directed by DIVS. | | | | | | | |
| 9. Division/Group Communication Summary | | | | | | | |
| Function | Frequency | System | Channel | Function | Frequency | System | Channel |
| Command | Rx 162.9625 Tx 171.7875 | KING | 8 | | | | |
| Tactical Div/Group | Rx 166.7750 Tx 166.7750 | KING | 2 | Air to Ground | Rx 165.6000 Tx 165.6000 | KING | 13 |
| Prepared by (Resource Unit Leader) <i>Shawn Fry</i> | | Approved by (Planning Section Chief) <i>John Rector</i> | | Date 9/01/2007 | | Time 1200 | |

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|--|----------------------------|--|---------|---------------------------|----------------------------|---------------|-------------------|------------------|
| DIVISION ASSIGNMENT LIST | | 1. Branch | | 2. Division/Group O | | | | |
| 3. Incident Name WALLOW FIRE | | 4. Operational Period NIGHT OPERATIONS Date: 09/01-02/2007 Time: 1800-0600 | | | | | | |
| 5. Operations Personnel | | | | | | | | |
| Operations Chief | | Mike Beckett | | Division/Group Supervisor | | Mike Sandoval | | |
| Branch Director | | | | Air Attack Supervisor | | | | |
| 6. Resources Assigned this Period | | | | | | | | |
| Strike Team/Task Force/ Resource Designator | | Leader | | Last Shift | Number Persons | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time |
| HC1 ST 9252G (C-17) | | Steve Estes/ Tom Cresbin (T) | | 9/10 | 38 | N | DP7/1900 | TBD |
| HC2 NM-RNA 1 (C-39) | | Bennie White/ Daniel Ramone (T) | | | 20 | N | DP7/1900 | TBD |
| WT Hoaglen Trucking (E-10) | | Tyler Hoaglen | | | 1 | N | DP7/1900 | TBD |
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| 7. Control Operations | | | | | | | | |
| <ul style="list-style-type: none"> Continue patrol and mop-up 500 feet. | | | | | | | | |
| 8. Special Instructions | | | | | | | | |
| 9. Division/Group Communication Summary | | | | | | | | |
| Function | Frequency | System | Channel | Function | Frequency | System | Channel | |
| Command | Rx 162.9625 Tx 171.7875 | KING | 8 | | | | | |
| Tactical Div/Group | Rx 168.2500 Tx 168.2500 | KING | 3 | Air to Ground | Rx 165.6000 Tx 165.6000 | KING | 13 | |
| Prepared by (Resource Unit Leader) | | Approved by (Planning Section Chief) | | | Date | | Time | |
| <i>Barb. Fring</i> | | <i>Richard Paul</i> | | | 9/01/2007 | | 1200 | |

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|--|--------------------------------------|---|----------------|-------------------------------|----------------------------|------------------|---------|
| DIVISION ASSIGNMENT LIST | | 1. Branch | | 2. Division/Group Z | | | |
| 3. Incident Name WALLOW FIRE | | 4. Operational Period NIGHT OPERATIONS Date: 09/01-02/2007 Time: 1800-0600 | | | | | |
| 5. Operations Personnel | | | | | | | |
| Operations Chief | Mike Beckett | Division/Group Supervisor | John Fell | | | | |
| Branch Director | | Air Attack Supervisor | | | | | |
| 6. Resources Assigned this Period | | | | | | | |
| Strike Team/Task Force/ Resource Designator | Leader | Last Shift | Number Persons | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | |
| HC2 NM-LAA 1 (C-40) | Donald Sarracino | 9/14 | 20 | N | DP6/2000 | TBD | |
| ENG3 CA-SHF Eng 11 | Bob Toney | 9/11 | 4 | N | DP6/1900 | TBD | |
| ENG3 AZ-TNF 38 (E-74) | Nathaniel Nozie | 9/14 | 6 | N | DP6/1900 | TBD | |
| WT Stuart (E-29) | Bob Morris | 9/11 | 1 | N | DP6/1900 | TBD | |
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| 7. Control Operations <ul style="list-style-type: none"> Continue patrol and mop-up 500 feet. | | | | | | | |
| 8. Special Instructions | | | | | | | |
| 9. Division/Group Communication Summary | | | | | | | |
| Function | Frequency | System | Channel | Function | Frequency | System | Channel |
| Command | Rx 162.9625 Tx 171.7875 | KING | 8 | | | | |
| Tactical Div/Group | Rx 166.7250 Tx 166.7250 | KING | 1 | Air to Ground | Rx 165.6000 Tx 165.6000 | KING | 13 |
| Prepared by (Resource Unit Leader) | Approved by (Planning Section Chief) | | Date | | | Time | |
| <i>Barb King</i> | <i>John Fell</i> | | 9/01/2007 | | | 1300 | |

AIR OPERATIONS SUMMARY

PREPARED BY: **Walter Bunt AOB** **D NorCal II**

PREPARED DATE/TIME: 8/31/2007 2100

1. INCIDENT NAME: **WALLOW**

2. OPERATIONAL PERIOD DATE: 09/01/07 START TIME: 0800 END TIME: 2000 SUNRISE: 06:32 SUNSET: 19:36

3. REMARKS

****Hayfork Airport is open to General Aviation. (Utilize Unicom for TOLC)
 ****Give clear instructions and insure they are understood before mission begins.
 ****Prepare cost and have packaged daily.
 ****GPS dip sites and record gallons used from each.
 ****All aviation resources be prepared for IA and brief prior to responding.

4. MEDEVAC A/C:

See Medical Plan

5. TFR:
 Radius 5 NM
 Altitude: 10,000 = MSL
 7/5471
 VICTOR: 122.225
 Centerpoint:
 Lat: 40° 29.73
 Long: 123° 21.46

| 6. PERSONNEL | Phone | 7. FREQUENCIES | AM | FM | 8. FIXED-WING |
|--------------------------|---------------|----------------|------------------|----------|---|
| AOBD: Walter Bunt | (530)598-0594 | AIR/AIR | 122.225 | 166.2375 | Airtankers |
| ATGS: Paul Thorton | (530)226-2745 | AIR/AIR ROTOR | 122.425 | | Order By Air Attack Through Redding ECC Available 0800 |
| ATGS: Kelly Gouette | (530)226-2795 | | | | Order By Air Attack Through Redding ECC Available 0800 |
| ASGS: Russ Gorden | (707)367-4611 | AIR/GROUND: | | 165.600 | Leadplanes |
| HEB1 (T): Billy Gardunio | (530)604-8643 | COMMAND RPT: | | | AT REDDING: AA-507 AA-56L AA-14 on Day off Platform available Redding |
| Redding Dispatch | (530)226-2400 | DECK | | 163.100 | E-7 water tender at helibase Stockdale Air ops trailer 6 Porta Potties, 3 wash basins |
| Rohnerville AB | (707)725-4572 | TOLC FREQ: | 122.800 (Unicom) | | Other |
| Hayfork Helibase | No Number | | | | |

9. HELICOPTERS

| CALL SIGN | TY | MAKE/MODEL | BASE | AVAIL | START | REMARKS | CALL SIGN | T Y | MAKE/MODEL | BASE | AVAIL | START | REMARKS |
|-----------|----|------------|------------|-------|-------|---------------|-----------|-----|------------|------------|-------|-------|----------------------------|
| H-506 | 2 | S-58T | Hayfork AP | 0930 | 0900 | Chipmunk fire | 3SP | 2 | Bell | Hayfork AP | 0800 | 0730 | Limited use, Double crewed |
| 9CH | 1 | Chinook | Hayfork AP | 0930 | 0900 | Bucket, IA | AA-507 | 2 | B-209 | Hayfork AP | 0930 | 0900 | ATGS, Map |

10. TASK/MISSION/ASSIGNMENT

| | | 0800 | Redding AP | Fire |
|---|---|------|------------|------|
| AA-14, AA-56L | Provide aerial supervision and order relief appropriately. | | | Fire |
| H-506, 9CH, 3SP | Provide bucket work as requested. Prepare for IA (H-506 Primary IA) | 0930 | Hayfork | Fire |
| H-506 | Committed to Chipmunk until further notice. | | | |
| If fire is outside TFR, IA Command TX: 169.100 RX: 171.575 Tones 4, 8, 11 (Narrow Band) | | | | |
| If fire is outside TFR, IA Air to Ground TX: 170.000 RX: 170.000 (Narrow Band) | | | | |
| ALL SUPPLY ORDERS GO THROUGH ASGS/AOBD | | | | |
| NOTES | | | | |
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INCIDENT RISK ANALYSIS

Wallow Night Shift (ICS 215A)

| DIV | HAZARDOUS ACTIONS / CONDITIONS | MITIGATIONS / WARNINGS / REMEDIES |
|---|--------------------------------|---|
| ALL | DRIVING HAZARDS | <ul style="list-style-type: none"> Keep speeds to 25 mph through Hayfork. Drive defensively! Expect the unexpected around every curve. Drive with headlights on; use chock blocks, keep windshields clean; look before backing; and use backers whenever available. Don't drive when fatigued. Adhere to agency driving regulations and guidelines. Maintain Situational Awareness. |
| ALL | FATIGUE | <ul style="list-style-type: none"> Be alert for signs of fatigue and take breaks as necessary. Monitor for cumulative effects. Maintain 2:1 work/rest ratio. Monitor incoming resources for level of fatigue. |
| ALL | COMPLACENCY | <ul style="list-style-type: none"> Repeated assignments in the same area can lead to complacency making personnel more vulnerable to accidents. Situational Awareness must be maintained for the duration of the operational period and incident. |
| ALL | 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. Be observant for formation and passage of thunder cells through or close to fire area and alert all personnel. Maintain adequate escape routes and safety zones. Advise all personnel if these are compromised or changed. Set trigger points when appropriate. Adhere to 10 Std Orders, mitigate 18 situations. Maintain Situational Awareness. |
| ALL | POISON OAK | <ul style="list-style-type: none"> Review identification of poison oak. Avoid poison oak; wash as frequently as possible. Use "Technu" if available. Change into clean clothing as often as possible. |
| ALL | Snags/Hazard Trees | <ul style="list-style-type: none"> Identify and mitigate hazard situations prior to beginning work. Pay attention to your surroundings. |
| | | |
| INCIDENT NAME: <b style="font-size: 1.2em;">Wallow ICS 215a | | DATE PREPARED: September 1, 2007 TIME PREPARED 1000 hrs |
| | | OPERATIONAL PERIOD 09/01-02/2007 Night Prepared by, T OConnell, A Lowe (T) |

Wallow Incident Safety Message

September 1-2, 2007
Night Shift 1800-0600

ATTENTION AND FOCUS

Keep your mind focused on the hazards around you.

They could include:

- Snags , Hazard Trees
- Driving hazards-animals in road, log trucks, etc.
- Fatigue at the end of the shift

Some possible mitigations could include:

- Look Up, Look Down, Look Around. Maintain situational awareness. Post lookouts during falling operations.
- Drive Defensively. Be prepared for someone else around every turn.
- Supervisors - Make sure your folks are getting plenty of rest.
- Drivers AND passengers stay alert during travel to and from ICP.
- Speed limit is 25mph in town and in the fire area.
- Wasp/Bee Alert, See attachment in IAP

Nor Cal Team II Safety Officers Terry Oconnell, Aaron Lowe(T)

YELLOW JACKET SAFETY BRIEFING

A recent incident on the Shasta-Trinity NF and reports of Yellow Jacket abundance at this time of year, and perhaps especially this year warrant some information on the subject of safety related to Bee and Yellow Jackets and their stings. Dealing with attacks and stings of Yellow Jackets or bees may be similar, but the "Yellow Jacket wasp" or "meat bee" stings may be more numerous.



Yellow Jackets are considered beneficial around home gardens and commercially grown fruits and vegetables at certain times of the year because they feed abundantly on insect pests such as caterpillars and harmful flies. Unfortunately, in late summer and early fall when their populations peak, the Yellow Jacket's normal insect diet disappears and their feeding habits become a problem to man. At this time of year, the Yellow Jacket has an appetite for much the same food and drink as those consumed by man. Also, Yellow Jacket stings can result in a life-threatening situation, especially if the person is allergic to Yellow Jacket venom.

Nests are normally located in a soil cavity such as an abandoned mouse nest or hollow tree. Other possible nests sites are in buildings, including attics, porches, eaves or sheds. Disturbing ground nests or trees can cause swarming Yellow Jackets to attack.

Fire Management Notes--

When attacked by honey bees or Yellow Jacket wasps -

1. If at all possible, run away from the nest as quickly as you can
2. If running away is impossible due to injury, fire conditions, or topography, then deploy a fire shelter to drastically reduce the number of stings. Get your head and neck under the shelter as quickly as possible, and try to lie flat, covering the rest of your body if possible.
3. Flatten down the edges of the shelter along the ground to prevent additional insects from entering.
4. If stung by honey bees, remove stings by rubbing your hands over exposed skin. Remove stings in clothing by rubbing or pulling on the cloth.
5. Use gloved hands to crush any insects inside the shelter.
6. After the bees or Yellow Jackets settle down (which will take several minutes to an hour, depending on the degree of their agitation), move away from the nest, using the shelter as protection from any remaining defenders.

As always, knowledge of how to respond correctly in an emergency is the best insurance of survival. In most circumstances, timely escape is best; but when escape is impossible, the fire shelter can provide significant protection from stings. The fire shelter now has a new, potentially life-saving application.

YELLOW JACKET SAFETY BRIEFING

Allergic reactions to Yellow Jacket or bees stings may cause shock and life threatening conditions. Those with known allergies should carry sting treatment kits. Co-workers of multiple sting victims should watch the co-worker and be prepared for emergency medical responses and evacuation.

General guidelines are to leave the area, and covering the face with both hands to protect the sensitive body areas.

Safety Measures

Precautions should be taken when working or playing in areas that are likely to be inhabited by Yellow Jackets. Logging equipment operators often disturb nests in the forest that can make their work very dangerous. A veil, hat and pressurized container of wasp or hornet spray are highly recommended during summer and fall.

If a colony is disturbed, a person should slowly walk away with both hands covering the face to protect the more sensitive body areas. It is best to walk toward dense vegetation or enter a vehicle or building to avoid the stinging insects. Swift movements will only attract more yellow jackets. Persons highly sensitive to yellow jacket venom should always carry a sting treatment kit during outdoor activities.

A Yellow Jacket does not leave a stinger in its victim, so there for it can sting multiple times. To reduce swelling following a stinging incident, a person may use several sting remedies. A convenient material to lace on the sting site is moistened table salt. Mound the dry salt on the sting entry point and moisten with a few drops of water. Leave the salt on the site for several minutes. This procedure must be applied within three to four minutes following the stinging incident to be effective.

Yellow Jackets and other stinging insects often get inside moving vehicles, which may result in a very dangerous situation. The driver should carefully stop the vehicle on the side of the road and all passengers should exit on the front passenger's side of the vehicle to avoid traffic. The driver should open all windows and leave the passenger doors open to allow the insects to exit the vehicle. Flying insects normally go immediately to the windows when inside a moving vehicle in an attempt to escape and are rarely in a defensive posture inside a moving vehicle unless provoked by an occupant. Persons should refrain from swatting the insect inside the vehicle.

Michael Cobbold
Safety Officer
Shasta-Trinity and Mendocino National Forests

| | | | | |
|--------------|--|------------------------------|--------------------------|--|
| MEDICAL PLAN | 1. INCIDENT NAME Wallow Fire | 2. DATE PREPARED 09/01/07 | 3. TIME PREPARED 1100 | 4. OPERATIONAL PERIOD 09/01-02/07 1800-0600 Night |
|--------------|--|------------------------------|--------------------------|--|

| 5. INCIDENT MEDICAL AID STATIONS | | | |
|----------------------------------|---------------------|------------|----|
| MEDICAL AID STATIONS | LOCATION | PARAMEDICS | |
| | | YES | NO |
| Wallow Base Camp | Hayfork Fairgrounds | X | |

| 6. TRANSPORTATION | | | | |
|---------------------------|-------------------------------|--------------|------------|----|
| A. AIR AMBULANCE SERVICES | | | | |
| NAME | ADDRESS | PHONE | PARAMEDICS | |
| | | | YES | NO |
| PHI Air Medical | 3775 Flight, Redding CA | 530-225-7250 | X | |
| Reach | 1100 Butte Street, Redding CA | 800-338-4045 | X | |

| B. AMBULANCES | | | |
|----------------------------|---------------------|------------|----|
| NAME | LOCATION | PARAMEDICS | |
| | | YES | NO |
| Arcata-Mad River Ambulance | Hayfork Fairgrounds | X | |

| 7. HOSPITALS | | | | | | | | |
|----------------------|----------------------------------|-------------|--------|--------------------------|---------|---|-------------|---|
| NAME | ADDRESS | TRAVEL TIME | | PHONE | HELIPAD | | BURN CENTER | |
| | | AIR | GRND | | Y | N | Y | N |
| Trinity Hospital | 60 Easter Avenue, Weaverville CA | 15min | 60min | 530-623-5541 ext 3240 | X | | | X |
| Mercy Medical Center | 2175 Rosaline Avenue, Redding CA | 25min | 120min | 530-225-7201 | X | | | X |
| Shasta Regional | 1100 Butte Street, Redding CA | 25min | 120min | 800-338-4045 | X | | | X |
| UC Davis Burn Center | 2315 Stockton, Sacramento CA | 60min | ----- | 916-734-5669 | X | | X | |

| 8. MEDICAL EMERGENCY PROCEDURES | |
|---|--|
| <p>LINE EMERGENCY: Crew Supervisor is to contact DIVS w/ patient complaint/condition and location.</p> <p>DIVS will run medical emergency on Command Channel *** Clear Command Channel for Emergency Traffic</p> <p>1. DIVS will contact:</p> <ol style="list-style-type: none"> Wallow Communications Helibase for Medivacs (Daylight) <p>2. Wallow Communications will contact:</p> <ol style="list-style-type: none"> Base Camp Medical Unit Safety/IC Night Operations <p>ICP EMERGENCY: Contact Medical Unit with patient complaint/condition and location. Medical Staff will respond or patient delivered to Medical Unit.</p> <ul style="list-style-type: none"> Communications contacts <ol style="list-style-type: none"> Medical Safety/IC Operations | <p align="center">INJURY REPORTING PROCEDURES</p> <p>PATIENT UNIT ID _____</p> <p>IS A EMT WITH PATIENT: YES ____ NO ____</p> <p>AGE _____</p> <p>SEX: MALE ____ FEMALE ____</p> <p>NATURE OF INJURY _____ #Pts _____</p> <p>+ LOC Y / N Level of Consciousness A & O X _____</p> <p>LOCATION OF PATIENT _____</p> <p>SPECIAL RESCUE/EXTRICATION NEEDS _____</p> <p>TRANSPORTATION REQUESTED BY: AIR ____ GRD ____</p> <p>RONDEZVOUS _____</p> <p>POINT OF PICKUP _____</p> <p>LAT _____ LONG _____</p> <p>NOTES:</p> <p align="center">KEEP CALM</p> |

| | | |
|--------------|--|--|
| ICS 206 8-78 | 9. PREPARED BY (MEDICAL UNIT LEADER) Karen Brose MEDL | 10. REVIEWED BY (SAFETY OFFICER) Terry O'Connell/Aaron Lowe (T) |
|--------------|--|--|

15

| INCIDENT RADIO COMMUNICATIONS PLAN | | 1. Incident Name WALLOW FIRE | | 2. Date/ Time Prepared 09/01/07 1100 | | 3. Operational Period Date/Time 09/01-02/07 1800-0600 | |
|------------------------------------|-------------|---------------------------------|-------|---|----------------------|--|--|
| Channel | Function | Frequency | Tone | Mode | Assignment | Remarks | |
| 1 | TAC 1 | RX: 166.7250 | | N | DIV -A / Z | | |
| | | TX: 166.7250 | | | | | |
| 2 | TAC 2 | RX: 166.7750 | | N | DIV -G | | |
| | | TX: 166.7750 | | | | | |
| 3 | TAC 3 | TX: 168.2500 | | N | DIV -O | | |
| | | TX: 168.2500 | | | | | |
| 4 | TAC 4 | RX: 173.9125 | | N | | | |
| | | TX: 173.9125 | | | | | |
| 5 | TAC 5 | RX: 173.9625 | | N | | | |
| | | TX: 173.9625 | | | | | |
| 6 | TAC 6 | RX: 173.9875 | | N | | | |
| | | TX: 173.9875 | | | | | |
| 7 | SFMU NET | RX: 170.4875 | | N | SFMU DISTRICT NET | | |
| | | TX: 170.4875 | Y | | | | |
| 8 | CMD RPT | RX: 162.9625 | | N | CMD REPEATER | | |
| | | TX: 171.7875 | | | | | |
| 9 | SERVICE NET | RX: 164.1250 | | N | ALT CMD NET | TONE 4 | |
| | | TX: 164.8250 | Y | | | | |
| 10 | I/A - CMD | RX: 171.5750 | | N | SHASTA-TRINITY I/A | TONES 4,8,11 | |
| | | TX: 169.1000 | Y | | | | |
| 11 | CREW NET | RX: 168.2000 | | N | I/A | | |
| | | TX: 168.2000 | | | | | |
| 12 | I/A A/G | RX: 170.0000 | | N | I/A AIR TO GROUND | | |
| | | TX: 170.0000 | | | | | |
| 13 | A/G | RX: 165.6000 | | N | WALLOW AIR TO GROUND | | |
| | | TX: 165.6000 | | | | | |
| 14 | AIR GUARD | RX: 168.6250 | | N | EMERGENCY USE ONLY | | |
| | | TX: 168.6250 | 110.9 | | | | |
| 15 | | RX: 165.6000 | | | | | |
| | | TX: 165.6000 | | | | | |
| 16 | | RX: 168.6250 | | N | EMERGENCY USE ONLY | | |
| | | TX: 168.6250 | 110.9 | | | | |

4. Basic Radio Channel Utilization
 Mode: W=Wideband Analog, N=Narrowband Analog, D=Digital, V=Voice
 5. Prepared by Don Stoner ComL
 REPEATER LOCATION C-7 EMEY PEAK N 40 29.902 W 123 17.616 4700'

Finance Information

Guaranteed Hours on an incident – Every day is considered a workday during an incident until the incident is over or the individual is officially released from the incident. All individuals are ensured pay for base hours of work, travel or ordered standby at the appropriate rate of pay for each workday. **Exception: When personnel are required to take a mandatory day off which falls on their normal day off, there will be no pay compensation.**

Individuals under a compressed 9 or 10 hour work schedule are ensured of at least those 9 or 10 hours per day on days corresponding to their weekly tour of duty. On days that normally would be off time at the home unit, individuals are ensured only 8 hours.

Compensable meal breaks – Personnel on the fireline may be compensated for their meal period if all the following conditions are met:

1. The fire is not controlled, and
2. The operations section makes a decision that it is critical to the effort of controlling the fire that personnel remain at their post of duty and continue to work as they eat, and
3. The compensable meal break is approved by the supervisor at the next level of the crew boss and it is documented on the Crew Time Report.

Incident Driving Regulations –

1. No driver will drive more than 10 hours (behind the wheel) within any duty.
2. Multiple drivers in a single vehicle may drive up to the duty day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.
3. A driver shall drive only if they have had at least 8 consecutive hours off duty before beginning a shift.

Exception: Exception to the minimum off duty hour requirement is allowed when **essential** to:

- a) accomplish immediate and critical suppression **objectives**, or
 - b) address **immediate** and **critical** firefighter or public safety issues
4. As stated in the current agency work/rest policy documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16 hour workshifts. This is required regardless of whether the driver was still compliant with the 10 hour individual (behind the wheel) driving time limitation.

Shift Length – Shift length including travel to and from the line should not be over **16 paid hours**. Any shifts in excess of 16 paid hours need an explanation in the remarks section of the CTR, as well as needing IC approval before time can be accepted and posted.

CTR Approval – CTRs **must** be signed by your next higher supervisor. If the Crew Foreman or Superintendent is also the Crew Boss, then the Division Supervisor must sign. Crew Foreman or Superintendent signatures on CTRs for their own crew will not be accepted except for travel to and from an incident.

Please turn in CTRs and shift tickets at the end of each operational period.

Work/Rest Guidelines – Plan for and ensure that all personnel are provided a minimum 2:1 work rest ratio (for every 2 hours of work or travel, provide 1 hour of sleep and/or rest). Work shifts that exceed 16 hours and/or consecutive days that do not meet the 2:1 work/rest ratio should be the exception, and no workshift should exceed 24 hours. However, in situations where this does occur (for example, initial attack), incident personnel will resume 2:1 work/rest ratio as quickly as possible.

On incidents during assigned operational periods, work shift time includes travel to and from the worksite, compensable and non-compensable meal breaks, debriefing and equipment refurbishment following the shift in preparation for the next operational period. Work shift length maximums are just that and should be reduced as necessary to counter the effects of acute or cumulative fatigue.

Start times – In general, shifts start no earlier than ½ hour before briefing time for federal or AD crew bosses, captains, etc, as well as for overhead single resource line positions, shift time also starts at briefing time for federal or AD crews. Contract crews are paid according to contract specifications. Any variance to this policy needs to be explained in detail in the remarks section.

| 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 |
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| 8. ACTIVITY LOG (CONTINUE ON REVERSE) | | | | |
| TIME | MAJOR EVENTS | | | |
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