

# COLBY FIRE

## Incident Action Plan

0600 to 2000 August 13, 2007

**KEEP YOUR HEAD IN THE GAME!**

CalTrans will coordinate ALL Traffic  
on Highway 32

Use Extreme Caution in the Cliff Areas

We are under a Fire Weather Watch for  
High Winds & Low R.H.

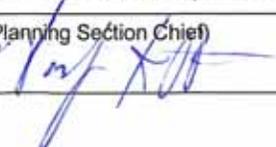
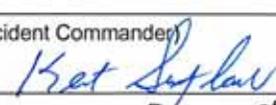
Watch out for soft shoulders on the  
27N06 road

Keep Food out of Tents, Bears are  
in the area!

Northern California Incident Management  
Team 1

CA-LNF-003801

LASSEN NATIONAL FOREST

<b>Incident Objectives</b>	1. Incident Name COLBY	2. Date Prepared 08/12/07	3. Time Prepared 2030															
4. Operational Period 08/13/07 Monday Day Shift 0600 - 2000																		
5. General Control Objectives for the incident (include alternatives) <ul style="list-style-type: none"> <li>1. Provide for firefighter and public safety by adhering to the Risk Management Process.</li> <li>2. Keep fire south and east of Deer Creek.</li> <li>3. Keep fire south and west of Rattlesnake Creek.</li> <li>4. Keep fire north and west of Road 27N02 and 27N06.</li> </ul>																		
6. Weather Forecast for Period See attached spot weather forecast.																		
7. General Safety Message Be on the look-out for; <ul style="list-style-type: none"> <li>- Hazard trees</li> <li>- Rolling material</li> <li>- Rattlesnake</li> </ul>																		
8. Attachments (mark if attached) <table border="0" style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Organization List - ICS 203</td> <td><input checked="" type="checkbox"/> Incident Map</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204</td> <td><input checked="" type="checkbox"/> Safety Message</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Communications Plan - ICS205</td> <td><input type="checkbox"/> Traffic Plan</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Medical Plan - ICS 206</td> <td><input checked="" type="checkbox"/> Fire Weather Forecast</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Air Operations Summary - ICS 220</td> <td><input checked="" type="checkbox"/> Unit Log</td> <td><input type="checkbox"/></td> </tr> </table>				<input checked="" type="checkbox"/> Organization List - ICS 203	<input checked="" type="checkbox"/> Incident Map	<input type="checkbox"/>	<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Safety Message	<input type="checkbox"/>	<input checked="" type="checkbox"/> Communications Plan - ICS205	<input type="checkbox"/> Traffic Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input checked="" type="checkbox"/> Fire Weather Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/> Air Operations Summary - ICS 220	<input checked="" type="checkbox"/> Unit Log	<input type="checkbox"/>
<input checked="" type="checkbox"/> Organization List - ICS 203	<input checked="" type="checkbox"/> Incident Map	<input type="checkbox"/>																
<input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204	<input checked="" type="checkbox"/> Safety Message	<input type="checkbox"/>																
<input checked="" type="checkbox"/> Communications Plan - ICS205	<input type="checkbox"/> Traffic Plan	<input type="checkbox"/>																
<input checked="" type="checkbox"/> Medical Plan - ICS 206	<input checked="" type="checkbox"/> Fire Weather Forecast	<input type="checkbox"/>																
<input checked="" type="checkbox"/> Air Operations Summary - ICS 220	<input checked="" type="checkbox"/> Unit Log	<input type="checkbox"/>																
9. Prepared by (Planning Section Chief) V. Lambeth 		10. Approved by (Incident Commander) K. Swartzlander 																

ORGANIZATION ASSIGNMENT LIST		9. Operations Section	
1. Incident Name COLBY		Day	PAUL A BANNISTER
2. Date Prepared 08/12/07		3. Time Prepared 2030	Planning Operation PETE DUNCAN
4. Operational Period 08/13/07 Monday Day Shift 0600 - 2000		a. Branch I - Division/Groups	
Position		Name	
5. Incident Commander and Staff		Branch Director	
Incident Commander	KENT SWARTZLANDER	Deputy	
Deputy	TOM CAVES	Division/Group A	JEFFERY L BARNHART
Safety Officer	MICHELE TANZI; JIM MACKENSEN	Division/Group B	ALEC C LANE
Information Officer	YVONNE JONES/PHYLLIS SWANSON/KATHY HARDY	Division/Group Z	ED MERRILL
Liaison Officer		Division/Group	
6. Agency Representative		b. Branch II - Division/Groups	
Agency	Name	Branch Director	
Agency Administrator	Al Vasquez	Deputy	
CAL Fire	Dan Summerville	Division/Group	
Resource Advisor	Ryan Foote	Division/Group	
Cal Trans	Luke Mason	Division/Group	
7. Planning Section		c. Branch III - Division/Groups	
Chief	VALERY LAMBETH	Branch Director	
Deputy	GARY RISLING	Deputy	
Resources Unit	MELISSA HENNESSEY/LOUANN CHARBONNIER	Division/Group	
Situation Unit	CHRISTOPHER WIKEEN	Division/Group	
Documentation Unit	LOUANN CHARBONNIER	Division/Group	
Demobilization Unit	GARY DEBOI	Division/Group	
Fire Behavior Analyst		Division/Group	
Human Resource Spec.		d. Air Operations Branch	
Training Specialist	DOMINIC J PANNO	Air Operations Branch Director	ERICH SCHWAB/STAN KABOTA
GIS Specialist	KYLE FELKER/RALPH MARTINEZ	Helibase Manager	
Computer Specialist	GEORGE STEEL	Air Attack Supervisor	
		Air Support Supervisor	SCOTT WHITMIRE
		Helicopter Coordinator	
		Air Tanker Coordinator	
8. Logistics Section		10. Finance Section	
Chief	PAUL MONTGOMERY/GREG MOON(T)	Chief	LOIS J CHARLTON
Deputy	MIKE JELLISON	Deputy	
Supply Unit	TOM J CHARLTON	Time Unit	SISSIE ANZORA
Facilities Unit	JEFF HUHTALA	Procurement Unit	PAM VILHAUER
Ground Support Unit	JOHN CAMACHO, HARRY ZABEL(T)	Compensation/Claims Unit	MONA LAKE
Communications Unit	RICHARD STONE	Cost Unit	ADELE HENDERSON
Medical Unit	KEN KUMPE	Prepared by (Resource Unit Leader)	
Receiving & Distribution	RON PIERCE		
Food Unit	JAMES H WESTLAKE		







## Fire Weather Forecast

FORECAST NO: 1

NAME OF FIRE: Colby Fire

UNIT: Lassen NF

PREDICTION FOR: Monday day SHIFT

SHIFT DATE: 08/13/07

SIGNED: Mike Smith

TIME AND DATE

Incident Meteorologist

FORECAST ISSUED: 2100 08/12/07

---

**WEATHER DISCUSSION:** Upper low dropping southward off the coast with dominant high pressure ridge over the central United States will bring stable southwest flow aloft over the region the next few days. As the upper low digs southward, pressure gradients over northern California will increase slightly bringing a slight increase in ridgetop winds. Although daytime highs may warm slightly today, minimum humidity should stay similar to the last couple of days. Winds should begin to pick up a bit after about 0900 on the ridges and 1000 to 1100 down in Deer Creek canyon with strongest winds mid to late afternoon. Winds should begin dropping off for the evening shortly after sunset. Little change in the weather pattern is expected on Tuesday

---

### **WEATHER FORECAST:**

**WEATHER:** Sunny.

**TEMPERATURES:** Highs 80 to 85

**HUMIDITY:** Minimums 13% lower south slopes to around 20% ridgetops.

#### **EYE-LEVEL WINDS:**

**RIDGETOP -** Light south 0-3 gusts to 12 mph picking up after about 0900 to 4-8 mph with gusts to 15 mph. Some gusts up to 20 mph possible late afternoon.

**SLOPE/VALLEY -** Light downcanyon 0-3 mph in the morning becoming upcanyon after about 1000 to 3-8 mph with occasional gusts up to 14 mph in the mid to late afternoon.

**STABILITY/INVERSION:** Moderately stable through the day with canyon inversions breaking out around 0900-1000.

---

**OUTLOOK FOR MONDAY NIGHT SHIFT:** Clear skies. Minimum temperatures 37-42 drainage bottom to around 52 ridgetop. Max humidity recovery 50-55% ridgetop to around 60% drainage bottom. Winds dropping off after around 2000 with ridge winds becoming south to southeast 0-3 with occasional gusts to 12 mph. Lower drainage winds becoming downcanyon 0-3 mph.

---

**EXTENDED FORECAST FOR TUESDAY:** Sunny. Highs 80 to 85. Minimum humidity 13% lower south slopes to around 20% ridges. Winds on ridges becoming southerly 4-8 mph after about 0900 with gusts to 15 mph by late morning and some gusts up to 20 mph by mid to late afternoon. Slope winds becoming upcanyon after about 1000 to 2-7 mph with gusts up to about 12 mph in the mid to late afternoon.

---

**Weather observation from ICP at 1515 8/12/07:** Temp 80 RH 15% Wind SW 4-6 mph gusts to 8 mph.

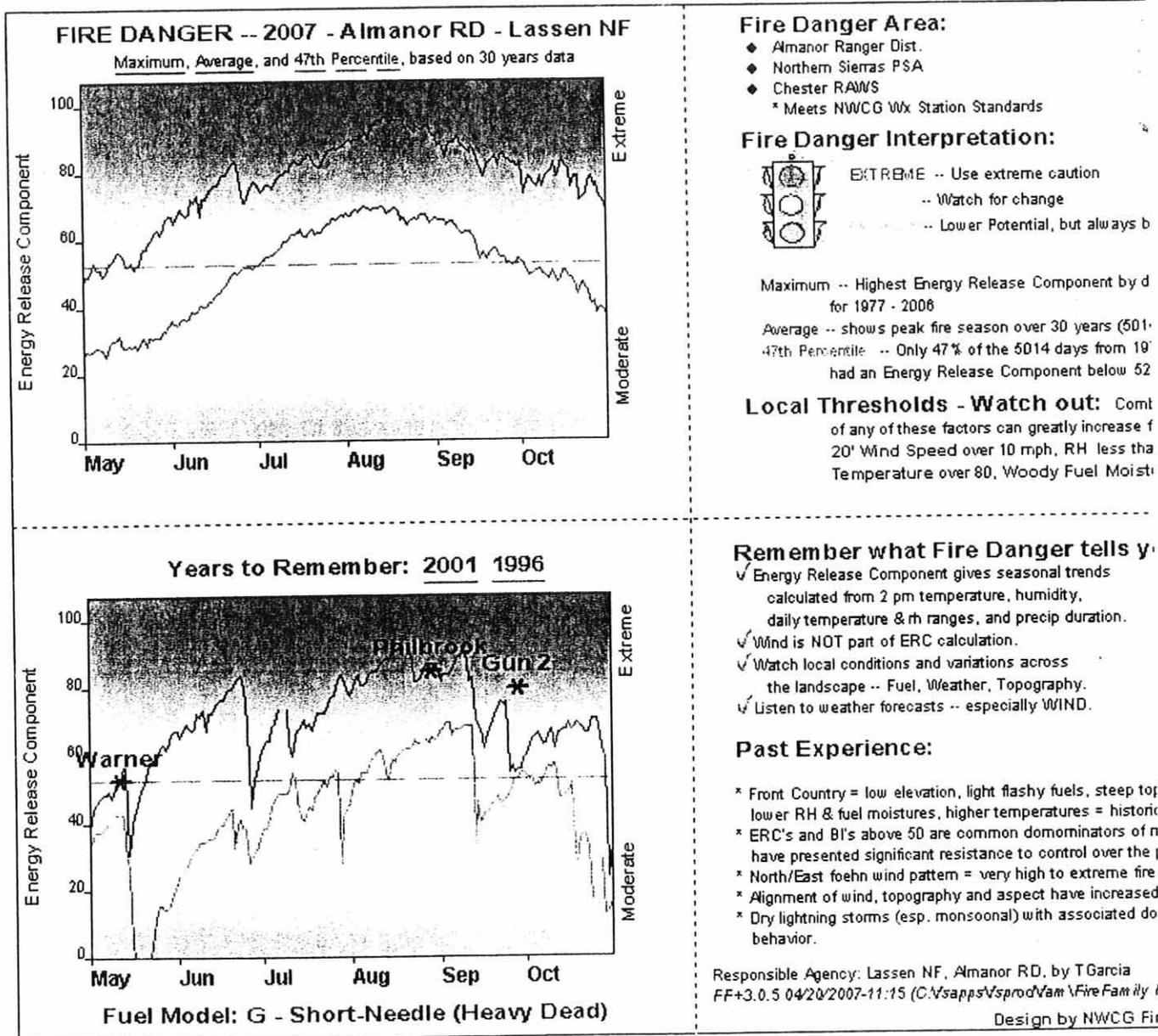
## California North Zone

### Lassen National Forest, Almanor RD

#### Fuel Model G

Prepared by Thomas Garcia, Lassen NF

8/11 Actual ERC Chester RAW = 85



Back

Posted April 25, 2007

To print the card, right click inside the card. Select Save As or Save Image As and save the image to the local PC. The cards can be printed using any graphics program.

INCIDENT RADIO COMMUNICATIONS PLAN				1. INCIDENT NAME	2. DATE / TIME PREPARED	3. OPERATIONAL PERIOD	
				COLBY	08/12/07 1900	08/13/07 DAY	
4. BASIC RADIO CHANNEL UTILIZATION							
SYSTEM / CACHE	CHANNEL	FUNCTION	FREQUENCY	ASSIGNMENT	REMARKS		
NIRSC	1	NIFC C3	Rx 168.0750 N Tx 170.4250 N	COMMAND			
NIRSC	2	NIFC T-1	Rx 168.0500 N Tx 168.0500 N	DIV A			
NIRSC	3	NIFC T-2	Rx 168.2000 N Tx 168.2000 N	DIV B			
NIRSC	4	NIFC T-3	Rx 168.6000 N Tx 168.6000 N	DIV Z			
NIRSC	5	AIR TO GROUND	Rx 170.0000 N Tx 170.0000 N	AIR TO GROUND			
NIRSC	6	LNF FIRE	Rx 171.4750 N Tx 172.2250 N	COMMAND 2	USE IF UNABLE TO GET OUT ON COM 1 - TONE 5		
NIRSC	7		Rx Tx				
NIRSC	8		Rx Tx				
NIRSC	9		Rx Tx				
NIRSC	10		Rx Tx				
NIRSC	11		Rx Tx				
NIRSC	12		Rx Tx				
NIRSC	13	R5 T-4	Rx 173.9125 N Tx 173.9125 N	MEDICAL EVAC		FOR EMERGENCY EVAC ONLY	
NIRSC	14	AIR GUARD	Rx 168.6250 N Tx 168.6250 N	AIR GUARD		EMERGENCY USE ONLY	
NIRSC	15		Rx Tx				
NIRSC	16	AIR GUARD	Rx 168.6250 N Tx 168.6250 N	AIR GUARD		EMERGENCY USE ONLY	
ICS 205 9/86 NFES 1330	5. PREPARED BY: (COMMUNICATIONS UNIT) RICK STONE COMMUNICATIONS UNIT LEADER						

*Rick Stone*  
Coml



<i>Priority</i>	<i>Mission type</i>	<i>Time needed</i>
#1	<i>Water Drops</i>	<i>As needed</i>
#2	<i>Recons</i>	<i>As needed</i>
#3	<i>Logistical support</i>	<i>As needed</i>
<i>To be determined</i>	<i>Initial Attack for local forest (to be cleared through operations)</i>	<i>As needed</i>
<i>H510</i>	<i>Forest resource available as needed</i>	

<b>MEDICAL PLAN</b>	1. INCIDENT NAME <b>Colby Fire</b>	2. DATE PREPARED 08-12-07	3. TIME PREPARED 1900hrs	4. OPERATIONAL PERIOD 8/13/07 0600-2000				
<b>5. INCIDENT MEDICAL AID STATIONS</b>								
MEDICAL AID STATIONS	LOCATION	PARAMEDICS						
		YES	NO					
Frontline Medical	Colby ICP	XX						
<b>6. TRANSPORTATION</b>								
NAME	ADDRESS	PHONE	PARAMEDICS					
			YES	NO				
Chester Fire Department	Chester, CA	911/258-3456	XX					
Mountain Life Flight	Susanville, CA	911/530-257-2444	XX					
Enloe FlightCare	Chico, CA	911/800-344-1863	XX					
CHP H-14, H-16 (Rescue Hoist)	Redding, CA	911/530-842-7066	XX					
<b>7. HOSPITALS</b>								
NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
Seneca Hospital	199 Reynolds Rd. Chester, CA	10 min	20 min	530-258-2151		X		X
Enloe Hospital	Chico, CA	22 min	1.5 hr		X			X
Renown Medical Center	235 West 6 th, Reno, NV	40 min	2 hr	530-243-4042	X			X
UC Davis Burn Center	2315 Stockton Blvd., Sacramento CA	1 hr 10 min	3.5 hr	916-734-3544 or Blue Net 155.340	X		X	
<b>8. MEDICAL EMERGENCY PROCEDURES</b>								
<ul style="list-style-type: none"> <li>• In the event of a line medical incident, initiate care with available resources and notify Division Supervisor.</li> <li>• The Division Supervisor and/or Line SOF shall determine if the injury can be handled with available resources and recommend the most appropriate method of transportation (Air/Ground).</li> <li>• For serious or life threatening injuries, the Division Supervisor and/or Line SOF shall contact the Communications Unit to advise the nature and location of the incident and request appropriate additional resources.</li> <li>• The Communications Unit shall limit all non essential traffic on command by declaring a "Medical Emergency" and shall then notify the Medical Unit, Safety Officer, and Operations Section Chief of the incident.</li> <li>• The Division Supervisor and/or Line SOF shall coordinate the incident and direct necessary actions.</li> </ul>				<input checked="" type="checkbox"/> <ul style="list-style-type: none"> <li><input type="checkbox"/> Patient 1 of _____</li> <li><input type="checkbox"/> Emergency _____ Non Emergency _____</li> <li><input type="checkbox"/> Is a helicopter required for transportation? Yes _____ No _____</li> <li><input type="checkbox"/> Location _____</li> <li>Lat _____ Long _____</li> <li><input type="checkbox"/> Age _____ Sex _____ Weight _____</li> <li><input type="checkbox"/> Severity: Minor _____ Delayed _____ Immediate _____</li> <li><input type="checkbox"/> Chief Complaint _____</li> <li><input type="checkbox"/> Any additional resources required _____</li> </ul>				
ICS 206	9. PREPARED BY (MEDICAL UNIT LEADER) Ken Kumpe MEDL	10. REVIEWED BY (SAFETY OFFICER) Jim Mackensen SOF2						

# Injury or Incident Communications Protocol

**Notify the Communications Unit (ICP) on Command Channel**

**Provide the following information - Do not transmit the injured persons name**

Location \_\_\_\_\_

Situation \_\_\_\_\_

Any special equipment required \_\_\_\_\_

Number of injured \_\_\_\_\_ Type of injuries \_\_\_\_\_

Immediate transport required: Yes No

Best method: Ambulance Helicopter Vehicle

Closest pick up point (DP, Helispot) \_\_\_\_\_

## Radio procedures for Communications Unit at ICP

1. Clear the Command or other appropriate channel for Emergency traffic
2. Communications unit will notify the DIVS, OSC, SOF, Med Unit Leader and IC. IC will notify PSC, LSC and PLAN OPS if declaring "Incident with-in an Incident."
3. Notify Air OPS if air transport is requested

### Additional Patient Information:

#### PATIENT #1

Age \_\_\_\_\_ Gender \_\_\_\_\_ Agency/Position \_\_\_\_\_

LOC \_\_\_\_\_ Vital Signs \_\_\_\_\_

Injury \_\_\_\_\_

Weight \_\_\_\_\_ Medical History/Allergies \_\_\_\_\_

#### PATIENT #2

Age \_\_\_\_\_ Gender \_\_\_\_\_ Agency/Position \_\_\_\_\_

LOC \_\_\_\_\_ Vital Signs \_\_\_\_\_

Injury \_\_\_\_\_

Weight \_\_\_\_\_ Medical History/Allergies \_\_\_\_\_

## COLBY FIRE - INCIDENT RISK ANALYSIS (215a)

DIV	HAZARDS / ISSUES	MITIGATIONS / WARNINGS / REMEDIES
ALL	<b>SNAG HAZARDS</b>	<ul style="list-style-type: none"> <li>• Follow Hazard Tree Safety Guidelines (IRPG p. 80).</li> <li>• Limit number of personnel around snags and their exposure time; fallers must be qualified for trees being fallen.</li> <li>• Be especially alert around snags during wind events and after dark.</li> <li>• Check overhead for dead branches in sleeping areas.</li> <li>• <b>Maintain Situational Awareness!</b></li> </ul>
ALL	<b>DRIVING HAZARDS</b>	<ul style="list-style-type: none"> <li>• Drive defensively at all times, drive w/headlights on, use chock blocks, use backers.</li> <li>• Coordinate movement of Day/Night Shift resources with Division Supervisor's</li> <li>• Exercise caution when driving on "out-sloped" roads.</li> <li>• Be alert for wildlife; slow down on washboard surfaces.</li> <li>• Increase following distances on dusty roads. Slow down when you meet opposing traffic. Be able to stop within one half of the visible distance on blind curves. Water as needed</li> <li>• Stay away from the outside shoulders of the 27N06 Road</li> <li>• <b>Hwy. 32 will be opened to controlled traffic with a pilot car</b></li> <li>• <b>Park in Eastbound lanes of Hwy. 32 only and use appropriate warning devices</b></li> <li>• <b>Maintain Situational Awareness!</b></li> </ul>
ALL	<b>ROLLING MATERIAL</b>	<ul style="list-style-type: none"> <li>• Beware of rolling material</li> <li>• Plan Escape Routes</li> <li>• Post Lookouts as needed</li> <li>• Have secure communications with anyone working above or below you</li> </ul>
B	<b>CLIFFS</b>	<ul style="list-style-type: none"> <li>• Watch your footing</li> <li>• Use extreme caution when working in cliff areas</li> <li>• Identify potentially dangerous areas</li> <li>• Post a lookout if working under the cliff faces</li> </ul>
A	<b>UNDERSLUNG LINE</b>	<ul style="list-style-type: none"> <li>• Watch out for rollout and spots below the line</li> <li>• Post a lookout to keep eyes in the green</li> </ul>
ALL	<b>AIRCRAFT OPERATIONS</b>	<ul style="list-style-type: none"> <li>• Use risk analysis to determine if any given flight is necessary.</li> <li>• Keep personnel out of drop zones.</li> <li>• Use air-to-ground freq. to communicate with aircraft.</li> <li>• Use concise statements &amp; clock directions when directing aircraft.</li> <li>• Maintain good separation between ground forces &amp; aerial ignition.</li> <li>• Avoid "heli-mopping". Eliminate unnecessary pilot exposure.</li> </ul>
ALL	<b>RATTLESNAKES</b>	<ul style="list-style-type: none"> <li>• Watch out for Rattlesnakes</li> <li>• Watch where you are putting your feet &amp; hands</li> <li>• <b>Maintain Situational Awareness!</b></li> </ul>
ALL	<b>FIRE WEATHER WATCH FOR GUSTY WINDS &amp; LOW RH</b>	<ul style="list-style-type: none"> <li>• Review "Severe Fire Behavior Potential" (IRPG p.76).</li> <li>• Monitor current weather conditions and forecasts. Make sure all personnel receive thorough briefings every shift.</li> <li>• Maintain adequate escape routes and safety zones. Set trigger points.</li> <li>• <b>Maintain Situational Awareness!</b></li> </ul>
08/13/2007 DAY 0600-2000		PREPARED: 08/12/2007 at 1900  Prepared by Jim Mackensen SOF2



**Today's discussion is from the  
Fireline Safety Category.**

**Scenarios:**

Scenario 1

[Six Minutes Home Page](#)

**COMMON DENOMINATORS OF FIRE BEHAVIOR ON TRAGEDY FIRES**

Five common denominators that contribute to accidents/incidents have been identified through studies of tragedy fires. It is important for firefighters to readily recognize the following common denominators so that future tragedies can be prevented:

- Most incidents happen on smaller fires or on isolated portions of larger fires.
- Most fires are innocent in appearance before unexpected shifts in wind direction and/or speed results in flare-ups or extreme fire behavior. In some cases, tragedies occur in the mopup stage.
- Flare-ups generally occur in deceptively light fuels, such as grass and light brush.
- Fires run uphill surprisingly fast in chimneys, saddles, gullies, and on steep slopes.
- Some suppression tools, such as helicopters or airtankers, can adversely affect fire behavior. The blasts of air from low-flying helicopters and airtankers have been known to cause flare-ups.

**References:**

Standards for Fire and Aviation Operations, BLM, [www.fire.blm.gov/Standards/redbook.htm](http://www.fire.blm.gov/Standards/redbook.htm)

## The 5-D System for Effective Waterbars

When locating and building waterbars, place them the right **distance** apart, at a **diagonal** to the fireline, so that they **divert**, then **discharge**, then **dissipate** the energy of the flowing water. Be sure to make them deep enough so they'll be durable, and that soil does **not block** the water bar outlet.

### Recommended spacing for waterbars on firelines.

Fireline slope %	Maximum Distance Apart (feet)
1 – 5	200
6 – 20	125
21 – 40	60
41 – 60	40
>60	25

*Waterbars should be at least 2 pulaski widths wide and 12-24 inches high.*

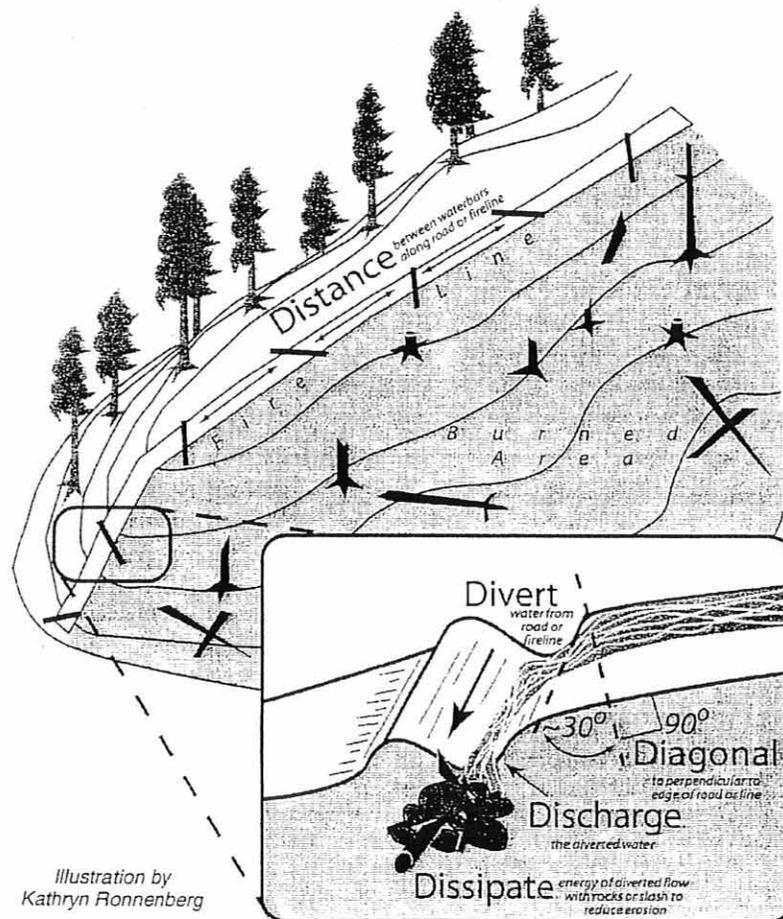


Illustration by  
Kathryn Ronnenberg

