

HEALTH AND SAFETY MESSAGE

SAFETY starts with *YOU*

We are **ALL** accountable for **SAFE** behaviors

INCIDENT: County Line

DATE: April 17, 2012

TIME: Day and Night Shift

Major Hazards and Risks:

- ***FIRE BEHAVIOR** - High rates of spread in the in southern fuels, don't get caught off guard; **Red Flag Warnings** / please read the weather information and ensure that everyone is briefed on weather conditions.
- ***WILDLAND URBAN INTERFACE(WUI)** - Gas tanks, power lines, vehicle congestion, public evacuation, etc;
- ***AIR OPERATIONS** - Flight Hazards, Civilians, Retardant Drops, Communications;
- ***DRIVING** -Fatigue, congestion around fires, backing accidents;

MITIGATION MEASURES

FIRE BEHAVIOR – LCES at all times. Utilize air attack. Ensure line is anchored. Know the predicted weather and fire behavior. Before beginning backfiring or burnout operations assure that the following are in place:

- * Lookouts are posted,
- * Communications are established with both firing and holding teams.
- * Escape routes and safety zones are established, Known to all resources and will not be Compromised by the firing operations.

WUI –Size –up, triage first then, utilize fire departments for structure protection and hazmat. Review structural “watch outs”. Stay away from down power lines. Practice defensive driving at all times.

AIR OPERATIONS – Monitor air to ground, Main contact is air attack when available. Pilots will be briefed on strategies and tactics. Heads up—multiple aircraft may be on your fire.

DRIVING – Follow 2 to 1 rule. No more than 10 hours behind the wheel per shift. Be aware of traffic congestion and poor visibility near fires from smoke and dust. Abide by the Speed Limits and Drive Defensively. Use “spotter” when backing.

Watch Out Situation of the Day



1. FIRE NOT SCOUTED AND SIZED UP

Common Denominators of Fire Behavior On Tragedy Fires

- *Most incidents happen on the smaller fires or on Isolated portions of larger fires.
- *Most fires are innocent in appearance before the “flare-ups” or “blow-ups”. In some cases, tragedies occur in the mop-up stage.
- ***Flare-ups generally occur in deceptively light fuels.**
- *Some suppression tools, such as helicopters or air tankers, can adversely affect fire behavior. The blasts of air from low flying helicopters and air tankers have been known to cause flare-ups.

Incident Safety Officers: *Larry Holsomback, Brad Lidell, Tom Krueger, Kent Davenport, Glen Stapleton and Buddy Kelley (T)*