

Safety Summary Report



Oak Glen Crews #2 & #6

Saturday, August 6, 2011

Gilman Fire

CA- RRU-071943

This Preliminary Summary Report is intended as an aid in accident prevention, and to provide factual information from the first 24 hours of the accident review. To that end it is published and distributed within a short time frame. Information contained within may be subject to revision as further investigation is conducted, and other reports and documents are received.

Synopsis

On the evening of August 6, 2011, Oak Glen Crew #2 and Crew #6 were engaged in cutting fire line on the Gilman fire. The fire was burning in light grass and scattered brush in an area locally known as the Badlands. The two crews were cutting indirect line on the ridge top when the fire activity increased. Crew #2 went downhill and into the burn and Crew #6 turned around and went back up to the top of the hill. As a result of climbing an extremely steep hill in soft sandy soil, one crew member suffered dehydration/exhaustion.

Narrative

On August 6, 2011 at 16:01 hrs. Perris ECC dispatched a full State "High" wildland response to Highway 60 between Gilman Springs Rd and Jack Rabbit Tr. The incident was named the "Gilman" incident. The initial attack Battalion Chief reported 15-20 acres burning in light grass with a rapid rate of spread in an area locally known as the Badlands. Approximately 1 hour into the incident, Oak Glen Crew #2 and Crew #6 were assigned to Division Z (left flank). The instructions from Division Z were to go direct on the fire line.

After hiking into the area which is not visible from any roadway, the Crew Captains came to a point where direct line was not possible due to the steepness of the terrain. The Captains discussed their options, and made the decision to cut indirect line along the narrow ridge. The Crew Captains identified a lookout, an escape route and a safety zone. The Crews started cutting down the ridge (to the south) approximately 242 feet. During this time the Captain from Crew #2 stopped to re-evaluate the situation. The Captain from Crew #2 made the decision to cut through the green (to the west) approximately 151 feet to go direct on the fire edge. As the crew started cutting indirect line towards the burn (no active fire), a second lookout was identified and positioned in the burn to better view the fire activity approximately 1000 ft. down canyon. At this time the Captain from Crew #2 advised his Crew of a new escape route and safety zone. The lookouts noticed an increase in fire activity and notified the crew Captains of the situation. Both Captains told their crew to move into the pre-identified safety zones. Crew #2 continued downhill and into the black. Crew #6 which was still on the ridge turned around and went back up (to the north) to the top of the hill.

As a result of climbing an extremely steep hill in soft sandy soil, one crew member from Crew #6 suffered dehydration/exhaustion and was transported by ground ambulance to a local hospital for evaluation and treatment. The crew member is normally assigned to an in-camp job and does not regularly hike. It was determined the inmate firefighter was not staying hydrated and did not eat his lunch.

Injuries

One inmate crew member was transported by ambulance to an area hospital for evaluation and treatment. The crew member was treated for dehydration and exhaustion and was released from the hospital later that same night.

Conditions

Weather: 92°F, RH 22, winds northwest @5 mph

Topography: Steep grass covered hills with a soft sandy soil.

Very narrow ridgelines with multiple drop-offs.

Recommendations for Immediate Corrective Actions

Continue to maintain situational awareness at all times.

Continue to stay hydrated through out the day.

Maintain a balanced nutritional intake.

Maintain your physical fitness to be fire ready at all times.

Always communicate any changes in the established plan with all personnel assigned.

Positive key points of situational awareness.

Lookouts were posted and escape routes were identified.

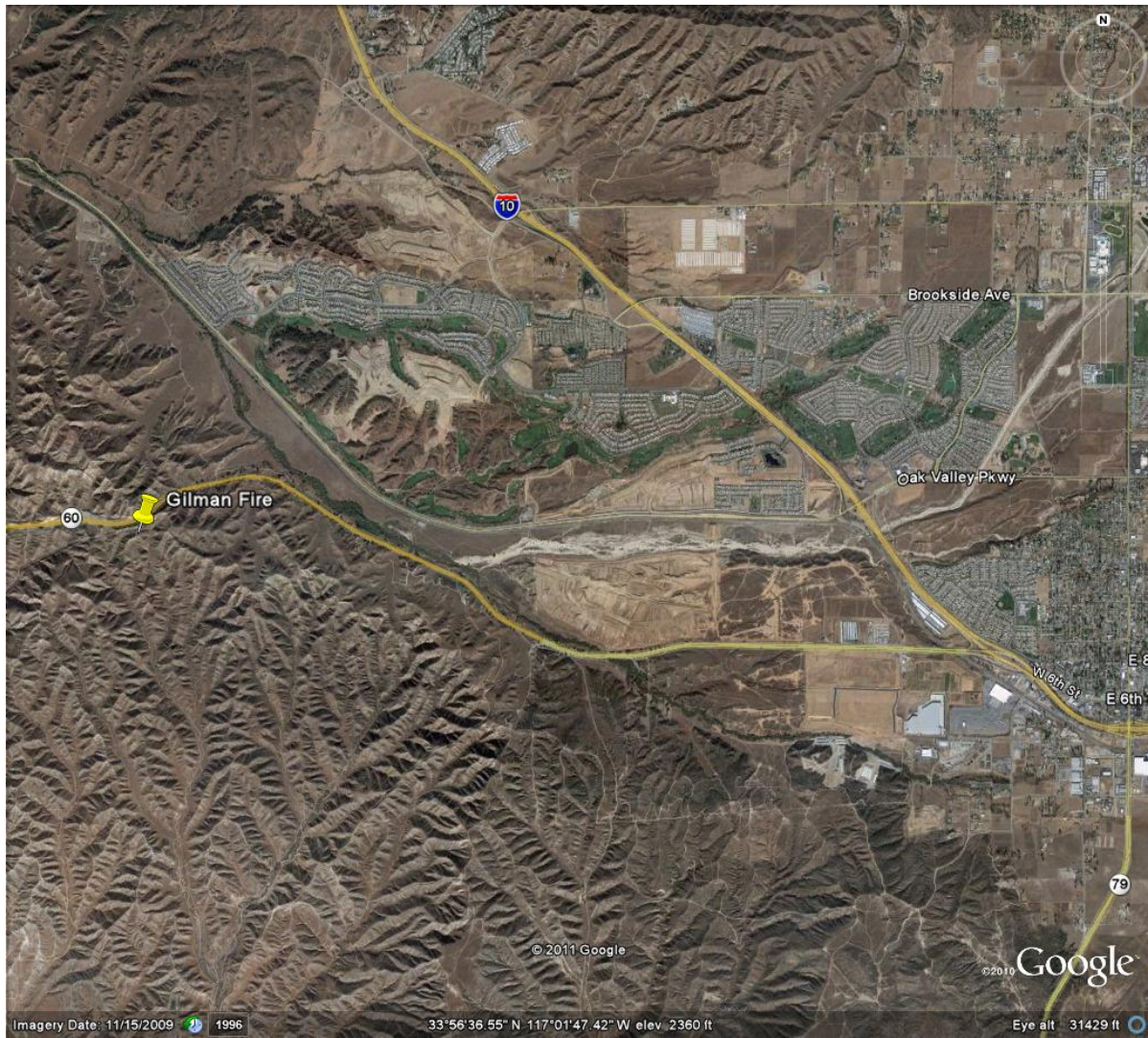
The steep terrain and continuous evaluation of the fire resulted in an additional lookout being posted.

Continuous evaluation led one crew captain to change his escape route to his safety zone which was communicated with his crew.



Red arrow signifies the escape route that Crew #6 used.

Yellow area signifies safety zone in the previously burned area that Crew #2 used.



Lookout

Communications

Escape Routes

Safety Zones