

Student Workbook

Module - The Salt Fire Case Study

Overview

Goal: The students will review the key actions and events during the Salt Fire incident and identify the critical decision points during the incident.

Exercise

Individually identify key decisions in the timeline on the 29th and make notes in the space provided. Get together with your group after all group members have completed the first part and discuss the key decisions that were identified. A class discussion will follow.

III. Chronology of Events on August 29th, 2011

Time (estimate)	Event
0700	Morning briefing at ICP. Operations delivers briefing to resources at spike camp
1100-1200	Operation Section Chief-Trainee meets with Dozer Boss and assigns the task of creating a parking area for transports @ Drop Point 3 (DP3)
1330	Continue work in DP3 to facilitate parking for the 2 transports and smoothing surface. Discussion to enlarge area 4 times in size.
1400	Fire Activity begins to pick up. Division Zulu disengages to reassess. Transports moved off of road into DP3
1500	Dozer Boss takes weather reading. RH is 17%
1600	Division Zulu experiencing continued increase in fire behavior. Operation Section Chief-Field and Trainee ordered recon flight from Moyer Meadow. At DP3, small open area was tied to thus enlarging the clearing. RH 16%.

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1630	<p>Operation Section Chief and trainee fly recon, fire behavior is increasing all over, especially on NE corner. Division Bravo Supervisor asks Recon to gauge the fires distance from DP3 in order to determine if there is time to get the transports moved.</p> <p>Decision made to get transports out. Line Safety Officer drives down from 099 road to recon out ahead of fire, observes ash blowing across 020 road and a big column of smoke building below the road.</p>
1700	<p>Dozer Boss notes that fire activity is increasing within sight of DP3; dozer continues work to increase the size of DP3.</p>
1715-1720	<p>Operations Section Chief-Planning ties in with dozer boss at DP3 and starts collecting info on who is at the location. Transports cannot navigate road to south so decision is made to move transports north to China Spike. Line Safety Officer assigned to lead them out. Air Attack reports noticeable change in fire intensity in Goodluck Cr., indicating that it may have started to move up the drainage.</p>
1725	<p>Recon flight lands at Moyer Meadow and Operations Safety Chief and Trainee proceed directly to DP3. Division Bravo Supervisor and Dozer Boss told to get transports out.</p>
1730	<p>Dozer Operator calls his Transport Driver and tells him to find a person with a USFS radio because he is hearing that there is an urgent need to move the transports.</p> <p>Driver finds the Division Bravo Supervisor near Moyer Meadows who escorts him to DP3. Line Safety Officer leads the first transports out Forest Road 020 road toward China Springs.</p>
1731-1740	<p>Line Safety Officer reports fire has crossed Forest Road 020</p> <p>Transport begins to back toward DP3. Dozer clears debris from two-track leading to Squawboard Meadow and is assigned to cut turnaround for transport but is turned back.</p>
1749-1751	<p>Fireline Leaders begin evacuation to Squawboard Meadow from DP3. Transport gets stuck backing into DP3. Transport driver exits the disabled transport and heads to</p>

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	Squawboard meadow as directed by Operations trainee using the Dozer Operators truck as his escape vehicle.
1752	Fire front hits DP3. One Transport Driver, Dozer Operator, Line Safety Officer and Dozer Boss are still at DP3. Dozer Operator and Transport Driver deploy shelter

WEATHER 9/29:

- **Partly cloudy with a slight chance of showers and thunderstorms.**
- **TEMPERATURES: Max temperature around 75.**
- **HUMIDITY: Min RH 15 to 20 percent.**
- **20 FT WINDS:**
 - **RIDGETOP - Light Southwest wind to 5 mph increasing and shifting west to northwest by the afternoon to 10 mph with gusts 20 mph.**
 - **SLOPE/VALLEY - Light upslope 1 to 2 mph in the morning...becoming upvalley 2 to 4 mph by the afternoon.**
- **HAINES INDEX: 4**
- **STABILITY/INVERSION: Due to the poor Rh recoveries expected...airmass will rapidly warm in the early Morning**

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