



## **Incident Action Plan** **Lodgepole Incident**

**ID-SCF-013165, P4HRT7 (0413)**

**DAY SHIFT 0600-2000**

**Tuesday 7/23/2013**

**NIGHT SHIFT 1800-0800**

**Tuesday 7/23/13 & Wednesday 7/24/13**

### **THUNDERSTORM SAFETY**

Approaching thunderstorms may be noted by a sudden reverse in wind direction, a noticeable rise in wind speed, and a sharp drop in temperature. Rain, hail and lightning occur only in the mature stage of the thunderstorm.

Observe the **30/30** rule: a) If you see lightning and hear thunderclaps within 30 seconds take storm counter-measures identified below. B) Do not resume work in exposed areas until 30 minutes after storm activity has passed.

- Take SHELTER in a vehicle or building if possible.
- If outdoors, find a low spot away from tall trees, wire fences, utility lines and other elevated conductive objects. Make sure the place you pick is not subject to FLOODING.
- If in the woods, move to an area with shorter trees.
- If only isolated trees are nearby, keep your distance- twice the tree height.
- If in open country, crouch low minimizing contact with the ground. You can use a pack to sit on, but NEVER LAY ON THE GROUND.
- If you feel your skin tingle or hair stand on end, immediately crouch low to the ground. Make yourself the smallest possible target and minimize your contact with the ground.
- Don't group together.
- Don't stay on ridge tops, in wide open areas, near ledges or rock outcroppings.
- Don't operate land line telephones, machinery or electric motors.
- Don't handle flammable materials in open containers or metal hand tools, handheld radios and cellular phones.

John Haugh & Bob Lattin - Safety

GPS FORMAT DATUM NAD83  
DD.MM.MMM (Degrees, Minutes, Decimal Minutes)

<b>INCIDENT OBJECTIVES</b>	<b>1. INCIDENT NAME</b>	<b>2. DATE PREPARED</b>	<b>3. TIME PREPARED</b>
	<b>LOGEPOLE</b>	<b>7/22/2013</b>	<b>2000</b>

**4. OPERATIONAL PERIOD (DATE/TIME)**  
 7/23-24/2013 Day (0600-2000) & Night (1800-0800)

**5. GENERAL CONTROL OBJECTIVES FOR THE INCIDENT (INCLUDE ALTERNATIVES)**

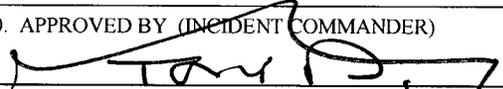
- \*\* Incorporate sound risk management principals during decision processes.**
- \*\* Utilize direct and indirect suppression tactics to contain fire east of the upstream section of Challis Creek and north of the Custer Motorway.**
- \*\* Identify and execute the options that balance safety with the highest probability of success to reduce risk of fire spreading to private land, agency infrastructure, & historic structures.**
- \*\* Ensure timely and accurate information is distributed to interested parties.**

**6. WEATHER FORECAST FOR OPERATIONAL PERIOD**  
 see forecast in IAP

**7. GENERAL/SAFETY MESSAGE**  
 see IAP cover page

**8. ATTACHMENTS (X IF ATTACHED)**

<b>X</b>	<b>202</b>	<b>X</b>	<b>SAFETY MESSAGE(s)</b>		<b>TRAINING DATA FORM</b>
<b>X</b>	<b>203</b>	<b>X</b>	<b>FIRE WEATHER</b>		<b>DEMOB LIST</b>
<b>X</b>	<b>204</b>	<b>X</b>	<b>AIR OPERATIONS SUMMARY</b>		<b>ICP MAP</b>
<b>X</b>	<b>205</b>		<b>HUMAN RESOURCE MESSAGE</b>	<b>X</b>	<b>214</b>
<b>X</b>	<b>206</b>	<b>X</b>	<b>PHONE LIST</b>		

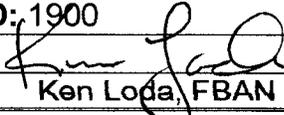
<b>ICS 202</b>	<b>9. PREPARED BY (PLANNING SECTION CHIEF)</b> Craig Pettigrew	<b>10. APPROVED BY (INCIDENT COMMANDER)</b> 
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ORGANIZATION ASSIGNMENT LIST	
1. Incident Name <b>LOGEPOLE</b>	
2. Date Prepared <b>7/22/2013</b>	3. Time <b>2000</b>
4. Operational Period <b>Day &amp; Night Operational Period July 23-24, 2013</b>	
Position	Name
5. Incident Commander and Staff	
Incident Commander	<b>Marty Adell/Tony DeMasters (T)</b>
Safety Officer	<b>John Haugh</b>
Information Officer	<b>Jule Thomas/LaDawn Saxton (T)</b>
Medical Unit	<b>Polly Johnson/Lizzie Watson (T)</b>
6. Agency Representatives	
Agency	Name
<b>USFS</b>	<b>Bill Blount</b>
<b>USFS</b>	<b>Jim Tucker</b>
<b>USFS</b>	<b>Fritz Cluff</b>
<b>Idaho Dept of Lands</b>	<b>Pat Brown</b>
<b>BLM</b>	<b>Todd Kuch</b>
7. Planning Section	
Chief	<b>Craig Pettigrew</b>
Resources Unit	<b>Nancy Masters</b>
Situation Unit	<b>Jake Lightfoot</b>
FBAN	<b>Ken Loda</b>
IMET	
GISS	<b>Cameron Tongler</b>
CTSP	<b>Justin Kirchmier/Heraclio Jacques</b>
Demob Unit	<b>Glenda Womack</b>
Check-in	<b>Chandler Mundy</b>
Training Specialist	<b>Linda Guy</b>
Human Resource Specialist	
Lead Resource Advisor	<b>Jennifer Purvine</b>
8. Logistics Section	
Chief	<b>Barney Lyons / Mary Angelo (T)</b>
Equipment Manager	<b>Michael Dunn</b>
Communications Unit	<b>Brandon Diemer</b>
Food Unit	<b>Heather McClean (T)</b>
Facilities Unit	<b>John Menghini</b>
Supply Unit	<b>Tenita E. Piland</b>
Base Camp Manager	<b>Kyle Moore</b>
Security Manager	
Ground Support	<b>Gordon Bell</b>

9. Operations Section	
Chief – Field	<b>Dave LaChapelle /Sam Hicks (T)</b>
Chief – Planning	<b>Rich Stiles</b>
a. Branch 1 -- Division/Groups	
Branch Director	
Division	
<b>A</b>	<b>Chris Glode</b>
<b>F</b>	<b>Joe Rogan</b>
<b>T</b>	<b>Greg Jackson/Barry Burt (T)</b>
<b>Z</b>	<b>Geoff Wallin</b>
b. Branch 2 -- Division/Groups	
c. Night	
Night Group	<b>Crystal Loesch</b>
d. Air Operations Branch	
Air Operations Branch Director	<b>Wes Shook / Craig Cook (T)</b>
Air Tactical Supervisor	<b>Kurt Atkins</b>
Air Support Supervisor	
Helibase Manager	<b>Chris Brown</b>
10. Finance Section	
Finance Section Chief	<b>Jane Martinez</b>
Time Unit	<b>Jane Pedrotti</b>
Comp/Claims	<b>Roger</b>
Cost	<b>Connie Lang/Robyn Fitzgerald (T)</b>
PTRC	<b>Vicki Ramirez</b>
EQTR	<b>Anita Dore</b>
Prepared by <b>Craig Pettigrew</b>	



## FIRE BEHAVIOR FORECAST

<b>FORECAST NUMBER</b> 2	<b>TYPE OF INCIDENT:</b> Wildland Fire
<b>INCIDENT NAME:</b> Lodgepole	<b>OPERATIONAL PERIOD</b> Day shift 7/23/13
<b>DATE ISSUED:</b> 22 July 2013	<b>TIME ISSUED:</b> 1900
<b>UNIT:</b> Salmon-Challis NF	<b>SIGNED</b>  Ken Loda, FBAN

### INPUTS

**WEATHER SUMMARY** See the preceding Fire Weather Forecast.

**FUELS CONDITIONS** Fuel moisture: One-hour fuel moisture can be expected to be about 5% at 0700. That will drop to about 1% from about 1200 to 1700. The 10-hour fuels are at 4%, and 100-hour fuels are about 10%, and the 1000 hour about 19%. After 2000 the fuel moistures will slowly add 4% through the night. Live fuel moisture: The live fuel moisture is around 80 – 100% in conifers, about 120% in the shrubs. However, this varies with aspect and setting.

### OUTPUTS

**GENERAL FIRE BEHAVIOR** Much of the fire behavior is dependent on the fuel moisture in the heavier dead fuels – the 100- and 1000-hours, which are little influenced by changes in relative humidity, and in their present condition will burn to some extent through the night. When winds align with slopes expect overall behavior to be extreme. General atmospheric instability (Haines index) is a good predictor of potential for large fire growth, and today's Haines index is 5 – moderate, moving to a 6 – high during the evening.

#### Day Shift:

Fuel Model	ROS (ch/hr)		Flame Length (ft)		PIG	Spot_Dist
	Head (Mid/Max)	Backing	Head(Mid/Max)	Backing		
High Load Dry Climate Shrub understory	15/30	1	10/14	3	100%	.3-.6 mile
Grass/Brush	25/61	1	6/9	2	100%	.1 mile

Fire behavior predictions are for the hottest and driest period of the day with mid-range and maximum winds.

#### Night Shift:

Fuel Model	ROS (ch/hr)		Flame Length (ft)		PIG	Spot_Dist
	Head	Backing	Head(Mid/Max)	Backing		
High Load Dry Climate Shrub understory	8	1	7	1	50%	.25 mile
Grass/Brush	10	1	3	1	50%	

### SPECIFIC FIRE BEHAVIOR

**Spotting:** Most of the fire has some potential for torching and spotting, even backing fire. Spotting is likely, as is rollout. Spotting distance should be less than 1000' in the general winds, 3000' in the gusts. Spotting during the night should travel 500' or less. The probability of ignition will be 60% early and late in the shift, 50% through the night, and 100% during peak through much of the day.

**Crown fire potential:** Short crown runs are possible, particularly when the slope aligns with winds. Rates of spread of a crown fire would be up to 135 chains per hour in the gusts.

### SAFETY

**SAFETY** Two out of four local thresholds for extreme fire behavior (relative humidity and 20' windspeed will be met today.

**AIR OPERATIONS** Expect persistent, squirrely winds near all ridgetops.











**1. INCIDENT NAME: LODGEPOLE** **2. OPERATIONAL PERIOD DATE:** 07/23/2013 **START TIME:** 0700 **END TIME:** 2100 **SUNRISE:** 0613 **SUNSET:** 2113

**3. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment, etc.).**  
 GPS settings: hddd°mm.mmm' with WGS 84 selected as the map datum.  
 High Density Altitudes!! Special care needed to ensure load calculations are accurate. Ensure Bucket Capacity – Is current w/Load Aircraft  
 Follow Procedure for Cleaning Buckets &  
 Crews Identify possible helispots / All orders thru communications.  
**ALL HELISPOTS WILL USE HOGGE CHARTS**

**4. READY ALERT AIRCRAFT:**  
 See Incident Medical Plan  
 Be Aware of MTR's in Area.  
 Backcountry Airstrips  
 All personnel flying out of Challis Park across from the base

**5. TFR: 37013**  
 Contact Freq: 135.25  
 Center point: of Fire  
 Latitude: 44°31'00"N,  
 Longitude: 114°26'00"W  
 7 mile radius  
 12500 feet MSL

6. PERSONNEL	NAME	PHONE #	7. FREQUENCIES	AM	FM	8. FIXED-WING Avail/ Type/ Make-Model/ N#/ Base
AOBD	Wes Shook	805-458-1970	Fixed Wing Victor	135.250		<b>AIRTANKERS: Order thru Dispatch / Check Retardant Avoidance Map / Waterways – 300 FT each side of water way</b> <b>LEAD PLANES: Order as Needed</b>
AOBD [T]	Craig Cook	208-830-4790	Rotor Victor	120.225		
ATGS	Curt Akins	208-830-4209	Primary Air/Ground		169.200	<b>Airtankers On Order</b>
ATGS	Cliff Claridge	408-688-5330	Air/Ground 2		170.000	<b>ATGS: 616 / C340 /</b> <b>ATGS: N9175N / AC-690</b>
			DECK		163.100	
HEBM	Gene Hodges	208-313-7826	Backcountry UNICOM	122.9		
Challis Sup		208-993-1759 208-879-4177	Challis / LLJ	122.8		Challis Helibase:
FAO	Doug Marolf	208-303-8129	Air Guard		168.625 (110.9)	Aviation Dispatch : 1-208-756-5157 / David Lee

**9. HELICOPTERS (Use Additional Sheets as Necessary)**

FAA N#	TY	MAKE/ MODEL	BASE	AVAIL	START	REMARKS	FAA N#	TY	MAKE/ MODEL	BASE	AVAIL	START	REMARKS
6MW	1	K-Max	Challis LLJ	0700	0800		3SP	2	Restricted	Challis	0700	0800	
HT-782	1	CH54	Salmon	0800	0900	Will relocate to Challis AM	2BT	2	212 HP	Challis	0700	0800	Rappel
612CK	1	S-61	Salmon	0800	0900	Will relocate to Challis AM	5WW	2	205++	Challis	0700	0800	CWN
							67H	3	B-L4	Challis	0700	0800	Exclusive Use
								3					On Order

ICS 220 - Continued

10. TASK/ MISSION/ ASSIGNMENT (Type/ function includes: Air Tactical, Retardant, Recon, Personnel Transport, Bucket Operations, SAR, etc.)		FLY FROM	FLY TO
TYPE/FUNCTION	PRIORITY	MISSION START	FLY TO
TROOP TRANSPORT	1	0800	H-2
CREW SUPPORT	2		
LINE SPIKE	1	1700	TBD
AIR ATTACK	1	0800	Fire
RECONS	2	1100	Fire
MAPPING	3	1400-1500	Fire

<p><b>Helibase, Dip Sites, Pick Up Sites, etc.</b></p> <p>Beaver Dip: N 44 32.481 x 114 24.421 elevation 6411</p>	<p><b>Helibase, Dip Sites, Pick Up Sites, etc.</b></p>
<p>Helispot 20: N 44 30.907 x 114 26.138 elevation 6950ft [Troop &amp; Cargo Site]</p>	

VI. Wind Restrictions

Flights above ground level	Flight Permitted in Winds Less than / Maximum Gust Spread	
	Type 1 Helicopters	Type 2 Helicopters
More than 500' AGL	50 kts / Gusts: N/A	50 kts / Gusts: N/A
Less than 500' AGL	40 kts / 15 kts	40 kts / 15 kts
		30 kts / 15 kts

Approved by: /s/ Craig Cook

INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name Lodgepole Fire		Date/Time Prepared 7/22 1900		Operational Period Date/Time 7/23 0600-2200 & Night Ops					
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq	N or W	RX Tone/NAC	TX Freq	N or W	TX Tone/NAC	Mode A, D or M	Remarks
1	Tactical	TAC 1	Division A	168.0500		127.3	168.0500		127.3	A	
2	Tactical	TAC 2	Division F	168.2000		127.3	168.2000		127.3	A	
3	Tactical	TAC 3	Division T	168.6000		127.3	168.6000		127.3	A	
4	Tactical	TAC 4	Division Z	166.7250		127.3	166.7250		127.3	A	
5	Tactical	TAC 5	Night Ops	166.7750		127.3	166.7750		127.3	A	
6	Tactical	TAC 6		168.2500		127.3	168.2500		127.3	A	
7	Command	Command 1	All Divisions	168.4750		127.3	173.8125		127.3	A	CMD NET ON TWIN PEAKS
8	Command	Command 2		166.3125		127.3	171.6500		127.3	A	Not available in AM
9	Command	Command 3	ICP	168.7750			164.9125		146.2	A	CMD NET AT ICP
10	Local Rpt.	Grouse		169.8750			164.1250		110.9	A	FOREST NET
11	Local Rpt	Twin peaks		169.8750			164.1250		103.5	A	FOREST NET
12	Deck	Deck		163.1000		127.3	163.1000		127.3	A	FS Alt. Tac
13	Air Ambulance	Medivac		155.2800			155.2800			A	Medivac emergency only
14	Air to Ground	A/G 1	Primary	169.2000		127.3	169.2000		127.3	A	
15	Air to Ground	A/G 2	Secondary	170.0000		127.3	170.0000		127.3	A	
16	Air Emergency	Air Gaurd		168.6250		110.9	168.6250		110.9	A	Emergency Use Only

Prepared by (Communications Unit)  
**Brandon Diemer** 

The convention calls for frequency lists to show four digits after the decimal place, followed by either an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control station, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.

**INCIDENT SAFETY ANALYSIS (215a)**

**Lodgepole**

DIV	HAZARDS	MITIGATIONS
All	Driving & Traffic	<ul style="list-style-type: none"> <li>• Practice “<b>Defensive Driving</b>” techniques traveling along Hwy 93</li> <li>• Position vehicle away from <b>DANGER</b> for quick egress</li> <li>• Use spotters when backing, honk horn to alert personnel, and use headlights</li> <li>• Follow 3 second rule when driving</li> <li>• Use chock blocks, turn wheels into hill</li> </ul>
All/ICP	Heat Related Illness (HRI) & Dehydration	<ul style="list-style-type: none"> <li>• Drink fluids throughout operational period</li> <li>• Carry extra water to line, and cache water at drop points</li> <li>• Take frequent breaks, 10 minutes every hour</li> <li>• Recognize symptoms of <b>HEAT RELATED ILLNESS</b> which include:                             <ul style="list-style-type: none"> <li>○ Lack of energy</li> <li>○ Headaches, dizziness</li> <li>○ Lack of rest</li> <li>○ No hunger, poor eating habits</li> <li>○ Hot skin, and lack of sweating</li> </ul> </li> </ul>
All	Extreme Fire Behavior	<ul style="list-style-type: none"> <li>• Share weather observations with all personnel assigned to division</li> <li>• Review and follow Thunderstorm Safety guidelines in IRPG page 19</li> <li>• Establish “<b>Trigger Points</b>” to withdraw</li> <li>• Use “<b>Risk Management</b>” process prior to engaging in suppression actions, refer to page 1, IRPG</li> </ul>
All	Steep Terrain & Rolling Debris	<ul style="list-style-type: none"> <li>• Maintain 8’-10’ spacing when working &amp; walking</li> <li>• Don’t work above any personnel</li> <li>• Evaluate necessity to send personnel in areas with limited access</li> </ul>
All	Line Construction	<ul style="list-style-type: none"> <li>• Ensure LCES in place prior to engagement (IRPG) p.6</li> <li>• Use Downhill Line Checklist (IRPG) p.8</li> <li>• Utilize Risk Management Process (IRPG) p.1</li> </ul>
All	Chainsaw Operations	<ul style="list-style-type: none"> <li>• Follow “<b>Hazard Tree Safety</b>” guidelines, IRPG pages 20 &amp; 21</li> <li>• Look up, down around for hazard tree indicators</li> <li>• Only fell and buck trees within your expertise, and training</li> <li>• Follow “<b>Procedural Felling Operations</b>” on page 89 in IRPG</li> <li>• Do not fall trees during high wind events”</li> </ul>
All	Air Operations	<ul style="list-style-type: none"> <li>• Follow “<b>Aviation Watch –Out Situations</b>” on page 52, IRPG</li> <li>• Don’t plan on air resources for medical transport or re-supply</li> <li>• Directing Bucket Drops, refer to page 65, IRPG</li> <li>• Ensure positive communication with varied air resources</li> </ul>
All	Public	<ul style="list-style-type: none"> <li>• Be alert to non-fire personnel in areas with suppression personnel</li> <li>• Don’t park/block driveways in subdivisions</li> <li>• Post lookouts to in areas with public to avoid conflicts with mission tasks</li> </ul>
I.A.	Initial Attack	<ul style="list-style-type: none"> <li>• Follow the “<b>Briefing Checklist</b>” on IRPG back page</li> <li>• Use “<b>Risk Management</b>” approach prior to suppression actions</li> <li>• Ensure communications are adequate with ICP</li> </ul>
All	Communication	<ul style="list-style-type: none"> <li>• Ensure communication with your supervisor, other crews, and ICP</li> <li>• Clone your radio to ensure you have the correct frequencies</li> <li>• Report to Communications all problems such as bleed over, dead spots, and issues with ICP Communication</li> </ul>
Name Lodgepole	DATE & TIME PREPARED 07/22/2013 2130	OPERATIONAL PERIOD 07/23/2013 Day 0600-2000 Night 1800-0800, 7/24/2013

<b>MEDICAL PLAN</b>	1. Incident Name <b>Lodgepole</b>	Date prepared 07/22/2013	2. Time Prepared <b>1800</b>	3. Operational Period <b>7/23/13 0600-2200</b>			
<b>5. Incident Medical Aid Station</b>							
Medical Aid Stations	Location			Paramedic Yes No			
<b>MED UNIT POLLY JOHNSON MEDL</b>	<b>ICP</b>				<b>X</b>		
<b>ELIZABETH WATSON MEDL(T)</b>	<b>ICP</b>				<b>X</b>		
<b>6. Transportation</b>							
<b>A. Ground Ambulance Services</b>							
Name	Location	Phone		Paramedic Yes No			
<b>Lemhi County</b>	<b>Salmon, Leadore</b>	<b>(208) 756-4201</b>			<b>X</b>		
<b>Custer county</b>	<b>Challis, Stanley</b>	<b>(208) 879-2232</b>			<b>X</b>		
<b>Butte County</b>	<b>Mackay, S. Custer</b>	<b>(208) 527-8553</b>			<b>X</b>		
<b>B. Air Ambulance Services</b>							
Name	Location	Phone		Paramedic Yes No			
<b>State Emergency Comm</b>	<b>Meridan</b>	<b>(800) 623-8000</b>		<b>X</b>			
<b>State EMS Radio Frequencies</b>	<b>F1 – 155.340</b>  <b>F2 – 155.280</b>	<b>Use between EMS and</b>  <b>Use for commo to EMS &amp; State Comm</b>		<b>X</b>			
<b>7. Hospitals</b>							
Name	Address	Travel Air	Time Ground	Phone	Helipad Yes No	Burn Center Yes No	
<b>Steele Memorial Medical Center ER</b>	<b>707 Van Dreff Salmon, ID</b>	<b>30 min</b>	<b>1 hr</b>	<b>(208) 756-5655</b>	<b>X</b>	<b>X</b>	
<b>University of Utah Medical BURN CENTER</b>	<b>50 N. Medical Dr. Salt Lake City, UT</b>	<b>2 hr</b>	<b>6 hr</b>	<b>(801) 581-2121</b>	<b>X</b>	<b>X</b>	
<b>Eastern Idaho Regional Medical Center</b>	<b>3100 Channing Way Idaho falls, ID</b>	<b>1.5 hr</b>	<b>2.5 hr</b>	<b>(208) 227-2000</b> <b>(208) 529-6111</b>	<b>X</b>	<b>X</b>	
<b>Challis Area Health Center</b>	<b>Clinic Road Challis, ID</b>	<b>15 min</b>	<b>30 min</b>	<b>(208) 879-4351</b>	<b>X</b>	<b>X</b>	
<b>8. Medical Emergency Procedures</b>							
<ul style="list-style-type: none"> <li>• Declare the nature of the emergency. Medical injury/illness (is it life threatening?)</li> <li>• If Life threatening (<b>Medevac</b>), then request the frequency be cleared for emergency traffic.</li> <li>• Identify the on-scene point of contact (POC) by Resource and Last name (i.e. POC is TFLD Smith)</li> <li>• Identify nature of incident, # injured, patient assessment(s), and location (geographic and GPS coordinates)</li> <li>• Identify on-scene personnel by position and name (i.e. EMT Jones)</li> <li>• Identify preferred method of patient transport</li> <li>• Request any additional resources and/or equipment needed</li> <li>• Document all information received and transmitted on radio or phone</li> <li>• Identify any changes in the on-scene point of contact or medical personnel as they occur</li> </ul>							
Prepared by <b>Polly Johnson, MEDL</b> <i>Polly Johnson</i>				10. Reviewed by <b>John Haugh, SOF2</b> <i>John Haugh</i>			

## Resource Advisor's Message – July 23, 2013

### Misapplication of Fire Retardant?

Each year, during the nation's fire season, images of airplanes bleeding bright red retardant onto a raging fire are seen by folks watching television and surfing the Internet. The Forest Service and their Federal and State partners maintain a unique wildland firefighting force across the United States and that force is very familiar with the practice of aerially applying liquid, including retardant, to fight fires. Early attempts to determine which liquids and delivery techniques worked best challenged researchers and practitioners, but fire managers remained diligent through the years to achieve the successes we have today.



As early as 1930, Forest Service firefighting crews were flying over wildland fire flames delivering water and hoping to either completely obliterate the fire or at least douse it enough to slow its spread. The first recorded water drop in 1930 used a Ford Tri-Motor airplane and a wooden beer keg filled with water. But the successful combination of technology, personnel, and procedure for direct fire control eluded the Forest Service.

World War II initiated a transformation in fixed-wing aircraft capability. At the same time, the country's growing population was spreading out, increasingly living in the wildland-urban interface and raising the urgency of improving wildland firefighting techniques.

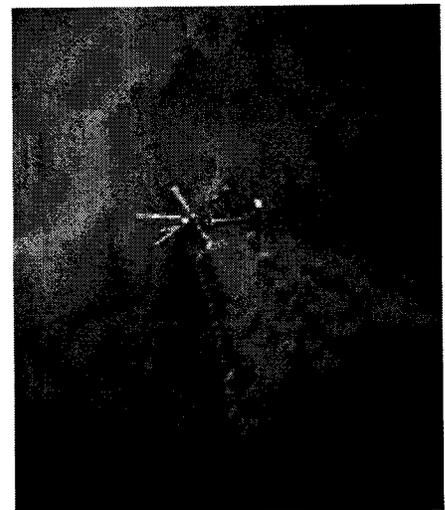
The first free-flowing water airdrop from an airplane onto a fire was made during the Mendenhall Fire, August 13, 1955, on the Mendocino National Forest when the pilot of a Boeing Stearman 75 Kaydet dropped 6 loads of water in support of ground firefighters. The operation successfully knocked-down the blazing fire.

To increase the effectiveness of fire control operations, in the 1960s, Navy TBM Avengers were converted to handle slurry drops, becoming the first aircraft dedicated to aerial firefighting and capable of dropping 600 gallons of retardant on a single sortie. But big fires, especially ones in thick forests or at higher elevations, raged unchecked because of airplane limitations.

Through the 1960s, the Forest Service explored using a wider variety of military surplus aircraft and discovered that multiengine PBVs, B-24s, A-26s, DC-6s, and even B-17s could carry up to 2,500 gallons of retardant and were more effective on large fires.

Today, retardant is aerially applied and is known to reduce the spread and intensity of fires and slow larger, more damaging, and thus, more costly fires. In many situations, using retardant to fight fires is the most effective and efficient method of assisting firefighters in protecting people, resources, private property, and facilities; sometimes it is the only tool available.

The Forest Service has consulted with the National Marine Fisheries Services and agreed to implement a specific process for reporting, assessing the impacts of, and mitigating potentially detrimental effects of retardant entering waterbodies or other avoidance areas.



If you saw retardant make it into a stream or riparian area (<300 feet from live water), please report it to one of the local Resource Advisors, so the assessment process can be initiated.



**ADELLS TEAM PHONE LIST- COMMAND AND GENERAL STAFF**

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**EDDIE LOPEZ 435-668-6891**

**MARY ANGELO 970-270-8731**

**BARNEY LYONS 208-899-0356**

**7/22/2013**

**DAILY MEETING SCHEDULE**

**0530-0600 Operations Section Pre-Meeting (OSC, DIVS,STL, TFLD, AOBD)**

**0600-0630 Day Operation Period Briefing (ALL PERSONNEL)**

**1200-1230 Command and General Staff Meeting**

**1600-1645 Pre-planning meeting (OSC, RESL, SOF2, COML)**

**1700-1730 Planning Meeting (ALL COMMAND & GENERAL STAFF, AGENCY REPS)**

**1800-1830 Night Operation Period Briefing (ALL PERSONNEL)**

## LOGISTIC INFORMATION

### FOOD SERVICE

Breakfast                      0500-0800

Dinner                            1800-2130

PICK UP LUNCHES LOCATED AT REFER NEAR SUPPLY. RADIO HOT CAN ORDERS TO COMMO BY 1100 HRS.

### SHOWERS OPEN

0530-1300 hrs

1500-2230 hrs

### GROUND SUPPORT LOCATED AT RADIO GROUNDS

Weed Wash Station

Fuel Truck

Equipment Inspection

Staging Area

LINE SUPPLY ORDERS DUE BY 1400 HRS.

\*\*\*PLEASE DO NOT CAMP AT THE PARK. CAMP ONLY AT THE BASEBALL FIELD OR FAIRGROUNDS.



