

# Rapid Lesson Sharing

**Event Type:** Heat-Related Illness IWI

**Date:** August 1, 2017

**Location:** Pole Creek Fire, Nevada

This Incident-Within an-Incident (IWI) occurred on my third day as a Division Supervisor on the Type 3 Pole Creek Fire. I was originally an Initial Attack Task Force Leader that responded to this fire on July 30. Division Golf had been successfully burned out and contained the day before, on July 31. The August 1 mission briefing for the assigned resources (including 7 Engines, 1 Dozer, 1 Heavy Equipment Boss, 1 Task Force Leader, 1 Type 1 Interagency Hotshot Crew, and 1 Type 2 Inmate Crew) was:

**Interagency Hotshot Crew** – Secure green islands proximate to control line

**Engines** – Patrol dozer line, improving/mopping-up 10-feet in off of dozer line; support Type 2 Inmate Crew with water

**Type 2 Inmate Crew** – Grid for heat/mop-up dozer line, working downhill toward road

**Dozer** – Stand by

## **Incident-Within an-Incident Briefing**

The Incident-Within an-Incident briefing that I conducted before shift specifically covered: that the Task Force Leader would be the IWI IC if closest/closer than DIVS; 9 Lines with Elko Dispatch; more than likely fly patient off the hill due to long response time for ground ambulance.

## **Incident-Within an-Incident Activated for Heat-Related Illness**

Around 1230, I (DIVS Golf) assessed that the Division was looking real good to meet containment/secure/mop-up objectives. I informed the Task Force Leader that I was going to meet-up with OPS3 to discuss ICS-204 needs for the next shift on a less active part of the Division.

After driving for 10 minutes down a two-track, I was notified by the Inmate Crew that I had a "man down." I immediately contacted the Task Force Leader and directed him to head to the incident and take IWI IC. I would meet him on scene, retaining the DIVS role. I also requested the IHC Crew medic and EMTs to go to the scene immediately.

Within 5 minutes (including travel time) the Task Force Leader had notified Elko Dispatch of the emergency situation, indicated a 9 Line "Yellow" severity, and ordered a medevac ship and back-up ground ambulance.

Within 10 minutes, I arrived on scene. The patient was stabilized for a heat-related injury, and the IWI IC had communicated the 9 Line to Elko Dispatch.

The IWI IC did a good job of telling Elko Dispatch to "figure it out" regarding finding a lost ambulance and had informed Elko Dispatch that the patient would be flown to ICP helibase where an ambulance/Flight for Life helicopter could receive the patient.

Elko Dispatch informed the IWI IC that the Flight for Life helicopter was not available, but the local Bureau of Land Management Initial Attack helicopter was available. 40 minutes later, the patient was flown off of Division G to ICP by the BLM helicopter, where the patient was transferred to the Flight for Life helicopter and air transported to the hospital in Elko.

## LESSONS

### 1. Challenge – Patient passed out face-first into ground, situation seemed dire

Medic/EMTs revived the patient by quickly placing him in an air-conditioned crew buggy on the dozer line, placed ice packs to groin/arm pits, removed fire shirt, kept him in shade. At one point, 6 EMTs and 1 Paramedic were with patient with a clear medical lead identified.

This incident further supports the need for resources (engines, crews, etc.) to hire/support EMT/Medics.

### 2. Challenge – Inmate Crew Dynamics

The patient did not want to report how bad he felt to his Crew Boss due to fear of being kicked off crew, even though the Crew Boss had informed the crew several times that it was OK to report injuries and that people would not be dismissed from this Inmate Crew.

The Inmate Crew Boss and Crew Boss Trainee did a good job of sitting the crew down and hashing out some stress/communication issues. The Inmate Crew was very worried and concerned for their crewmember.

I (the Division G Supervisor) invited the Inmate Crew to the Division AAR at the end of shift. Their Crew Boss allowed them to participate and ask questions. Most common questions asked were to the EMTs on how they can take better care of their crewmembers regarding heat-related injuries. There were lots of questions about the telltale signs of heat injuries. We reviewed heat-related injuries in the IRPG and went over some quick and easy field treatments (shade, remove shirt, cool body down, etc.).

The Inmate Crew was obviously nervous about participating in the AAR, but warmed-up and joined the conversation as more folks interacted with them.

### 1. Success

The IWI IC, identified in the briefing as being the Task Force Leader, had been an IWI IC before on a 9 Line “Red” incident. The Task Force Leader IC'd the IWI very well. Everybody could tell he had done it before. Unfortunately for him he had a previous IWI experience, but this past incident's experience did benefit our Division that day.

### 2. Success

With the initial emergency traffic report to Dispatch, passing on “Yellow” severity medical incident in need of air medevac, then passing along the rest of 9 lines once compiled. This allowed Dispatch to get the wheels rolling on finding a medevac helicopter and, in our case, a back-up helicopter. With the “Golden Rule” (60 minutes to get patient to advanced medical care) every second counts with regards to gaining efficiencies.

---

**This RLS was submitted by:**  
**Incident Overhead**

Do you have a Rapid Lesson to share?  
Click this button:

[Share  
Your Lessons](#)