

**Dromedary Peak Fuels Crew**

**2017 Season Report**



## **Dromedary Peak 2017**

The 2017 field season was a successful season for The Dromedary Peak Fuels Crew and its members. The majority of the crew's time was spent supporting fire suppression efforts in three different states within the western U.S. Throughout the summer Dromedary Peak crewmembers assisted with the suppression of wildfires in 4 different states throughout the west.

The Dromedary Peak Fuels Crew officially began the 2017 season on May 8th with our annual 80 hours of critical training. During our critical training, rookie crewmembers attended the S-212 chainsaw training course while returning crewmembers attended a variety of classes including RT-130, RT-212, S-133, and S-131. Different instructional stations provided the crew with the basics of chipper operations, helicopter flight preparation, crew transportation, crew SOGs, and physical fitness training.

On day 3 of our critical training the crew traveled to Johnson's Pass in Tooele County to participate in a mock fire exercise. The field day was constructed to provide a realistic simulation of what the crew faces during the initial attack phase of a wildland fire. The exercise provided a good opportunity for the crew to begin learning their fireline roles and responsibilities, while building crew cohesion and increasing our fitness level. Sawyers had the opportunity to construct saw line through thick juniper and sage while the rest of the crew followed constructing hand line. Throughout the exercise crewmembers participated in gridding for spot fires, operating GPS units, programming radios, utilizing belt weather kits to collect weather observations, as well as identifying and cutting out a helispot. A medical situation was also built into the fire scenario with the intention of fostering our EMT's medical skills and introducing new crewmembers to the "Incident within an Incident" procedures and the Dutch Creek Protocol.

On May 18<sup>th</sup>, the final step of critical training began with the annual base review by LPCC overhead, as well as representation from the State Office and Northern Utah Interagency Fire Center. During this time, the crew's administrative, logistical, and staff readiness were evaluated through a sand table exercise and other scenarios, interviews, and discussions. The crew was made available for national assignment on May 19<sup>th</sup> through the Northern Utah Interagency Fire Center.

During the first three weeks the crew was assigned to fuels projects in the Southeast, Central, and Wasatch Front areas. While assigned to these areas, the projects provided an opportunity for new sawyers to learn proper cutting techniques, burn pile construction, safe and efficient chipping operations, and prescribed fire operations. By the end of the third week

of availability, the crew gained Initial Attack status, and received their first resource order as a fire suppression resource.

On June 8<sup>th</sup> the crew mobilized to the Southwest Region to support a local preposition order. They were less than 50 miles from their reporting location before being reassigned to an emerging incident on the boundary between the Kaibab and Coconino National forest, which came to be known as the Boundary Fire. During their 14 day assignment, the crew supported the incident by burning, holding, direct, indirect, and mopup operations. Many shifts were spent deploying hoselays to support planned burnouts. This assignment was unique because it showed many of the crewmembers the typical events that take place during transitions with incident management teams. When they arrived, an ad hoc Type 3 IMT was in place, and they observed an incoming Type 2, and when fire activity began to slow down, it progressively went back to a Type 4.



Boundary Fire

After the crew timed out, they traveled back to their home unit, completed their refurbishment of all their equipment, and took two mandatory days off for rest and relaxation. It wasn't long before Dromedary answered another call for assistance out of region.

On July 1<sup>st</sup>, Dromedary received another Crew Resource Order for preposition in the Southwest Region. During their second dispatch, the crew was assigned to four different incidents. After the crew reached their reporting location at Gold Field Station, the crew was assigned as an initial attack region for the local area. Due to emerging incidents in neighboring areas, the crew was ultimately reassigned after four days with no response to any incidents.

On July 6<sup>th</sup>, the crew was reassigned to a desert incident known as the Sheep Fire. They spent four days constructing direct handline in grass, until a weak cold front moved into the area and significantly slowed fire activity. The crew was demobilized on July 10<sup>th</sup>, and reassigned to the Stanford Fire.

The Stanford Fire was a relatively low priority fire located in the Chiricahua Mountains less than 50 miles from the Mexican Border. Utilizing aircraft while constructing direct handline, the crew was able to contain the fire in one shift. Due to priority incidents in the area, this fire was moved into monitor status, and the crew was quickly reassigned to the Fife Fire.

The Fife fire presented many challenges not just for the crew, but the local resources and incident management team. Due to high temperatures, high winds, poor access, and extreme fire behavior, the fire posed a particularly challenging situation to the local community. With the assistance of 6 different fixed wing aircraft, the crew was able to construct three miles of line in one shift. The next day, incoming resources were able to get containment lines around the entire perimeter of the fire, allowing Dromedary to go back to their monitor fire.

Although the Stanford Fire was still in monitor status, the crew was able to get the final evaluation needed to complete one crewmember's ICT5 PTB. At the agency's request, the fire was put into controlled status, and the crew completed another 14 day assignment. After an overnight stay in Douglas, AZ, the crew demobilized, traveled home, and took another mandatory two days off.

On July 22 the crew was ordered again to preposition, but this time they were sent to northern California to assist with Initial Attack response on the Plumas National Forest. After staging for IA for one shift, the crew was reassigned to the R-2 Schaffer to assist with Initial Attack after a lightning event that had moved through the Modoc National Forest a few days prior. During this time, the crew responded to 2 different low complexity incidents, and was able to get another final evaluation for one of the crew's ICT5 trainees.

Due to widespread lightning activity in Northern California, the crew was reassigned to the July Modoc Complex on July 26<sup>th</sup>, and the crew spent the rest of the tour assisting with Initial Attack Response within the fire's management area of over a million acres. Again, the

crew was able to obtain another ICT5 training assignment for one of its crewmembers, as well as multiple Firefighter Type 1 (FFT1) training assignments. The last day of Dromedary Peak's season was on August 17<sup>th</sup>.

The 2017 fire season was very successful for Dromedary Peak. After the crew shut down, the crew sent personnel to seven different receiving units to pursue training details and support crew personnel needs. Three individuals detailed with Wasatch Helitack on the Uintah-Wasatch-Cache National Forest. One individual pursued a training detail by supporting Northern Utah Interagency Fire Center, and another filled in with King's Peak Wildfire Module. The remaining folks supported other programs within the Lone Peak Conservation Center. Thank you to all who helped by contributing to Dromedary Peak's success.

## 2017 LPCC CREW SEASON DATA

**Crew Name: Dromedary Peak**

QUESTIONS		RESPONSE
<b>AVAILABILITY</b>		
1	Total days crew was assembled?	101
1a	Start Date	May 9th
1b	End Date	August 17th
2	Total number of days assigned to incidents? (Includes travel)	54
2a	How many days were in official travel status?	12
2b	How many 14 day assignments were completed during total number of days assigned?	3
2bb	<b>How many assignment extensions?</b>	0
2c	Number of days on project work while assigned? (list specific type: e.g.. Trails, fuels etc.)	0
2d	Number of days on project work while not assigned?	13
3	Total number of days off?	19
3a	Days off in pay status?	6
3b	Days off in non- pay status?	13
3c	Number of days in station or otherwise and not accounted for above?	4
<b>TRAINING</b>		
4	Number of days in training?	8
5	Number of days of non fire mandatory training?	0
6	<b>Number of instructor hours dedicated to non-crew training courses?</b>	0
6a	<b>Number of task books initiated?</b>	7
6b	<b>Number of task books completed?</b>	8
<b>TRANSPORTATION</b>		
7	Total miles driven? (Total of all vehicles)	34,617 miles
8	How many vehicles do you have?	5
9	Number of vehicle accidents? (Vehicle down for repair due to accident)	1
9a	Number of injury vehicle accidents?	0
9b	Vehicle accidents above where fault was Government Driver?	0
10	Number of days vehicle down for failure or repairs? (Non-accident, total all vehicles)	15 days
11	How many times did your crew fly? (Count each leg as a flight)	0
11a	Commercial	0
11b	Charter	0
<b>PERSONNEL</b>		
12	Total number of funded personnel on crew?	20
13	On average how many personnel did you have on incidents?	20
13a	<b>Number of days crew leadership fulfilled incident leadership positions?</b>	54
14	Total number of career appointments? (excluding apprentices)	2
15	Number of UFRA interns on crew?	2
16	Number of career positions that were vacant?	1
17	Number of career employee's on the crews that are eligible for retirement in the next 5 years?	0
<b>ACCIDENTS AND INJURIES</b>		
18	<b>Number of non-injury incidents? (bee stings, poison oak, etc)</b>	1
19	<b>Number of injury accidents?</b>	2
20	<b>Number of injury accidents that required medical attention? (no lost time)</b>	0

21	<b>Number of injury accidents that required medical attention? (lost time)</b>	0
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