

Informational Summary Report of Serious or Near Serious CAL FIRE Injuries, Illnesses and Accidents



GREEN SHEET

Firefighter Struck by Civilian Vehicle

November 15, 2018

Woolsey Fire

18-CA-VNC-091023

18-CA-CSR-000070

California Southern Region

SUMMARY

On November 14, 2018 at approximately 11:45 PM, a fire department Lieutenant assigned to the Woolsey Fire was run over by a civilian vehicle while resting on the fireline. The injured firefighter was transported by a helicopter to a local trauma center. The Lieutenant was released from the hospital 37 hours later after suffering minor injuries and being held for observation.



CONDITIONS

Weather:

Temperature: 70° Fahrenheit

Relative Humidity: 12%

Winds: 17mph with gusts up to 23mph from the E/NE

Visibility: Clear night time

Fuel Type: Plowed grass field

Road Conditions: Dirt

Fire Behavior: No fire behavior in the immediate area

Make/Model of Equipment: 2015 Dodge 2500, 4 door 4x4

SEQUENCE OF EVENTS

On November 10, 2018 at approximately 8:00 AM, a Strike Team (5 engines) of Type I fire engines departed Washington State to assist with California wildfires. They traveled to Sacramento, California arriving at a hotel at 11:00 PM. The strike team departed Sacramento the next day at 6:30 AM for the Woolsey Fire in Ventura and Los Angeles Counties, arriving at 4:00 PM. On November 12th, they were assigned to a 24-hour shift with a 24-hour rest day on November 13th.

On November 14th, the strike team was assigned to a 24-hour shift in Division N. The strike team performed structure defense and tactical patrol operations throughout the day and into the night. At some point prior to 11:45 PM, the strike team spread out throughout the division to rest.

One engine from the strike team, Engine 1 (E1), was parked on a dirt road in the northeastern section of a plowed dirt field located on the north side of Pacific View Drive, near Drop Point 6-6 (DP 6-6) (Fig. 1, 2 & 3). Lieutenant 1 (LT1) from E1 was lying down in a grassy section of land approximately 15 feet away from E1, at some point LT1 "dozed off". Three firefighters from E1 were resting on top of the fire engine.

At approximately 11:45 PM, a citizen (C1) drove a full sized pickup truck down the dirt road where E1 was parked. As C1 approached E1, he turned off the headlights as to not disturb the resting firefighters. C1 maneuvered around E1 which was blocking the dirt road. As C1 passed by E1, a scream was heard. C1 continued onto the dirt road and parked the pickup (Fig. 2, 4). This is when it was determined LT1 from E1 was run over by C1.

The firefighters from E1 found LT1 lying supine on the ground. The driver-side front and rear tires of C1's pickup drove over LT1's upper chest. E1 firefighters

immediately radioed for help and requested an air ambulance on their mobile radio's travel channel.

Lieutenant 2 (LT2) from Engine 2 (E2) also heard the screams from LT1 and responded E2, with the crew. Engine 3 (E3) was nearby and heard the request for help on the travel channel. The Strike Team Leader 1 (STL1) heard the travel channel radio traffic and declared a medical emergency on the command frequency while enroute to the location.

Division N Trainee (DIVS N (T)) and Division N Line Safety Officer (SOFR) responded after hearing STL1's declaration. Firefighter Paramedics from E2 arrived at the scene, assessed and provided care to LT1. DIVS N (T) arrived and assumed command of the DP 6-6 Incident and declared an Incident Within an Incident (IWI). Division N Fireline Emergency Medical Technician (FEMT) and Fireline Emergency Medical Paramedic (FEMP) arrived at 12:07 AM and assisted in the care of LT1.

An ALS hoist rescue copter (Copter 1) assigned to the incident was dispatched at approximately 12:08 AM. LT1 was placed in the pickup bed of the SOFR's truck and transported to a helispot located at the south end of DP 6-6 (Fig. 1). Copter 1 arrived at scene at 12:30 AM. Copter 1 departed with LT1 at approximately 12:38 AM to a local trauma center. LT1 was treated for minor injuries and held for observation, then released from the hospital 37 hours later.

INJURIES/DAMAGES

LT1 suffered minor injuries including abrasions and contusions.

SAFETY ISSUES FOR REVIEW

- Taking a nap near fireline (Watchout Situation).
- Maintain work-rest cycles with crews so that operational objectives can be met.
- Notify supervisor if fatigue prevents you from meeting operational goals.

INCIDENTAL ISSUES/LESSONS LEARNED

- The use of travel net or a crew net radio channel is not authorized as a Tactical Net and can delay or confuse response to an IWI.
- The IWI procedures outlined in the incident Medical Plan (ICS 206) were followed correctly resulting in rapid treatment and transport to the trauma center.
- Having an identified and dedicated 24-hour ALS hoist rescue helicopter added to the success of this incident. The total time from injury notification to the arrival of Copter 1 at the trauma center was 41 minutes, meeting the Golden Hour.
- Lying in soft dirt potentially decreased the severity of injuries suffered by Lieutenant 1 (Fig. 5).
- Refrain from sleeping in un-marked, non-designated sleeping areas on an incident.

PHOTOS/SITE DIAGRAMS/MAPS

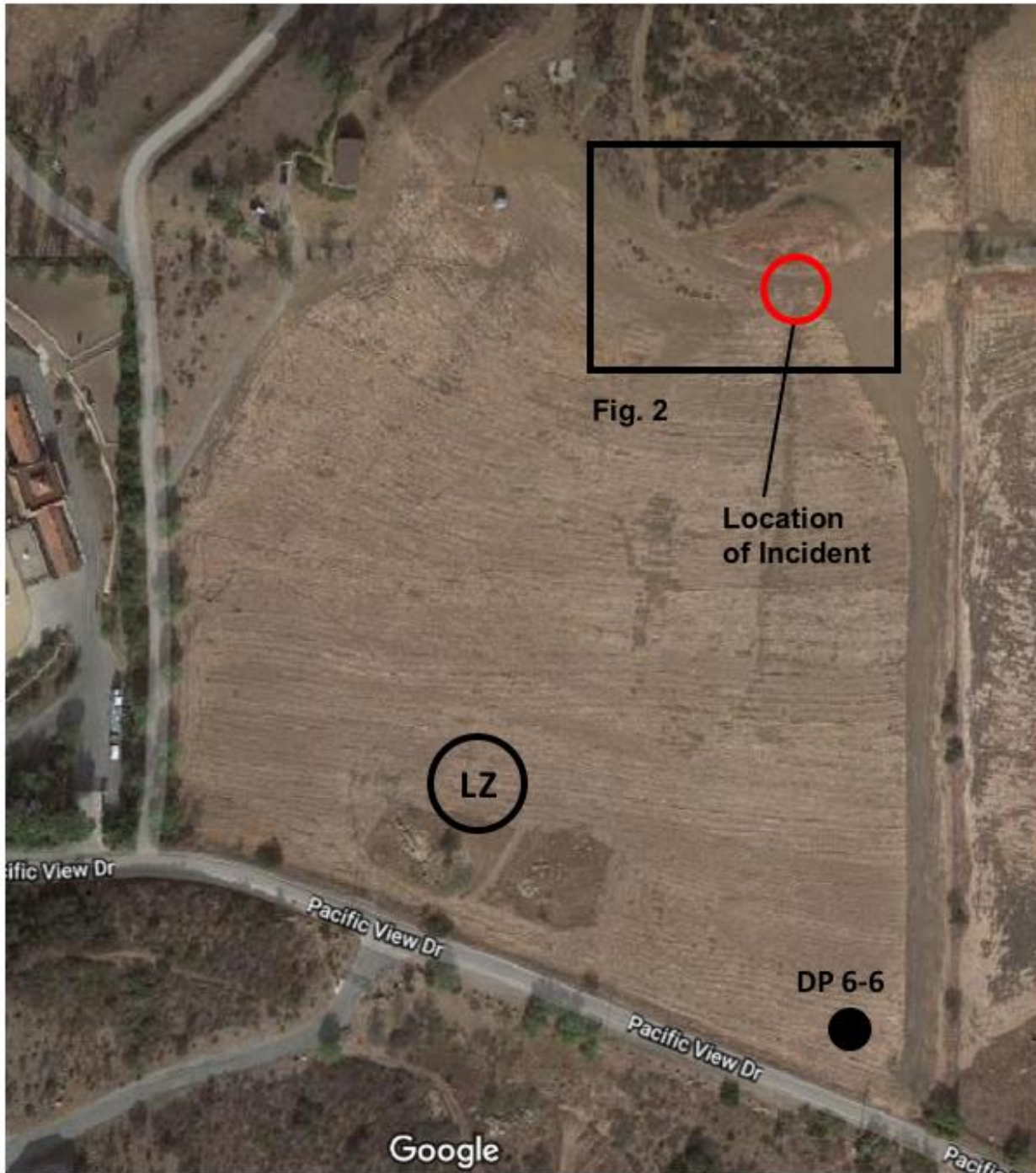


Figure 1: Incident overview



Figure 2: Location of vehicles and Lieutenant 1



Engine 1



Civilian 1 pickup



Lieutenant 1



Approximate travel
path of Civilian 1



Figure 3: Location of Engine 1 and Lieutenant 1



Figure 4: Location of Civilian 1's pickup, Lieutenant 1 and Engine 1



Figure 5: Location of Lieutenant 1