

## *After Incident Report Lessons Learned Center*

The purpose of the After Incident Report is to identify issues that occurred on an incident and how they were resolved. The lessons learned in the report will also be used to refresh or update training curriculums. Issues and trends that are identified may have Information Collection Teams assigned to them in the future for further analysis and resolution.

Type I – V Incident Commanders and Agency Administrators are requested to complete the following questionnaire for the incident(s) that they managed. Crews and single resources are also encouraged to complete the questionnaire for incidents they participated in:

**Incident Name:** Cannon Pat Murphy                      **Dates of Assignment:** 6/15 – 6/21/02

**Unit or Jurisdiction(s):** USFS, H-T NF   **Geographic Area:** Western Great Basin

**Report Submitted by:** Jeff Surber                      **Phone Number:** (775) 861-6516

1. What was the most notable success at the incident that others may learn from?

The team took the fire from the Type III IC at 1200 hours due to the fact that all resources on the fire had in excess of a 24 hour shift. I did not feel that the team was ready to take the fire that quickly but we were successful in protecting the town of Walker, CA (with the exception of one dwelling and a few outbuildings) later that afternoon. It don't believe the Type III organization could or would have been as successful due to span of control issues as well as geographic complexities.

2. What were some of the most difficult challenges faced and how were they overcome?

Wildland/Urban interface – overcome by contact with law enforcement at the initial briefing so that evacuation of the west side of town was conducted in an efficient manner. Also the shutdown of U.S. 395 for over a week due to the fire and aircraft accident – again, constant contact with local law enforcement and Highway Patrol was important to the success of this challenge.

Aircraft Accident (Tanker 130) – Our team established a written “Casualty Response and Notification Procedures” format during the 2000 season in case we experienced an incident involving serious injury, mass casualty, or fatalities within the management of an incident. When the aircraft accident occurred, I was nearby and immediately went to the site and, with the team Safety Officer, secured the site and dealt with the effects, including the fire that started as a result of the crash and a water tender rollover that occurred immediately following the crash. The form allowed me stay focused on the immediate incident and was a great aid in ensuring all the bases were covered.

3. What changes, additions or deletions are recommended to various training curriculums?

In 420 – Command and General Staff, continue to stress the importance of handling multiple tasks simultaneously. Also stress the importance of developing a plan or checklist for critical incidents within the incident.

4. What issues were not resolved to your satisfaction and need further review? Based on what was learned, what is your recommendation for resolution?

2 to 1 work rest is not working very well. On this fire we justified over sixteen because of threat of life and property. Trying to get the 2:1 ratio every day can inhibit our capability to perform. On this fire I was the only fully qualified OSC2. I had two good trainees to help out but I would have been completely overwhelmed without them. We were running day and night shifts. It is very difficult to achieve 2:1 work rest on a fire of this caliber. Although we were eventually replaced by a Type I team, during the three days we had the fire it would have been impossible to meet the required 2:1 without shutting down the operation. I don't know what the resolution to the problem is because it is getting difficult to insure all Command and General Staff positions are filled for each call-up.

Please submit this report to the Lessons Learned Center at the National Advanced Resource Technology Center (NARTC) attention Paula Nasiatka([pnasiatka@fs.fed.us](mailto:pnasiatka@fs.fed.us) or Fax 520-670-6413)

**Thank you for completing the report. Others can learn from your experiences.**