

After Action Review

BOISE NATIONAL FOREST

Incident Name: Curtis #079

Date: 7/14/02

CREW: _____

Class: B ½ acre

IC: Tim Dulhanty

Participants:

- | | | |
|----------------------------|-----------|-----------|
| 1. Tim Dulhanty - IC | 8. _____ | 15. _____ |
| 2. Crew 41 - BNF | 9. _____ | 16. _____ |
| 3. Terry Leatherman - AFMO | 10. _____ | 17. _____ |
| 4. Ronn Julian - DR | 11. _____ | 18. _____ |
| 5. _____ | 12. _____ | 19. _____ |
| 6. _____ | 13. _____ | 20. _____ |
| 7. _____ | 14. _____ | 21. _____ |

The purpose of this critique is to identify any areas where the Fire Orders, the 18 Fire Situations That Shout Watch Out, or LCES may not have been given proper consideration during the incident.

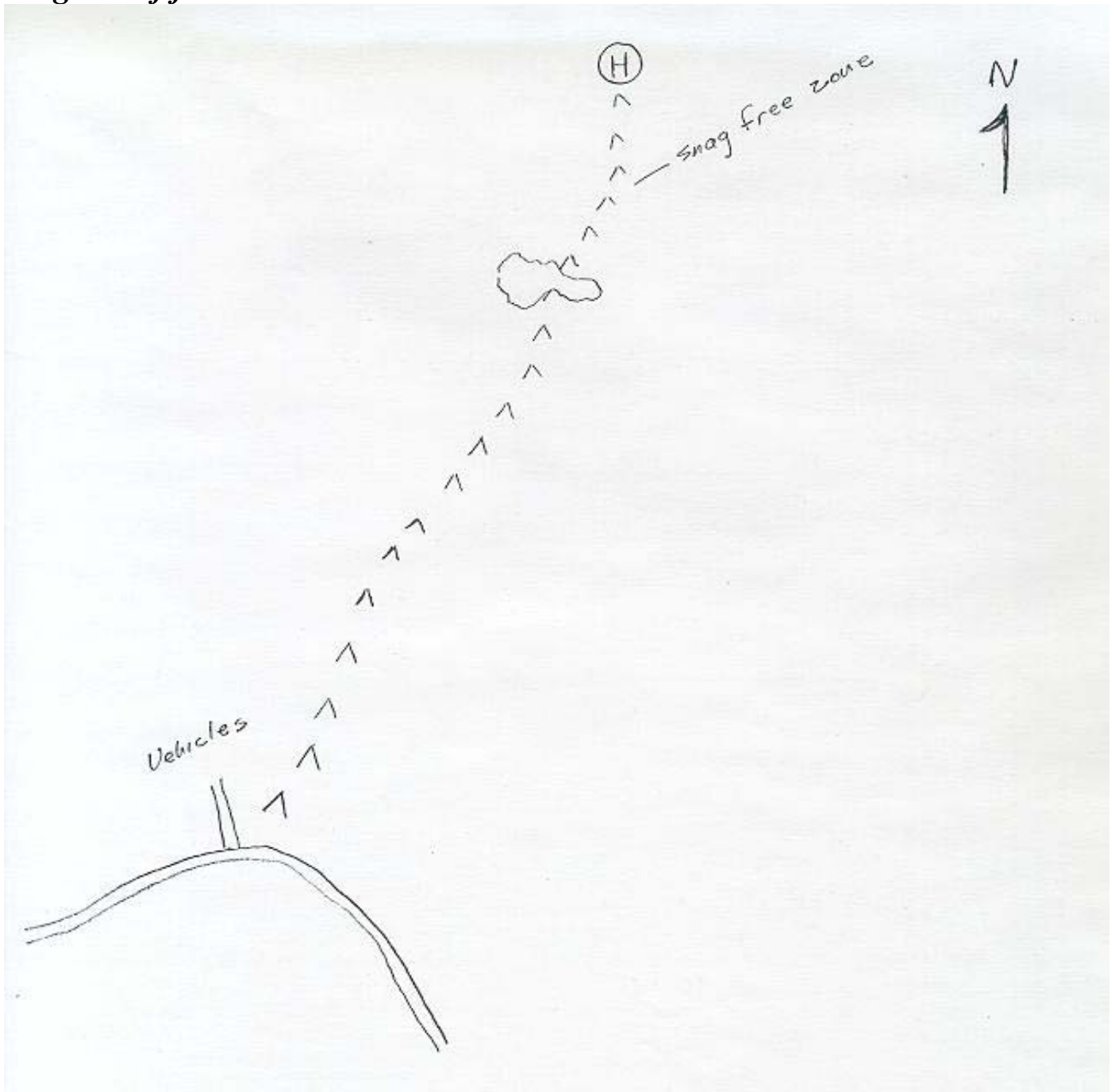
Comment where applicable.

Critique Leader Signature R F Julian

Date 7/1/02

Reviewed By: _____ Date _____

Diagram of fire:



After Action Review

What was planned?

Review the primary objectives and expected action plan.

IA tactics identified by IC were to contain/control spots away from main fire. Order and wait for “C” faller to drop snags interior to fire before working main perimeter. Use retardant to hold fire from spreading and spotting.

What actually happened?

Review the day’s actions:

- Identify and discuss effective and non-effective performance.

IA tactics were on target. Recognized hazards and addressed them most appropriately.

Commendable that IC did not choose to drop trees with “B” faller on Crew 41.

IC had not given consideration to a fall back plan should there be a delay in arrival of “C” faller. Suggested He consider a water tender and accompanying hose lay similar to fire at adjacent location in 2001. IC was very receptive to suggestion and implemented action.

Water had secondary benefit of shortning duration of control action and would get Crew 41 back on IA availability sooner.

Crew was briefed and aware of safety zones and escape routes.

IC had identified a snag free area for use during winds.

- Identify barriers that were encountered and how they were handled.

Fire was initially staffed by Garden Valley Helitak. Two Heli-rappellers were first on scene. H-744 was not aware of road 483 within ½ mile from fire. Access to fire from road was down a ridge.

- Discuss all actions that were not standard operation procedure, or those that presented safety problems.

Crew 41 was not briefed nor familiar with relative accuracy of MAFFS air tankers. First MAFFS dropped late. Second MAFFS was making dry run on east flank of fire before IC communicated to lead plane to have pilot adjust trigger point All fireline personnel were positioned on west flank of fire for second drop. Adjustment was made and lead plane came in with hot run, but had moved to west flank of fire. Fireline personnel were in direct path of second MAFFS, but trigger point was early enough that no personnel were within the drop zone.

IC was multitasking as lookout.

Helitak cut a helispot to be retrieved.

Why did it happen?

Discuss the reasons for ineffective or unsafe performance. Concentrate on WHAT, not WHO, is right.

What can we do next time?

Determine lessons learned and how to apply them in the future.

Responding IA should check for roads including maps prior to rapelling. Look for options to access fire. Dispatchers do not always have best information when dispatching initial resources. Provide them with feedback and modifications can be made.

Dedicate lookout.

Give immediate feedback to lead plane on drop effectiveness.

Examine option of walking out instead of cutting a helispot to be retrieved.

FIRE ORDERS

OBSERVED	NOT OBSERVED	FIRE ORDERS
X		F. Fight fire aggressively but provide for safety first.
X		I. Initiate all action based on current and expected fire behavior.
X		R. Recognize current weather conditions and obtain forecasts.
X		E. Ensure instructions are given and understood.
X		O. Obtain current information on fire status.
X		R. Remain in communication with crew members, your supervisor and adjoining forces.
X		D. Determine safety zones and escape routes.
X		E. Establish lookouts in potentially hazardous situations.
X		R. Retain control at all times.
X		S. Stay alert, keep calm, think clearly, act decisively.

18 FIRE SITUATIONS THAT SHOUT "WATCH OUT"

OBSERVED	NOT OBSERVED	SITUATION
X		1. Fire not scouted and sized up.
X		2. In country not seen in daylight.
X		3. Safety zones and escape routes not identified.
X		4. Unfamiliar with weather and local factors influencing fire behavior.
X		5. Uninformed on strategy, tactics and hazards.
X		6. Instructions and assignments not clear.
X		7. No communication link with crew members/supervisor.
X		8. Constructing line without safe anchor point.
X		9. Building fireline downhill with fire below.
X		10. Attempting frontal assault on fire.
X		11. Unburned fuel between you and the fire.
X		12. Cannot see main fire, not in contact with anyone who can.
		13. On a hillside where rolling material can ignite fuel below.
X		14. Weather is getting hotter and drier.
X		15. Wind increases and/or changes direction.
X		16. Getting frequent spot fires across line.
X		17. Terrain and fuels make escape to safety zones difficult.

X	18. Taking a nap near the fireline.
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LCES

ELEMENT	FEATURE	YES	NO
<i>LOOKOUTS</i>	EXPERIENCED/COMPETENT/TRUSTED		X
	ENOUGH LOOKOUTS AT GOOD VANTAGE POINTS	X	
	KNOWLEDGE OF CREW LOCATIONS	X	
	KNOWLEDGE OF ESCAPE AND SAFETY LOCATIONS	X	
	KNOWLEDGE OF DISENGAGEMENT TRIGGER POINTS	X	
	MAP/WEATHER KIT/WATCH/IAP	X	
<i>COMMUNICATIONS</i>	RADIO FREQUENCIES CONFIRMED	X	
	BACKUP PROCEDURES AND CHECK-IN TIMES ESTABLISHED	X	
	PROVIDE UPDATED ON ANY SITUATION CHANGE		
	SOUND ALARM EARLY, NOT LATE	X	
<i>ESCAPE ROUTES</i>	MORE THAN ONE ESCAPE ROUTE	X	
	AVOID UPHILL ESCAPE ROUTES	X	
	SCOUTED: LOOSE SOILS/ROCKS/VEGETATION	X	
	TIMED: SLOWEST PERSON/FATIGUE AND TEMPERATURE FACTORS	X	
	MARKED: FLAGGED FOR DAY OR NIGHT		X
	EVALUATE: ESCAPE TIME VS. RATE OF SPREAD	X	
	VEHICLES PARKED FOR ESCAPE	X	
<i>SAFETY ZONES</i>	SURVIVABLE WITHOUT A FIRE SHELTER	X	
	BACK INTO CLEAN BURN	X	
	NATURAL FEATURES: ROCK AREAS/WATER/MEADOWS	X	
	CONSTRUCTED SITES: CLEARCUTS/ROADS/HELISPOTS	X	
	SCOUTED FOR SIZE AND HAZARDS	X	
	LARGER SAFETY ZONE: UPSLOPE/DOWNWIND/HEAVY FUELS	X	