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| **Incident Name:**  Old Mountain Rd  TN-TNS-100050 | **IR Interpreter(s):**  Elise Bowne | **Local Dispatch Phone:**  TN-TNC  423-476-9760 | **Interpreted Size:**  201 Acres  **Growth last period:**  59 Acres |
| **Flight Time:**  2351 EST  **Flight Date:**  November 20, 2016 | **Interpreter(s) location:**  Denver, CO  **Interpreter(s) Phone:**  303-517-7510 | **GACC IR Liaison:**  Melinda McGann  **GACC IR Liaison Phone:**  678-320-3010 | **National Coordinator:**  N/A  **National Coord. Phone:**  N/A |
| **Ordered By:**  TN-TNS (423-339-8680) | **A Number:**  3 | **Aircraft/Scanner System:**  N149Z/Phoenix | **Pilots/Techs:**  Boyce/Netcher/Smith |
| **IRIN Comments on imagery:**  Good imagery, orthorectification was off in areas | | **Weather at time of flight:**  Clear | **Flight Objective:**  Map Heat Perimeter/Isolated Heat Sources |
| **Date and Time Imagery Received by Interpreter:**  November 21, 2016 0200 EST | | **Type of media for final product:**  Pdf map, 4 shapefiles, kmz file and IR log  **Digital files sent to:**  <http://ftp.nifc.gov/incident_specific_data/southern/Tennessee/2016_OldMountainRd/IR/20161121> and emailed to Phillip Morrissey and David Todd | |
| **Date and Time Products Delivered to Incident:**  November 21, 2016 0300 EST | |
| **Comments /notes on tonight’s mission and this interpretation:**   * Used previous night’s IR heat perimeter as starting point for tonight’s interpretation.’ * There was just one area of intense heat detected tonight, at the east part of the heat perimeter. The most intense part was on the SE facing slope of Clinch Mountain and wrapping around to the top of the ridge and the north facing slope above Coffey Chapel. * Only scattered and isolated heat detected over the rest of the incident. * With the exception of the part of the incident farthest east, mentioned above, there has been significant cooling and it was very hard to determine exactly where the perimeter really is. This is a especially true on the north facing slope and the north part of the perimeter above the structures. This may have been due to tanker drops or other cooling. * Questions/Concerns – please contact the IRIN at 303-517-7510. | | | |