

Incident Action Plan

Chalk Fire

CA-LPF-002754

P5EL5K

Night Operation Period
FRIDAY, OCTOBER 3, 2008
1800 - 0600

CORRECTED

Incident Objectives

1. Incident Name

CHALK

2. Date Prepared

10/03/08

3. Time Prepared

1200

4. Operational Period

10/03/08 Friday Night Shift 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 Arroyo Seco Trail.

Keep the fire east of Highway 1 and Twin Peak.

Operational Objectives:

Hold the West and South perimeters of the fire.

Prepare and protect threatened structures.

6. Weather Forecast for Period

See attached Fire Weather Forecast

7. General Safety Message

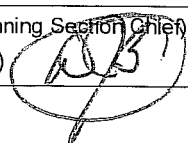
See attached Safety Message

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"/> Training 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 |

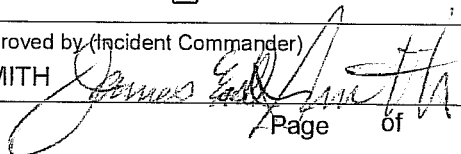
9. Prepared by (Planning Section Chief)

BILL BRICKEY (t)



10. Approved by (Incident Commander)

JIM SMITH



1. Incident Name <p style="text-align: center;">Chalk</p>		9. Operations Section	
2. Date <p style="text-align: center;">10-03-08</p>	3. Time <p style="text-align: center;">1200</p>	Chief <p style="text-align: center;">Mike LaPlant</p>	
4. Operational Period <p style="text-align: center;">10-03-08 Night Shift 1800-0600</p>		Planning Ops <p style="text-align: center;">Scott Schuster</p>	
5. Incident Commander and Staff		a. Branch I - Division/Groups	
Position	Name	Branch Director	
Incident Commanders	Jim Smith/Allan Currier/Mark Nunez (t)	Division/Group	A Unstaffed
Deputy IC	Dana D' Andrea	Division/Group	B Matt Ferris
Liason Officer	Herb McElwee / Randy Graham / Warner McGrew / Craig Thomas (t)	Division/Group	C/D Jim Ackerman
Law Liason Officer	Greg Nordyke	Division/Group	Unstaffed
Safety Officer	Jeff Saley	Division/Group	Z Rick Bertram
Information Officer	Manny Madrigal/ John Alford	Dozer Group	Unstaffed
Human Resources	Gene Rose / Steve Branch (t)	Structure Group	Anthony Williams
6. Agency Representative		Contingency Group	Unstaffed
Agency	Name	Staging	Unstaffed
Agency Administrator	John Bradford	c. Branch III - Division/Groups	
Cal Fire	Rick Hutchinson/Steve Spinharney (t)	Branch Director	
Resource Advisor	Jeff Kwasny	Deputy	
CHP	P.A. Howard	Division/Group	
FHL	Mark Shippee	Division/Group	
CDC	Randy Roland	Division/Group	
Big Sur Vol	Frank Pinney	Division/Group	
Monterey Sheriff	Kevin Oakley	Division/Group	
USFS Union Rep	Robert Ethridge	d. Air Operations Branch	
CalTrans	Danny Millsap	Air Operations Branch Director	Brad Joos
7. Planning Section		Air Attack Supervisor	Kent Haskins
Chief	Ann Marx	Air Support Supervisor	Jason Nava/ Al Driebach/ Saline Mouney (t)
Deputy	Bill Brickey (t) / Robert Kovach (t)	Helicopter Coordinator	
Resources Unit	Ken Bates / Mark Cole/Robert Ashby(t)/ Al Yanagisawa	Air Tanker Coordinator	
Situation Unit	Mike Held / John Germanetti	Helicopter Base Manager	Steve Silva / Brian Sexton (t)
Documentation Unit	Hal Nolen/John Lutzow(t)	10. Finance Section	
Demobilization Unit	Neil Bullock/Anthony Stornetta(t)	Chief	Judy Reynolds
GISS	Jason VanWarmerdam	Deputy	
Training Specialist	Doug Dickson	Time Unit	Elaine Hansen
Computer Specialist	Marty Cohn	Procurement Unit	
Weather	Jim Wallman	Compensation/Claims Unit	Patty Locke
Fire Behavior	Dan Ardoin/Rich Gonzales(t)	Cost Unit	Keith Fletcher
8. Logistics Section		Equipment Time	Shawn Hugan
Chief	Jamie Cople		
Deputy	Tom Crakes (t)		
Supply Unit	John Brodbeck / Daron Mafi		
Facilities Unit	Dennis Carrol / Mel Sanchez		
Ground Support Unit	Mike Nelson		
Communications Unit	Rick Smith		
Medical Unit	Jan Purkett / Joe Tieso		
Security Manager	Greg Nordyke		
Food Unit	Sharon Nordyke	Prepared by (Resource Unit Leader) Robert Ashby (t), Pat Caprioli (t)	

Fire Weather Forecast

FORECAST NO: 10

NAME OF FIRE: Chalk

PREDICTION FOR: Friday

SHIFT Night

UNIT: CA-LPF

SHIFT DATE: 10/3/08 to 10/4/08

1800-0600

SIGNED:



Jim Wallmann

Incident Meteorologist

TIME AND DATE

FORECAST ISSUED: 1200 10/3/08

...Cold front to move through the area with increasing west to southwest winds and rain tonight...

WEATHER DISCUSSION: A Pacific low pressure system will move onto the coast to the north of the fire. A weakening cold front will approach with increasing winds this evening. Rain is expected to begin after midnight tonight with light to moderate amounts. Humidity will remain fairly high tonight. The cold front is expected to move through Saturday morning after shift with winds becoming northwest behind it. Winds will remain more north to northwest into Tuesday with a significant warming and drying trend.

WEATHER FORECAST:

WEATHER: Cloudy. Rain developing around 0200. Rainfall amounts 1/3 to 1/2 inch.

TEMPERATURES: Around 60 through 0100 with MIN 47-52.

HUMIDITY: 50-70% through midnight then MAX 90-100%.

EYE LEVEL WINDS:

SLOPE (2000-3500 feet) - Erratic 4-6 mph.

RIDGETOP (3500 feet and above) - Southwest 6-10 mph with gusts to 20 mph.

LAL: 1

CWR: 90%

MARINE LAYER: None.

36 HOUR OUTLOOK (Temps/RH overnight is for areas above 2000 feet):

SATURDAY 10/4

WEATHER: Mostly cloudy. Scattered showers.

TEMP: Max: 62-68 RH: Min: 50-60%

WINDS: Slope: Northwest 3-5 mph
Ridge: Northwest 6-9 gusts 16 mph

LAL: 1 **CWR:** 30%

MARINE LAYER: None.

SATURDAY NIGHT 10/4-5

WEATHER: Partly cloudy.

TEMP: Min: 47-52 RH: Max: 70-90%

WINDS: Slope: Downslope to 2 mph
Ridge: North-northwest 5-7 mph

LAL: 1 **CWR:** 0%

MARINE LAYER: None.

OUTLOOK FOR SUNDAY: Mostly sunny. Winds north-northwest 5-8 mph. Temperatures – MAX 70-77. RH Min 30-40%. No marine layer.

OBSERVED WEATHER 10/2-3/08:

Fort Hunter Liggett RAWS (10 E – 1100 ft): Temp: Min 48. RH: Max 92%. Winds Calm.

LPF Portable1 RAWS (25 NNW – 3813 ft): Temp: 49. RH: 95%. Winds (20 foot) NW 3-6 mph.

Safety Zone Div B/C: Temp: 54. RH: 88%. Winds NW 2-3 mph.

Hourly Weather Table for Friday through Saturday Afternoon

All Winds are Ridgeline eye-level winds (above 3000 feet)

<i>Time</i>	<i>Temperature</i>	<i>RH</i>	<i>Wind Direction</i>	<i>Wind Speed</i>
Oct. 3 - 1900	64	48%	W	3-4 mph
2000	62	49%	W-SW	4-6G9 mph
2100	61	50%	W-SW	5-7G12 mph
2200	61	50%	W-SW	6-9G16 mph
2300	61	51%	SW	7-10G18 mph
Oct. 4 - 0000	60	52%	SW	7-10G20 mph
0100	60	53%	SW	7-10G20 mph
0200	56	75%	SW	5-8G14 mph
0300	52	90%	SW	5-8G15 mph
0400	52	95%	SW	6-9G17 mph
0500	52	100%	SW	6-9G17 mph
0600	51	100%	W-SW	5-7G12 mph
0700	50	90%	W-SW	5-7G12 mph
0800	50	85%	W	6-9G18 mph
0900	48	85%	W-NW	8-11G20 mph
1000	48	85%	W-NW	7-10G18 mph
1100	51	80%	NW	6-9G17 mph
1200	53	75%	NW	6-8G16 mph
1300	56	68%	NW	6-8G16 mph
1400	59	62%	NW	6-8G15 mph
1500	62	56%	NW	6-8G15 mph
1600	64	53%	NW	6-8G14 mph
1700	65	52%	NW	5-7G12 mph
1800	63	57%	NW	5-7G12 mph

Bold-italic indicates times steady rain is expected.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 10 10-03-08 Night Shift

TYPE OF FIRE: Wildland Vegetation

FIRE NAME: Chalk

OPERATIONAL PERIOD: Night

DATE ISSUED: 10-03-08

TIME ISSUED: 10:00 hrs

UNIT: CA-LFP

SIGNED: DAN ARDOIN FBAN 

WEATHER SUMMARY

Cold Front Passage tonight! Erratic winds! Good chance of wetting rain!

See attached spot weather forecast.

FIRE BEHAVIOR

GENERAL:

Thursday's observed BI: 68, Today's predicted 66-- Fire Danger: High

Fuels are chaparral, mixed conifers and oak woodlands. Fuel moistures - 1 hr 12%, 10 hr 8% , live 69%. 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.

Day Behavior: Slow to moderate rate of spread generally with occasional uphill runs where slope and wind are in alignment.

Night Behavior: Some active burning occurred on the east side, mainly good understory burn and the jackpots. The rest of the fire laid down as humidity rose. Tonight expect WSW wind driven fire beginning 2000 hrs and continuing until the onset of wetting rain around 0200 hrs. Strong WNW wind after frontal passage will drive any fire that does not receive wetting rain and where humidity remains lower (highest probability of this is on the east side of the coastal ridge).

Probability of Ignition 20%

SPECIFIC:

Division Z: Grasses ROS 10-13 ch/hr, FL 1 ft. Chaparral ROS 40 to 228 ch/hr, FL 14 to 32 ft. Hare Canyon aligned with WSW wind at 2000 hrs.

Division A/B: See Chaparral above. San Antonio River canyon aligned with WSW wind but the very upper end is sheltered by the ridge. Steep slopes north of Nacimiento/Fergusson Rd. are exposed to WSW winds on the upper two thirds. Fire on these slopes will carry to ridgetops. Hardwood stands ROS 4 to 24 ch/hr, FL 4 to 8 ft. Conifer stands ROS 3 to 21 ch/hr, FL 2 to 4 ft. Jackpot fuels burning out in 24 to 48 hours.

Division C/D: WSW wind favorable.

AIR OPERATIONS:

Visibility restricted near the surface. Sunset 18:44 Sunrise 07:00

SAFETY

Higher winds will increase falling snags throughout the fire. Maintain awareness of wind shifts. Some areas could experience concentrated rain showers making dirt roads impassable.

Safety Message

Major Hazards and Risks:

Extremely Steep and rugged terrain

Potential for reburn

Poison Oak – Doctor in camp! Laundry in camp!

Fire/Bug/SODS weakened trees/snags – Minimize exposure

Narrow roads, traffic control and large vehicles – Keep speeds down

Medivac Response Times too long – Position closer to operations

Narrative:

As we move into doing more direct and indirect line constructions, maintain a high degree of situational awareness, as this fire has the potential to move extremely quickly and erratically in this steep topography combined with a type 4 fuel model. There is a high degree of dead fuel load, including trees, from sudden oak death, frost and bug kill, which contributes to a high energy release component. Engage only when all LCES considerations have been fully covered, identify safety zones and watch for weather changes that can come from the coastal interface. Your safety is the highest priority!

WEATHER ALERT!! Have your weather triggers in place and minimize exposure.

Firing operations : Assure all permissions in place.

Be especially careful with your footing in the steep rugged terrain. One fall could be your last.

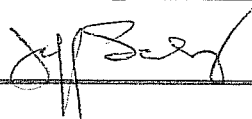
Don't forget to hydrate: a 3 to 1 ratio of water to sports type drink will keep heat related injuries minimized.

Lookouts

Communications

Escape Routes

Safety Zones



LCES Analysis of Tactical Actions

Incident: Chalk

Date: 10/03/08

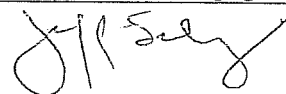
Shift: Night

LOCATION

Tactical Hazards		Div B	Div C/D		Div Z		Stru. Grp		LCES MITIGATIONS
Indirect Fireline		X	X		X				LCES
Downhill Fireline		X	X						Small sections. DH mitigations
Underslung Fireline		X	X		X				LCES. Trench.
Mid-slope Fireline		X	X		X				Small segments. Scout. LCES
Anchor Points			X				X		Reestablish to new footprint
Weather concerns		X	X		X		X		Triggers. Minimize exposure
Unburned Areas		X	X		X		X		Predominant throughout. LCES
Extremely Steep Terrain		X	X		X				Scout in daylight. Spacing.
Snags (Sudden Oak Death)		X	X				X		Look up, down, around. Scout.
1+Hour Transportation		X	X		X		X		Speed down. Focus on driving
Firing Operations									Completed plan in place
Roads/Traffic Problems/ Very Steep		X	X		X		X		Traffic Plan. Drive slow w/ headlights. No speeding.
Heavy Equipment		X	X		X		X		Yield right of way. Comm. w/ dozer boss
Medivac response time		X	X		X		X		Hoist still needed
Air Operations Multi-Aircraft									Concise directions to air
Poison Oak		X	X		X		X		Launder clothes. Prev. meds. Shots
Problem Safety Zones					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

10/03/08 1200hrs.

Operational Period Date/Time

10/03/08 1800-0600hrs.

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
2				170.0125	N	0.0	165.2500	N	110.9	A	NIFC CMD 9 LINKED TO CMD 2
3	TACTICAL		UNASSIGNED	168.0500	N	0.0	168.0500	N	0.0	A	NIFC TAC 1
4	TACTICAL		DIVISION B	168.2000	N	0.0	168.2000	N	0.0	A	NIFC TAC 2
5	TACTICAL		DIVISION C/D	168.6000	N	0.0	168.6000	N	0.0	A	NIFC TAC 3
6	TACTICAL		UNASSIGNED	164.1375	N	0.0	164.1375	N	0.0	A	NIFC TAC 4
7	TACTICAL		DIVISION Z	166.7250	N	0.0	166.7250	N	0.0	A	NIFC TAC 5
8	TACTICAL		STR GRP	166.7750	N	0.0	166.7750	N	0.0	A	NIFC TAC 6
9	TACTICAL		UNASSIGNED	168.2500	N	0.0	168.2500	N	0.0	A	NIFC TAC 7
10	TACTICAL		UNASSIGNED	173.9125	N	0.0	173.9125	N	0.0	A	R5 TAC 4
11	TACTICAL		UNASSIGNED	173.9625	N	0.0	173.9625	N	0.0	A	R5 TAC 5
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



Incident Location

County
W

State

Latitude

N Longitude

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 Chalk	2. DATE PREPARED 10/3/08	3. TIME PREPARED 1100	4. OPERATIONAL PERIOD DATE / TIME 10/3/08 1800-0600				
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"/>		
Nac. Ferg Road Guard Shack		Nac. Ferg. Road			<input checked="" type="checkbox"/>			
6. AMBULANCE SERVICES								
NAME		ADDRESS		PHONE	PARAMEDICS			
					YES	NO		
Life Line Ambulance M-502		Nac. Ferg Road Guard Shack		805-746-3473	<input checked="" type="checkbox"/>			
Cal Star Helicopter/No hoist		Santa Maria/Salinas/Gilroy		831-335-0341	<input checked="" type="checkbox"/>			
CHP Helicopter H-70 Hoist (unavailable after 23:30)		Paso Robles		805-593-3344 805-239-3553	<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:

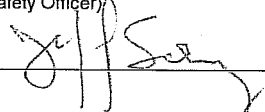
- Medical Unit contacts Communications, Safety and Operations

Prepared by (Medical Unit Leader)

Jan Purkett

10. Reviewed by (Safety Officer)

Jeff Saley



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.

Personal Camp Conduct

- Use “leave no trace” camping techniques.
- Minimize disturbance to land when preparing bedding site. Do not clear vegetation or trench to create bedding sites.
- Use stoves for cooking, when possible. If a campfire is used, limit to one site and keep it as small as reasonable. Build either a “pit” or “mound” type fire. Avoid use of rocks to ring fires.
- Use down and dead firewood. Use small diameter wood, which burns down more cleanly.
- Don’t burn plastics or aluminum- “pack it out” with other garbage.
- Select travel routes between camp and fire and define clearly.
- Carry water and bathe away from lakes and streams. Personnel must not introduce soaps, shampoos or other personal grooming chemicals into waterways.

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.

Retardant Use

- During initial attack, fire managers must weigh the non-use of retardant with the probability of initial attack crews being able to successfully control or contain a wildfire. If it is determined that use of retardant may prevent a larger, more damaging wildfire, then the manager might consider retardant use even in sensitive areas. This decision must take into account all values at risk and the consequences of larger firefighting forces' impact on the land.
- Consider impacts of water drops versus use of foam/retardant. If foam/retardant is deemed necessary consider use of foam before retardant use.

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 fuses 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

Thought for the Day

Correct Biased Communication Patterns

Working in emergency incident situations is no simple task. We can easily offend someone by a careless slip of the tongue, pen, or through inappropriate behavior.

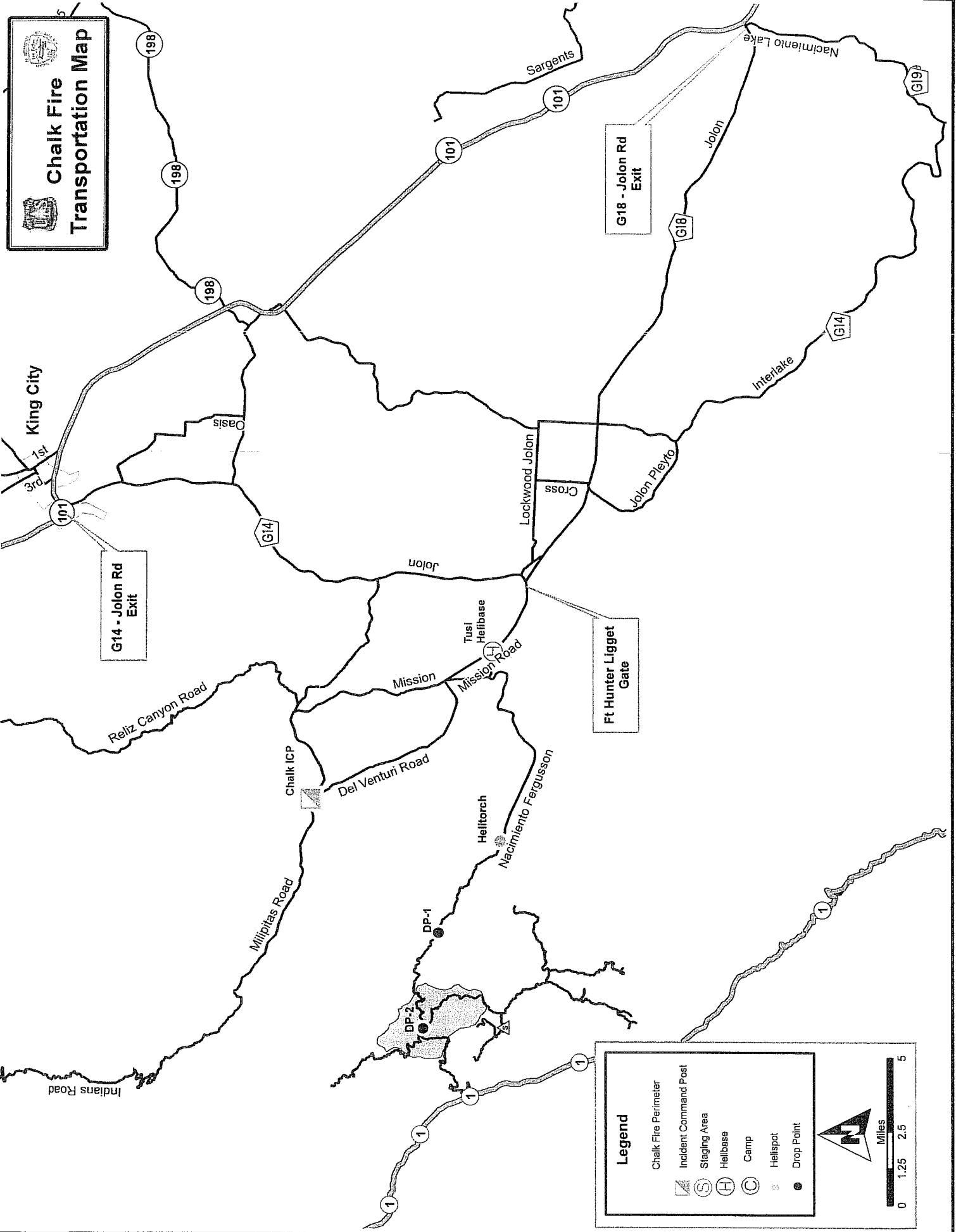
With increased diversity, there comes a need for increased sensitivity about how we interact with one another.

Respecting each other, results in increased rapport with those whom we work and contributes to a positive and productive work environment.

Eugene Rose
Human Resource Specialist

Steve Branch
Human Resource Specialist (Trainee)

**Chalk Fire
Transportation Map**



G14 - Jolon Rd Exit

G18 - Jolon Rd Exit

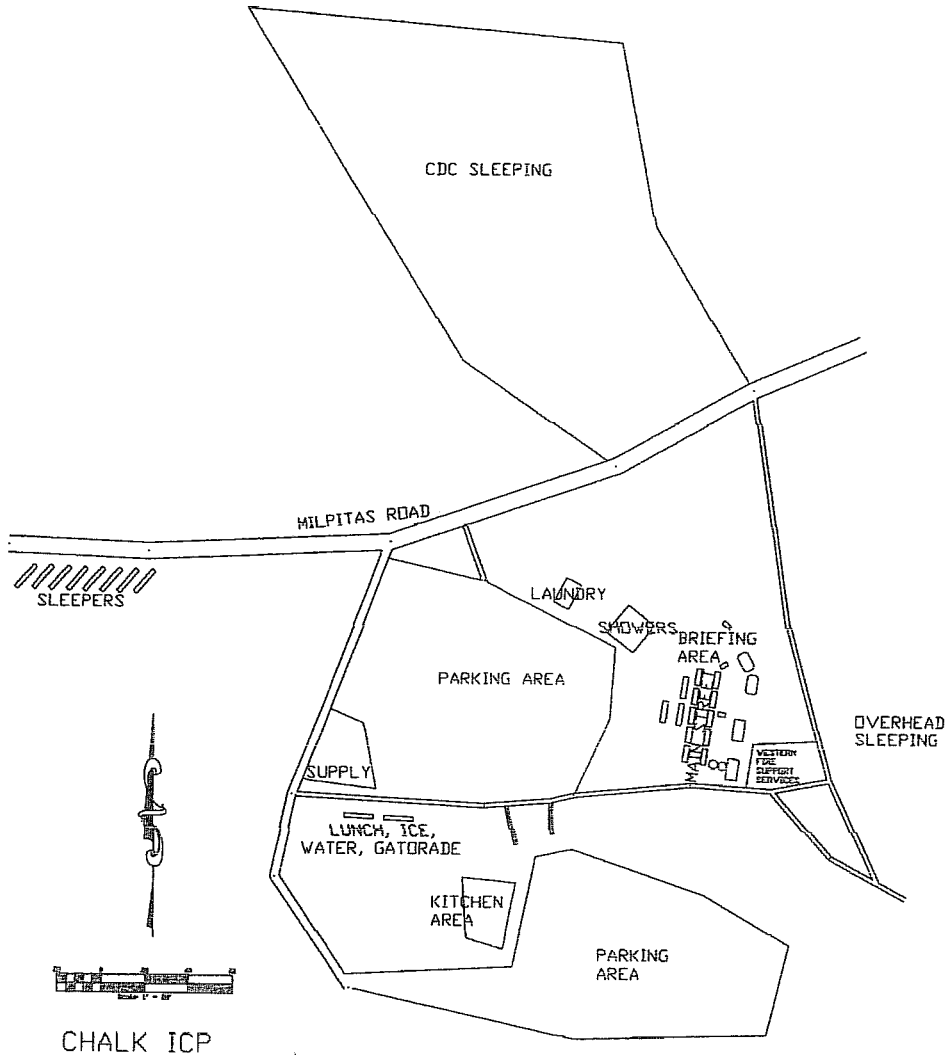
Ft Hunter Liggett Gate

Legend

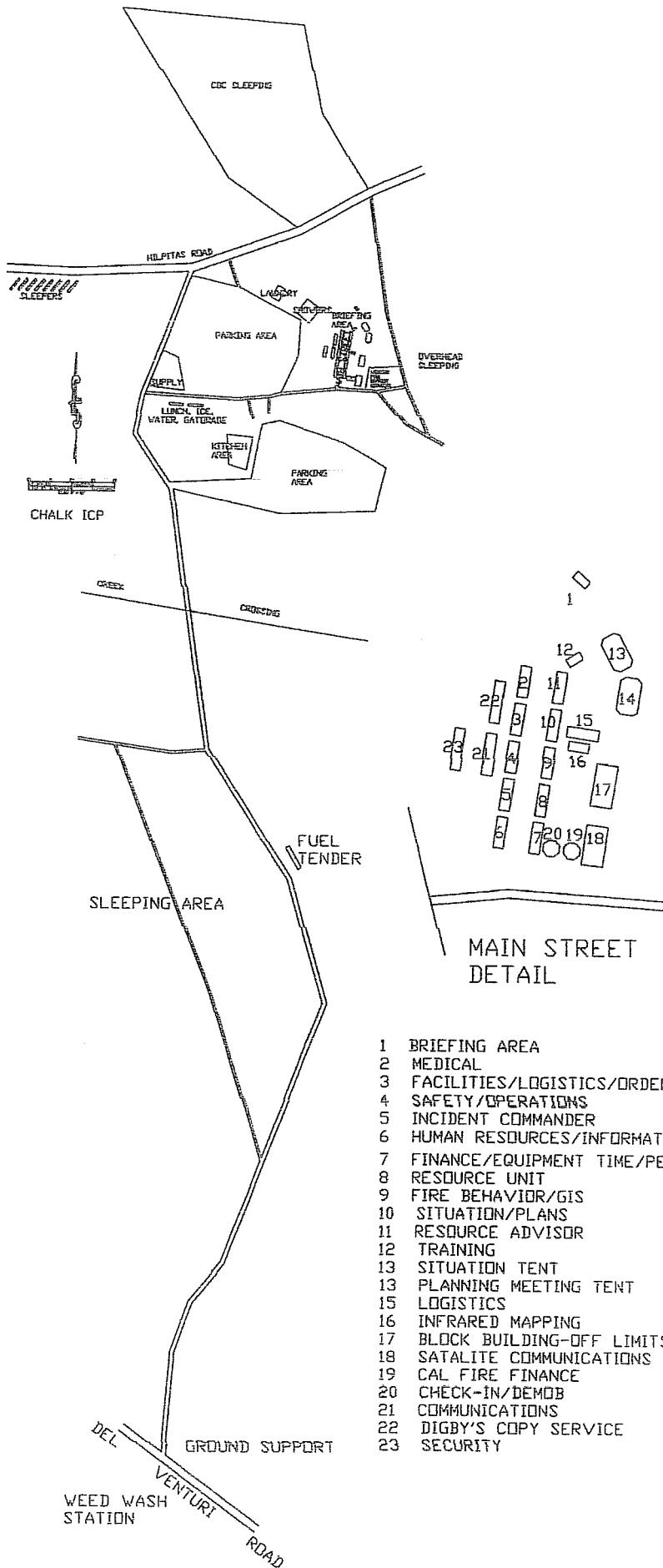
- Chalk Fire Perimeter
- Incident Command Post
- Staging Area
- Helibase
- Camp
- Helispot
- Drop Point

Miles
0 1.25 2.5 5

BASE CAMP CHALK ICP 10/1/2008



BASE CAMP CHALK ICP 10/1/2008



- 1 BRIEFING AREA
- 2 MEDICAL
- 3 FACILITIES/LOGISTICS/ORDERING
- 4 SAFETY/OPERATIONS
- 5 INCIDENT COMMANDER
- 6 HUMAN RESOURCES/INFORMATION
- 7 FINANCE/EQUIPMENT TIME/PERSONNEL TIME
- 8 RESOURCE UNIT
- 9 FIRE BEHAVIOR/GIS
- 10 SITUATION/PLANS
- 11 RESOURCE ADVISOR
- 12 TRAINING
- 13 SITUATION TENT
- 13 PLANNING MEETING TENT
- 15 LOGISTICS
- 16 INFRARED MAPPING
- 17 BLOCK BUILDING-OFF LIMITS
- 18 SATALITE COMMUNICATIONS
- 19 CAL FIRE FINANCE
- 20 CHECK-IN/DEMOB
- 21 COMMUNICATIONS
- 22 DIGBY'S COPY SERVICE
- 23 SECURITY

