

INFRARED INTERPRETER'S DAILY LOG

Incident Name: Pine Gulch CO-GRD-000307	IR Interpreter(s): Elise Bowne (303) 517-7510	Local Dispatch Phone: Grand Junction Interagency Dispatch 970-257-4800	Interpreted Size: 13,387 Acres Growth: 313 Acres
Flight Time: 0115 MDT Flight Date: 8/07/2020	Interpreter(s) location: Lakewood, CO. Interpreter(s) Phone: 303-517-7510 (cell)	GACC IR Liaison: Elise Bowne GACC IR Liaison Phone: 303-517-7510	National Coordinator: National Coord. Phone:
Ordered By: SITL – RM Black Team	A Number: 68	Aircraft/Scanner System: N149Z / Phoenix	Pilots/Techs: Boyce, Helquist / Mann
IRIN Comments on imagery: Imagery was clear, with slight issues with orthorectification. Two images		Weather at time of flight: Clear	Flight Objective: Map heat perimeter, and heat sources.
Date and Time Imagery Received by Interpreter: 8/07/2020 at 0245 MDT		Type of media for final product: Shapefiles, KMZ, PDF map, and IRIN Log	
Date and Time Products Delivered to Incident: 8/07/2020 at 0500 MDT		Digital files sent to: NIFC FTP @ https://ftp.nifc.gov/public/incident_specific_data/rocky_mtn/2020/PineGulch/IR/	
Comments /notes on tonight's mission and this interpretation: Used MMA perimeter from 8/6/2020 at 1900 as a starting point for tonight's interpretation. The incident appeared cooler overall than the previous NIROPS IR flight. Intense heat was detected on the western edge of the incident in the McKay Fork drainage, and also along the north edge of the incident along the fingers projecting to the north. The intense heat is showing where the heat is backing down into the gullies between the ridges primarily. Interior pockets of intense heat detected, primarily on the eastern part of the incident. Scattered heat was detected mainly on the south facing slopes into the McKay Fork drainage and then further east in the South Dry Fork drainage. Along the south edge of the incident there were a couple of areas of perimeter growth with intense heat. The burnout in the Corcoran Wash to the north of the road appeared to be going well at flight time, with no heat detected south of the road. The heat appeared to have nearly burned into the main fire on the east edge of the burnout, but was still a downslope from the main fire on the westernmost part of the burnout. Questions, comments, please contact the IR interpreter via the contact info above.			