

Incident Name and Type:Las Conchas – N Zone Dates of Incident: 7-02-2011

Unit or Jurisdiction(s): BIA

Geographic Area: Region 3, New Mexico

Narrative:

At 13:45 two hand crews preparing fire line for burnout had a large boulder break loose from the hillside causing other rocks to also roll down the slope.

The crew yelled, "ROCKS" repeatedly to warn everyone of the danger. The crewmembers directly below the rocks could hear the warning yells and warnings over their radio crew net but their vision of the rocks was obscured by oak brush.

The first large rock, the size of a "Volkswagen Beetle", was successfully avoided but another rock, 2 feet by 2 feet, hit a crewmember pinning him to the ground. The first crewmember to the patient moved the rock off the patient.

The first EMT was with the patient within one minute and three additional EMT's from the crew were on scene within five minutes of the accident.

The crew net channel was cleared for the medical emergency. The four EMT's began their assessment of the patient. The Command Channel was cleared by the Division Supervisor.

Patient vital signs were stable.

The initial request was for an ambulance to respond but this was upgraded to a helicopter short haul mission by the DIVS due to the mechanism of injury.

A satellite phone was brought into the mix to aid in communications with Incident Communications and medical personnel at the ICP.

By 14:18 a cervical collar was in place, the patient's legs were splinted, the patient secured to a backboard and placed in a SKED. The patient was then moved away from the rockslide area.

At 14:25 the incident short haul capable helicopter was performing their size up from the air.

At 14:55 the patient was packaged for transport by short haul personnel.

At 15:23 the patient was short hauled to the landing zone where the helicopter could be re-configured to transport the patient to the hospital.

At 15:32 the helicopter left the landing zone with the patient en-route to the trauma center hospital in Santa Fe, New Mexico.

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

The IMT Emergency Incident Plan –IEP (Incident within the Incident) worked well.

The IMT has drilled the implementation of the team's IEP with scenarios for the C&G and Operations. During the 2011 fire season to date the team had actual implementation of the IEP three times prior to this incident. While the prior incidents turned out to be relatively minor in terms of patient status those incidents provided the opportunity to learn from each one to improve the implementation of our IEP for this incident.

The crews on scene did an excellent job in handling the patient and in patient packaging, which decreased the scene time for the short haul personnel. The crews had the EMT's, c-collar, backboard and SKED with them.

The crews involved - Helitac, IHC's, and the IMT - conducted After Action Reviews immediately after the incident and obtained witness statements from those involved.

The IMT's two SOF-1 and an SOF1 (T) met with the personnel involved at 18:45 at their spike camp and conducted an AAR and investigation.

Crew personnel took photos of the accident site and a NIFC photographer also took photos of the extraction.

Communications followed the ICS 206 Block 8 (Dutch Creek) for obtaining initial information from the Point of Contact.

2. AAR LESSONS LEARNED:

The IMT needs to make sure the ICS 206 shows the capability of the medical resources available. On this incident the ICS 206 did not show that the medevac helicopter was also short haul capable. This may have delayed the initial request for a short haul.

The IMT needs to continue to train and drill with incident communication personnel. This can be a challenge as RADO's are not assigned to the team and those assigned have a variety of experience and backgrounds. (Although on this incident the RADO's performed well)

The crews involved felt that understanding the short haul process was important. The crews who had short haul experience felt less stress than the crew that did not understand the short haul process. (Initial recon, power checks and size-up, landing to re-configure for short haul, insertion of short haul personnel, recovery of short haul personnel and patient, landing to re-configure for patient transport inside the ship)

The AAR with the crews involved also expressed that the agencies are not supporting the crew medic concept with medical control, IV capability, etc.

The IMT will continue to assign line medics to divisions based on access, division assignment and medic availability.

An AAR with Incident Communications was also conducted. Lessons learned:

Best practice is to turn communications over to ICP medical personnel when talking with medical personnel with the patient.

The communications room needs to be cleared of non-essential personnel with no side conversations in the room.

The IMT must ensure that whenever air transport is requested that secondary ground transport is also provided as a backup plan to as close to the accident site as possible. This was done initially but then that ambulance was diverted to the helibase before the patient had been transported to the hospital via helicopter.

The use of a satellite phone at the scene of the accident aided in communication.

Additional fire priority traffic can be considered by Communications depending on the situation. During this incident ATGS called to advise of a weather alert of a large thunderstorm approaching the fire.

ATGS was denied air time for this alert. The AAR with Communications determined that depending on the situation and status of the initial emergency that other critical information could be disseminated over the Command Frequency in a controlled manner and not jeopardize the incident within the incident.

An AAR with the Helitac Crew was also conducted. Lessons learned:

The presence of a helitac crew managing the dip site below the accident site expedited the construction of the helispot and control of the helispot.

The presence of this helitac crew aided in the re-configure process and transfer of the patient into the helicopter.

The emergency was not communicated to ATGS in a timely manner.

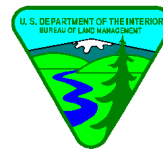












**Southwest Area Incident Management Team
Incident Emergency Plan (IEP) (revised 5-2011)**

The goal of the Incident Emergency Plan (IEP) is to provide the guidelines necessary to *Triage, Extricate, Treat and Transport* all patients in as quick and safe a manner as possible. The Division/Group Supervisor will oversee and activate the IEP as needed based on the information provided to the Division or Communications Unit by the initial Point Of Contact (POC). Radio communication will be on the command channel and will take priority over other radio traffic. Names of the injured or deceased will not be given over the radio. Use of crew designators should be limited. Deceased individuals and their equipment are not to be moved unless necessary for the safety of others.

Position checklist

INCIDENT COMMANDER

- Ensures the IEP is implemented.
- Notifies Agency Administrator and Geographic Coordination Center.

SAFETY OFFICER

- Evaluates safety issues at the accident site and works with the Division/Group Supervisor to mitigate them.
- Initiates the investigation of the incident and request the appropriate investigation resources/teams.
- Secures witnesses names and initial statements and all evidence relating to the incident.
- Coordinates investigation with Comp/Claims unit.
- Obtain sketches and photos of the incident.
- Coordinates with and supports the Division/Group Supervisor in charge at the scene.

LIAISON

- Responds to scene to assist as needed with security.
- Insure coordination with investigation agencies.
- Assist other positions as needed.

INFORMATION OFFICER

- Collect pertinent information about the incident.
- Coordinate information release with the Incident Commander and Agency Public Affairs Officer.
- Assign Information Officers to field media inquiries at the accident scene, med-evac area, ICP, and hospital.
- Coordinate with Liaison and Safety Officers regarding roadblocks, evacuations and other incident actions.
- Coordinate with hosting agency to place a media advocate with the affected family(s).

PLANNING SECTION CHIEF

- Complete the wildland entrapment/fatality initial report as needed.
- Coordinate Critical incident Stress Debriefing as needed.
- Develop and distribute fact sheet within four hours.
- Coordinate with hosting agency the placement of a Family Advocate with supporting agencies (Home unit, Red Cross, 100 Club, Chaplain).
- Provide briefing for incident personnel.

OPERATIONS SECTION CHIEF

- Implement the IEP providing coordination between the Division/Group Supervisor and other IMT sections and units.
- Conduct proper size-up of incident to include number of victims, nature of incident and condition of patient(s).
- Ensure appropriate incident organization as needed for Triage, Extrication, Treatment and Transport.
- Coordinate with and support the Safety Officer's and law enforcement investigations.
- Coordinate with the Logistics Section for on scene and receiving hospital support.
- Confirm the location of the site (Lat/Long).
- Identify the medical treatment and transport needs.
- Ensure closest and best medical resources are responding to the incident.
- Identify special needs like law enforcement, heavy rescue, and hazardous materials.
- Ensures the immediate transportation of all patients.
- Coordinates with Air Tactical Group Supervisor for Air-Medical transport needs.
- Implements the Helibase emergency response plan as needed.
- Coordinates with Logistics Section for ground ambulance transport, medical supplies and other needs.
- Ensure air/ground coordination for patient transport locations with the Medical Group Supervisor.
- Ensures delegation is utilized as needed to support continued management of original incident.

LOGISTICS SECTION CHIEF

- Order needed resources for the incident.
- Monitor support functions and assess additional needs.
- Provide ground transport as needed.
- Coordinate the removal of damaged vehicles.
- Establish emergency radio communications.
- Assist Medical Unit Leader with communications with POC, ambulance units and hospital.
- Coordinate security with the Team Liaison and Operations Section Chief as necessary.
- Locate and secure personal effects of injured personnel.

FINANCE SECTION CHIEF

- Coordinate with Agency Administrative Officer and Incident Business Advisor.
- Coordinate Comp/Claims Unit response.

DIVISION/GROUP SUPERVISOR

- Activates the IEP by notifying incident Communications of the emergency.
- Monitors radio traffic between the initial POC and the Communications Unit.
- Ensures the Development and implementation of the response to the incident based on the information from the POC (Size-Up).
- Coordinate "Line EMT" response to the accident (Utilize Closest EMT's).
- Preserve the scene for accident investigation.
- Ensures the other needs and oversight of the Division/Group are not overlooked.