

Chalk Fire

Incident #: CA-LPF-002754



Photo Courtesy of Communications Unit

Wednesday, October 8, 2008

Day/Night Operational Periods

0600-1800/1800-0600

Incident Objectives	1. Incident Name CHALK	2. Date Prepared 10/07/08	3. Time Prepared 2100
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4. Operational Period
10/08/08 Wednesday Day/Night Shift 0600-1800/1800-0600

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

Management Objectives:
 Provide for Firefighter and Public Safety.
 Protect threatened, endangered, and sensitive plant and animal species.
 Protect wilderness, critical steelhead habitat, wildlife, soil, water, heritage, and scenic resources.
 Utilize Minimum Impact Suppression Tactics (MIST) within the Ventana Wilderness areas and Mill Creek Drainage.
 Manage costs to keep them commensurate with values at risk and minimize costs plus loss.
 Provide clear and timely communications to fire personnel, the public, and all affected agencies.

Control Objectives:
 Keep the fire north of Prewitt Ridge Road.
 Keep the fire west of Del Venturi Road.
 Keep the fire south of the Carrizo Trail.
 Keep the fire east of Highway 1 and Twin Peak.

Operational Priorities:
 Hold the current perimeters of the fire.

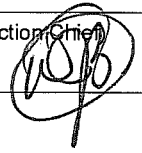
6. Weather Forecast for Period
See attached Fire Weather Forecast

7. General Safety Message
See attached Safety Message

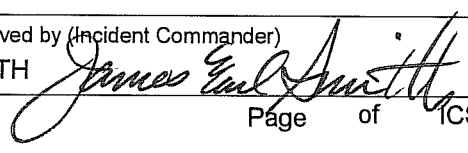
8. Attachments (mark if attached)

- | | | |
|--|--|---|
| <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"/> ICS 215A LCES Analysis |
| <input checked="" type="checkbox"/> Communications Plan - ICS205 | <input checked="" type="checkbox"/> Traffic Plan | <input checked="" type="checkbox"/> Finance Message |
| <input checked="" type="checkbox"/> Medical Plan - ICS 206 | <input checked="" type="checkbox"/> Base Camp Map | <input checked="" type="checkbox"/> Human Resources |
| <input checked="" type="checkbox"/> Air Operations Summary - ICS 220 | <input checked="" type="checkbox"/> Fire Weather | <input checked="" type="checkbox"/> MIST Guidelines/Foam Tracking |

9. Prepared by (Planning Section Chief)
BILL BRICKEY (t)



10. Approved by (Incident Commander)
JIM SMITH



1. Incident Name Chalk		9. Operations Section	
2. Date 10-07-08		3. Time 2200	
4. Operational Period 10-08-08 Day Shift 0600-1800/ Night Shift 1800-0600		Chief Mike Boone/ Steve Stoll (t)	
Position		Name	
5. Incident Commander and Staff		Planning Ops Scott Schuster	
Incident Commanders Jim Smith/ Allan Currier/ Mark Nunez (t)		a. Day Branch - Division/Groups	
Deputy IC Dana D' Andrea		Branch Director	
Liason Officer Herb McElwee / Randy Graham / Warner McGrew / Craig Thomas (t)		Division/Group A Peter Harris	
Law Liason Officer Greg Nordyke		Division/Group B Rick Bertram	
Safety Officer Jeff Saley		Division/Group T Rob Hazard/ Mike Sweany (t)	
Information Officer Manny Madrigal/ John Alford		Division/Group U Chris Linane	
Human Resources Gene Rose / Steve Branch (t)		Division/Group Z Fred Burris /Matt Lipson (t)	
6. Agency Representative		Rehab Group Kenny Ellison	
Agency		Name	
Agency Administrator John Bradford		c. Night Branch - Division/Groups	
Cal Fire Rick Hutchinson/ Steve Spinharney (t)		Branch Director Mike Sandwick	
Resource Advisor Jeff Kwasny		Deputy	
CHP Michael Burno		Division/Group A/B/T/Z Unstaffed	
FHL Mark Shippee		Division/Group U Jim Ackerman	
Big Sur Vol Frank Pinney		Division/Group	
Monterey Sheriff Kevin Oakley		Division/Group	
USFS Union Rep Robert Ethridge		Division/Group	
CalTrans Danny Millsap		d. Air Operations Branch	
7. Planning Section		Air Operations Branch Director Brad Joos	
Chief Jeff Jones		Air Attack Supervisor Kent Haskins	
Deputy Bill Brickey (t) / Robert Kovach (t)		Air Support Supervisor Jason Nava/ Al Driesbach/ Celine Moomey (t)	
Resources Unit Ken Bates / Mark Cole/Robert Ashby(t)/ Al Yanagisawa		Helicopter Coordinator	
Situation Unit Mike Held / John Germanetti		Air Tanker Coordinator	
Documentation Unit Hal Nolen/ John Lutzow(t)		Helicopter Base Manager Steve Silva / Brian Sexton (t)	
Demobilization Unit Neil Bullock/ Anthony Stornetta(t)		10. Finance Section	
GISS Jason Van Warmerdam		Chief Judy Reynolds	
Training Specialist Doug Dickson		Deputy	
Computer Specialist Marty Cohn		Time Unit Elaine Hansen	
Weather Jim Wallman/ Lisa Kriederman (t)		Procurement Unit	
Fire Behavior Graig Carter/ Rich Gonzales(t)		Compensation/Claims Unit Patty Locke	
8. Logistics Section		Cost Unit Keith Fletcher (t)	
Chief Jamie Cople		Equipment Time Shawn Hugan	
Deputy Tom Crakes (t)			
Supply Unit John Brodbeck / Daron Mafi			
Facilities Unit Kerry Kellogg / Mel Sanchez			
Ground Support Unit Mike Nelson			
Communications Unit Rick Smith			
Medical Unit Jan Purkett / Joe Tieso		Prepared by (Resource UnitLeader) Mark Cole	
Security Manager Chuck Jones			
Food Unit Sharon Nordyke/ Kerry Kellogg (t)			

Fire Weather Forecast

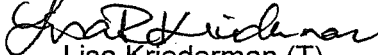
FORECAST NO: 19

NAME OF FIRE: Chalk

PREDICTION FOR: Wednesday SHIFT Day

UNIT: CA-LPF

SHIFT DATE: 10/8/08 0600-1800

SIGNED: 
Lisa Kriederman (T)
Jim Wallmann
Incident Meteorologist

TIME AND DATE

FORECAST ISSUED: 2100 10/7/08

WEATHER DISCUSSION: Will see slight cooling today and tonight, as well as a slight increase in minimum and maximum RH values. An upper low will be digging south toward eastern CA allowing temperatures to cool about 10 degrees Thursday and bring higher northerly winds by the afternoon. Thursday night looks to have the strongest winds seen on this fire yet to date, along with very low humidities.

WEATHER FORECAST:

WEATHER: Clear.

TEMPERATURES: MAX 78-85.

HUMIDITY: MIN 15-25%.

EYE LEVEL WINDS:

SLOPE (1500-3000 feet) - Upslope 2-4 mph, local gusts to 10 mph on saddles.

RIDGETOP (3000 feet and above) – North 4-8 mph.

LAL: 1

CWR: 0%

MARINE LAYER: None.

HAINES INDEX (mid level): 5

36 HOUR OUTLOOK (Temps/RH overnight is for Division U):

WEDNESDAY NIGHT 10/6-7

THURSDAY 10/7

WEATHER: Clear.

WEATHER: Sunny.

TEMP: Min: 59-67 RH: Max: 15-23%

TEMP: Max: 70-78 RH: Min: 6-17%

WINDS: Slope: Downslope to 3 mph
Ridge: North 4-8 mph

WINDS: Slope: Upslope 3-5 mph, becoming erratic 4-9 mph in the afternoon.
Ridge: North 3-7 gusts 10 mph, increasing to 9-14 mph with gusts to 20 in the afternoon.

LAL: 1 CWR: 0%

LAL: 1 CWR: 0%

MARINE LAYER: None.

MARINE LAYER: None.

OUTLOOK FOR THURSDAY NIGHT: Clear. Winds North on ridges 10-15 mph with gusts to 25 mph, erratic 5 to 10 mph elsewhere. Temperature – MIN 48-57. RH 5-14%. No marine layer is expected.

OBSERVED WEATHER 10/7/08:

LPF Portable1 RAWs (25 NNW – 3813 ft): Temp: 86. RH: 10%. Winds (20 foot) NW 1-3 mph.

Highlands Peak (5 NW Div Z - 2490ft): Temp: 87. RH: 11%. Winds SW 4-8 gusts 11 mph.

Vandenberg HS (Div A - 3400 ft) – Temp: 88. RH: 8%. Winds SE 1-3 mph.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 19 10-07-08 Day/Night Shift

TYPE OF FIRE: Wildland Vegetation

FIRE NAME: Chalk

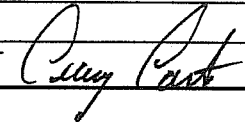
OPERATIONAL PERIOD: Day/Night

DATE ISSUED: 10-07-08

TIME ISSUED: 20:00 hrs

UNIT: CA-LFP

SIGNED: Craig Carter FBAN



WEATHER SUMMARY

Minor cooling and drying continues. Light North ridge winds and slightly warmer temperatures aloft.

Mid-Level Haines is 5 today. Expect similar night conditions as last night.

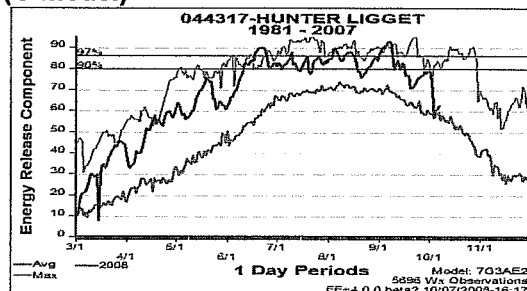
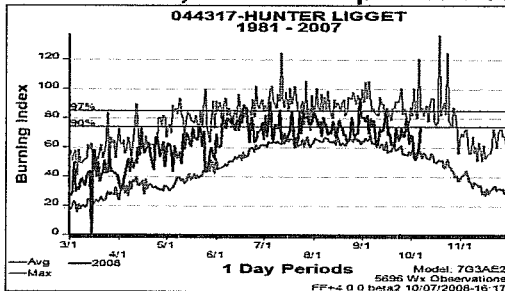
See attached spot weather forecast number 19 for specifics.

FIRE BEHAVIOR

GENERAL: Expect diminished fire activity but the potential for increased fire behavior exists.

Tuesday's observed BI: 75, Tomorrow's predicted 73 (G model)

Tuesday's observed ERC: 64, Tomorrow's predicted 65 (G model)



Fuels are chaparral, mixed conifers and oak woodlands. Fine fuel moisture reaching a 4% minimum with 10 hr fuels at 4% minimum, 1000 hr fuels at 10% – live 73%. Very high dead to live fuel ratio.

Topography is extremely steep terrain at sea level to 3800 ft elevation. Mill Creek drainage generally oriented west to east with a dogleg to the north. The main coastal ridge runs northwest to southeast. The Nacimiento drainage runs to the east on the inland side of the ridge. Both Hare Canyon the upper San Antonio River canyon are oriented Southwest. No spread. Watch for future wind alignment.

Ignition Component: 59%

SPECIFIC:

Any spread will come from a single point flare up along or near the black. Rollout can be a more significant factor now. Smoldering lingers in all divisions. Watch out for sleepers!

FM 1 (Grass): ROS 50-100 ch/hr, FL 3-5 ft.

FM 4 (Brush): ROS 60-100 ch/hr, FL 18-23 ft.

FM 9 (Hardwood forest): ROS 5-9 ch/hr, FL 2-3 ft.

Div A, B, T, U: FM 4 and 9 (Brush and Timber Litter)

Div Z: FM 1, 4 and 9 (Grass, Brush, and Timber Litter)

AIR OPERATIONS:

Sunrise 07:05 Sunset 18:37 (King City. 11 hours and 32 minutes, a -1 minute change from yesterday)

SAFETY

Burnout of heavy fuels nearly complete in most areas, as we move into mop-up, firefighters are exposed to snags and terrain not travelled or scouted before. Danger of falling trees, branches and rocks remain in interior sections of the fire.

Division Assignment List		1. Branch DAY		2. Division/Group Z			
3. Incident Name CHALK		4. Operational Period 10/08/08 Wednesday Day Shift 0600 - 1800					
5. Operations Personnel							
Operations Chief MIKE BOONE		Division/Group Supervisor FRED BURRIS/MATT LIPSON (T)					
Operations Chief STEVE STOLL (T)		Air Attack Supervisor KENT HASKINS					
Branch Director		Safety Officer JEFF SALEY					
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator		Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time	
CRW1 SRF UKONOM IHC		JOHN CATALDO	18	N	ICP 0600	ICP 1800	
CRW1 SQF SPRINGVILLE HS		JOAQUIN MEDINA	21	N	ICP 0600	ICP 1800	
CRW1 ANF DALTON HS		STEVE ROBLES	22	N	ICP 0600	ICP 1800	
CRW1 SNF SIERRA HS		KENNETH JORDAN	19	N	ICP 0600	ICP 1800	
CRW1 (C-36) SQF HORSESHOE IHC		GONZALES, JOSE	21	N	ICP 0600	ICP 1800	
CRW1 (C-18) BDF DEL ROSA IHC		TOMASELLI, JAMES R	17	N	ICP 0600	ICP 1800	
CRW1 (C-53) MDF MODOC IHC		TERRY WARLICK	18	N	ICP 0600	ICP 1800	
ENG 11 S/T KRN 5200D		BRENT MOON/ J. TRAMMELL (t)	17	N	ICP 0600	ICP 1800	
WT2 PVT JARDINES E-147		MIKE JARDINE	1	N	ICP 0600	ICP 1800	
FOBS		DEAN MILAN	1	N	ICP 0600	ICP 1800	
FOBS		BILL TAFF	1	N	ICP 0600	ICP 1800	
FEMT		JEFF LANTELLO	1	N	ICP 0600	ICP 1800	
FEMT		CHRIS DEMATEIS	1	N	ICP 0600	ICP 1800	
SOF2		ANDY DIMIZIO	1	N	ICP 0600	ICP 1800	
SOF2		FRANK CHACON (t)	1	N	ICP 0600	ICP 1800	
*READ		VINCE CICERO	1	N	ICP 0600	ICP 1800	
*READ		LISA ANDREANO	1	N	ICP 0600	ICP 1800	
*READ		MIKE WALGREN	1	N	ICP 0600	ICP 1800	
*READ		BRIAN BORANDON	1	N	ICP 0600	ICP 1800	
7. Control Operations							
<ol style="list-style-type: none"> Continue attempts to go direct in Hare Canyon. Mop up 300' in and patrol Cone Peak road. Keep fire West of Cone Peak. Patrol Nacieminto-Ferguson and Highway 1. Backhaul equipment and trash <p>* State Park employees will assess fire impact within the State park.</p>							
8. Special Instructions							
<ol style="list-style-type: none"> Report any applications of retardent, foam, or wetting agents within 300' of waterways or other bodies of water to Resource Advisor. Avoid ground disturbance of archaeological resource areas marked with red/white and blue flagging. When cutting fire lines along hiking trails in the wilderness, please cut stumps flush with ground and scatter limbs. Where possible, place scattered limbs on side to be burned. For unplanned dozer work, please contact a READ before commencing. 							
9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.1000N	170.4500N	110.9	KING	1	NIFC	CMD 2
Tactical Div/Group	166.7250N	166.7250N	0.0	King	8	NIFC	TAC 5
Logistics							
Air to Ground	168.0125	168.0125		KING	13		
Prepared by (Resource Unit Leader)		Approved by (Planning Section Chief)		Date Prepared		Time Prepared	
A. Yanagisawa		Bill Brickey (t)		10/07/08		2100	

Division Assignment List			1. Branch DAY		2. Division/Group REHAB GROUP PG 1		
3. Incident Name CHALK			4. Operational Period 10/08/08 Wednesday Day Shift 0600 - 1800				
5. Operations Personnel							
Operations Chief		MIKE BOONE		Division/Group		KENNETH ELLISON	
Operations Chief		STEVE STOLL (T)		Air Attack Supervisor		KENT HASKINS	
Branch Director				Safety Officer		JEFF SALEY	
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator		Leader		Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time
CRW2IA (C-54) SQF RINCON HS		JAMES ROBERTSON		18	N	ICP 0600	ICP 1800
DOZR2 ANF 3 E-185		RYAN WINCHESTER		2	N	ICP 0600	ICP 1800
DOZR (E-20) CACHAGUA 7755		COASTER, TIM		1	N	ICP 0600	ICP 1800
DOZR (E-21) CACHAGUA 7756		TERRY BISHOP		1	N	ICP 0600	ICP 1800
WT2 PVT D&L E-9		DOUGLAS BROSSARD		2	N	ICP 0600	ICP 1800
WT 2 KRITZ E-150		BRIAN DAVIS		1	N	ICP 0600	ICP 1800
GRADER		LINSEY		1	N	ICP 0600	ICP 1800
EXCAVATOR E-224		JONATHON		1	N	ICP 0600	ICP 1800
EXCAVATOR E-225		DOUG MOORE		1	N	ICP 0600	ICP 1800
EXCAVATOR E-226		JOHN MCFEELY		1	N	ICP 0600	ICP 1800
EXCAVATOR E-227		MIKE ALAMILLO		1	N	ICP 0600	ICP 1800
DOZB		SHANE MINOR		1	N	ICP 0600	ICP 1800
DOZB		ALEX IHLE (T)		1	N	ICP 0600	ICP 1800
DOZB		ANTHONY BURROWS		1	N	ICP 0600	ICP 1800
DOZB		RAMON GOMEZ (T)		1	N	ICP 0600	ICP 1800
DOZB		DARREN L BEATY		1	N	ICP 0600	ICP 1800
FEMT		SHAWN ALLOIS		1	N	ICP 0600	ICP 1800
FEMT		DESI D RODRIGUEZ		1	N	ICP 0600	ICP 1800
FEMT		SCOTT MCMANN		1	N	ICP 0600	ICP 1800
EMTB		MARTIN SILVA		1	N	ICP 0600	ICP 1800
7. Control Operations							
1. Conduct Re-Hab per attached plan.							
2. Backhaul equipment and trash.							
8. Special Instructions							
1. Report any applications of retardent, foam, or wetting agents within 300' of waterways or other bodies of water to Resource Advisor.							
2. For unplanned dozer work, please contact a READ before commencing.							
3. Avoid ground disturbance of archaeological resource areas marked with red/white, and blue flagging.							
9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.1000N	170.4500N	110.9	King	1	NIFC	CMD 2
Tactical	168.2500N	168.2500N	0.0	King	10	NIFC	TAC 7
Logistics							
Air to Ground	168.0125N	168.0125N		King	13		
Prepared by (Resource Unit Leader) Mark Cole			Approved by (Planning Section Chief) Bill Brickey (t)		Date Prepared 10/07/08	Time Prepared 2100	

Final

Chalk Fire

Night Operations

10/8/08-10/9/08

1800-0600



AIR OPERATIONS SUMMARY OPERATIONAL PERIOD DATE: **DAY SHIFT DATE: 10/8/08** START: **0700** END: **1900**

(Expanded Form for Large Operations)

1. INCIDENT NAME: Chalk	2. PREPARED BY: Brad Joos	PREPARED DATE/TIME: 10/7/08 2200	3.
<p>4. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment., etc.): Report in to Fort Hunter Lijgett on 126.200 to Tusi advisory (Range Control)</p> <p>5. TFR: Radius: 7NM Altitude: 9000' MSL</p> <p>Centerpoint: Lat: 35° 59' 28" Long: 121° 25' 47 "</p>			
<p>LIVE MUNITION FIRING on FHL Military Base 10-8-08 to 10-30-08 (24 hr/7 day). Enter and Exit Tusi Helibase from the west along coast to the fire perimeter, then proceed east to Tusi Helibase</p> <p>Tusi Helibase: Lat 35 59.618 Long 121 14.134 Tusi FAX # 831-385-3510 Be alert for powerlines that are present on the FHL Base near Tusi and crossing throughout the field of operations and near some ponds.</p> <p><u>Condois</u> may frequent the fires edge. Crash Rescue rig, toilets and water tenders at Tusi and Torch Bases, Roll-off dumpster at Tusi, Ops Trailer at Tusi, Fuel Tender at Torch Base</p> <p style="text-align: center;">(IAP & maps posted on ftp.nifc.gov)</p>			

6. PERSONNEL		7. FREQUENCIES		8. FIXED-WING # Avail / Type/ Make-Model / FAA N# / Base(s)	
AOBD:	Phone	AIR/AIR FW:	AM	FM	AA-07
Brad Joos	805 886-6970		118.950	172.6750	Air Tactical
Deputy AOBDD:		AIR/AIR RW:	130.200		AA- 15
ATGS: Kent Haslkins	661-330-5048	AIR/GROUND:		168.0125	Lead L-64 (N22N)
ATGS: Pat Smiley		DECK:	163.100		Airtankers
HLCO:		COMMAND			ATs Type I and II = 2
ASGS: Al Driesbach & Jason Nava	805-479-1837 661-805-4750	RPT			Other :
Tusi HEBM: Shawn Walters	559-359-2478	Air Guard		168.625	Medivacs (SBC H-309,CHP H-70 or CalStar)
Trainee HEBM: Brian Sexton	805-350-3717	Torch/PSD Ops	In Place	In Place	
HEBM Torch Base: Dustin Mullier					

9. HELICOPTERS (Use Additional Sheets As Necessary)

FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS	FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS
9121Z	2	B-212HP	Tusi	0700	0730	Ocean & Fresh H2O							
H-522	2	B-205	Tusi	0700	0730	Ocean & Fresh H2O							
H-517	2	B-210	Tusi	0700	0730	Fresh H2O							
H-531	2	B-205	Tusi	0700	0730	Ocean & Fresh H2O	75D	1	VERTOL	Tusi	0700	0730	Ocean&FreshH2O
H-525	3	A-Star	Tusi	0700	0730	PSD/Ocean& Fresh							
H-510	2	B-212	Tusi	0700	0730	Torch/ Ocean&Fresh	202WM	1	K-Max	Tusi	0700	0730	Ocean&FreshH2O
22EA	3	206 B3	Tusi	0700	0730	IR Mapping	9RH	1	K-Max	Tusi	0700	0730	Ocean&FreshH2O

10. TASK/MISSION/ASSIGNMENT (Use ICS-220a if additional space needed; Type/Function includes: Air Tactical, Retardant, Recon, Personnel Transport, Water Dropping, etc.)

TYPE/FUNCTION	NAME OF PERSONNEL OR CARGO (if applicable) OR INSTRUCTIONS FOR TACTICAL AIRCRAFT	MISSION START	FLY FROM	FLY TO
Air Tactical	Direct A/C operations, coordinate with Ops.			
Bucket support	HELICOPTERS. SUPPORT CREWS ON THE LINE. (All dip sites need to have a dip site mgr. present during ops) WHEN DIPPING OUT OF OCEAN, GO BEYOND KELP BEDS DUE TO OTTERS.	As requested		All Divs
Cargo	(Drinking water, have available for crews on line. Slings loads.) ****Avoid making cargo loads in Starthistle that is located at Tusi Helibase.***			
Medevac	Paramedic @ Tusi HB will be sent on 1 st available ship : H-525 or H510 or H-517. (See Medical Plan for specifics)			
Recon/IR ship	IC & OSC as requested, <u>FBAN, Situation UL</u>	**		
Helispot Construction	All helispots in wilderness, need to be approved in conjunction with Res. Advisor and Air Ops. Once helispot established/approved/numbered, notify Air Ops with Lat Long.	**		
Helitack	When on fireline, be sure to follow LCES, 10s and 18s. Use Lookouts and Trigger Points.	am		
Troop Shuttles	AG crew fly to H-9, Chester Helitack fly to H-8 in morning, then fly out to Tusi at end of shift	0730	Tusi	Div T
Communications	Be prepared to assist in location, installation and servicing of repeaters and other radio equipment	**		

11. Helispot, Dip Site Portable Retardant Base and Sling Spot Information-

HELL-SPOTS #	DIP SITES	SLING SPOT #	DIVISION	LATITUDE	LONGITUDE	REMARKS
#1				36° 01.763	121° 24.786	Div A 3200 Type 2 HOGE
#2				36° 01.465	121° 23.894	Div A 2500 Type 2 HOGE
#3				36° 02.642	121° 30.695	Div Z 2700 Type 2 HOGE
#4				36° 01.853	121° 30.983	Div Z 2300 Type 2 HOGE
#5				36° 02.424	121° 27.052	Div A
#6				36° 02.183	121° 26.583	Div A 2800 Type 2 HOGE
#7				36° 00.960	121° 29.060	Div Z 3100 Type 2 HOGE
#8				35° 59.031	121° 24.835	Div T 2900 Type 2 HOGE
#9				35° 58.706	121° 24.691	Div T Type 2 HOGE
#10				36° 00.731	121° 30.565	Div Z 1500 Type 2 HOGE
Torch B	Coleman			36° 04.956	121° 17.025	Avoid flying over camp
				35° 57.851	121° 17.89	
	Merle Rch			36° 04.17	121° 23.30	backup to Coleman

Incident: Chalk Fire

Date: October 8, 2008 DAY/NIGHT

Safety Message

Major Hazards and Risks:

Excessive travel times, Narrow roads , large vehicles – Keep speeds down, FOCUS
Use the one way travel plan

Poison Oak – Med Unit has Poison Oak treatment available

Stay out from under hazard trees at night during mop up operations

Beware of hot stump holes and rolling material

Extremely steep terrain – Situational awareness, watch your footing

Narrative:

Traffic plan for exiting and entering Base camp during shift change. Exit camp via back road to Mission road. Continue to Nacimiento/Fergusson road, turn right and out to the fireline. Return via Nacimiento/Fergusson road, left on Vasquez, left on Del Venturi road to Base camp.

35 mph-max speed limit for the incident. Security traffic facilitator will be assisting traffic flow at Nacimiento/Fergusson and Vasquez intersection.

Roads and excessive speeds continue to pose significant risks to our fire fighters. Please keep your speeds down and exercise extreme caution when navigating ALL ROADS. Trees have been weakened by sudden oak death, frost and bug kill. Snags are falling at an alarming rate. SITUATIONAL AWARENESS.

Be especially careful with your footing in the steep rugged terrain. One fall could be your last. Burned out roots around stump holes create danger zones.

KEEP UP THE GREAT WORK

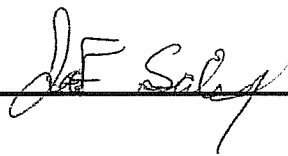
Lookouts

Communications

Escape Routes

Safety Zones

Prepared by Safety Officer: Jeff Saley



LCES Analysis of Tactical Actions

Incident: Chalk

Date: 10/08/08

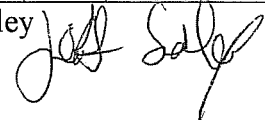
Shift: 24 HR.

LOCATION

Tactical Hazards	Div A	Div B	Div T	Div U	Div Z	Rehab			LCES MITIGATIONS
Indirect Fireline			X		X	X			LCES
Downhill Fireline	X	X	X		X				Small sections. DH mitigations
Underslung Fireline	X	X	X		X				LCES. Trench.
Mid-slope Fireline	X		X		X				Small segments. Scout. LCES
Anchor Points			X		X				Reestablish to new footprint
Extreme Weather									
Unburned Areas	X	X	X	X	X	X			Predominant throughout. LCES
Extremely Steep Terrain	X	X	X	X	X				Scout in daylight. Spacing.
Snags (Sudden Oak Death)	X	X	X	X	X	X			Look up, down, around. Scout.
1+Hour Transportation	X	X	X	X	X	X			Speed down. Focus on driving
Poor Communications									Assure current clone. Clear, concise directions to air.
Roads/Traffic Problems/ Very Steep	X	X	X	X	X	X			Traffic Plan. Drive slow w/ headlights.
Heavy Equipment			X			X			Yield right of way. Comm. w/ dozer boss
Medical Evac. Times	X	X	X	X	X	X			Hoist still needed
Air Operations Multi-Aircraft									Concise directions to air
Poison Oak	X	X	X	X	X	X			Swap or clean PPE whenever possible
Problem Safety Zones			X		X				Identify adequate zones before engaging or don't engage!

ICS-215A

Safety Officer: Jeff Saley



INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name		CHALK		Date/Time Prepared	Operational Period Date/Time				
						10/07/08 2000hrs.	10/08/08 DAY 0600-1800hrs. 10/08/08 NIGHT 1800-0600 hrs.				
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq	N or W	RX Tone/NAC	TX Freq	N or W	Tx Tone/NAC	Mode	Remarks
1	COMMAND		ALL DIVISIONS	168.1000 N		0.0	170.4500 N		110.9	A	NIFC CMD 2 LINKED TO CMD 6 AND CMD 9
2				170.0125 N		0.0	165.2500 N		110.9	A	NIFC CMD 9 LINKED TO CMD 2 AND CMD 6
3				168.4750 N		0.0	173.81250 N		110.9	A	NIFC CMD 6 LINKED TO CMD 2 AND CMD 9
4	TACTICAL		DIVISION A	168.0500 N		0.0	168.0500 N		0.0	A	NIFC TAC 1
5	TACTICAL		DIVISION B	168.2000 N		0.0	168.2000 N		0.0	A	NIFC TAC 2
6	TACTICAL		DIVISION T	168.6000 N		0.0	168.6000 N		0.0	A	NIFC TAC 3
7	TACTICAL		DIVISION U	164.1375 N		0.0	164.1375 N		0.0	A	NIFC TAC 4
8	TACTICAL		DIVISION Z	166.7250 N		0.0	166.7250 N		0.0	A	NIFC TAC 5
9	TACTICAL		UNASSIGNED	166.7750 N		0.0	166.7750 N		0.0	A	NIFC TAC 6
10	TACTICAL		REHAB GRP	168.2500 N		0.0	168.2500 N		0.0	A	NIFC TAC 7
11	TACTICAL		UNASSIGNED	173.9125 N		0.0	173.9125 N		0.0	A	R5 TAC 4
12	BACKUP COMMAND		ALL DIVISIONS	170.5500 N		0.0	169.9000 N		103.5	A	LPFN CONE PK. TONE 8
13	AIR/GROUND		ALL DIVISIONS	168.0125 N		0.0	168.0125 N		0.0	A	
14/16	AIR GUARD		ALL DIVISIONS	168.6250 N		0.0	168.6250 N		110.9	A	AIR EMERGENCIES ONLY

5. Prepared by (Communications Unit)
Rick Smith COML



The convention calls for frequency lists to show four digits after the decimal place, followed by either an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (Project 25)

MEDICAL PLAN 206	1. INCIDENT NAME	2. DATE PREPARED	3. TIME PREPARED	4. OPERATIONAL PERIOD DATE / TIME					
	Chalk	10/7/08	1900	10/8-10/9/08 DAY/NIGHT 0600-0600					
5. INCIDENT MEDICAL AID STATIONS									
MEDICAL AID STATIONS			LOCATION			PARAMEDICS			
						YES	NO		
Medical Unit			Base Camp			<input checked="" type="checkbox"/>			
FEMT			As Assigned per Division				<input checked="" type="checkbox"/>		
Squad-1			DP-3 Hwy 1 @ Nac. Ferg. Rd			<input checked="" type="checkbox"/>			
6. AMBULANCE SERVICES									
NAME		ADDRESS		PHONE	PARAMEDICS				
					YES	NO			
SLO Fire Ambulance Squad-1		DP-3 Hwy 1 @ Nac.Ferg Rd			<input checked="" type="checkbox"/>				
Life Line Ambulance M-502		ICP – Medical Unit		805-746-3473	<input checked="" type="checkbox"/>				
Cal Star Helicopter/No hoist		Santa Maria/Salinas/Gilroy		831-769-8899 CDF Dispatch	<input checked="" type="checkbox"/>				
CHP Helicopter H-70 Hoist (unavailable after 23:30)		Paso Robles		831-769-8899 CDF Dispatch	<input checked="" type="checkbox"/>				
SBC Helicopter 308 Hoist/Night Vision/Paramedic (available from SBC Helibase for single mission requests)		Santa Ynez Airport		805-692-5723 SBC Dispatch	<input checked="" type="checkbox"/>				
7. HOSPITALS									
NAME	ADDRESS		TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
			AIR	GROUND		YES	NO	YES	NO
Mee Memorial Lat: 36°12'30" Long: 121°07'50"	300 Canal St. King City, CA		8 min	35 min	831-385-7220	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Twin Cities Lat: 35°-33'-20" Long: 121°-07'-50"	1100 Las Tablas Templeton, CA		16 min	1 hr.-15 min.	805-434-4553	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Valley Medical Lat: 37°18'51" Long: 121°56'03"	751 S. Bascom Ave. San Jose, CA		40 min	N/A	408-885-6912	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
8. MEDICAL EMERGENCY PROCEDURES									

LINE EMERGENCY:

Crew Supervisor to contact Division Supervisor with patient complaint/condition and location.

- Division Supervisor contacts:
 1. Line EMT
 2. Communications Unit
- Communications Unit contacts:
 1. Medical Unit
 2. Operations
 3. Safety
- *Division Supervisor will run medical emergency on command channel*
- Communication Unit will clear command channel for emergency traffic
- Medical Unit will:
 1. Dispatch ground ambulance to nearest drop-point for ground transport only.
 2. Or after patient pickup, dispatch ambulance to Heli-base for Medical AIR EVAC Flight if needed
 3. Notify receiving hospital of injury status.

CAMP EMERGENCY:

Contact Medical Unit with patient complaint/condition and location. Medical Staff will respond to stabilize incident:

- Medical Unit contacts Communications, Safety and Operations

Prepared by (Medical Unit Leader)

Jan Purkert

10. Reviewed by (Safety Officer)

Jeff Saley

FINANCE MESSAGE OF THE DAY

The shift tickets below are examples of how Government Officers should fill them out. Please make sure that the Government Officer Signature block has a printed name and readable signature.

EMERGENCY EQUIPMENT SHIFT TICKET						
NOTE: The responsible Government Officer will update this form each day or shift and make initial and final equipment inspections.						
1. AGREEMENT NUMBER 55-91S8-2-1234			2. CONTRACTOR (name) Acme Trucking			
3. INCIDENT OR PROJECT NAME Silver Creek		4. INCIDENT NUMBER CA-KNF-123		5. OPERATOR (name) Ray Ban		
6. EQUIPMENT MAKE Freightliner		7. EQUIPMENT MODEL F4699 - Transport		8. OPERATOR FURNISHED BY <input checked="" type="checkbox"/> CONTRACTOR <input type="checkbox"/> GOVERNMENT		
9. SERIAL NUMBER CA413BD0865356		10. LICENSE NUMBER A99998B		11. OPERATING SUPPLIES FURNISHED BY <input checked="" type="checkbox"/> CONTRACTOR (wet) <input type="checkbox"/> GOVERNMENT (dry)		
12. DATE MO/DAY/YR		13. EQUIPMENT USE HOURS/DAYS/MILES (circle one)		14. REMARKS (released, down time and cause, problems, etc.)		
	START	STOP	WORK	SPECIAL	Assigned to Division A. <i>Transports are released unless directed to stay in writing. One acceptable way to capture this is on the IAP or a General Message ICS 213 in file.</i>	
10/5/08	0630	2000	I			
				15. EQUIPMENT STATUS <input checked="" type="checkbox"/> a. Inspected and under agreement <input type="checkbox"/> b. Released by Government <input type="checkbox"/> c. Withdrawn by Contractor		
				16. INVOICE POSTED BY (Recorder's Initials)		
17. CONTRACTOR'S OR AUTHORIZED AGENT'S SIGNATURE <i>Ray Ban</i>			18. GOVERNMENT OFFICER'S SIGNATURE <i>John Doe, Equip. Manager (Print Name below signature)</i>		19. DATE SIGNED 10/5/08	

EMERGENCY EQUIPMENT SHIFT TICKET						
NOTE: The responsible Government Officer will update this form each day or shift and make initial and final equipment inspections.						
1. AGREEMENT NUMBER 55-91S8-2-1234			2. CONTRACTOR (name) Smokey Bear Logging			
3. INCIDENT OR PROJECT NAME Silver Creek		4. INCIDENT NUMBER CA-KNF-123		5. OPERATOR (name) Smokey T. Bear		
6. EQUIPMENT MAKE Cat. Dozer		7. EQUIPMENT MODEL D5H		8. OPERATOR FURNISHED BY <input checked="" type="checkbox"/> CONTRACTOR <input type="checkbox"/> GOVERNMENT		
9. SERIAL NUMBER D5H45897		10. LICENSE NUMBER N/A		11. OPERATING SUPPLIES FURNISHED BY <input checked="" type="checkbox"/> CONTRACTOR (wet) <input type="checkbox"/> GOVERNMENT (dry)		
12. DATE MO/DAY/YR		13. EQUIPMENT USE HOURS/DAYS/MILES (circle one)		14. REMARKS (released, down time and cause, problems, etc.)		
	START	STOP	WORK	SPECIAL	Dozer was broken down from 1300 to 1430. <i>Dozers are paid daily rates. We prefer actual hours worked on shift ticket.</i>	
10/5/08	0630	1830				
				15. EQUIPMENT STATUS <input checked="" type="checkbox"/> a. Inspected and under agreement <input type="checkbox"/> b. Released by Government <input type="checkbox"/> c. Withdrawn by Contractor		
				16. INVOICE POSTED BY (Recorder's Initials)		
17. CONTRACTOR'S OR AUTHORIZED AGENT'S SIGNATURE <i>Smokey T. Bear</i>			18. GOVERNMENT OFFICER'S SIGNATURE <i>John Doe, Div. Sup. (Print Name below signature)</i>		19. DATE SIGNED 10/5/08	

If equipment paid on a daily rate breaks down, an hourly rate will be determined by dividing that daily rate by the shift length. The hourly rate will be paid for those hours of actual work time.

CHALK FIRE SUPPRESSION REHABILITATION/REPAIR

REHABILITATION OBJECTIVES

1. Minimize surface and gully erosion
2. Expedite regrowth of vegetative cover
3. Minimize visual impacts

General:

- Pick up and remove all garbage.
- Report any damages or needs to the ICP, Resource Advisor.
- Repair fences damaged resulting from fire suppression activities, identify locations to Plans Section.

Trail Rehabilitation

- Remove cut vegetation, rocks, trees, and soil from trail.
- Where trees or shrubs were felled, cut stumps flush with ground and scatter limbs.
- Re-establish minimum 24" tread and repair cross drains where segments of trail have been affected by suppression activities.
- To keep hikers off firelines, use native materials to construct barriers across fireline where it intersects with recreation trails.
- Knock down berms where created and pull back over trail.

Helispots, Drop Points

- Replace native material (soil & duff)
- Pull back brush, berms, rocks, and spread over width of helispot/drop point.
- Pick up and remove all flagging, garbage, litter, and equipment

Hand Lines

- Move displaced native material (soil & duff) back onto line.
- Fill in troughs.
- Pull back brush and berms and spread over the width of break. (On sites with high potential for erosion, you may need to cut additional brush from adjacent non-impacted areas – flush cut with ground)
- Leave tops of felled trees attached, this will appear more natural.
- Cut waterbreaks diagonal to fire line, where natural drains occur and construct as natural as possible. If possible, at natural drain direct outlet of water into a clump of brush or rocks.

Dozer Lines, Safety Zones

- Use small dozer (e.g., D5) and/or excavator to rehab line.
- When line cuts through chaparral: pull back brush, berms and rocks, and spread over width of break.
- When line cuts through grassland: pull back berms and rocks, and spread over width of break.
- Back blade berms perpendicular to fire line on moderate grades (0-10%).
- Install water bars on all dozer lines over 10% slope (as per attached table) or as marked/indicated by Suppression Rehab Team member.
- Assure no water bars channel water into unstable terrain (landslides) below.
- Where grade is too steep or line too narrow for effective dozer work, water bars will be hand constructed.

CHALK FIRE SUPPRESSION REHABILITATION/REPAIR

So remember, when locating and building water bars, place them the right **distance** apart, at a **diagonal** to the fireline, so that they **divert**, then **discharge**, then **dissipate** the energy of the flowing water. Be sure to make them durable.

Fireline slope %	Maximum Distance Apart (feet)
1-6.....	300
7-9.....	200
10-14.....	150
15-20.....	90
21-40.....	50
41-60.....	25

Recommended spacing for waterbars on firelines.
Waterbars should be no further apart than this, but they may be closer. When in doubt, put in more. From: UDSA-Forest Service, "Sale Administrator's Handbook"

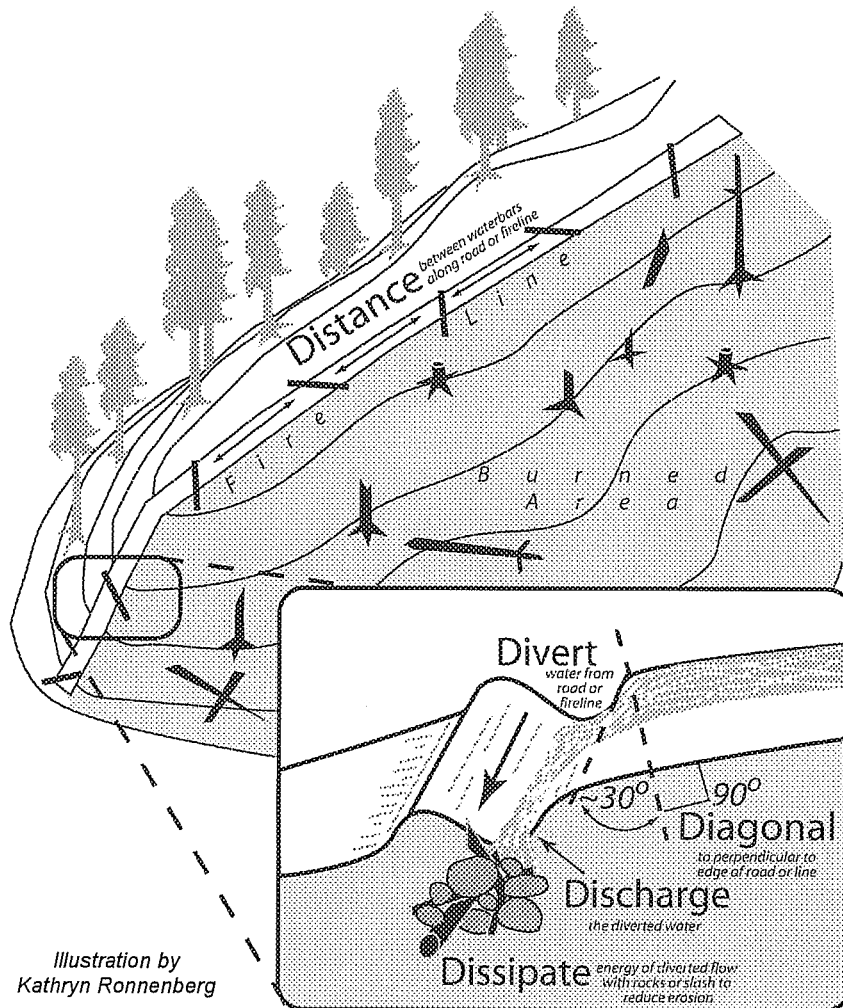


Illustration by
Kathryn Ronnenberg

Wilderness Minimum Impact Fire Suppression Guidelines
MIST
Minimum Impact Suppression Guidelines
for Forest Service Wilderness Areas

Fuel Management

Hot-line/Ground Fuels

- Allow fire to burn to natural barriers.
- Use cold-trail, wet line or combination when appropriate.
- If constructed fire line is necessary, use only width and depth to check fire spread.
- Constantly re-check cold trailed fire line.

Hot-line/Aerial Fuels

- Limb vegetation adjacent to fire line only as needed to prevent additional fire spread.
- During fire line construction, cut shrubs or small trees only when necessary. Make all cuts flush with the ground.
- Minimize felling of trees and snags unless they threaten the fire line or seriously endanger workers. In lieu of felling, identify hazard trees with a lookout or flagging.
- Scrape around tree bases near fire line if it is likely they will ignite.

Mop up/Ground Fuels

- Do minimal spading; restrict spading to hot areas near fire line.
- Cold-trail charred logs near fire line; do minimal tool scarring.
- Minimize bucking of logs near fire line or to check for hot spots; roll the logs instead if possible.
- Return logs to original position after checking and when ground is cool.
- Refrain from making bone yards; burned and partially burned fuels that were moved should be returned to a natural arrangement.
- Consider allowing large logs to burnout. Use a lever rather than bucking to manage large logs which must be extinguished.
- Use gravity socks in stream sources and/or a combination of water blivits and fold-a-tanks to minimize impacts to streams.
- Consider using infrared detection devices along perimeter to reduce risk.

Mop up/Aerial Fuels

- Remove or limb only those fuels which if ignited have potential to spread fire outside the fire line.
- Before felling consider allowing ignited tree/snag to burn itself out. Ensure adequate safety measures are communicated if this option is chosen.
- Identify hazard trees with a lookout or flagging.
- Align saw cuts to minimize visual impacts from more heavily traveled corridors. Slope cut away from line of sight where possible.

Logistics

Campsite Considerations

- Locate facilities outside of wilderness whenever possible.
- Coordinate with the Resource Advisor in choosing a site with most reasonable qualities of resource protection and safety concerns.

- Evaluate short-term low impact camps such as cyote or spike versus use of longer-term higher impact camps.
- New site locations should be on impact resistant and naturally draining areas such as rocky or sandy soils, or openings.
- Avoid camps in meadows, along streams or on lakeshores. Locate at least 200 feet from lakes, streams, trails, or other sensitive areas.
- Consider impacts on both present and future users. An agency commitment to wilderness values will promote those values to the public.
- Lay out the camp components carefully from the start. Define cooking, sleeping, latrine, and water supply.
- Minimize the number of trails and ensure adequate marking.
- In NFS wilderness use brief relief portable toilet system.
- Do not use nails in trees.
- Constantly evaluate the impacts which will occur, both short and long term.

Aviation Management

One of the goals of wilderness managers is to minimize the disturbance caused by air operations during an incident.

Aviation use Guidelines

- Maximize back haul flights as much as possible.
- Use long line remote hook in lieu of constructed helispots for delivery or retrieval of supplies and gear. (Promote the use of llamas.)
- Take precautions to insure noxious weeds are not inadvertently spread through the deployment of cargo nets and other external loads.
- Use natural openings for helispots and paracargo landing zones as far as practical. If construction is necessary, avoid high visitor use areas.
- Consider maintenance of existing helispots over creating new sites.
- Obtain specific instructions for appropriate helispot construction prior to the commencement of any ground work.
- Consider directional falling of trees and snags so they will be in a natural appearing arrangement.
- Buck and limb only what is necessary to achieve safe/practical operating space in and around the landing pad area.

Hazardous Materials

Flammable/Combustible Liquids

- Store and dispense aircraft and equipment fuels in accordance with National Fire Protection Association (NFPA) and Health and Safety Handbook requirements.
- Avoid spilling or leakage of oil or fuel, from sources such as portable pumps, into water sources or soils.
- Store any liquid petroleum gas (propane) downhill and downwind from fire camps and away from ignition sources.

Flammable Solids

- Pick up residual fusses debris from the fire line and dispose of properly.

Fire Retardant/Foaming Agents

- Do not drop retardant or other suppressants near surface waters.
- Use caution when operating pumps or engines with foaming agents to avoid contamination of water sources.

Retardant and Foam Information Tracking Form

Use this form to record your observations of retardant or foam that lands within 300 feet of any water bodies. Water bodies include all wet areas (streams, ponds, seeps). Return all information and this form to the Resource Advisor.

Incident Name:

Name of observer and position:

Date of delivery or discovery:

Location (Name of water body, division, landmark, GPS if possible):

Retardant / Foam present / Gel (water enhancer)? (circle one)

Note kind of material, if known:

Type of delivery: Air / Ground (circle one)

Estimated amount (gallons)?



Human Resource Message Chalk Fire

GLIDE PATH

Imagine flying an aeroplane and you are making the final turn to land your aircraft, referred to as the "Glide Path".

Keep it steady as we make that turn in the base leg of this assignment. This entire crew has exhibited outstanding behavior which resulted in positive leadership.

If we as HRSP's can be of assistance come see us on Main Street in the trailer marked Human Resources Specialist.

Eugene Rose
Human Resources Specialist

Steve Branch
Human Resources Specialist (Trainee)

Training Message

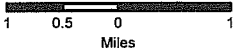
10/8

There are over ninety Trainees on this assignment. To finish the training program it will speed the up the training close out by coming in with the tasks already signed off for this incident in your taskbook. I will then need to meet with the Trainer and Trainee with your position taskbook to finish the evaluations and conduct the close out interview. Please don't wait until you are trying to demob to finish with me. Come by as soon as you get an idea that you are winding down this assignment.

Thank you for all of your assistance.

Doug Dickson
Training Specialist
CCIIMT 7

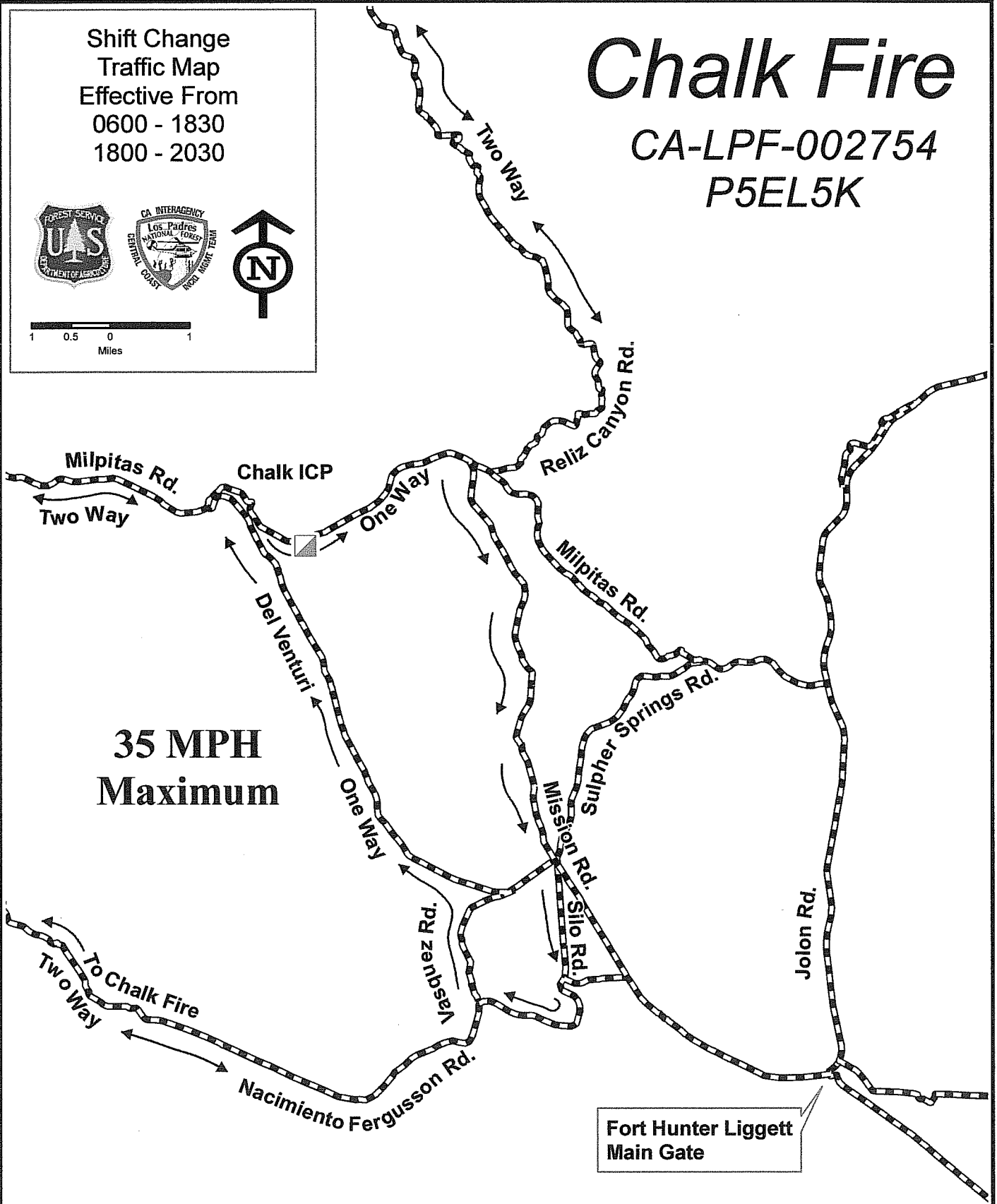
Shift Change
Traffic Map
Effective From
0600 - 1830
1800 - 2030





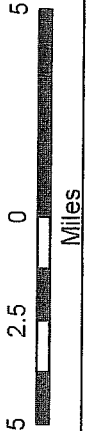
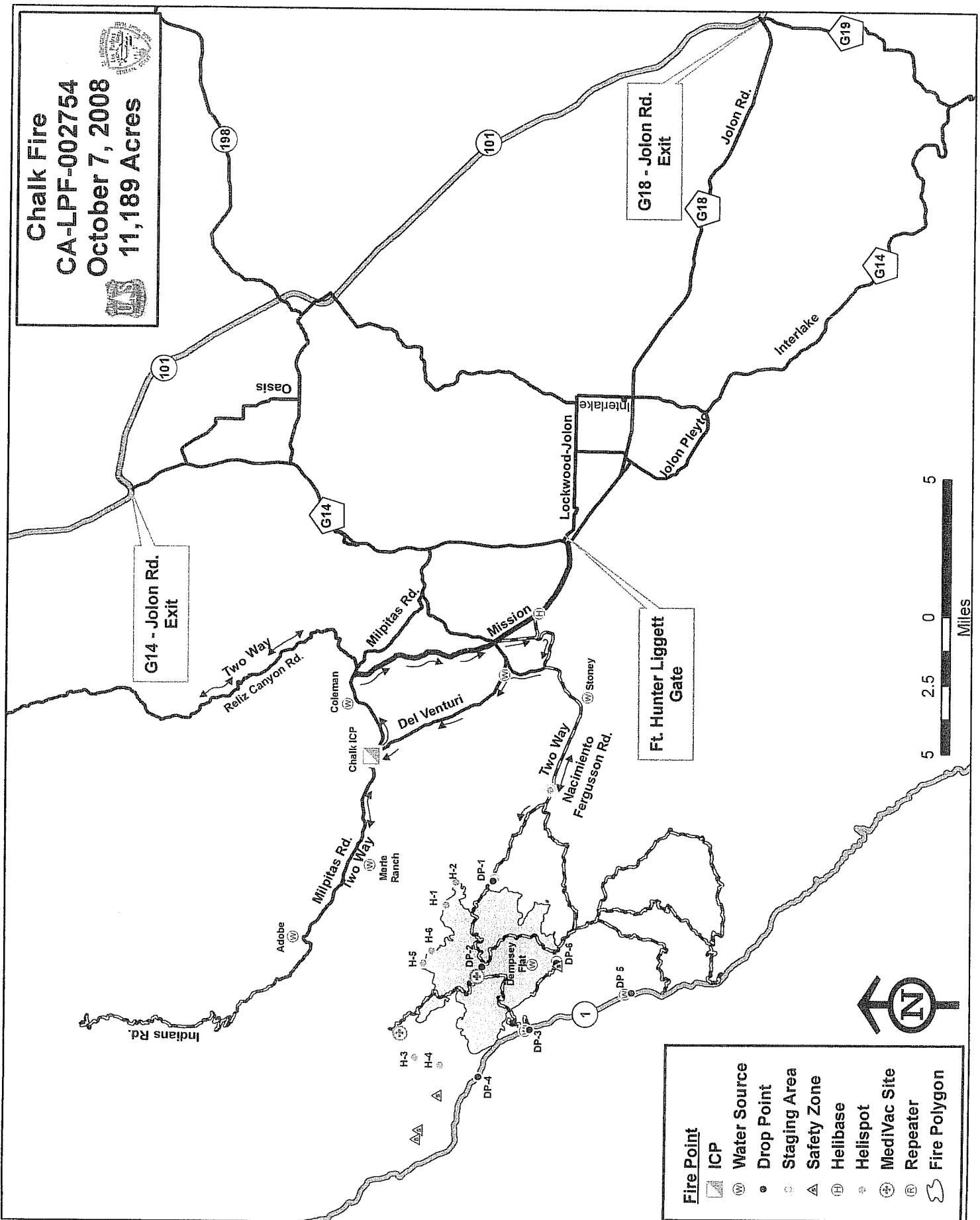
Chalk Fire

CA-LPF-002754

P5EL5K



Chalk Fire
CA-LPF-002754
October 7, 2008
11,189 Acres

- | Fire Point | |
|------------|--------------|
| | ICP |
| | Water Source |
| | Drop Point |
| | Staging Area |
| | Safety Zone |
| | Helibase |
| | Helispot |
| | MediVac Site |
| | Repeater |
| | Fire Polygon |

BASE CAMP
CHALK ICP
10/1/2008

