# INFRARED INTERPRETER'S DAILY LOG

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| **Incident Name:**<br>Pine Gulch<br>CO-GRD-000307 | **IR Interpreter(s):**<br>Elise Bowne<br>(303) 517-7510 | **Local Dispatch Phone:**<br>Grand Junction Interagency Dispatch 970-257-4800 | **Interpreted Size:**<br>20,119 Acres<br>**Growth:**<br>6732 ac since last NIROPS flight, 59 ac since MMA flight |
| **Flight Time:**<br>2009 MDT<br>**Flight Date:**<br>8/07/2020 | **Interpreter(s) location:**<br>Lakewood, CO.<br>**Interpreter(s) Phone:**<br>303-517-7510 (cell) | **GACC IR Liaison:**<br>Elise Bowne<br>**GACC IR Liaison Phone:** 303-517-7510 | **National Coordinator:**<br>**National Coord. Phone:** |
| **Ordered By:**<br>SITL – RM Black Team | **A Number:**<br>73 | **Aircraft/Scanner System:**<br>N149Z / Phoenix | **Pilots/Techs:**<br>Boyce, Helquist / Mann |
| **IRIN Comments on imagery:**<br>Imagery was clear, with slight issues with orthorectification. Two images | | **Weather at time of flight:**<br>Clear | **Flight Objective:**<br>Map heat perimeter, and heat sources. |
| **Date and Time Imagery Received by Interpreter:**<br>8/07/2020 at 2245 MDT<br>**Date and Time** Products Delivered to Incident:<br>8/08/2020 at 0030 MDT | | **Type of media for final product:**<br>Shapefiles, KMZ, PDF map, and IRIN Log<br>**Digital files sent to: NIFC FTP @**<br>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 8/7/2020 at 1930 as a starting point for tonight's interpretation. Had some trouble getting data off the aircraft, receiving the last of it at 2245, more than 2 hours after the passes were complete.

Lots of growth to the north tonight. The heat was mostly south of the road along Cottonwood ditch on the north side of the incident, except near a lower spot on the ridge where the heat crossed the road and moved to the top of the ridge. Intense heat appeared to be backing down the NNE facing slope of the ridge toward the small lake. There is also an isolated areas of intense heat to the west and uphill from the saddle. Another arm of intense heat traveled nearly to the top of the ridge to the west of the saddle. The heat appears to be starting to back down the back side of that ridge, stopping at the south edge of the small lake as of flight time. To the east of the lake, it appeared that the heat is backing down the ridge to the north of the ridge, into the upper part of the Kimball Creek drainage. This isolated area of heat was so intense it caused some anomalies in the data. They have been accounted for.

To the west, there are numerous areas of intense heat moving down off the ridge to the north, into the Middle Dry Fork drainage, and toward the confluence of North and Middle Dry Fork. There are some spots in between these areas, but they are somewhat interior. The intense heat continues to move west along the ridge between Middle Dry Fork and McKay Fork to the south, and also on the south side of McKay Fork. The heat appears to have reached the top of the peak (?) between sections 8 and 17 on the westernmost part of the incident

Along the south edge of the incident 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 from the burnout has met the heat from the main fire on the east. The main fire to the west of where the burnout was as of flight time is very cool with only a few isolated heat sources. The eastern part of the fire has some small areas of perimeter growth and intense heat, but mostly isolated areas of heat.

The middle of the incident has cooled significantly with very little heat remaining in the South Dry Fork drainage, and mostly on the north side of McKay Fork. To the north (north-facing slopes) of the ridge between McKay Fork and North/Middle Dry Forth there appear to be a number of large areas inside the perimeter that may contain unburned fuels, as there are leading edges of intense heat heading into those areas.

Questions, comments, please contact the IR interpreter via the contact info above.